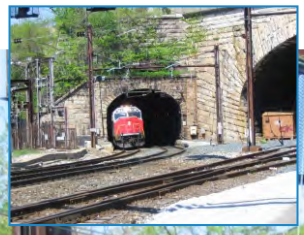
B&P TUNNEL PROJECT

B&P Tunnel Project
Baltimore, Maryland

ARCHITECTURAL HISTORIC PROPERTIES SURVEY

October 2015



U.S. Department of Transportation
Federal Railroad Administration

Maryland Department of Transportation

INTENTIONALLY LEFT BLANK

EXECUTIVE SUMMARY

This Architectural Historic Properties Survey technical report discusses the methods and results of a historic architectural resources survey of the Baltimore and Potomac (B&P) Tunnel Project located in Baltimore City, Maryland (see **Figure 1**). This report was prepared to fulfill compliance and document requirements of 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). The Federal Railroad Administration (FRA) is the lead federal agency, taking into account the effects of the B&P Tunnel Project undertaking on historic properties. The Maryland Department of Transportation (MDOT) is the grantee, Amtrak the B&P tunnel owner, and the Baltimore City Department of Transportation (BCDOT) a project partner. FRA is consulting with the Maryland State Historic Preservation Officer, namely the Maryland Historical Trust (MHT), and additional consulting parties; FRA is also seeking and considering the views of the public as part of the process. All field investigations and technical reporting meet the qualifications specified in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:190:44716–44742) and the guidelines presented in MHT's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (MHT 2000).

At the time of this report, seven (7) project alternatives were under consideration, namely No-Build; Alternative 2 (reconstruct and modernize existing tunnel); Alternatives 3A, 3B, and 3C; and Alternatives 11A and 11B (see **Figures 2 and 3**). The primary purpose of this architectural historic properties survey is to identify historic properties over 50 years of age within the historic architectural area of potential effects (APE), in other words, to identify properties listed in or eligible for the National Register of Historic Places (NRHP). The B&P Railroad alignment itself, including the B&P Tunnel, is an NRHP-eligible historic property. Intensive surveys, including the identification of contributing elements of historic districts, were undertaken within the APE. A Study Area boundary rather than an APE, however, was used for Alternative 2 since only very preliminary engineering and environmental studies were done for this alternative, thus warranting only reconnaissance survey level Section 106 work.

Six (6) newly identified historic resources were documented as part of this report, using MHT Determination of Eligibility Forms and Short Forms for Ineligible Resources (Short Forms) (see **Figure 13**). Two (2) are recommended as eligible for listing in the NRHP: 1) Baltimore and Ohio (B&O) Belt Line Railroad (B-5287) and 2) Baltimore and Ohio (B&O) Belt Line Bridge over Jones Falls Valley (B-5288) (see **Table 1**). The remaining four (4) evaluated resources are recommended 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) (see **Table 2**).

There are currently a total of seventeen (17) historic properties within the historic architectural APE (see **Figure 4, Table 1**), including the two evaluated for this study and found to be eligible for the NRHP. The historic properties are (from east to west): 1) Baltimore and Ohio Belt Line Railroad, 2) Baltimore and Ohio Belt Line Bridge over Jones Falls Valley, 3) Baltimore and Potomac Railroad (Philadelphia, Baltimore & Washington Railroad), 4) Howard Street Bridge (BC1405), 5) North Avenue Bridge (BC1208), 6) Bolton Hill Historic District, 7) Reservoir Hill Historic District, 8) Old West Baltimore Historic District, 9) Baltimore Hebrew Congregation Synagogue, 10) Vincent Street Bridge (BC8010), 11) Harlem Park Historic District, 12) Monroe-Riggs Historic District, 13) Midtown Edmondson Historic District, 14) Bridge 2410, 15)

American Ice Company, 16) Greater Rosemont Historic District, and 17) Edmondson Avenue Historic District.

Contributing elements within the historic architectural APE of the nine (9) historic districts were identified: 1) Baltimore and Ohio Belt Line Railroad, 2) B&P Railroad (Philadelphia, Baltimore and Washington Railroad), 3) Bolton Hill Historic District, 4) Reservoir Hill Historic District, 5) Old West Baltimore Historic District, 6) Midtown Edmondson Historic District, 7) Monroe-Riggs Historic District, 8) Edmondson Avenue Historic District, and 9) Greater Rosemont Historic District, (see **Appendix A**).

Twelve (12) additional resources more than 50 years old were identified during this study that also warrant individual NRHP evaluation (see **Figure 13**). The 1) Western Maryland Railroad – Gwynn's Falls Branch and 2) Carver Vocational-Technical High School were identified as being within the Alternative 3C APE. The ten (10) other individual resources for NRHP evaluation are contributing elements of listed or eligible historic districts within the direct APE (addresses listed with their historic uses): 3) 2119 Edmondson Avenue (filling station), 4) 2124 Edmondson Avenue (filling station), 5) 2126 Edmondson Avenue (Atlas Storage Company), 6) 2135 Edmondson Avenue (auto sales & service), 7) 2140 Edmondson Avenue (Ward Baking Company), 8) 2235 Edmondson Avenue (B&P Railroad station), 9) 2249 Edmondson Avenue (Fire Department Engine Company No. 36), 10) 2120 W. Lafayette Avenue (American Stores Company Warehouse), 11) 2078 Mosher Street (LBR Warehouse), and 12) B&P Railroad W. Mulberry Street bridge.

TABLE OF CONTENTS

Figures

Tables

Appendices

I. INTRODUCTION

This Architectural Historic Properties Survey technical report presents a detailed analysis of the architectural historic properties potentially impacted by the alternatives being studied for the Baltimore and Potomac (B&P) Tunnel Project. This report was prepared to fulfill compliance and document requirements of 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). The Federal Railroad Administration (FRA) is the lead federal agency, taking into account the effects of the B&P Tunnel Project undertaking on historic properties. The agency is consulting with the Maryland State Historic Preservation Officer, namely the Maryland Historical Trust (MHT), and additional consulting parties; FRA is also seeking and considering the views of the public as part of the process. All field investigations and technical reporting meet the qualifications specified in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:190:44716–44742) and the guidelines presented in MHT's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (MHT 2000). This technical report has been prepared in support of the Environmental Impact Statement (EIS)[1] being prepared by FRA[2], in coordination with the Maryland Department of Transportation (MDOT)[3].

The project Study Area surrounds the existing 1.4-mile B&P Tunnel in the west-central portion of Baltimore City and includes Amtrak's Northeast Corridor (NEC) between Penn Station to the north and the Gwynns Falls Bridge to the south, as illustrated in **Figure 1**. The historic architectural area of potential effects (APE) was delineated for the purposes of this Section 106 undertaking (see **Section IV, Figure 4**). 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)). Since all construction activities along the tunnel route alternatives would be well beneath the surface, with little to no potential for surface impacts anticipated, these areas were not included within the APE. The Alternatives 3A-3C and Alternatives 11A and 11B historic architectural APE was delineated as 200 feet around the outer boundaries of the north and south portal area limits of disturbance. The exceptions to this APE width are at the ends of the portal areas where work is confined to track work within the existing railroad right-of-way. The APE was also slightly reduced at the northern portal areas, so that the western boundary of the APE does not extend beyond Interstate 83, and the eastern boundary does not go beyond Falls Road, since both the interstate and Gwynns Falls are significant visual, audible, and atmospheric barriers. The APE is 100 feet around the outer limits of the potential mid-tunnel ventilation areas. The APE will be revised, as the ventilations areas become more refined and if there are other project changes that warrant revision. Alternative 2 will likely not be carried forward and therefore did not receive an APE, although its Study Area boundary has been refined to be 200 feet on either side of the estimated limits of excavation.

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

[2] FRA is serving as the lead Federal agency for the B&P Tunnel Project.

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

II. PROJECT DESCRIPTION

A. Project Background

As shown in **Figure 1**, the B&P Tunnel is located beneath several West Baltimore neighborhoods, including Bolton Hill, Madison Park, and Upton. The tunnel is currently used by Amtrak[4], MARC[5], and Norfolk Southern Railway (NS) [6], and is owned by Amtrak. Built in 1873, the tunnel is one of the oldest structures on the NEC. It is approximately 7,500 feet (1.4 miles) long and is comprised of three shorter tunnels: the John Street Tunnel, the Wilson Street Tunnel, and the Gilmor Street Tunnel. The B&P Tunnel is a centerpiece of the Baltimore rail network that contributes to the economic vitality of the Northeast region. The B&P Tunnel is important not only for Baltimore, but also the NEC (NEC MPWG, 2010). The NEC is the nation's most congested rail corridor and one of the highest volume corridors in the world (Amtrak, 2010).

B. Purpose and Need

1. Purpose of the Project

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

2. Need for the Project

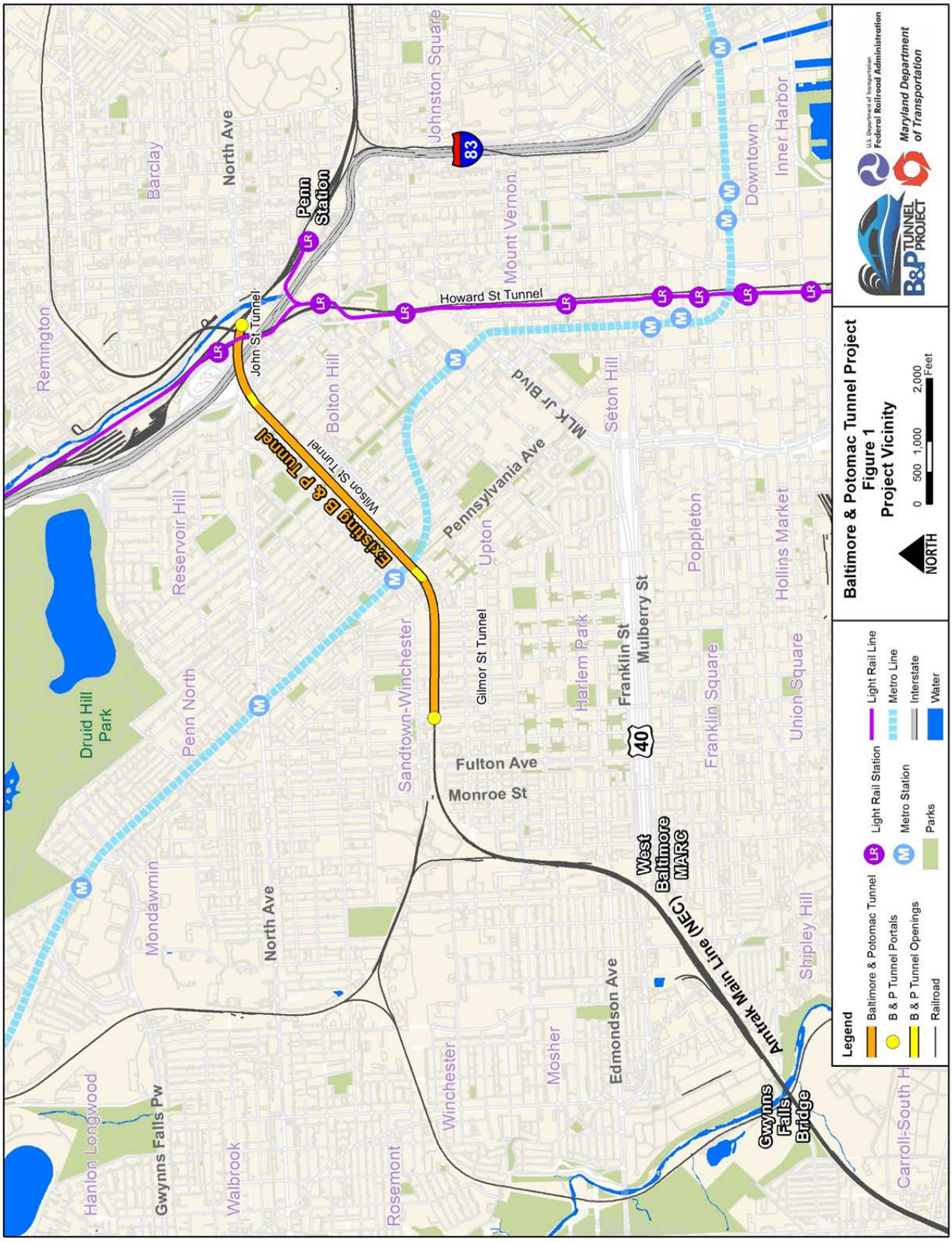
The purpose of the project was derived from the following needs:

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

[4] Amtrak is the nation's high-speed rail operator and owns the existing B&P Tunnel.

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

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


Baltimore & Potomac Tunnel Project
Figure 1
Project Vicinity
0 500 1,000 2,000 Feet
NORTH
Legend
Baltimore & Potomac Tunnel
B & P Tunnel Portals
B & P Tunnel Openings
Railroad
Light Rail Station
Metro Station
Parks
Light Rail Line
Metro Line
Interstate
Water
Existing B & P Tunnel
Howard St Tunnel
John St Tunnel
Wilson St Tunnel
Gilmor St Tunnel
Penn Station
North Ave
Fulton Ave
Monroe St
Pennsylvania Ave
MLK Jr Blvd
Franklin St
Mulberry St
West Baltimore MARC
Amtrak Main Line (NEC)
Gwynns Falls Bridge
Druid Hill Park
Johnston Square
Mount Vernon
Downtown
Inner Harbor
Bolton Hill
Seton Hill
Upton
Harlem Park
Poppleton
Hollins Market
Franklin Square
Union Square
Sandtown-Winchester
Penn North
Reservoir Hill
Barclay
Remington
Mondawmin
Hanlon Longwood
Gwynns Falls Pw
Walbrook
Rosemont
Winchester
Mosher
Edmondson Ave
Shipley Hill
Carroll-South H

INTENTIONALLY LEFT BLANK

- The existing tunnel is not suited for modern high-speed usage due to the current horizontal and vertical track alignment, which limits passenger train speeds through the tunnel to 30 MPH.
- The existing tunnel is a valuable resource. The disposition of the existing tunnel needs to be considered in the project.

C. ALTERNATIVES

Sixteen preliminary alternatives were identified, evaluated using screening criteria, and narrowed to four alternatives in the *Baltimore and Potomac Tunnel Project – Preliminary Alternatives Screening Report* (FRA/MDOT, 2014). The four preliminary alternatives retained for further design development and environmental study include Alternatives 1, 2, 3, and 11 (see **Figures 2 and 3**).

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

1. Alternative 1: No-Build

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

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

2. Alternative 2: Reconstruction and Modernization of Existing Tunnel

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

3. Alternative 3

Alternative 3 consists of three options (A, B, and C), all of which would extend in a wide arc north of the existing B&P Tunnel. Each option would include a north portal located in the vicinity of the MTA North Avenue Light Rail station, north of where I-83 crosses North Avenue. The south portal for each option would be constructed at one of two sites located south of Presstman Street, between Bentalou and Payson Streets. Each option would result in a four-track alignment through the Study Area, and would

involve construction of four separate tunnel bores. Each option would require three ventilation plants – one at each portal and one mid-tunnel plant. All of the alternatives have similar north portal locations but differ in their south portal locations and underground alignment.

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

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

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

4. Alternative 11

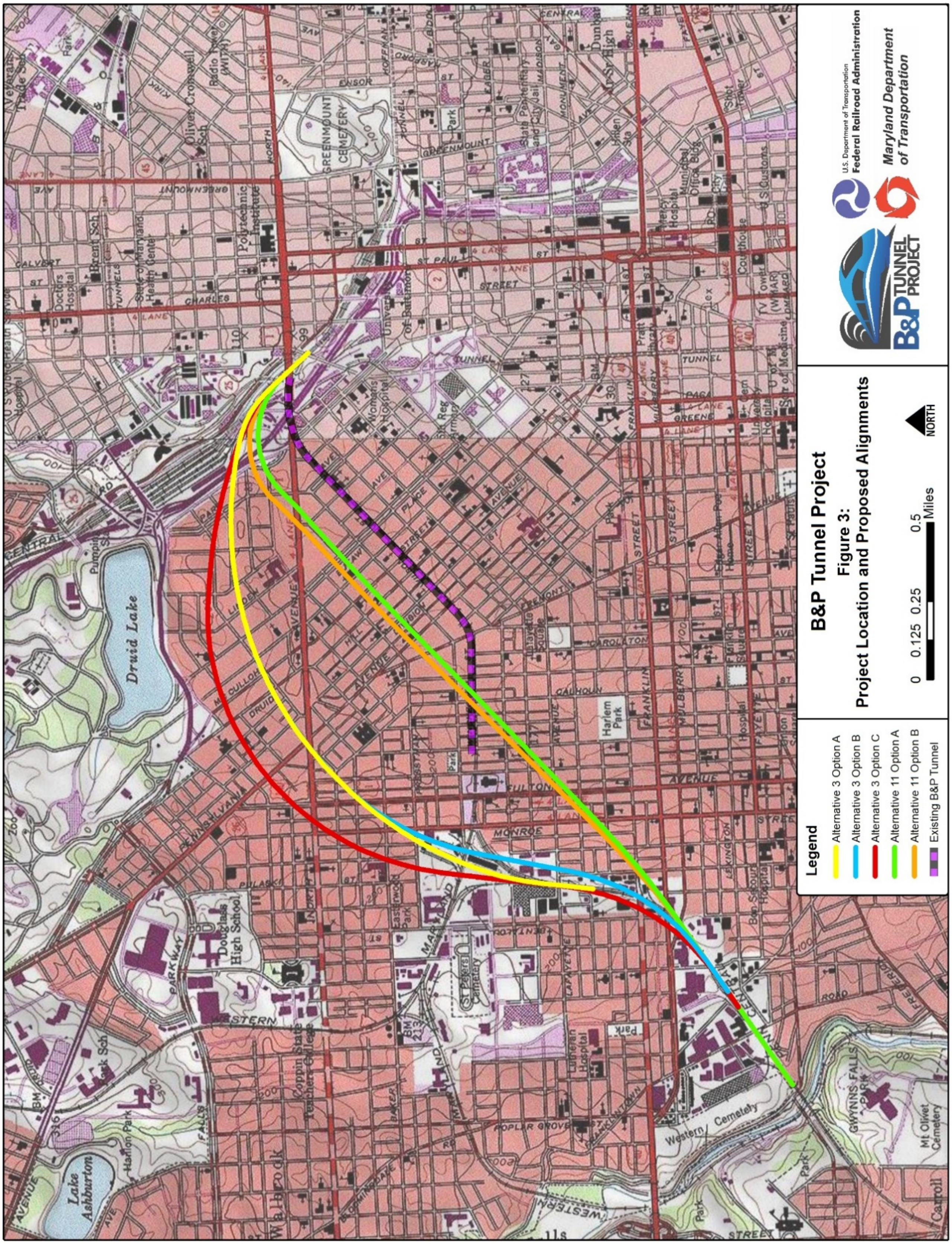
Alternative 11 includes two options (A and B) that provide for relatively straight alignments between the Penn Station and West Baltimore MARC Station, crossing diagonally underneath the existing B&P Tunnel. Each option would include a north portal in the vicinity of the MTA North Avenue Light Rail station,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

Alternative 11 Option A would include a south portal located just west of the intersection of Harlem Avenue and Appleton Street, northeast of the West Baltimore MARC Station. The alignment would cross over Franklin and Mulberry Streets. Option A would result in a total travel distance of approximately 3.3 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 1.9 miles of this total length.

Alternative 11 Option B would exit the bored tunnel portion at a south portal located just southwest of the intersection of Edmondson Avenue and Pulaski Street, adjacent to the existing West Baltimore MARC

Figure 2: Project Location and Proposed Alignments

INTENTIONALLY LEFT BLANK


B&P Tunnel Project
Figure 3:
Project Location and Proposed Alignments
Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation

INTENTIONALLY LEFT BLANK

Station. The underground portion of the alignment would run parallel to Option A, but would be shifted slightly north for the length of the tunnel alignment. The alignment would cross under Franklin and Mulberry Streets. Alternative 11 Option B would result in a total travel distance of approximately 3.3 miles between Penn Station and the Amtrak Gwynns Falls Bridge. The tunnel segment of the alignment comprises 2.2 miles of this total length.

III. METHODOLOGY

Most of this architectural historic properties survey was undertaken by Dovetail Cultural Resource Group (Dovetail), with direction from RK&K Project Architectural Historian, Christeen Taniguchi. Background research was conducted in June and July 2014, as well as in January, March, April, and May of 2015 by Dovetail staff members, Alan Tabachnick, Senior Architectural Historian, and M. Chris Manning, Architectural Historian. Research included the examination of survey reports and site files at MHT in Crownsville, Maryland, as well as documentation available via the Maryland Environmental Resources and Land Information Network (MERLIN) Geographic Information System (GIS) database and MHT's Maryland Inventory of Historic Properties (MIHP) webpage. Preliminary records search efforts also identified MHT preservation easement properties, as well as Baltimore City designated resources and those with Maryland Inventory of Historic Places (MIHP) numbers, but not previously identified as National Register of Historic Places (NRHP)-listed or eligible. Data available from the City of Baltimore Commission for Historical and Architectural Preservation (CHAP) database, as well as from Baltimore Heritage (http://baltimoreheritage.org), was useful for some of this information gathering. Material from this early research and field visits was compiled in January 2015 and used during discussions at the February 4, 2015 meeting with MHT.

Dovetail conducted fieldwork and did research using online mapping tools in late summer of 2014 to delineate the preliminary 500 foot (on either side of the center line) Study Area boundaries. The historic architectural APE was delineated by Ms. Taniguchi and Mr. Tabachnick in spring of 2015, with its graphics created by Ryan Snyder of RK&K; the properties evaluated for the NRHP as part of this report were identified by Dovetail at that time. Dovetail did historic research and field work in May 2015 for the MHT Determination of Eligibility Forms and Short Forms for Ineligible Resources (Short Forms), with forms completed by Ms. Manning. The graphics for the evaluation forms were created by Marco Gonzalez of Dovetail, with edits made by Dovetail staff including Emily Calhoun and Danae Peckler. Dovetail and Ms. Taniguchi conducted field work, referred to existing NRHP nominations and evaluations, and used online mapping tools and historic aerials in May and June 2015 to assess contributing elements. Additional properties for NRHP evaluation were also identified.

This report was co-authored by Mr. Tabachnick and Ms. Taniguchi. The graphics for this report were prepared by Mr. Snyder of RK&K, and the document was edited by Ms. Calhoun of Dovetail and James Kodlick of RK&K.

IV. AREA OF POTENTIAL EFFECTS

During the summer and fall of 2014, a broad Study Area was defined to be 500 foot on either side of the center of each project alternatives. At the time, there were fifteen alternatives, including Alternative 1 (No-Build), Alternative 2 (Reconstruct and Modernize Existing Tunnel), and Alternative 5 which connected

the West Baltimore MARC Station to East Baltimore via U. S. Route 40. By January 2015, four alternatives remained, Alternatives 1, 2, 3, and 11. The Study Area was refined accordingly, maintaining the 500 foot buffer on either side of the center line. A reconnaissance survey and preliminary records search were then undertaken within that very broad area; this information was used during discussions with MHT in February 2015.

In the spring of 2015, more detailed design information was made available and therefore a historic architectural APE was prepared (see **Figure 4**). 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 tunnel route alternatives would be well beneath the surface, with little to no potential for surface impacts anticipated, these areas were not included within the APE.

The Alternatives 3A-3C and Alternatives 11A and 11B historic architectural APE was delineated as 200 feet around the outer boundaries of the north and south portal area limits of disturbance. The exceptions to this APE width are at the ends of the portal areas where work is confined to track work within the existing railroad right-of-way. The APE was also slightly reduced at the northern portal areas, so that the western boundary of the APE does not extend beyond Interstate 83, and the eastern boundary does not go beyond Falls Road, since both the interstate and Gwynns Falls are significant visual, audible, and atmospheric barriers.

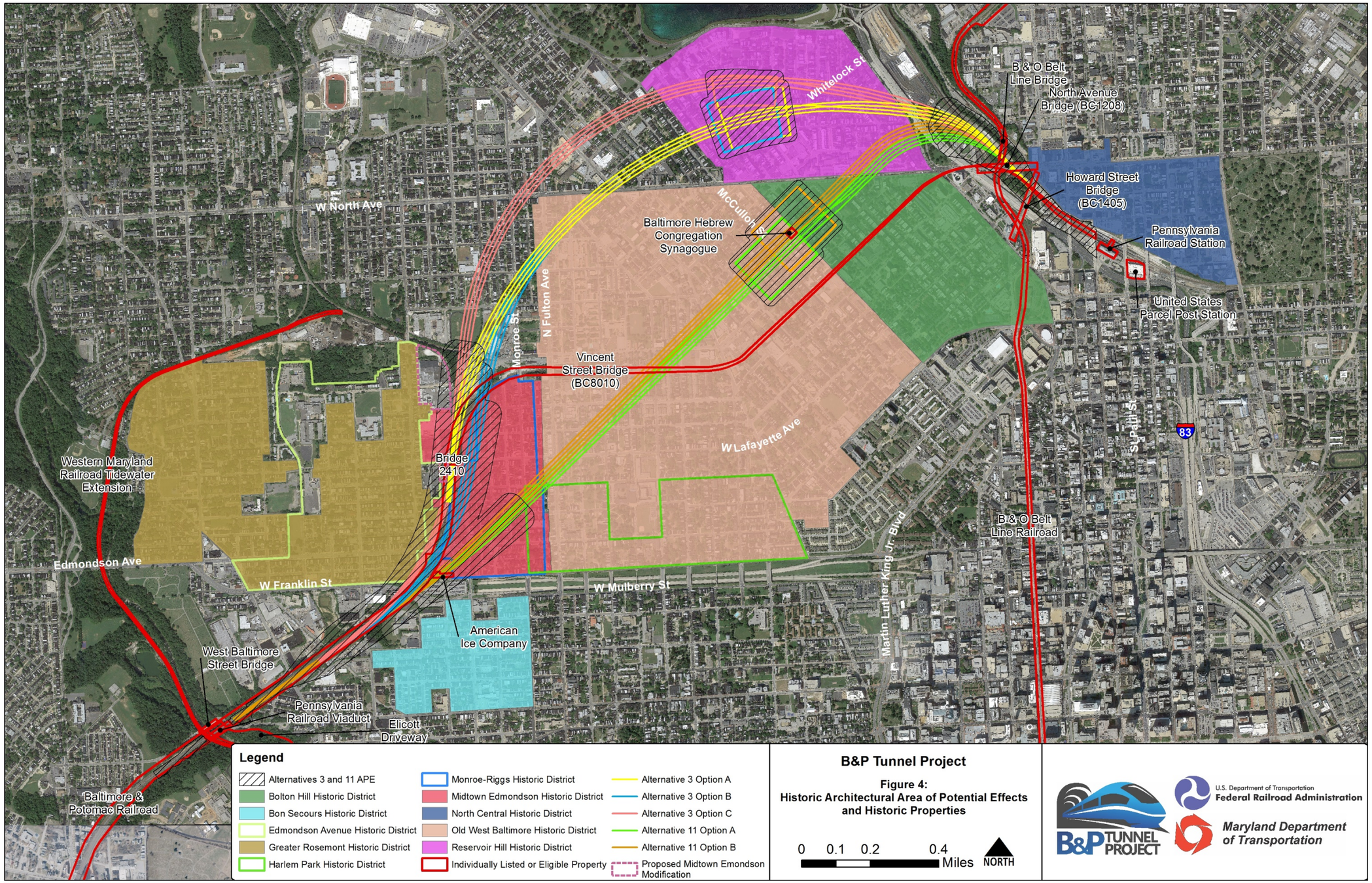
The APE is 100 feet around the outer limits of the potential mid-tunnel ventilation areas. Each ventilation plant would have a footprint up to 200 feet by 100 feet, with a height up to 55 feet, and would include a new audible element; the mid-tunnel ventilation area APE considered these factors, but also took into consideration that the exact ventilation locations have not yet been decided.

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

Alternative 2 will likely not be carried forward and therefore did not receive an APE, although its Study Area boundary has been refined to be 200 feet on either side of the estimated limits of excavation.

V. REGIONAL HISTORY

This section was largely prepared by RK&K (Shellenhamer 2015) for the Phase IA Archeological Study, but is applicable to this current study. Background research included review of the following: cultural resource data and reports at MHT in Crownsville, Maryland; local histories, historical maps and other documents held at MHT and the Maryland State Archives; and additional historical sources available online, such as Sanborn Fire Insurance Maps.


B & O Belt Line Bridge
North Avenue Bridge (BC1208)
Whitelock St
Howard Street Bridge (BC1405)
McCulloh St
Baltimore Hebrew Congregation Synagogue
Pennsylvania Railroad Station
United States Parcel Post Station
W North Ave
N Fulton Ave
Monroe St
Vincent Street Bridge (BC8010)
W Lafayette Ave
S Paca St
83
Western Maryland Railroad Tidewater Extension
Bridge 2410
B & O Belt Line Railroad
Martin Luther King Jr. Blvd
Edmondson Ave
W Franklin St
W Mulberry St
American Ice Company
West Baltimore Street Bridge
Pennsylvania Railroad Viaduct
Elicott Driveway
Baltimore & Potomac Railroad
Legend
Alternatives 3 and 11 APE
Bolton Hill Historic District
Bon Secours Historic District
Edmondson Avenue Historic District
Greater Rosemont Historic District
Harlem Park Historic District
Monroe-Riggs Historic District
Midtown Edmondson Historic District
North Central Historic District
Old West Baltimore Historic District
Reservoir Hill Historic District
Individually Listed or Eligible Property
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Proposed Midtown Emondson Modification
B&P Tunnel Project
Figure 4:
Historic Architectural Area of Potential Effects and Historic Properties
0 0.1 0.2 0.4 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation

INTENTIONALLY LEFT BLANK

A. Contact and Settlement (A.D. 1570 to A.D. 1750)

Official European settlement in Maryland did not occur until 1634. In that year, St. Mary's City in southern Maryland was settled by a group of colonists sent to the Chesapeake by Cecilius Calvert, second Lord Baltimore. Earlier settlers, led by William Claiborne of Virginia, had colonized Kent Island illegally in 1631 (Brugger 1988; Carr 1974; Fausz 1988). Settlement in the northern Bay lagged behind that of Southern Maryland, in part due to the presence of the Susquehannock at the head of the Bay.

Baltimore County was the sixth county established in Maryland. Formed around 1658, the county originally included parts of Anne Arundel, Howard, Carroll and Kent counties, and all of Harford and Cecil counties and Baltimore City (Brooks and Rockel 1979). However, the first formal mention of the county boundaries does not appear until 1674, when Cecil County was formed. The first county seat was not established until about 1671 in "Old Baltimore" on the Bush River (now Harford County). The town included a tavern, a ferry wharf and the courthouse. By 1695, the county court house at this site had been abandoned and the new seat was on the Baltimore County side of the Little Gunpowder Falls River at "Simms Choice". Since the "Simms Choice" location was difficult to reach, the county seat was again relocated in 1712 to the town of Joppa near the mouth of the Gunpowder River (Brooks and Rockel 1979).

The establishment of Baltimore County created a flurry of interest in the unsettled land surround the northwest branch of the Patapsco River (Power 1992). One of the first settlers in the area was David Jones. In 1661, Jones staked a claim to 380 acres on the east side of the run that flowed into the basin from the north. His patent was recorded the proprietor's land office in 1678 and was named "Jones his Range" (later known as Jones' Range). David Jones built a residence on the bank of the run and had his name attributed to the Jones Falls. Before Jones was able to record his 200-acre parcel with the land office, another speculator, Thomas Cole, laid claim to a portion of Jones' holdings. In 1668, Thomas Cole obtained a warrant and patented an expansive 550-acre lot called "Cole's Harbour". The parcel was cut in half by the Jones's Falls and including portions of Jones's Range. Since David Jones did not obtain a warrant for his land until 1678, his title to "Jones' Range" was secondary to Thomas Cole's patent of "Cole's Harbour" and Jones lost his claim to the parcel.

Like the majority of seventeenth century Chesapeake residents, the settlers in Baltimore County were tobacco planters. In 1700, the county population was under 2,000. For mid-seventeenth century Maryland as a whole, labor for tobacco plantations was supplied primarily by white indentured servants. After 1680, importation of African slaves increased rapidly, while importation of white indentured servants decreased. In 1699, there were about 96 slaves in Baltimore County. By 1715, when the population of the county had reached about 3,000, approximately one fifth or one sixth were of African descent (Brooks and Rockel 1979; Brugger 1988; Scharf 1881). Baltimore County ended the seventeenth century as a vast, under-populated area. The eighteenth century would witness a period of rapid growth and economic expansion.

B. Rural Agrarian Intensification (A.D. 1680 to A.D. 1815)

The tobacco economy spurred settlement along the Patapsco and Gunpowder Rivers and Chesapeake Bay as each planter needed access to deep water for shipping his tobacco to England. Land speculation was also a major force in the local economy. Speculator-settlers who arrived in the area included Charles Carroll and Jonathan Hansen. The land that became Baltimore's Inner Harbor and downtown was the same originally patented by Thomas Cole in 1668 (see **Figure 5**). From 1695 to 1701, a Baltimore County

gentleman, James Todd, purchased all of "Cole's Harbour" as well as two adjoining parcels on the east side of the Jones Falls: the 200-acre "Mountney's Neck" and the 160-acre "Bold Venture". In 1698, Todd resurveyed "Cole's Harbour" and renamed the tract "Todd's Range". By 1701, James Todd had acquired approximately 900 acres and immediately began selling portions of the massive property (Power 1992). In June of that year, James Todd sold approximately 600 acres to Charles Carroll and the remaining 300 acres to John Hurst. This division laid the groundwork for the subsequent parceling out of Baltimore during the eighteenth century. Carroll's portion of "Todd's Range" became the location of Baltimore Town and the Hurst tract became the site of Jones Town, commonly known today as Old Town (Power 1992).

Jonathan Hansen purchased part of "Todd's Range" from Charles Carroll in what is now the Baltimore Inner Harbor area and established the first grist mill on the Jones Falls in 1711 (Brooks and Rockel 1979; Greene 1980; Olson 1980; Power 1992). In addition, Hanson also patented 200 acres called "Mount Royal" further up the Jones Falls in what today is part of the Reservoir Hill neighborhood. He surveyed the property in 1720 on escheated land called "Saint Mary Borne" which was originally patented by George Hickson in 1672. Other portions of Reservoir Hill lie within three other original land grants: "Hap Hazzard" (circa 1717), "Ivy Hills" (circa 1754), and "Spicer's Stoney Hills" (circa 1761).

Several other large tracts patented during the late-seventeenth to early-eighteenth century were located west of Carroll and Hanson's holding near the Jones Falls. The earliest was Edward Lunn's 200-acre acquisition located west and adjacent to "Todd's Range". The 200-acre parcel, named Lunn's Lot, was a somewhat crescent-shaped tract with its north apex being near the present-day Chase and Howard Streets and the southernmost point near the Patapsco River below Federal Hill. To the west of "Lunn's Lott" was a massive 950-acre tract called "Chatsworth". Patented by Captain William Lux in 1757, the enormous parcel consisted of nearly a half dozen smaller lots originally patented by his father-in-law, George Walker, and other earlier Baltimore County land speculators between 1717 and 1749. Captain Lux consolidated those parcels by 1755 and eventually built a grand plantation and gardens near the present day intersection of Pennsylvania Avenue and W. Franklin Street. For a time his Chatsworth estate encompassed a large proportion of present-day Baltimore City, including the neighborhoods of Harlem Park, Upton, Sandtown-Winchester, Bridgeview-Greenlawn, Coppin Heights, Rosemont, Mosterk, and parts of Edmondson. Over the remainder of the eighteenth century, the Lux family sold portions of their estate to other planters who established their own farms along the roads west of Baltimore Town. After Captain Lux's death, his house and garden were sold and became a public pleasure garden called Gray's Gardens.

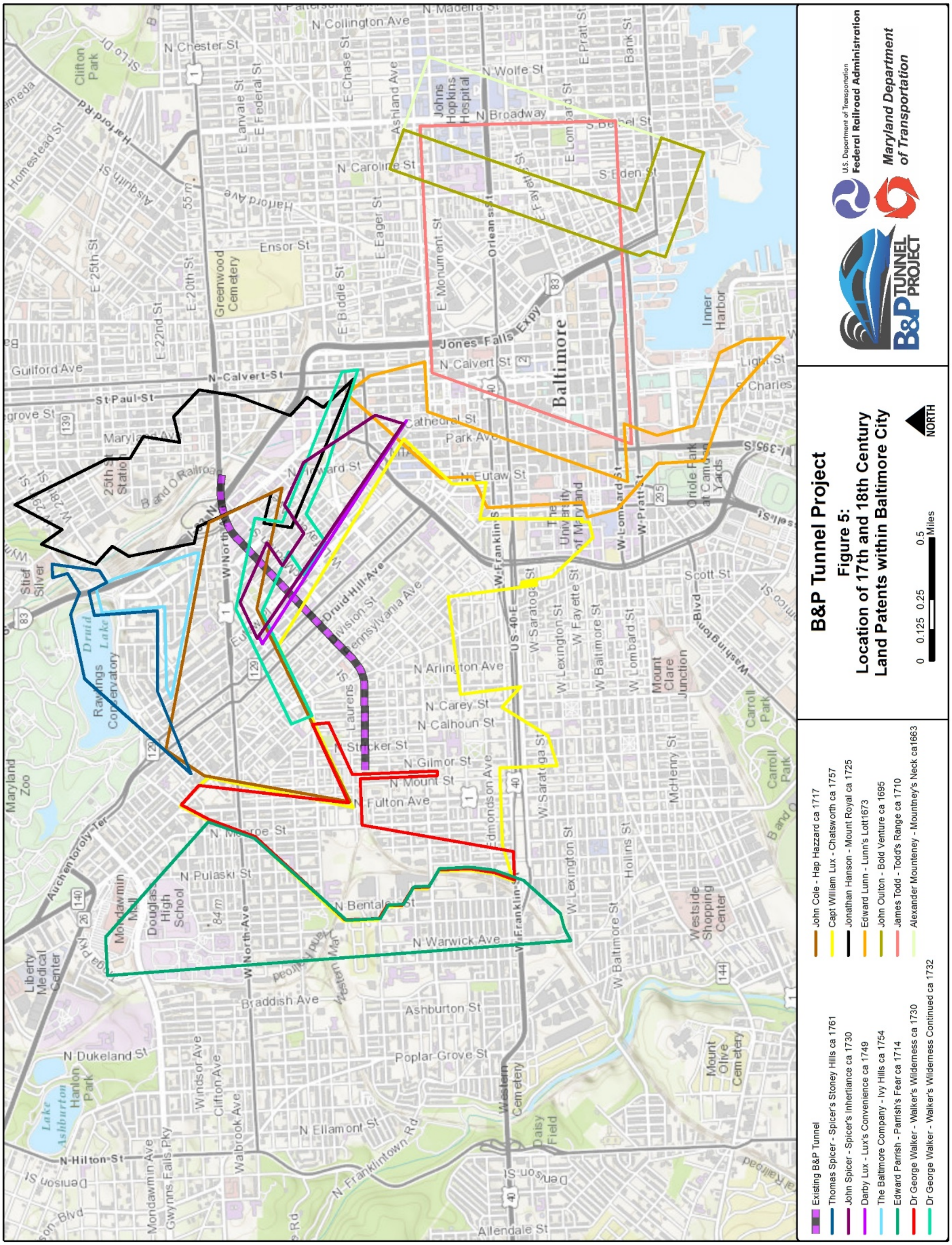
At the beginning of the eighteenth century, the county's population clustered along the coast of the Chesapeake Bay and the lower navigable portions of the county's rivers. Settlement in the Piedmont region was slower, due in part to the lack of good roads into the interior regions of the county. In addition, the soils in the interior were not as well suited to tobacco cultivation (Gibb and Read 1992; Lukezic 1990). Few settlements were made in the interior of Baltimore County before 1695. In that year a garrison fort for Maryland Rangers was erected at the junction of the Susquehanna and Delaware Roads in what is now Garrison, Maryland. These wagon roads extended into the hinterland of western Maryland and southern Pennsylvania. The presence of the rangers at the garrison encouraged settlement in the interior. Southwestern Baltimore County (including what is now southwestern Baltimore City) was part of a massive tract of land known as "Hunting Ridge". This tract occupied the uplands area between the Gwynns Falls and the Patapsco River. Few land grants were surveyed in "Hunting Ridge" before 1695 (Brooks and Rockel 1979; Keidel 1983).

In the early-eighteenth century, the increase of plantations and businesses along the Patapsco led a group of local planters to petition the Maryland General Assembly for formation of a town. The original site selected for Baltimore Town was Moale's Point on the Middle Branch of the Patapsco River. However, John Moale, the tract owner, objected, as iron ore deposits had been found there. Daniel Carroll of Dudington and his brother, Charles Carroll of Annapolis, agreed to sell 60 acres of "Cole's Harbour" or "Todd's Range" to the town commissioners. Lots in Baltimore Town were laid out in December 1729 and sold in January 1729/30. Two years later, Jones Town was laid out across the Jones Falls from Baltimore Town (Greene 1980; McGrain 1985; Olson 1980).

While Baltimore was in its formative years, the economic base of Maryland underwent a profound shift. Wheat began to emerge as the cash crop of the eastern shore and the new western piedmont settlements. Tobacco continued to be the dominant crop in southern Maryland. Local wheat production resulted in the development of mills for grinding flour. Flour proved a lucrative export to markets in England and other colonies. In addition to wheat farming, iron furnaces were developed, giving Maryland an early industrial base. In 1731, the Carroll brothers (Daniel and Charles), Dr. Charles Carroll, and Daniel Dulaney the Elder formed the Baltimore Iron Works Company. The furnace was located along the Gwynns Falls, close to Moale's Point (McGrain 1985). The diversification of Maryland's economy drove Baltimore's economy. Growth in the area prompted the merging of Jones Town with Baltimore Town in 1745 (Olson 1980).

By 1750, Baltimore had approximately 200 residents. John Moale (son of the John Moale of Moale's Point) drew a sketch of Baltimore Town in 1752. The sketch shows a small hamlet with 25 houses, St. Paul's Church, Payne's and Kaminsky's taverns, and a small wharf at the current base of Calvert Street (Greene 1980; Moale 1752). Twenty-five years later, the number of houses in Baltimore had increased from 25 to 564 (Olson 1980). Fells Point was patented, surveyed and settled between 1761 and 1770, contributing to the area's increase in population. Population increase was fueled by the growth of Baltimore's economy. Flour and iron production meant the development of commercial outlets and warehouses on the town wharves, an increase in maritime exports, and the formation of ancillary businesses connected to maritime trade. After 1745, the economy expanded, in large part due to the Seven-Years War (or "French and Indian War"). The Baltimore harbor was large enough to accommodate numerous vessels and wharfs. Like Joppa, the former county seat, it was along the fall line between the Coastal Plain and Piedmont Provinces. However, Baltimore had numerous waterways, along which to build the mills associated with the growing grain economy (Brooks and Rockel 1979). In 1768, Baltimore Town became the seat of Baltimore County. Joppa continued to decline in economic importance, and remained a quiet country village through much of the nineteenth century.

Between 1745 and 1783, Baltimore Town made 12 separate annexations of adjacent county lands. The first annexation in 1745 was of the 10 acres that comprised Jones Town. The other 11 annexations, with the exception of Fells Point, were all of undeveloped land. These annexations each averaged approximately 65 acres in size. The owner of the tract was responsible for laying out the lots and streets in the new subdivisions within the town (Arnold 1978). By the late-eighteenth century, Baltimore was a major port. Lombard and Water Streets, between Charles Street and the Jones Falls, were along the City's original waterfront and were populated with shops, counting houses and banks, and warehouses, shipping offices and their associated wharves. Ships once lined the wharves and rode at anchor in the harbor (Greene 1980; Norman 1987; Olson 1980). The waterfront along what is now Lombard Street was fully developed by 1781.


B&P Tunnel Project
Figure 5:
Location of 17th and 18th Century
Land Patents within Baltimore City
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
Existing B&P Tunnel
Thomas Spicer - Spicer's Stoney Hills ca 1761
John Spicer - Spicer's Inheritance ca 1730
Darby Lux - Lux's Convenience ca 1749
The Baltimore Company - Ivy Hills ca 1754
Edward Parrish - Parrish's Fear ca 1714
Dr George Walker - Walker's Wilderness ca 1730
Dr George Walker - Walker's Wilderness Continued ca 1732
John Cole - Hap Hazzard ca 1717
Capt William Lux - Chatsworth ca 1757
Jonathan Hanson - Mount Royal ca 1725
Edward Lunn - Lunn's Lott1673
John Oulton - Bold Venture ca 1695
James Todd - Todd's Range ca 1710
Alexander Mounteney - Mounteney's Neck ca1663

INTENTIONALLY LEFT BLANK

In the early 1760s, tobacco prices rose. The county's merchants and planters had expectations of high economic returns. At the same time, Britain began to strictly enforce its Navigation Acts, which included duties on iron. Exports of iron dropped rapidly, sending the area's economy into a decline. The Currency Act of 1764, which prohibited the issue of paper money by the colonies, also had a detrimental effect on the county's economy. The Stamp Act of 1765 precipitated the formation of a local Sons of Liberty group. The group included many of Baltimore's prominent merchants. However, members of the planter class tended to avoid involvement with this group. Sons of Liberty groups throughout the thirteen colonies were successful in their campaign to have the Stamp Act repealed. After the repeal of the Stamp Act, prosperity returned to Baltimore's merchants and ironmongers. When the Townsend Acts were passed in 1767, few merchants in Baltimore County raised protest because their coffers were full (Brugger 1988; Greene 1980; McGrain 1985; Olson 1980).

Economic prosperity continued until the early 1770s when capital gains from tobacco and grain exports to Britain began to decrease. British creditors began pressing their American clients for payment of debts, and many merchants faced ruin as the economy went further into decline. Tensions rose, culminating on April 30, 1773 in a clash between Baltimore Town citizens and Robert Morton, a British customs official. Morton had impounded a ship's cargo for non-payment of duty. While Morton managed to escape the mob, two of his assistants were grabbed by the crowd, coated with tar and feathers, and marched through the streets of Baltimore (Read and Anderson 2003).

On July 4, 1776, the Continental Congress met in Philadelphia and formally declared independence from Britain. The former colonies adopted new constitutions. While the new Maryland Constitution placed the government in the hands of the propertied (the minimum amount of property required of a member of the lower house was £500), it did expand the suffrage (Brugger 1988). During the ensuing War for Independence, Baltimore County contributed a number of military leaders to the revolutionary cause. These men included John Eager Howard, who fought at Germantown and the Battle of Cowpens, and Mordecai Gist, son of Richard Gist of Milford Mill. In July 1776, Gist's troops reinforced Washington during the battle of Long Island. Refusing to yield to the British during the battle, Gist and the Maryland Line's accomplishments earned Maryland the nickname, "The Old Line State" (Brogan 1985; McCullough 2004).

After the war, Baltimore returned to the business of mercantile capitalism. The town's rival, Annapolis, went into a slow and steady economic decline. By the late-eighteenth century, Annapolis had become primarily a center of government. Baltimore continued to grow, linked to the world through trade networks (Read et al. 1990). By 1792, Baltimore Town had spread from the original core around the Inner Harbor, east along the shoreline to Fells Point. In addition, the town had spread north, inland and away from the harbor (see **Figure 6**). Development within the harbor area had spread as far north as what is now Saratoga Street. In East Baltimore, streets had been laid out as far north as the current location of Fayette Street (then Pitt Street) (Folie 1792; Olson 1980). In 1793, a group of Baltimore merchants was able to successfully lobby the General Assembly for a charter of incorporation as a city; which was granted in 1796 (Greene 1980).

In 1803, Britain and Napoleonic France began a war with one another. Britain was the largest trading partner of the United States. For four years the United States managed to stay neutral in the British and French altercation. Then in July 1807, the British frigate "Leopold" opened fire on the U.S.S. frigate "Chesapeake". The British suspected the "Chesapeake" of harboring British deserters. The "Chesapeake" sustained 22 shots in her hull and 21 casualties. She surrendered after firing one shot (Toll 2006). The

British continued to board United States ships looking for deserters. In December 1807, President Thomas Jefferson got the legislation he desired from Congress, a trade embargo on all foreign countries until the sovereign rights of the United States were recognized (Brogan 1985). In a port city like Baltimore, the embargo spelled disaster for many merchants. The embargo was harder on the United States than on her trading partners. In 1809, two days before leaving office, President Jefferson reluctantly signed a repeal of the Embargo Act. It was replaced by the Non-Intercourse Act, which allowed some trade with Britain. In 1810, under President James Madison, this act was replaced by Macon's Bill number 2. Trade with both Britain and France was restored for three months, provided one or the other of them recognized the principles of neutral trade. Napoleon managed to convince Madison that France did indeed recognize neutral trade. Normal trade relations were restored with France, while Britain was barred from trade (Brogan 1985, Perret 1989).

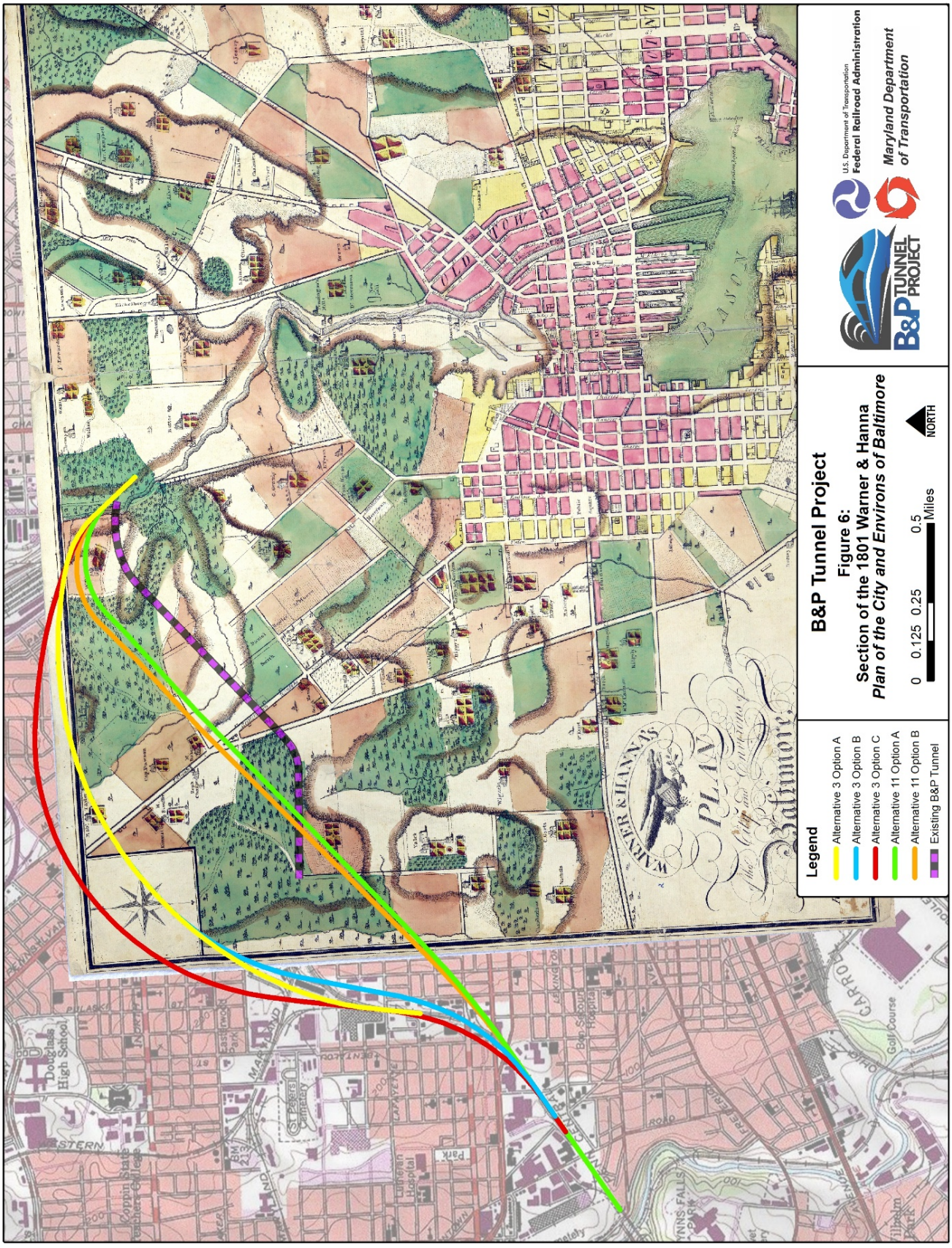
By 1811, Britain was boarding more ships (3,800 American soldiers were impressed by the British before the war began). The Northwest Territory (Michigan, Wisconsin, Ohio, Illinois and Indiana) was in turmoil with fighting between British-backed Native Americans and settlers. President Madison concluded he had no other recourse than to declare war on Britain. He sent a war resolution to Congress on June 1, 1812. Seventeen days later, Congress passed a declaration of war. At the time, Baltimore was the fourth largest and third richest city in the United States. For the British the city was a top target. Over the course of the war, Baltimore privateers would take over 500 British ships (Perret 1989; Toll 2006). On the night of September 13 through 14, 1814, the British attacked Baltimore. The attack was, for the British, a complete failure. Admiral Alexander Cochrane sent five bomb ships into Baltimore. As the historian Geoffrey Perret (1989:125) has commented, Cochrane's bomb ships had enough firepower, if "properly handled, to flatten any port in the world. He made only one mistake. Fearful of losing any of his ship to Fort McHenry's guns, he kept them at maximum range, two-and-a-half miles. Cutting the fuses to fit that distance was virtually impossible. He provided the people of Baltimore with the greatest fireworks display they would ever see, and the country with a national anthem".

The War of 1812 lasted two-and-a-half years. The Treaty of Ghent was signed on December 24, 1814. Ironically, the news of the signing of the peace treaty reached Washington at the same time as the news of the victory of the Battle of New Orleans. This final battle, fought under the leadership of Andrew Jackson, began on December 23, 1814 and concluded on January 8, 1815 (Brogan 1985; Perret 1989).

C. Agricultural – Industrial Transition Period (A.D. 1815 to A.D. 1870)

Between 1776 and 1816, the population of the Baltimore area had expanded outside city limits into an area of the county known as "the Precincts". This area surrounded the city on the west, north, and east sides and covered an area of over 13 square miles. The population in this area stood at approximately 12,000 people, or one-third of Baltimore County's population. In 1816, Baltimore City was able to annex this area to the city (Arnold 1978) (see **Figure 7**).

At the beginning of the nineteenth century, neighborhoods in Baltimore City began to be heavily segregated by class and race. The houses along the main streets of the older areas of the city were occupied by the working class and shop owners. The wealthier shipyard owners and merchants began to settle in the emerging upper class neighborhoods in the downtown area, north along Broadway and in the area surrounding Mount Vernon (Etherton 1994). African Americans in Baltimore City were pushed to


Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
B&P Tunnel Project
Figure 6:
Section of the 1801 Warner & Hanna
Plan of the City and Environs of Baltimore
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department
of Transportation
B&P TUNNEL PROJECT
WARNER & HANNAS
PLAN
of the City and Environs of Baltimore

INTENTIONALLY LEFT BLANK

the periphery of living areas. In 1810, less than 20 percent of the Free Black households in the city were located in alley dwellings; by 1835 approximately 40 percent of these households were living in alley dwellings.

Economic opportunities for free blacks were also restricted. A large population lived in Fells Point who worked as skilled laborers (caulkers) in the shipyards (Clem and Sheehan 2004; Ernstein 1992; Farnham and Jones 2002). In 1865, Isaac Meyers founded the Chesapeake Marine Railway and Dock Company on Philpot Street. This African American owned business was founded in response to hostility by white shipyard laborers to black laborers. The company operated until 1884. Frederick Douglass also worked as a caulker in the Fells Point shipyards before he escaped to freedom on the Philadelphia, Wilmington and Baltimore (PW&B) Railroad (Shopes 1991).

By the 1840s immigrants began pouring into Baltimore. The 1840s and 1850s were decades of intense development for the city. Its location at the fall line had spawned a dense concentration of mills and other industries along the Jones Falls and Herring Run earlier in the century. By the middle of the century, the city was a leader in manufacturing. Her factories produced new transportation technologies (rail and steamship), furnishings, clothing, and even baked goods. During the 1830s, the canning industry arrived in Baltimore. Oysters, fruits and vegetables were packed in canneries across the city. Periodic influxes of immigrants supplied the labor needed for factories, rail lines and housing construction (Greene 1980; McGrain 1985; Olson 1980).

Despite the increase in population, development was slow to the west of the city limits. The land containing present-day west Baltimore was largely agricultural during this time period. Large plantations and smaller tenant farms occupied the landscape west of Freemont Avenue and north of Wilson Street. A preliminary street plan, in anticipation of the eventual urban expansion of Baltimore into this area, was devised in 1823 by Thomas H. Poppleton for the Baltimore Board of Commissioners. Poppleton's 1823 plan laid out streets primarily on a north-south grid, but in a few locations, most notably along Pennsylvania Avenue, Columbia Avenue, and Fort Avenue, the grid followed diagonal streets as those roads were preexisting turnpikes laid out during the eighteenth century. Although the remaining street pattern dates from 1823, few houses were built in the area prior to the Civil War (Shoken 2004b).

Baltimore City was not the only area of the county to experience industrial growth in the early-nineteenth century. Gunpowder was manufactured in the county as early as the War for Independence. Mills continued to be built along the Gwynns and Jones Falls after the war. Production of gun powder was dangerous. On August 28, 1820, an explosion at the Bellona Powder Mill produced shockwaves that were felt as far away as Washington, D.C. (Brooks and Rockel 1979). Textile mills appeared in the nineteenth century; the two earliest were the Union Manufacturing Company on the Patapsco River and the Powhattan mill on the Gwynns Falls. Other textile operations followed, and by the 1830s small mill towns dotted the banks of the Patapsco River, the Little Gunpowder Falls, and the Gwynns and Jones Falls.

Flour mills continued to be an important part of the county's industrial base. The Ellicott brothers erected their first mill on the Patapsco River in 1772. By 1833, the town of Ellicotts Mills (now Ellicott City) had three merchant mills that ground 200 barrels of flour and 300 bushels of grain daily. Samuel Owings began a mill complex in northern Baltimore County in the eighteenth century. The mills were run by several different individuals throughout the nineteenth century. Another long term miller was William Painter, who along with Samuel Owings is still prominent remembered in the area in the names of the town of Owings Mills and Painters Mill Road (Brooks and Rockel 1979; McGrain 1985).

Isaac Tyson, Jr. began operating a chrome mine along the North Branch of the Patapsco in 1817, on a stretch of the river just north of Liberty Road. Tyson eventually extended his operations north along the river and into Pennsylvania. Between 1828 and 1850 he was the main producer of chrome worldwide. Tyson's chrome works in Baltimore was the first to produce chromium compounds (Arnett et al. 1999).

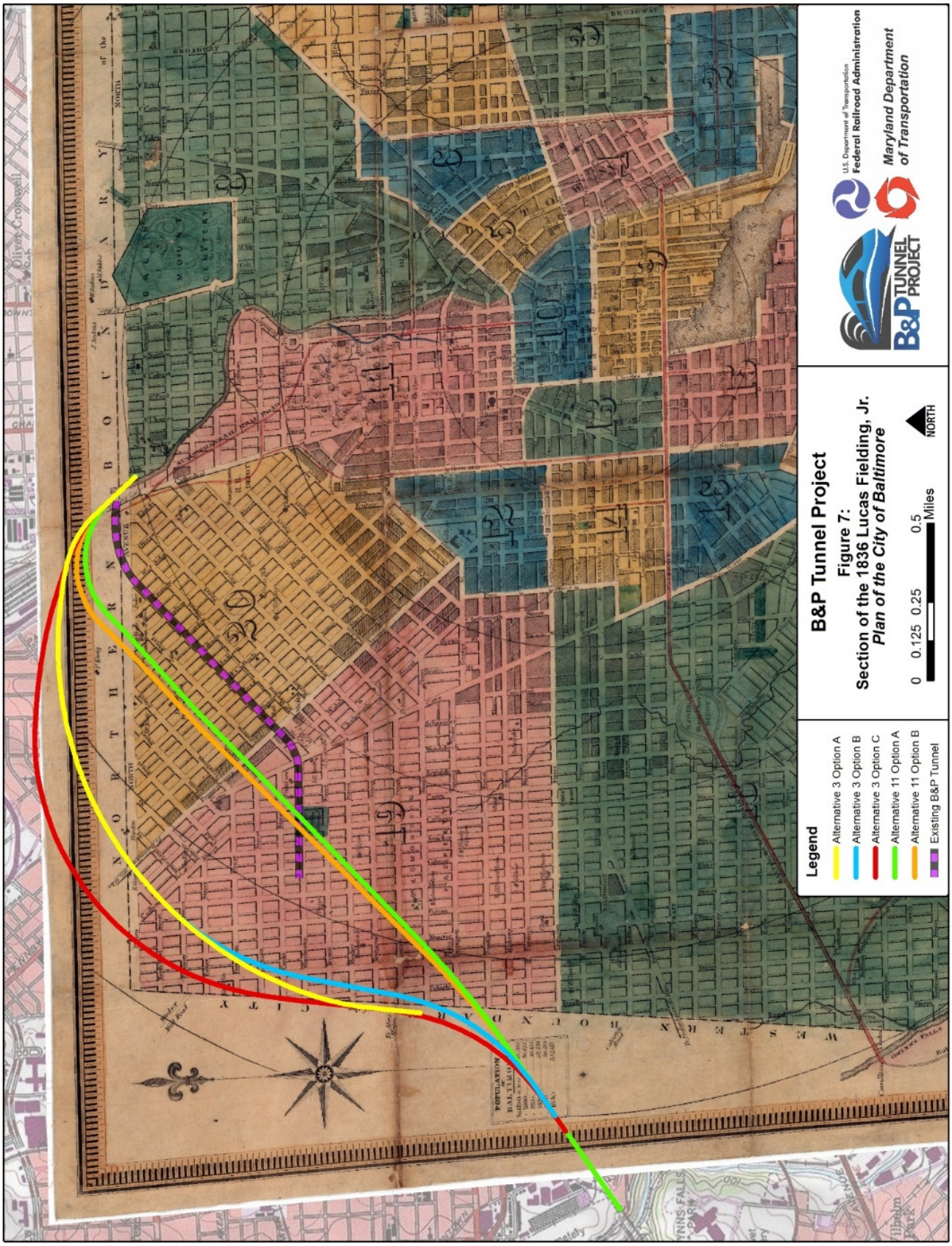
In addition to the chrome deposits in Baltimore County, there were also deposits of copper, steatite, quartz, magnetite, and cobalt minerals (Weed 1907). Mines were operated before the American Revolution, most notably at the English and Liberty Mines, but intensive mining didn't start until the nineteenth century. The Tyson family also operated the Mineral Hill Mine near Louisville in Carroll County (at that time part of extreme western Baltimore County.)

Improved transportation routes through the area enabled the mines and mills to ship their products to Baltimore and to the new settlements in the western United States. On February 27, 1827, the Maryland Legislature granted a Charter to the Baltimore and Ohio (B&O) Railroad (Jacobs 1995; Reynolds and Orszi 2000). The cornerstone was laid on the Fourth of July 1828 and construction began soon afterwards. On May 13, 1830, the first 22 km (13.5 mi) of railroad track in the United States, between Mount Clare Station in Baltimore City and Ellicotts Mills in upper Anne Arundel County (now Ellicott City in Howard County), were officially opened. From Ellicott's Mills, the B&O would eventually head west along the Patapsco River. At the confluence of the North Branch and the South Branch, the railroad continued west along the South Branch. By mid-1831, the railroad reached Parr's Ridge (now Mt. Airy in Carroll County) and was in Frederick, Maryland by year's end. Other milestones in the construction of the railroad included reaching Point of Rocks along the Potomac River in April 1832, Harper's Ferry in December 1834, and Cumberland on November 5, 1842. In December 1852, the B&O reached its terminus at Wheeling (then in the commonwealth of Virginia), 379 miles west of Baltimore.

The Baltimore and Susquehanna (B&S) Railroad was a north-south line that ran to the west of York Road (see **Figures 8-10**). This railroad line was chartered in 1828, with construction underway by 1831. A portion of the line was built along what would become the western border of the village of Lutherville. The rail corporation hoped to run a line into Pennsylvania, but struggled to extend its lines north of Cockeysville.

The B&S eventually ran a line northwest from the Jones Falls into Westminster, but from there also struggled to extend lines to the north. After some corporate changes, track was extended from the Cockeysville area all the way into north-central Pennsylvania in the early 1850s. This rail line became part of the Northern Central Railroad (NCR) in 1854 (Gunnarsson 1991). In 1861, the Pennsylvania Railroad Company acquired a controlling interest in the North Central Railroad stock in order to better compete with their rival, the B&O Railroad. After the acquisition, the North Central operated as a subsidiary of the Pennsylvania Railroad until the late-twentieth century.

The PW&B Railroad was chartered as the Philadelphia and Delaware County Rail Road in 1831, but changed its name to the PW&B in 1836. The original line in Baltimore was serviced by horse drawn cars on wooden rails with iron stretchers, the remains of these rails are still buried in the yard of the President Street Station (Lane 1997). The PW&B's line ended at President Street Station. In order to continue south, passengers disembarked and traveled across town to the Camden Street Station on the B&O line. On April 19, 1861, the Union Army's Sixth Massachusetts Regiment arrived in Baltimore on the PW&B and disembarked for the Camden Street Station where they were to take the B&O to Washington D.C. They were on their way to D.C. to protect the capital in the early days of the Civil War. Baltimore, which was very much a pro-Confederacy town, erupted in violence as the Sixth began their march across town on


Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
B&P Tunnel Project
Figure 7:
Section of the 1836 Lucas Fielding, Jr.
Plan of the City of Baltimore
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK

Pratt Street. Four soldiers and 12 civilians were killed in the riot that ensued. This encounter is regarded as the first bloodshed of the Civil War (Perret 1989). After the Civil War, the PW&B was able to expand its service and by 1866 it had built a wooden truss bridge across the Susquehanna River; before that time, cars were ferried across the river. The demand for passenger and freight service along the Washington, D.C. – New York corridor spurred the growth of the company and by 1870 it was the only independent rail line in the region. Both the B&O and Pennsylvania Railroad attempted to purchase the PW&B railroad, and in 1873, the Pennsylvania Railroad succeeded (May 2008).

The Baltimore and Potomac Railroad Company was chartered in May of 1853. The objective of the railroad was to unite the railroad system in Maryland and Pennsylvania with that in Virginia by building a rail line from Baltimore southwest and crossing the Potomac River to form a junction with the Richmond, Fredericksburg and Potomac Railroad at Aquia Creek. Construction on a spur of the Baltimore and Potomac (B&P) Railroad between Baltimore and Washington, D.C. began in 1860, but the outbreak of the Civil War halted any further construction until peace returned in 1865. In 1867, the project of building a branch of the B&P Railroad to Washington took definite shape (Scharf 1881). The Pennsylvania Railroad Company had long desired to secure a southern outlet for its North Central Railroad subsidiary, which it acquired twelve years earlier. Construction of the B&P Railroad afforded the opportunity. In order to create a junction with the North Central Railroad and the proposed B&P Railroad, the Pennsylvania Railroad Company invested nearly all the capital for construction of a tunnel through northwest Baltimore. The B&P Tunnel was a mile-and-a-half long and wide enough for a double track. Work began on the B&P Railroad from Washington, D.C. to the western outskirts of Baltimore in 1868 and was completed inside of four years (Scharf 1881). Trains began running on the B&P Railroad from Lafayette Station in Baltimore to Washington, D.C. on July 2, 1872. Construction of the B&P Tunnel commenced in June of 1871. Construction concluded nearly two years later and the first locomotive passed through it on June 26, 1873. The opening of the B&P Tunnel was seen as an immense achievement for the time. In his 1881 *History of Baltimore City and County*, J. Thomas Scharf observed: “The construction of the Baltimore and Potomac tunnel has solved the question of rapid transit in the city of Baltimore for a century at least, if not for all time”.

Baltimore City had been the Baltimore county seat since 1768. As early as 1835, parts of the county population outside the city began to lobby for complete separation of the City and the County. The main argument for separation was discontent with the combined functions of city and county government, which non-city residents saw as heavily biased in favor of city residents. The first referendum for separation was held in October 1837. Separation lost in a vote of 2,270 to 388. The towns near Baltimore City, where many of the city’s leading merchants had homes, returned the highest percentage of no separation votes. Over the next decade, non-city residents mounted a campaign in favor of separation. In 1851, the State of Maryland called a constitutional convention. The outcome of the convention included the separation of Baltimore City and County. On November 16, 1853, Baltimore County voters went to the polls to choose a new county seat. Three locations were selected by the voters, none with a clear majority. These included Clover Hill, the Alms House Property, and Towson (in that order). Voters returned to the polls on January 4, 1854; this time Towson took the lead. The corner stone of the new county courthouse was laid on October 19, 1854. The first sessions of the courts were held in the building in January 1857 (Brooks and Rockel 1979; Greene 1980; Olson 1980).

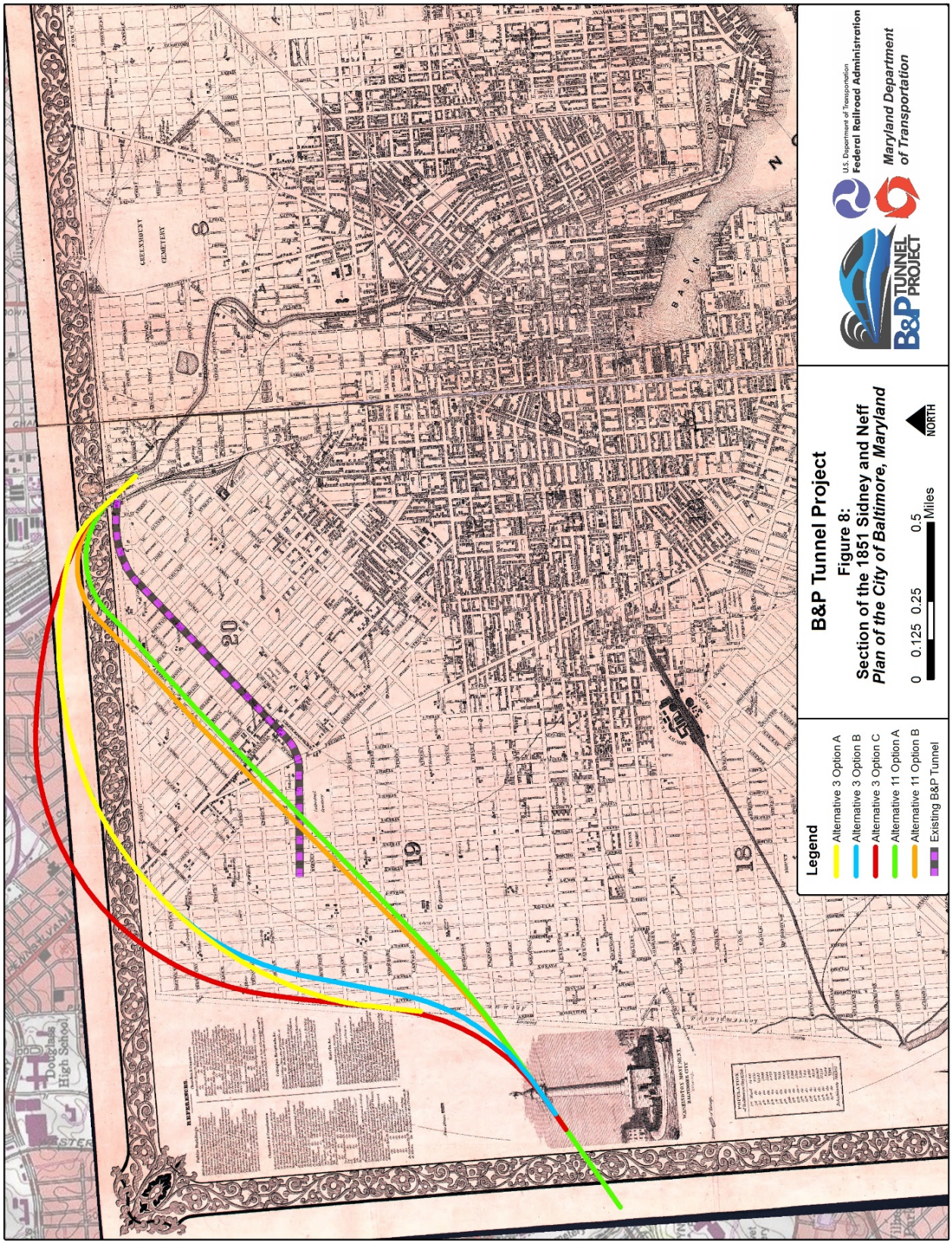
During the 1850s, Maryland entered a period of economic depression. Industry in the area suffered a decline in output and profit. The textile mills were especially hard hit in the early part of the decade.

However, despite the slowdown in growth, immigrants continued to pour into Baltimore City. By 1860, "Baltimore [had] doubled its population, its work force, the number of houses, its built-up area, and its street mileage" (Olson 1980:103). The rapid growth of Baltimore City during the mid-nineteenth century pushed the city inland from its original core along the harbor. Between 1820 and 1870 the population of Baltimore increased from 63,000 to almost 269,000. Immigration was fairly heavy throughout this period. The new arrivals were primarily German or Irish (Browne 1980). All of this growth was slowed to some extent by the Civil War.

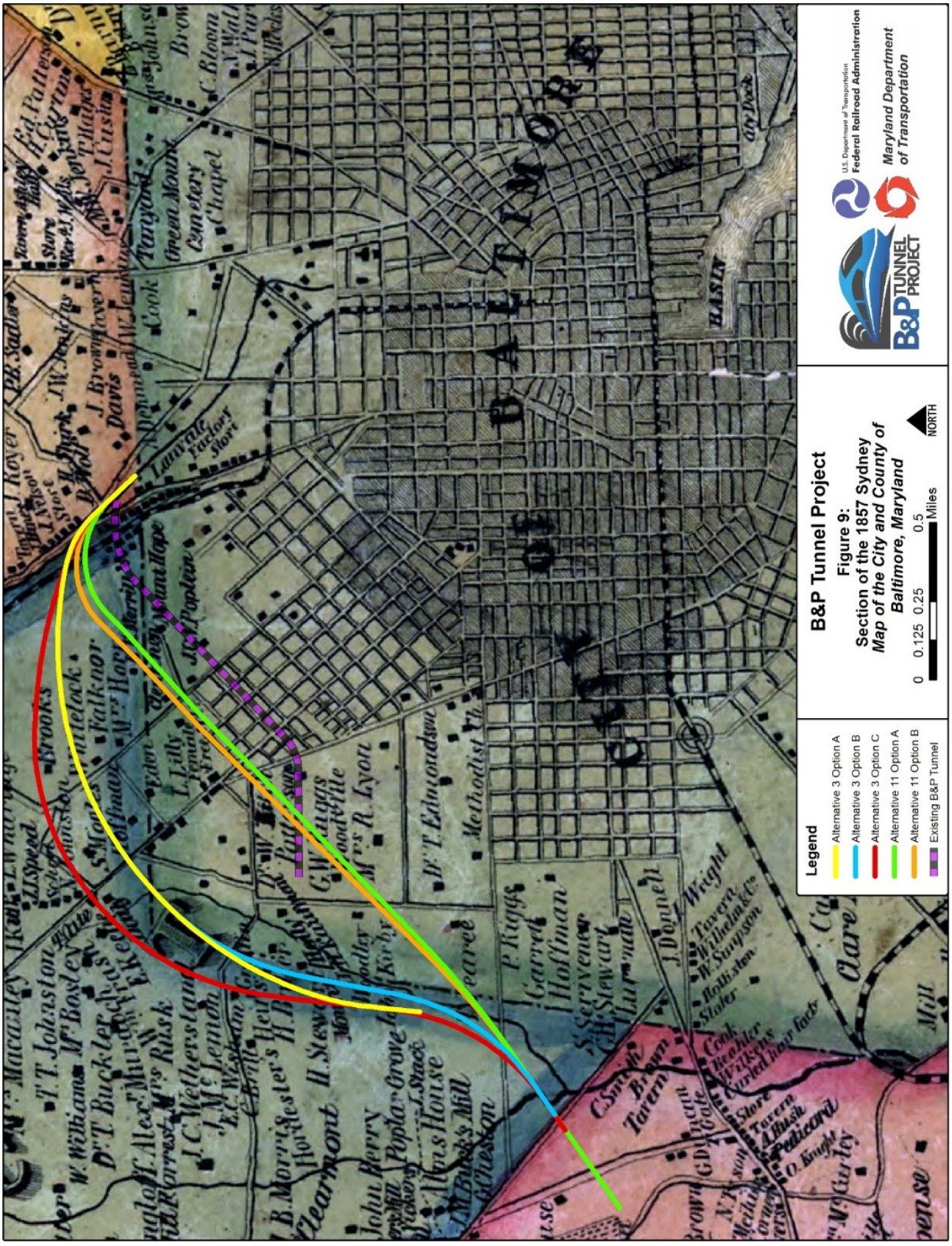
The mayor of Baltimore, a known southern sympathizer, was jailed during the war, as were Baltimore County Delegates Robert M. Dennison and Leonard G. Quinlan, and Senator A.A. Lynch. The Baltimore County group was detained in September 1861 in order to prevent their casting votes in favor of Maryland secession. During the war, Federal troops were stationed in Cockeysville. They patrolled the rail lines running through northern Baltimore County, as well as along the York Turnpike (Brooks and Rockel 1979; Brugger 1988; McClellan 1994). In Baltimore City, Union troops were stationed on Federal Hill in the Baltimore Harbor. Lookouts were also placed in the towers of Westminster Presbyterian Church and the Basilica of the Assumption of the Blessed Virgin Mary (the seat of the Archbishop of Baltimore). In Westminster Cemetery, military arms were stacked in the burial vaults and burials were permitted only with permission of the military (Read 2000a). The Union Army commandeered the estates of known southern sympathizers. One of the homes seized was Mount Clare (now in Carroll Park), which was the home of James Carroll, a wealthy slave owner. The Union Army set up a military camp on the Mount Clare property (Read 1997).

The only incursion by Confederate troops into Baltimore County occurred in July 1864 during General Jubal A. Early's campaign against Washington D.C. Major Harry Gilmor of the Glen Ellen Estate near the Gunpowder River was attached to General Bradley R. Johnson's unit. Gilmor's column arrived in the Glyndon area of northern Baltimore County on the evening of July 9. The following day, Gilmor and Johnson pushed into Cockeysville and burned several rail bridges. Johnson then moved through the Green Spring Valley and was in Painter's Mill on July 11. He and his troops entered Howard County on the 12th. Gilmor moved east to burn guarded bridges on the PW&B railroad. During his raid on one of the bridges he was able to capture a passenger train, which included Union General William Buel Franklin as one of its passengers. Gilmor took Franklin prisoner and burned the bridge. Through the night of July 11, Union troops searched for Gilmor as he moved west to join Johnson and Early. Near Towson, Union troops skirmished with Gilmor's men without casualties on either side. Gilmor's men drove the Union troops down the York Turnpike toward Baltimore. Gilmor then moved west across Green Spring Valley, during which time General Franklin managed to escape his captors. On July 12, Gilmor and his men reached Pikesville and threatened to burn the U.S. Arsenal. They continued on through Randallstown and left the area by the day's end, rejoining Generals Johnson and Early near Poolesville in Montgomery County, Maryland.

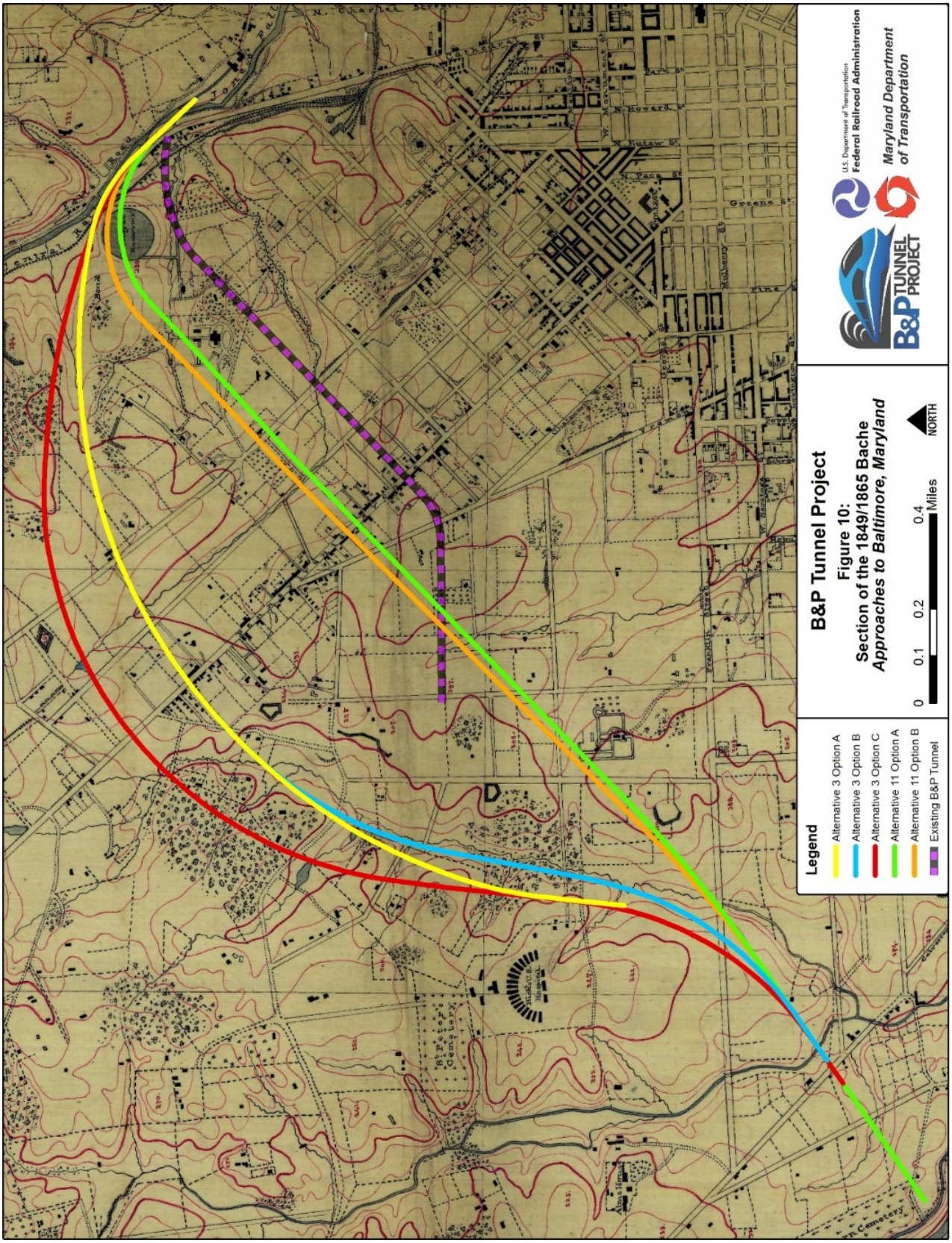
Maryland rewrote its constitution in 1864. The new constitution outlawed slavery and was put to a popular vote on October 13, 1864. It barely passed into law, with 30,174 in favor of the change and 29,799 opposed. On November 1, all slaves in Maryland were emancipated (Brooks and Rockel 1979; Brugger 1988; Maryland Constitutional Convention 1864). Five months later on April 1, 1865, the war ended with Lee's surrender at Appomattox Courthouse.


B&P Tunnel Project
Figure 8:
Section of the 1851 Sidney and Neff Plan of the City of Baltimore, Maryland
Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK


Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
B&P Tunnel Project
Figure 9:
Section of the 1857 Sydney Map of the City and County of Baltimore, Maryland
0 0.125 0.25 0.5 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK


Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
B&P Tunnel Project
Figure 10:
Section of the 1849/1865 Bache
Approaches to Baltimore, Maryland
0
0.1
0.2
0.4
Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department
of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK

D. Industrial/Urban Dominance (A.D. 1870 to A.D. 1930)

Post-Civil War industry and commerce in Baltimore City continued to grow rapidly (see **Figure 11**). Industries in this period included clothing, canning, metal work, and shipping. Numerous economic depressions throughout the nineteenth century caused a continuous flux in Baltimore City business and industry. Despite the economic turmoil, immigrants continued to pour into Baltimore City. These groups have included Greeks, Russians, Czechs, Poles, Lithuanians, Italians, and Finns (Zeidman 1991).

The closing years of the 1860s were a boom period in the economic cycle of the United States. However, the Panic of 1873 ended economic prosperity and ushered in a long period of recession (Brogan 1985). Until circa 1880, the majority of immigrants arriving in Baltimore City were Irish or German. They found work on the docks, and in the rapidly expanding factory system of along the Jones Falls. These industries included garment factories, canning, and metal work (Olson 1980). By 1880, the makeup of the immigrant population had changed. Many of these immigrants were Germans who were escaping revolutions and wars sweeping through the various German principalities throughout the period. Between 1880 and 1920 changing social patterns in Eastern Europe and pogroms in Russia provided incentive for 2,000,000 Jews to immigrate to the United States (Dimont 1962:355, 361). Many of these immigrants were unskilled laborers who quickly entered the American factory system.

Between immigration and annexation of new land for the City, the population of the city increased from 332,000 in 1880 to 800,000 in 1930 (Arnold 1978; Olson 1980). This area of the county adjacent to the west, north, and east sides of the city was known as “The Belt”. Intensive development began after the 1818 annexation. Between 1860 and 1880, settlement increased on the city’s undeveloped periphery as wealthy and white families began to leave the center city area for new suburbs that were connected to the city by horse-drawn street cars. In addition to the residential development, new mill towns, such as Woodberry and Hampden, were developed outside of the city along the Jones Falls. The population in “The Belt” area stood at 20,000 in 1874 and had almost doubled by 1884. In 1888, Baltimore County residents living on the west and north sides of the “The Belt” voted in favor of annexation to Baltimore City. This brought an additional 7.5 square miles into the city and an additional 38,000 people. It included two-thirds of the area around the city that had been developed since 1865 as a direct result of the extension of horse cars into the county (Arnold 1978).

During the first half of the nineteenth century, the African American population of Baltimore was centered in the Fells Point area. After the Civil War, there was an influx of southern Blacks into the city. As the African American population in Baltimore increased, so too did the Euro-American population, largely as a result of waves of European immigration. Tens of thousands of European workers were drawn to the city as new industries, expanding shipyards, and new merchandising houses were established in downtown, Fells Point, and Canton. These new European immigrants largely settled in the eastern and southern sections of the city, close to the factories and shipyards. Many of the established African American families that resided in these neighborhoods were displaced as most major Baltimore employers largely reserved industrial work for the recent white immigrants. Shut out of neighborhoods close to industry, new and established African American families alike found themselves settling in a horseshoe pattern around the central city with “Old West Baltimore” forming the western side of this horseshoe.

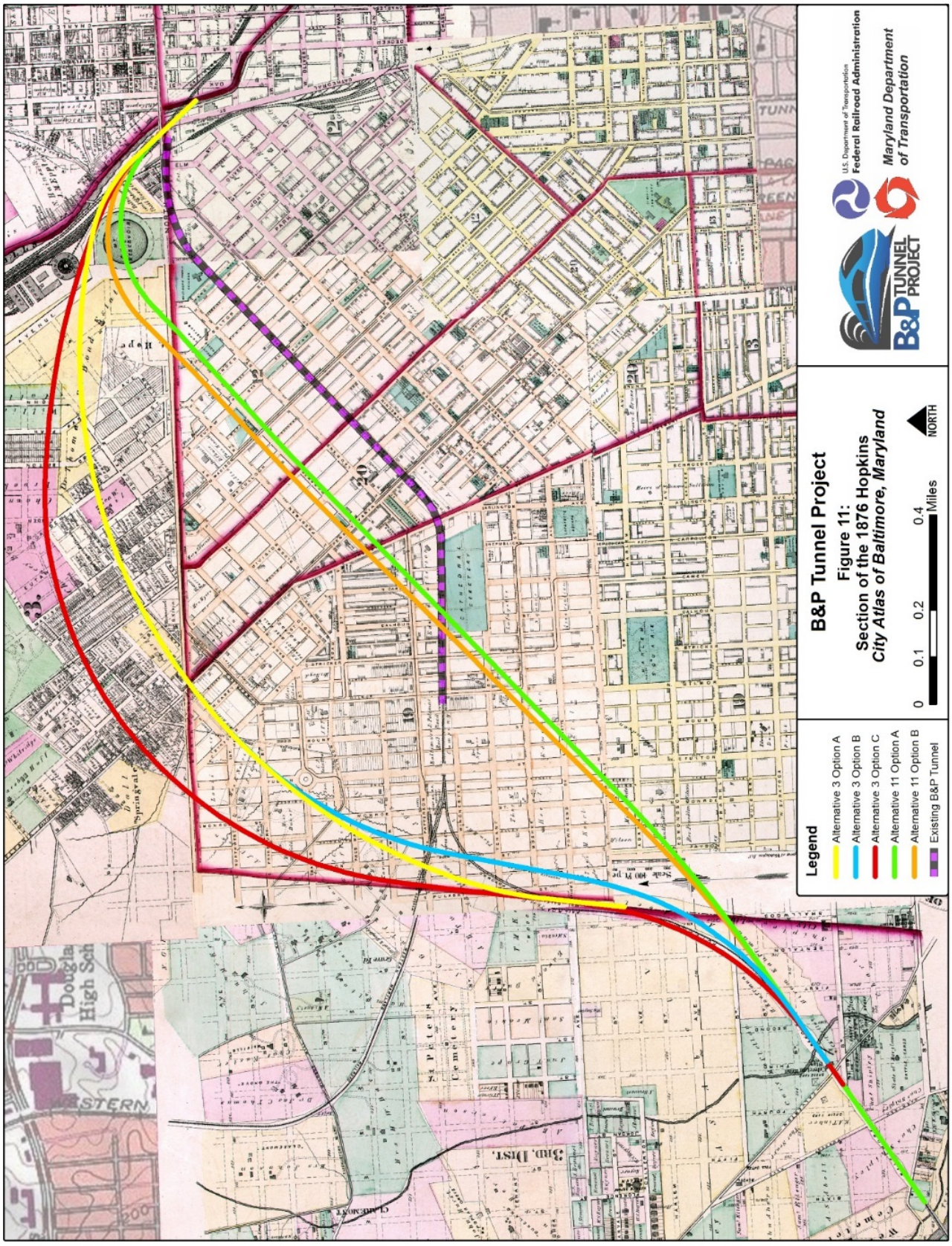
Segregation restricted the areas where they could settle to the blocks south of North Avenue, west of Pennsylvania Ave, and east of Fulton Avenue.

This portion of the city remained a patchwork of urban development and rural countryside until the end of the nineteenth century. While growth of the city expanded quickly in some parts north and west of the downtown during the late-nineteenth century, many of the original grand homes and spacious estate remained part of the landscape of west Baltimore until the end of the nineteenth century. The homes and lands of Thomas Edmondson, Jr., Edward Patterson, Dr. Thomas Bond, and many others appear in several maps from the period.

East of Pennsylvania Avenue many Euro-American residents from Baltimore's business and professional classes built large stately three-story townhouses along Madison Avenue, McCulloh Street and Druid Hill Avenue, as well as further east and north in what is today known as the Bolton Hill and Reservoir Hill neighborhoods. The opening of a street car line along Madison Avenue connected this area to the center of the city, which allowed people to commute easily to the expanding business district. At the same time, Druid Hull Park, opened in the fall of 1860, was located just to the north and added to the attractiveness of living in the area. The institutions attracted to this portion of Old West Baltimore Reservoir Hill and Bolton Hill corresponded to the social status of its residents. Three private schools, including the fashionable Boy's Latin School, were located nearby as well as Lafayette Market which was located at Laurens Street and Pennsylvania Avenue.

By the end of the nineteenth century, all of the major German Jewish synagogues moved from downtown and east Baltimore to Reservoir Hill, bound by Lanvale and McCulloh Streets and Park and North Avenues (Shoken 2004b). As a result, the neighborhood became one of Baltimore's largest and affluent predominantly Jewish neighborhoods of the late-nineteenth and early-twentieth centuries. The Jewish residents who moved into Reservoir Hill at the turn-of-the-twentieth century were part of Baltimore's established German Jewish community that was originally located in parts of east Baltimore and downtown. Many of the new Jewish immigrants during the period arrived to Baltimore from Eastern Europe, many times settling in the former neighborhoods the existing German Jewish community recently abandoned. Over time, many of the eastern European Jewish community began to prosper.

During the same period, construction began on more modest two-story homes west of Pennsylvania Avenue. By the 1870s, intense development within this working class neighborhood was focused in the northern portion of Old West Baltimore, extending between Fulton Street to the west, Pennsylvania Avenue to the east, North Avenue to the north, and Patterson Avenue (present-day Laurens Street) to the south. Unlike the homes east of Pennsylvania Avenue, these were intended for the expanding white working class as well as for Baltimore's growing population of European immigrants (Shoken 2004a). German immigrants were initially the largest ethnic group in this growing community. A growing African American population also settled within this area, living in close proximity to their white neighbors. While the white residences were located off the main streets, African Americans and poorer immigrant families resided in alley housing behind their Euro-American neighbors. As Baltimore's African American population continued to expand during the 1880s and 1890s, a substantial African American community began to develop and spread along these alley streets. Over time, numerous African American residents of the neighborhood established local businesses, founded churches and enrolled their children in schools. As the neighborhood prospered, some community members could afford the larger main street homes.


Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
B&P Tunnel Project
Figure 11:
Section of the 1876 Hopkins
City Atlas of Baltimore, Maryland
0 0.1 0.2 0.4 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department
of Transportation
B&P TUNNEL PROJECT
3rd. Dist.

INTENTIONALLY LEFT BLANK

At the same time, many of the original white residents on these main streets, left "Old West Baltimore" for other neighborhoods or left the city altogether for the newly developing suburbs, thus providing an opportunity for African American residents to take their place. By the first decade of the twentieth century, the majority of what once was an ethnically mixed population in Old West Baltimore became a predominately African American neighborhood.

In 1904, much of the business and financial district of Baltimore City burned to the ground. An after effect of this disaster was vast changes to and improvement of the city's water quality and flow. Before the fire was completely under control the mayor created the Burn District Commission to rebuild the city. While their stated duty was to rebuild that area of Baltimore that had been destroyed by the fire, their recommendations had a direct impact on parts of the city that had not been burned (Petersen 2004). A sewage commission was set up to revamp the city's waste and storm water control. By 1906, they had built a pilot sewage plant in Walbrook. In 1909, the Back River plant was up and running. "By the end of 1914 there were twenty-one thousand homes connected, and about that many drop privies were abandoned" (Olson 1980:250). The new sewers were gravity flow systems. A pumping station on Pratt Street forced the low-lying areas around the harbor to drain. Only those areas on the edges of the city and in low-lying elevations did not receive sewers.

This capital improvement project also benefited Baltimore County. The Maryland legislature approved the creation of the Metropolitan District, which served both the city and county's water and sewage needs. The county tied into the city's water and sewer lines and was able to extend service to many of its suburban residents. The Loch Raven Reservoir was constructed during this period and was completed in 1923. Later reservoir projects included Prettyboy Reservoir on the upper Gunpowder Falls (1933) and Liberty Reservoir on the Patapsco River (1954).

In 1918, Baltimore city made its last annexation of county property, despite the protests of many of the people living in these areas. Unlike the 1888 annexation, the people living in the proposed annexation area did not vote to join the city. Instead, the Maryland legislature passed an annexation bill that set the city's boundaries where they currently are today. The total area incorporated by the city included 46.5 square miles taken from Baltimore County, and 5.4 square miles taken from Anne Arundel County (Arnold 1978). This final annexation roughly included all the areas of the current city west of the Gwynns Falls, north of 28th Street, and east of Canton (from Baltimore County), as well as an area of land south of the Gwynns Falls and the Patapsco River (which was primarily from Anne Arundel County).

E. Modern Period (A.D. 1930 to present)

The beginning of the Modern Period roughly coincides with the start of the Great Depression on October 29, 1929. Although segments of the American economy were already in a slow downturn before the market crash, the Baltimore region's economy was affected only to a minor degree. After the market crashed in 1929, the region's diversified economy resulted, at least temporarily, in a city unemployment rate which was slightly lower than the national average. Nevertheless, by 1931 there were 42,000 unemployed Baltimoreans, roughly one-eighth of the city's work force (Olson 1980). In Baltimore County the County Children's Aid Society listed 242 families on their relief rolls in December 1931; by March 1932, the number of families had increased to 606 (Brooks and Rockel 1979). The region's high unemployment rate continued into the late 1930s. By 1937, increasing tensions in Europe were translating into a build-

up of the defense industry in Baltimore County. Companies like Glen L. Martin and Bethlehem Steel began to expand production as orders arrived from Europe. During World War II, workers moved into Baltimore City from the rural south and West Virginia. Many of these laborers found jobs in the defense plants in eastern Baltimore County. Others worked for the rail yards in Baltimore City, settling in the area around Carroll Park known as "Pig Town".

By August 1941, 50,000 Baltimoreans were employed by the defense industry. Approximately half of these jobs were in aircraft manufacture at the Martin Company. However, this build-up in wartime industry did not come without risks to the region's economy. With the end of the war in 1945, 45,000 defense workers lost their jobs at the same time that 35,000 veterans were returning home. With approximately 80,000 people looking for work simultaneously, the region's economy needed to turn quickly from a war-time to peace-time economy. Companies such as Bethlehem Steel, Westinghouse, and Western Electric successfully converted their production to peace-time commodities by the early 1950s. Baltimore's post-war economy continued to grow into the 1970s (Olson 1980).

During the last two decades of the nineteenth century, African American laborers began to concentrate in housing in the alleys of Baltimore. Demographic profiles show an influx of rural native Maryland African Americans into Baltimore in the late-nineteenth century from southern Maryland. Baltimore's African American population nearly tripled from a population of 28,000 in 1860, to 79,000 in 1900 (Garonzik 1976; Hall 1912). This development in housing concentrated the city's poor into a classic "alley life" pattern, which has been described for Annapolis, Philadelphia, and Washington, D.C. in numerous site reports and studies (q.v. Aiello and Seidel 1994; Borchert 1980; Check 1986; Cheek and Friedlander 1990; Cheek and Seifert 1994; Greenberg 1981; Hayward 2008; Warner and Mullins 1993) (see **Figure 12**).

During the early-twentieth century the demographics within the neighborhoods of Old West Baltimore, Bolton Hill, Harlem Park, and Reservoir Hill began to change. Racial discrimination and the high unemployment rate of the Depression Era kept many of the area inhabitants in low-paying jobs. Real estate values in the area had been in decline since the depression of 1893. In the 1920s, property values in the area had decreased in general. During this decade movement of the white population out of West Baltimore changed the racial composition of these neighborhoods. Vacant housing in the eastern portion of the city was rapidly filled by African American tenants moving into the city from rural areas of Maryland and the South. This migration of African Americans from rural to urban areas was part of a national trend which had begun early in the century. In 1910, 2,500 African Americans and 7,500 Euro-Americans lived in "Old West Baltimore". By 1930, African Americans were the largest population living in the same neighborhoods. To the south, Harlem Park remained predominately white until the end of the Second World War (McDougall 1993). After World War II, Harlem Park became and remains predominately African American.

In 1950, a survey of the city's 250,000 houses placed 90,000 within "blighted" areas of the city. Within the blighted areas, 45,000 houses were classified as substandard. Another 18,000 structures were classified as dilapidated. One-third of the city's population lived in these homes. In order to stimulate growth in the city, the city government embarked on a plan of urban renewal. In 1951 a twenty-seven block area of East Baltimore was selected as a pilot area. Many of the buildings in the pilot area were condemned and razed. In their place, subsidized housing projects for the poor were built (Greene 1980; Olson, 1980).

The end of the war also saw a rise in housing construction in the suburban Baltimore County communities ringing Baltimore City such as Lutherville, Pikesville, Randallstown, Woodlawn and Catonsville. During the

1950s, 1960s, and 1970s there was a huge exodus of middle-class white families from the city to the suburbs (Orser 1991, 1994). The shops and department stores frequented by the white, middle-class also slowly left the city and were re-established in new suburban malls. The results of this twenty-year trend were the loss of business in the city's central core, particularly along Howard Street, and a diminished tax base. The population of Baltimore County grew by more than 40 percent between 1940 and 1950, and by another 45 percent between 1950 and 1960 (Forstall 1995). Road development in the area also spurred population growth.

Baltimore has undergone a period of rebuilding since the late 1970s. The city government and private developers both have made attempts to revitalize the city. While numerous projects have been initiated, two of the more notable include the revitalization of the Inner Harbor area and homesteading. Baltimore's Inner Harbor area has been developed successfully as a tourist and shopping mecca that draws dollars back downtown. Homesteading created a market to restore homes within the city through the sale of dilapidated and abandoned properties at low cost to middle-class buyers, both white and African American. Homesteading produced a viable environment in a once hostile landscape and brought tax dollars back into the city. The most recent round of revitalization has included the Howard Street corridor. Plans for this area include the creation of cultural centers for dance, music, and the arts. Another project includes the current construction of low-cost housing and rental units in the Jonestown area of East Baltimore. In addition, the Reginald F. Lewis of Maryland Museum African American History and Culture opened on 25 June 2005. The museum is located in Jonestown on the edge of the Baltimore Inner Harbor near the new housing units.

By the beginning of the mid-1960s, residential development covered much of the former agricultural landscape in the portion of Baltimore County along the northern border of Baltimore City. By the end of the twentieth century, large-scale shopping complexes and highway facilities dominated the former farming communities. The Baltimore Beltway (I-695) was built through the county, with construction starting in the Towson area in 1955 (MD Roads n.d.). In 1966, plans to construct six rapid transit lines, from Baltimore to the surrounding suburb, were developed. This plan was not put into action until the mid-1980s, and only one of the six lines was built. In 1983, a line between Charles Center in downtown Baltimore and Reisterstown Plaza was opened. Four years later, the line was extended north to Owings Mills. At about the same time that the Baltimore Metro System was under construction, I-795 was built between the Baltimore Beltway and Owings Mills. The final extension north to Reisterstown and the Westminster Pike was completed in 1987. The metro and the interstate opened the Owings Mills area to suburban development.

VI. PREVIOUSLY DOCUMENTED HISTORIC PROPERTIES

An effort was made to identify historic properties within the APE (36 CFR Part 800.4(b)).

A. Previous Historic Resource Surveys

Documentary research conducted at MHT revealed that no previous historic resource studies have been undertaken, specifically within the study corridors of any of the seven alignment alternatives for the B&P Tunnel Project. Numerous individual resources and historic districts have been documented, but there is only one known comprehensive historic resource survey on file located adjacent to the current project limits. This comprehensive previous study was the extensive documentation efforts undertaken for the

Red Line Project (Red Line Corridor Transit Study 2005-2013) (MTA 2005-2013). The broad study corridor for the Red Line investigations intersects the south end of the B&P Tunnel project's historic architectural APE.

B. Previously Documented Historic Properties

Background research was conducted by Dovetail at MHT, both at their library and website. In addition, the MERLIN GIS database was utilized to identify all previously documented architectural historic properties, both individual resources and historic districts, located within the APE. MHT provided data layers in GIS format on these NRHP-listed and eligible historic properties to Dovetail.

The following are the fifteen (15) previously identified architectural historic properties within the APE and Alternative 2 Study Area (from east to west) (see **Figure 4, Table 1**). See the tables in **Appendix A** to see the contributing elements of the historic districts:

1) *Baltimore & Potomac Railroad (Philadelphia, Baltimore & Washington Railroad) (B-5164, Determined Eligible 2010) (Locations: All Northern Portals, Alternative 2, All Southern Portals)*

The B&P Railroad, and its associated three-part tunnel and bridges, were completed in 1873. The railroad also includes 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. The B&P Railroad was determined eligible for its historical and engineering significance.

2) *Howard Street Bridge (B-4529, Determined Eligible 2001) (Locations: All Northern Portals)*

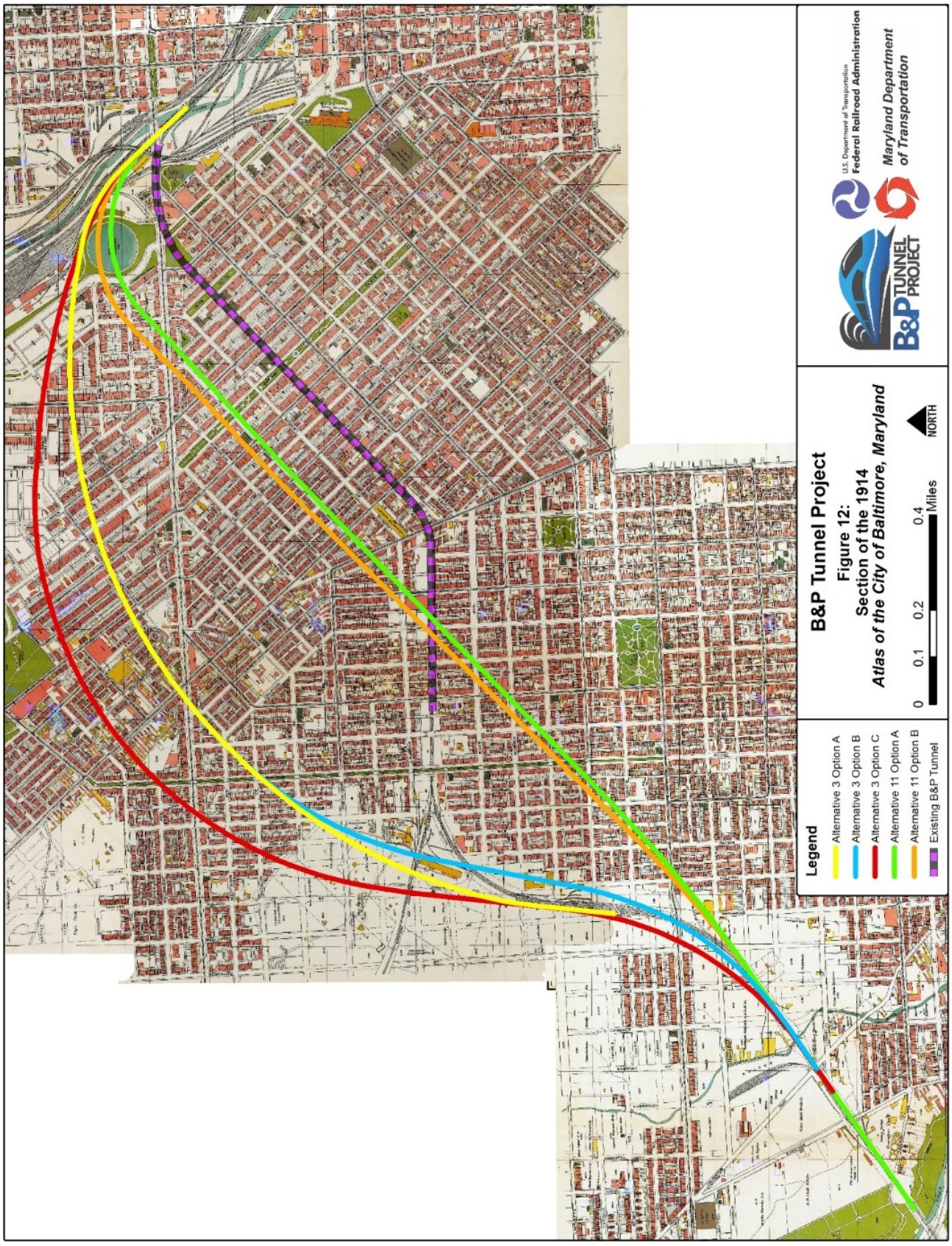
The Howard Street Bridge (BC1405) is a double steel arch, triple-hinged, seven span, through structure. It is 979 feet in length, was built in 1938 and rehabilitated in 1981. The bridge carries Howard Street over I-83, Amtrak, and Jones Falls. It was determined to be a significant example of a metal arch bridge in the city of Baltimore.

3) *North Avenue Bridge (B-4521, Determined Eligible 2000) (Locations: All Northern Portals, Alternative 2)*

The North Avenue Bridge (BC1208) is a seven-span stone/brick arch structure, measuring 888 feet in length, and was built between 1891 and 1896 and rehabilitated in 1978. The bridge carries North Avenue over Amtrak, CSX, Light Rail, and Falls Road. It was determined eligible for its historical and engineering significance.

4) *Bolton Hill Historic District (B-64; NR-54/71001031) (Locations: Alternative 2 and Alternative 11 Ventilation Areas)*

The Bolton Hill Historic District consists of twenty (20) blocks of residential buildings, extending southwest of Mount Royal Avenue, south of North Avenue, northeast of Madison Avenue, north of Dolphin Street, and west of Cathedral Street. The district includes buildings dating primarily to the second half of the nineteenth century. The district was listed in the NRHP in 1971.


B&P Tunnel Project
Figure 12:
Section of the 1914
Atlas of the City of Baltimore, Maryland
0 0.1 0.2 0.4 Miles
NORTH
Legend
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
Existing B&P Tunnel
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK

Table 1: Historic Properties Within the Area of Potential Effects

#	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA	APE/STUDY AREA LOCATION
1	Baltimore and Ohio 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'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 Baltimore and Ohio 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.	Northern Portals
2	Baltimore and Ohio 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 Baltimore and Ohio Belt Line Railroad, which is nationally significant as the first electric railway in the United States and for its role in providing the Baltimore and Ohio 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 Baltimore and Ohio 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.	Northern Portals
3	Baltimore and Potomac Railroad (Philadelphia, Baltimore & Washington Railroad)	B-5164	DOE 2010	Historic District	Between Baltimore City/County Line and Penn Station (includes the Baltimore and Potomac 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 Baltimore and Potomac 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.	All Northern Portals, Alternative 2, All Southern Portals

#	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA	APE/STUDY AREA LOCATION
4	Howard Street Bridge (BC1405)	B-4529	DOE 2001	Individual	Howard Street over I-83, Amtrak, 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.	All Northern Portals
5	North Avenue Bridge (BC1208)	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, 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.	All Northern Portals, Alternative 2
6	Bolton Hill Historic District	B-64	NR-54/71001031	Historic District	Extends southwest of Mount Royal Avenue, south of North Avenue, northeast of Madison Avenue, north of Dolphin Street, and west of Cathedral Street	Twenty blocks of residential buildings, primarily dating to the second half of the nineteenth century, but also into the early part of the twentieth century.	Listed	**Criterion A** for developing as part of the ever continuing northward movement of Baltimore's residential neighborhoods, gaining full momentum during the second half of the nineteenth century, made easier by the proximity of railroad and street car lines. **Criterion C** as a residential neighborhood giving modern Baltimore an image of its nineteenth century heritage. The district is characterized by continuous blocks of row houses, similar and dignified; tree shaded streets; and handsome squares featuring sculptural monuments. **Estimated period of significance:** 1850 to pre-World War I	Alternative 2 and Alternative 11 Ventilation Areas
7	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	Alternative 2 and Alternative 3 Ventilation Areas

#	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA	APE/STUDY AREA LOCATION
8	Old West Baltimore Historic District	B-1373	NR-1390/4001374	Historic District	Roughly bounded by North Avenue, Dolphin Street, Franklin Street, and Fulton Avenue	Row house neighborhood of about 175 blocks dating from the mid-nineteenth to mid-twentieth century. Also includes mansions, small vernacular dwellings, churches, schools, commercial, and landscaped squares.	Listed	**Criterion A** as Baltimore's premier early African American neighborhood. Beginning in the 1890s, African Americans began occupying houses on the main streets of this area, most notably Druid Hill Avenue. Prior to that time, they were relegated to alley housing spread throughout the city. In the Old West Baltimore community, African Americans living in Baltimore gained political power, established social institutions, started businesses, and empowered churches to not only guide the spiritual life of the community, but to spearhead social progress. **Criterion C** as an example of a type of urban development that characterized the city from the second quarter of the nineteenth century through the first half of the twentieth. Its streetscapes include numerous individual buildings designed by noteworthy local architects, important public squares, and surviving residential buildings representing the evolving character of the district from scattered country estates to an urban rowhouse neighborhood. **Period of significance:** 1838 to 1954	Alternative 2 and Alternative 11 Ventilation Areas
9	Baltimore Hebrew Congregation Synagogue	B-3702	NR-403/76002181	Individual	1901 Madison Avenue	Currently known as Berea Temple, ashlar granite building from 1891 in the form of a Byzantine church.	Listed	**Criterion C** and **Criteria Consideration A** for being a well-executed nineteenth century version of a Byzantine church.	Alternative 11 Ventilation Areas
10	Vincent Street Bridge (BC8010)	B-4532	DOE 2001	Individual	Vincent Street over Amtrak	Single span stone arch structure, 31 feet in length, built in 1873. It carries Vincent Street over Amtrak.	Eligible	Eligible together with Fulton Avenue over Amtrak Bridge (BC9999) (B-4533) under **Criterion A** because the bridges together played a role in the continuous railroad service that became available between Washington, Baltimore, Philadelphia, and New York, when the Baltimore and Potomac Railroad was completed. **Criterion C** for being a well-preserved example of the stone arch bridge. Also eligible together with the Fulton Avenue bridge as components of the Baltimore and Potomac Railroad Tunnel, as significant examples of the Baltimore and Potomac Railroad's grade separation and tunnel engineering campaign in Baltimore during the 1870s. The Fulton Avenue bridge is outside the APE.	Alternative 2
11	Harlem Park Historic District	B-1320	DOE 2001	Historic District	The district is bounded by West Lanvale Street on the north, North Freemont Avenue on the east, West Franklin Street on the south, and North Monroe Street on the west	The Harlem Park Historic District is an excellent example of a Baltimore rowhouse neighborhood centered on a large park. The district is characterized by flat brick and stone façades, ornate cornices, marble steps, and water tables. There are also a number of eclectic architectural styles in the district.	Eligible	**Criterion A** for its association with nineteenth century neighborhood development in Baltimore. **Criterion C** for being a classic example of a Baltimore rowhouse neighborhood centered around a large park. Most buildings feature traditional, flat brick façades with ornate cornices, and marble steps and watertables. There are, however, a few stone façades and more eclectic blends in the neighborhood that feature projecting brick work and terra cotta decorations. A number of excellent stone churches exist in the area.	Alternative 11A Portal

#	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA	APE/STUDY AREA LOCATION
12	Monroe-Riggs Historic District	B-5118	DOE 2006	Historic District	Bounded by Pennsylvania Railroad tracks, W. Franklin Street, and Old West Baltimore Historic District	A small neighborhood of middle- and working-class rowhouses and one commercial area. The houses date primarily from the late 1880s to 1915 and are generally two- to three-story brick residences. Italianate is a popular style. The commercial buildings are from circa 1910 to the 1940s.	Eligible	**Criterion A** for its association with the westward expansion of Baltimore in the late-nineteenth and early-twentieth centuries, and under **Criterion C** for its excellent collection of modest Italianate row houses and commercial buildings. **Estimated period of significance:** ca. 1890 to 1947	All Southern Portals
13	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	All Southern Portals
14	Bridge 2410	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.	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.	Alternative 3 Southern Portals
15	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.	All Southern Portals

#	NAME	MIHP#	NR#/DOE YEAR	Individual/HD	LOCATION (ALL IN BALTIMORE CITY)	DESCRIPTION	NRHP STATUS	NRHP CRITERIA	APE/STUDY AREA LOCATION
16	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	All Southern Portals
17	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	All Southern Portals

INTENTIONALLY LEFT BLANK

5) *Reservoir Hill Historic District (B-1379; NR-1391/4001376) (Locations: Alternative 2 and Alternative 3 Ventilation Areas)*

The Reservoir Hill Historic District contains thirty-two (32) city blocks bounded by North Avenue, Mount Royal Avenue, Druid Park Lake Drive, and Madison Avenue. The majority of the properties are late-nineteenth to early-twentieth century row houses, but the district also includes mansions, apartment buildings, religious and commercial buildings. The district was listed in the NRHP in 2004.

6) *Old West Baltimore Historic District (B-1373; NR-1390/4001374) (Locations: Alternative 2 and Alternative 11 Ventilation Areas)*

The Old West Baltimore Historic District is a large row house neighborhood of approximately 175 city blocks, roughly bounded by North Avenue, Dolphin Street, Franklin Street, and Fulton Avenue. The district includes other housing types including mansions and small vernacular dwellings, as well as churches, schools, commercial buildings, and landscaped squares dating from the mid-nineteenth century through the mid-twentieth century. The district was listed in the NRHP in 2004.

7) *Baltimore Hebrew Congregation Synagogue (B-3802; NR-403/76002181) (Location: Alternative 11A Ventilation Area)*

This resource, currently known as Berea Temple, is located on the northwest corner of Madison Avenue and Robert Street. It is an ashlar granite building constructed in 1891 in the form of a Byzantine church. It was listed in the NRHP in 1976.

8) *Vincent Street Bridge (B-4532, Determined Eligible 2001) (Location: Alternative 2)*

The Vincent Street Bridge (BC8010) is a single-span stone arch structure, 31 feet in length, built in 1873 with repairs and updates made around 1920. The bridge carries North Vincent Street over Amtrak. The bridge is significant for its historical and engineering significance [together with the Fulton Avenue over Amtrak Bridge (BC9999) (B-4533)].

9) *Harlem Park Historic District (B-1320, Determined Eligible 2001) (Location: Alternative 11A Portal)*

The Harlem Park Historic District is an excellent example of a Baltimore rowhouse neighborhood centered on a large park. The district is characterized by flat brick and stone façades, ornate cornices, marble steps, and water tables. There are also a number of eclectic architectural styles in the district. The district is bounded by West Lanvale Street on the north, North Freemont Avenue on the east, West Franklin Street on the south, and North Monroe Street on the west. The district is significant for its historical and architectural significance.

10) *Monroe-Riggs Historic District (B-5118, Determined Eligible 2006) (Locations: All Southern Portals)*

The Monroe-Riggs Historic District is a small neighborhood of middle and working class row houses as well as a commercial area, dating from 1890 through the 1930s. Most of the residences in the district are two- or three-story brick homes in the Italianate style. The district is bounded by Fulton Avenue, West Franklin Street, and on the west and north by the former Pennsylvania Railroad tracks and Riggs Street. The district is significant for its historical and architectural significance.

11) Midtown Edmondson Historic District (NRHP Nomination Pending with MHT) (Locations: All Southern Portals)

This proposed historic district includes most of the Midtown-Edmondson neighborhood and a section of the adjacent Harlem Park neighborhood. It is characterized as a mixed-use area of row houses, warehouses and commercial buildings primarily constructed between the 1880s and the 1910s. According to the draft NRHP nomination, "the district is characteristic of the transition between Baltimore's early period of suburban growth through the 1860s and a later period from the 1910s through the 1940s". The period of significance is from 1888 to 1965. 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 recommended significant for its historical and architectural significance. The district also includes the American Ice Company, individually listed on the NRHP. Note that two additional properties were included in the district boundaries as contributing for the purposes of this project (see 2113 W. Lafayette Avenue and 2200 Winchester Street in **Appendix A**).

12) Bridge 2410 (B-4553, Determined Eligible 2001) (Locations: Alternative 3 Southern Portals)

Bridge 2410 (BC2410) carries Lafayette Avenue over Amtrak. It is a fourteen span structure, 640 feet in length, and is a combination plate girder and rolled I-beam deck structure. The bridge was built in 1931, but was reconstructed in 1975 with a replacement of the deck, roadway surface, and joints. The bridge is significant for its engineering significance.

13) American Ice Company (B-1040; DOE 2005; NR-13000459) (Locations: All Southern Portals)

The American Ice Company, located at 2100 West Franklin Street, is an excellent example of a late-nineteenth industrial building. The original portion of the building was constructed in 1896, with later additions in the 1950s and 1990s. In 2004 a major fire caused extensive damage, however much of the original 1896 remains. The building is listed in the NRHP in 2013 for its historical and architectural significance. The American Ice Company is also a contributing element of the Midtown Edmondson Historic District.

14) Greater Rosemont Historic District (B-5112, Determined Eligible 2006) (Locations: All Southern Portals)

The Greater Rosemont Historic District is primarily a residential area of late-nineteenth and early-twentieth century housing, including duplexes, row houses, and other types in the Colonial Revival, Spanish Revival, Craftsman, and Art Deco styles. The district also includes numerous commercial and industrial buildings, churches, and governmental buildings. The district is located east of Gwynns Falls and north of West Franklin Street, and surrounded on three sides by railroad lines formerly belonging to the Western Maryland and Pennsylvania Railroads. The district is significant for its historical and architectural significance.

15) Edmondson Avenue Historic District (B-5187; NR-1509/1000108) (Locations: All Southern Portals)

This historic district consists of over 1,600 buildings and includes a number of residential neighborhoods dating to the late-nineteenth through mid-twentieth centuries. The district also includes some commercial and light industrial buildings, as well as churches and schools. The district's boundaries are

roughly defined by the railroad tracks on the east, West Franklin Street on the south, Braddish Avenue on the west, and Winchester Street on the north. The district was listed in the NRHP in 2010.

Note that the North Central Historic District (B-1341; NR-1309/2001606) and Pennsylvania Railroad Station (B-3727; NR-329/75002097) are NRHP-listed historic properties that are located just outside the APE at the northern portals and the NRHP-eligible Bon Secours Historic District (B-5117; DOE 2006), West Baltimore Street Bridge (B-4516), Ellicott Driveway (B-1314), Pennsylvania Railroad Viaduct (B-5064), and CSX Tracks (Western Maryland Railroad, Tidewater Extension) (B-1377) are just outside the APE at the southern portals. These historic properties are identified on the map in **Figure 4**.

VII. NEWLY IDENTIFIED HISTORIC RESOURCES

Survey work was undertaken across all areas within the APE where project activities could cause direct or indirect effects to historic properties. Six (6) newly identified historic resources were evaluated for historic significance by applying the NRHP criteria and determining whether they were eligible (36 CFR Part 800.4(c)), using MHT DOE Forms and Short Forms (see **Appendix B**). All located in Baltimore City, they are listed from east to west below and identified in **Figure 13**:

Baltimore and Ohio (B&O) Belt Line Railroad (B-5287) (Recommended Eligible)

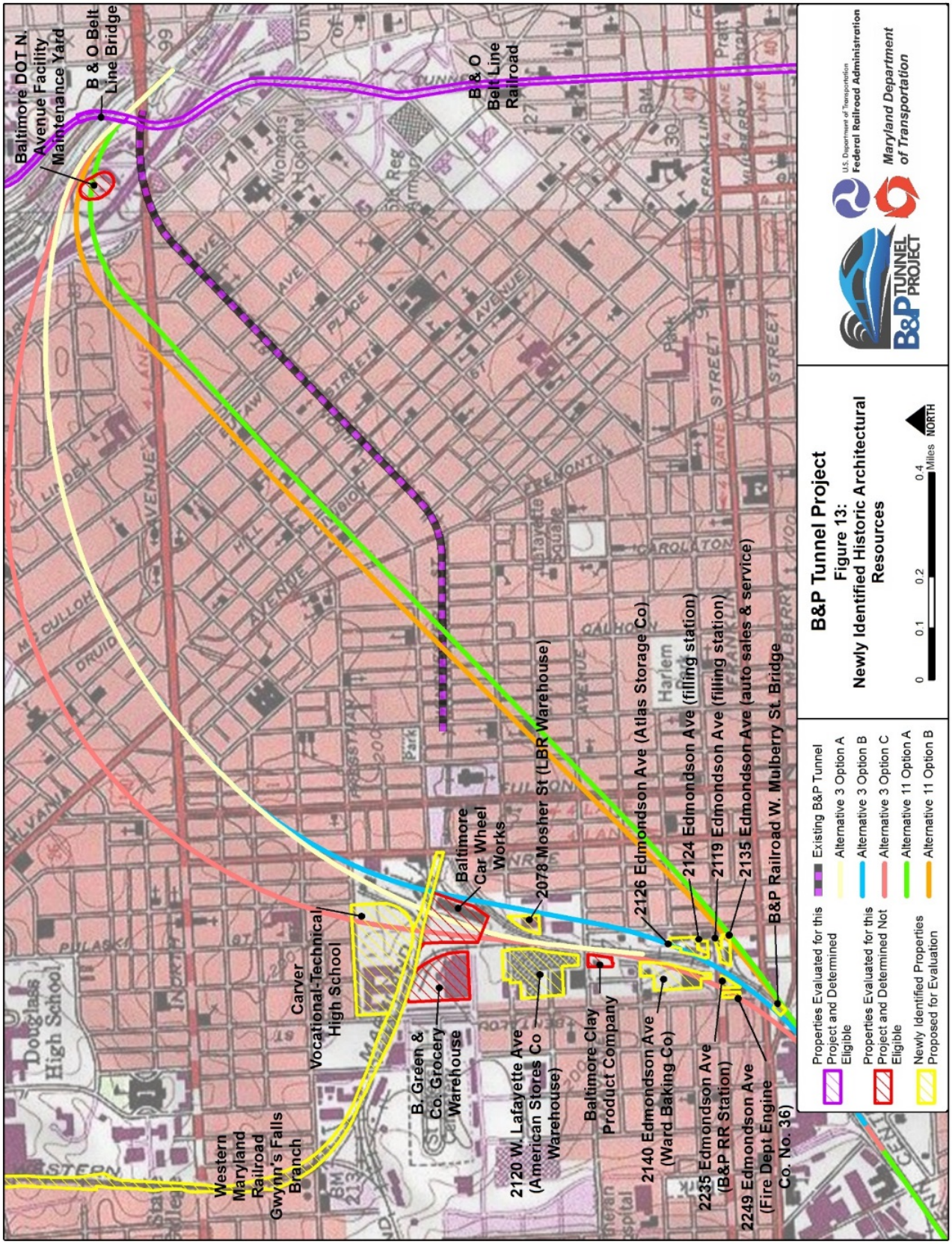
This resource intersects the northern portal APE. It is a freight line constructed between 1891 and 1895 to connect the B&O's main line terminus at Camden Station to a northern line to Philadelphia at Bay View Junction. The 7.2-mile, double tracked line runs from Camden Station via a 1.4-mile tunnel before turning east to connect with the line to Philadelphia. The line also 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. The B&O Belt Line Railroad is recommended eligible for listing in the NRHP under Criterion A for its historical impact in transportation in Baltimore and the larger region. It is also recommended as eligible under Criterion C for its association with notable American architect E. Francis Baldwin, and for its architectural and engineering significance and importance. See **Appendix A** for the railroad contributing elements within the APE.

Baltimore and Ohio (B&O) Belt Line Bridge over Jones Falls Valley (B-5288) (Recommended Eligible)

This resource is located within the northern portal APE. 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. The bridge is recommended as eligible for listing in the NRHP under Criterion A for its historical impact on transportation in Baltimore and the larger region. It is also recommended eligible under Criterion C as a good example of a late-nineteenth to early-twentieth century plate girder railroad bridge, characteristic of other bridges constructed by the B&O Railroad.

Baltimore Department of Transportation (DOT) North Avenue Facility Maintenance Yard, 560 W. North Avenue (Short Form)

This resource is located within the northern portal APE. It is an early-twentieth century highway-related maintenance yard, located just west of Jones Falls. It is bounded by the Jones Falls Expressway/Interstate 83 on the west, and on the north and east by McMechen Street and the North Avenue station of the MTA light rail system. The earliest building on the property was constructed around 1915; by the 1950s, the complex included additional buildings and was referred to as the Bureau of Highways North Avenue Yard.


Baltimore DOT N. Avenue Facility Maintenance Yard
B & O Belt Line Bridge
B & O Belt Line Railroad
Western Maryland Railroad Gwynn's Falls Branch
Douglass High School
Carver Vocational-Technical High School
B. Green & Co. Grocery Warehouse
Baltimore Car Wheel Works
2078 Mosher St (LBR Warehouse)
2120 W. Lafayette Ave (American Stores Co Warehouse)
Baltimore Clay Product Company
2126 Edmondson Ave (Atlas Storage Co)
2124 Edmondson Ave (filling station)
2119 Edmondson Ave (filling station)
2135 Edmondson Ave (auto sales & service)
2140 Edmondson Ave (Ward Baking Co)
2235 Edmondson Ave (B&P RR Station)
2249 Edmondson Ave (Fire Dept Engine Co. No. 36)
B&P Railroad W. Mulberry St. Bridge
Properties Evaluated for this Project and Determined Eligible
Properties Evaluated for this Project and Determined Not Eligible
Newly Identified Properties Proposed for Evaluation
Existing B&P Tunnel
Alternative 3 Option A
Alternative 3 Option B
Alternative 3 Option C
Alternative 11 Option A
Alternative 11 Option B
B&P Tunnel Project
Figure 13:
Newly Identified Historic Architectural Resources
0 0.1 0.2 0.4 Miles
NORTH
U.S. Department of Transportation
Federal Railroad Administration
Maryland Department of Transportation
B&P TUNNEL PROJECT

INTENTIONALLY LEFT BLANK

Buildings present at the site included storage for trucks, sand, cement, lumber, paving supplies, and tools. This complex is recommended as not eligible for listing in the NRHP, as it does not meet any of the NRHP criteria.

Baltimore Car Wheel Works, 2001 Winchester Street (B-5291)

This resource is located within the southern portal APE. It was formerly known as the Baltimore Car Wheel Works, and is bounded on the north by the tracks of the Western Maryland Railroad, on the east by North Monroe Street, on the south by the tracks of the B&P Railroad, and on the west by a warehouse at 2200 Winchester Street and early-twentieth century row houses along N. Bentalou Street. The property was used as a foundry for a train wheel company and then a brake company from the mid- to late-nineteenth through the mid-twentieth century. The resource consisted of a number of large industrial buildings across the site, per Sanborn maps dating from 1890 to 1951. However, by the mid-twentieth century, all original buildings had been removed, save for the former office building, which still remains. Modern buildings have been erected on the site, including storage facilities for building materials. The office is a stone building, one and one-half stories tall, with a cross-gable roofline clad in slate shingles. The building has had many of its windows either partially or fully covered with vinyl siding. Due to a loss of integrity for the overall site, as well as alterations to the remaining office building, this resource is recommended as not eligible for listing in the NRHP.

B. Green & Company Grocery Warehouse, 2200 Winchester Street (Short Form)

This resource is located within the southern portal APE. It was known historically as the B. Green & Co. Grocery Warehouse. The property includes a two-story warehouse and office complex constructed of mixed masonry with several substantial additions. The property is currently occupied by the Intralin Corporation, which manufactures and distributes household linens. B. Green & Company was a Baltimore-based grocery wholesaler founded in 1915. According to tax records, the building was constructed in 1947. In 1959, the warehouse and attached offices were significantly damaged by a fire. Between 1994 and 2005, the warehouse was further enlarged by a substantial addition on the rear (north) elevation. Substantial alterations and additions to the property during the second half of the twentieth century have impacted its integrity, and it has been recommended not eligible for listing in the NRHP. However, the property appears to be a contributing element of the Midtown Edmondson Historic District.

Baltimore Clay Product Company, 2113 W. Lafayette Avenue (Short Form)

This resource is located within the southern portal APE. It was known historically as the Baltimore Clay Product Company and includes a one-story warehouse built of hollow clay tile (constructed prior to 1914), and a cinder block warehouse and office addition, constructed between 1914 and 1951. Currently, the property is owned by K&K Adams Trucking, Inc. and is used for storing trucks and excavation equipment. Research has revealed that the Baltimore Clay Product Company was established at this location by 1910, on land purchased from the Pennsylvania Railroad. In 1914, the property included a one-story office building, a long rectangular one-story warehouse constructed of clay tile, and an adjacent tile yard. By the mid-twentieth century, an additional one-story cinder-block warehouse and garage had been constructed. In the late-twentieth century, a small addition was added to the warehouse. Substantial alterations to the property have impacted its integrity, including removal of the original office building, construction of a modern warehouse, and additions/alterations to the remaining buildings on the property. It has been recommended not eligible for listing in the NRHP. However, the property appears to be a contributing element of the Midtown Edmondson Historic District.

Interstate 83 is located within the APE at the northern portals; this segment opened in 1963 and is therefore more than 50 years old. However, it is not eligible for the NRHP according to the Section 106 Exemption Regarding Effects to the Interstate Highway System, which effectively excludes the majority of the Interstate System from consideration as a historic property under Section 106.

Additional Resources for NRHP Evaluation

Twelve (12) additional resources more than 50 years old were identified during this study that also warrant individual NRHP evaluation (see **Figure 13**). The 1) Western Maryland Railroad – Gwynn's Falls Branch and 2) Carver Vocational-Technical High School were more recently identified as being within the Alternative 3C APE. The ten (10) other individual resources for NRHP evaluation are contributing elements of listed or eligible historic districts within the direct APE (addresses listed with their historic uses): 3) 2119 Edmondson Avenue (filling station), 4) 2124 Edmondson Avenue (filling station), 5) 2126 Edmondson Avenue (Atlas Storage Company), 6) 2135 Edmondson Avenue (auto sales & service), 7) 2140 Edmondson Avenue (Ward Baking Company), 8) 2235 Edmondson Avenue (B&P Railroad station), 9) 2249 Edmondson Avenue (Fire Department Engine Company No. 36), 10) 2120 W. Lafayette Avenue (American Stores Company Warehouse), 11) 2078 Mosher Street (LBR Warehouse), and 12) B&P Railroad W. Mulberry Street bridge. These ten resources are also listed and highlighted in the portal table in **Appendix A**.

VIII. SUMMARY OF HISTORIC PROPERTIES AND EVALUATED RESOURCES

The historic architectural survey identified seventeen (17) historic properties in the APE of the B&P Tunnel Project undertaking, as summarized in **Table 1 and Figure 4**.

Table 2 below lists the four (4) evaluated resources found not to be eligible for the NRHP. See **Figure 13** to locate the resources on a map:

Table 2: Not Eligible for the National Register of Historic Places

MIHP#	RESOURCE NAME	LOCATION	DESCRIPTION
Short Form	Baltimore Department of Transportation North Avenue Facility Maintenance Yard	560 W. North Avenue	Early twentieth century highway-related maintenance yard
B-5291	Baltimore Car Wheel Works	2001 Winchester Street	Former location of the Baltimore Car Wheel Works; only the nineteenth century office building remains on the site
Short Form	B. Green & Co. Grocery Warehouse (currently Intralin Corporation)	2200 Winchester Street	Two-story masonry warehouse and office complex

MIHP#	RESOURCE NAME	LOCATION	DESCRIPTION
Short Form	Baltimore Clay Product Company (currently K&K Adams Trucking, Inc.)	2113 W. Lafayette Avenue	One-story clay tile warehouse and a cinder-block warehouse dating to the first half of the twentieth century

IX. CONSULTING PARTIES AND PUBLIC INVOLVEMENT

FRA initiated the Environmental Impact Statement (EIS) and Section 106 review process for the B&P Tunnel Project with MHT and other agencies by letter on June 11, 2014. MHT responded on August 4, 2014, encouraging early and frequent coordination with their office; noting that considerable information already exists regarding identified historic and archeological resources in the project vicinity, including the B&P Railroad/PW&B Railroad (B-5164), already determined eligible for listing on the NRHP; and suggesting FRA continue identifying opportunities to involve additional consulting parties and the general public. MHT met with FRA, MDOT, and the Maryland Transit Administration on February 4, 2015, to discuss the project and path forward for site documentation details. **Appendix C** presents the consultation letters and meeting minutes.

FRA has invited parties entitled to be consulting parties, including local government, to participate in the Section 106 compliance process for the B&P Tunnel Project (36 CFR Part 800.2(c)(5) and 800.3(f)). Ten (10) respondents, as listed in **Table 3,** have agreed to participate as additional consulting parties. See **Appendix C** for acceptance correspondence from the consulting parties. Consulting parties will receive B&P Tunnel Project documents and correspondence for their review and comment, including those identifying historic properties, conducting findings of effect, and discussing measures to resolve adverse effects made in accordance with 36 CFR Part 800.4 to 800.6.

Table 3: Additional Section 106 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) Mount Royal Improvement Association
4) Baltimore Heritage Area Association, Inc.	9) Preservation Maryland
5) Delaware Tribe of Indians	10) Shawnee Tribe

A meeting with consulting parties took place on July 16, 2015 to discuss project alternatives and identified historic properties. Additional consulting parties meetings will take place during development of the EIS, to discuss the effect findings, and avoidance, minimization and mitigation ideas, in anticipation of an adverse effect. Additional consulting parties may be identified as the undertaking and Section 106 process move forward.

Public Open Houses took place on October 29, 2014 and June 16, 2015. The Open Houses provided background and alternatives development information to the public, as well as opportunities for the public to engage with the Project Team and submit comments on the B&P Tunnel Project. The Open Houses also included summaries of the cultural resources process and the findings (36 CFR Part 800.2(d)). Comments solicited from the public included concerns on vibration and noise impacts to historic homes and the historic character of neighborhoods. Another Public Open House is anticipated later in 2015.

X. REFERENCES CITED

Arnett, Earl, Robert J. Brugger, and Edward C. Papenfuse

1999 *Maryland: A New Guide to the Old Line State.* The Johns Hopkins University Press, Baltimore. nold, Joseph L.

1978 Suburban Growth and Municipal Annexation in Baltimore, 1745-1918. *Maryland Historical Magazine* 72(2):109–128.

Brogan, Hugh

1985 *The Penguin History of the United States of America.* Penguin Books, London.

Brooks, Neal A. and Eric G. Rockel

1979 *A History of Baltimore County.* Friends of the Towson Library, Inc., Towson.

Browne, Gary Lawson

1980 *Baltimore in the Nation, 1789-1861.* The University of North Carolina Press, Chapel Hill.

Brugger, Robert, L.

1988 *Maryland: A Middle Temperament 1634-1980.* Johns Hopkins University Press, Baltimore.

Carr, Lois Green

1974 The Metropolis of Maryland: A Comment on Town Development Along the Tobacco Coast. *Maryland Historical Magazine* 69:124-145.

Dimont, Max I.

1962 *Jews, God and History.* The American Library, Inc., New York.

Folie, A.P.

1792 *Plan of the town of Baltimore and it's [sic] environs.* No Publisher, Baltimore. Copies available from the Library of Congress Geography and Map Division (G3844.B2 1792 .F6 Vault), Washington, D.C.

Forstall, Richard L. (compiler)

1996 *Populations of States and Counties of the United States 1790-1990.* United States Department of Commerce, U.S. Bureau of the Census, Population Division, Washington, D.C.

Garonzik, Joseph

1976 The Racial and Ethnic Make-up of Baltimore Neighborhoods, 1850-70. *Maryland Historical Magazine* 71:392–402.

Greenberg, Stephanie W.

1981 Industrial Location and Ethnic Residential Patterns in and Industrializing City: Philadelphia, 1880. In *Philadelphia: Work, Space, Family, and Group Experience in the Nineteenth Century: Essays Toward an Interdisciplinary History of the City*, edited by Theodore Hershberg, pp. 204–229. Oxford University Press, New York.

Greene, Suzanne Ellery
1980 *Baltimore: An Illustrated History.* Windsor Publications. Woodland Hills, California.

Gunnarsson, Robert L. and Herbert H. Harwood, Jr.
1991 *The Story of the Northern Central Railway: From Baltimore to Lake Ontario*. Greenberger Publishing Company, Sykesville, Maryland.

Hall, Clayton Coleman (editor)
1910 *Narratives of Early Maryland, 1634-1684. Charles Scribner's Sons,* New York.

1912 *Baltimore: Its History and Its People, Vol. I. Lewis Publishing Co.,* New York.

Hayward, Mary Ellen
2008 *Baltimore's Alley Houses: Homes for Working People Since the 1780's.* The Johns Hopkins University Press, Baltimore.

Jacobs, Timothy
1995 *The History of the Baltimore & Ohio: America's First Railroad.* Smithmark Publishers, Inc., New York.

Keidel George C.
1982 *Colonial History of Catonsville.* Edited and Annotated by E.H. Parkinson. American Bicentennial Committee of Catonsville, Catonsville, Maryland.

Lee, Consella A.
1994 Era of Truck Farms Being Re-created at Benson-Hammond House. *Baltimore Sun,* 28 March 1994.

Lucas, Fielding
1822 *Plan of the City of Baltimore.* B.T. Welch & Co., Baltimore. Copies available from the Library of Congress Geography and Map Division (G3844.B2 1822 .L8 TIL), Washington, D.C.

1836 *Plan of the City of Baltimore.* Fielding Lucas, Baltimore. Reprint of the 1822 map. Copies available from the Library of Congress Geography and Map Division (G3844.B2 1836 .L8 TIL), Washington, D.C.

Maryland Constitutional Convention
1864 *Proceedings of the State Convention of Maryland to Frame a New Constitution.* Richard P. Bayly printer, Annapolis, Maryland.

Maryland Historical Trust
2000 *Standards and Guidelines for Architectural and Historical Investigations in Maryland.* Maryland Historic Trust, Crownsville, Maryland.

Maryland Transit Administration
2005–2013 *Baltimore Red Line Corridor Transit Study – Cultural Resource Survey Reports.* Prepared by Parsons Brinckerhoff, McCormick Taylor, Inc., John Milner Associates, Inc., and Straughan

Environmental Services, Inc. Baltimore, Maryland. Electronic document, www.baltimoreredline.com/library/library-environmental-studies, accessed December 2014.

May, Kevin
2008 *Philadelphia, Wilmington & Baltimore Railroad*. Maryland Historical Trust Determination of Eligibility Form. On file Maryland Historical Trust, Crownsville, Maryland.

Mayor and City Council of Baltimore
1841 *The Ordinances of the Mayor and City Council of Baltimore, Passed at the Extra Sessions, Held in April and June 1840 and the January Session 1841, etc.* Joseph Robinson, Baltimore.

McClellan, H.B.
1994 *I Rode with J.E.B. Stuart: The Life and Campaigns of Major General J.E.B Stuart.* De Capo Press, New York.

McCullough, David
2004 *1776.* Simon and Schuster, Inc., New York.

McDougall, Harold
1993 *Black Baltimore: A New Theory of Community.* Temple University Press, Philadelphia.

McGrain, John W.
1985 *From Pig Iron to Cotton Duck: A History of Manufacturing Villages in Baltimore County, Vol. I.* Baltimore County Library, Towson, Maryland.

MD Roads
n.d. I-695. *Maryland Highways of the Automobile Era.* Electronic Document. http://www.mdroads.com/routes/is695.html. Accessed 19 July 2011.

Moale, John
1752 Baltimore in 1752 from a sketch by John Moale. Historic Urban Plans, Ithaca, New York.

Orser, W. Edward
1991 Flight to the Suburbs: Suburbanization and Racial Change on Baltimore's West Side. In *The Baltimore Book: New Views of Local History,* edited by Elizabeth Fee, Linda Shopes, and Linda Zeidman, pp 203−226. Temple University Press, Philadelphia.

1994 *Blockbusting in Baltimore: the Edmonson Village Story.* University Press of Kentucky, Lexington.

Perret, Geoffrey
1989 *A Country Made By War: From the Revolution to Vietnam - The Story of America's Rise to Power.* Random House, New York.

Petersen, Peter B.
2004 *The Great Baltimore Fire.* Maryland Historical Society, Baltimore.

Power, Garrett

1992 Parceling Out Land in the Vicinity of Baltimore: 1632-1796, Part I. *Maryland Historical Magazine* 87:453−466.

1991 *Managing Anne Arundel County's Resources.* Report Prepared for the Maryland Historical Trust by Anne Arundel County Office of Planning and Zoning. Copies available from the Maryland Historical Trust, Crownsville, Maryland.

Reynolds, Kirk and Dave Orszi

2000 *Baltimore & Ohio Railroad.* MBI Company, Wisconsin.

Scharf, J. Thomas

1874 *The Chronicles of Baltimore: Being a Complete History of "Baltimore Town" and Baltimore City From the Earliest Period to the Present Time*. Turnball Brothers, Baltimore.

1879 *History of Maryland: From the Earliest Period to the Present Day, Vol. 1*. John B. Piet, Baltimore.

1881 *History of Baltimore City and County From the Earliest Period to the Present Day*. Louis H. Everts, Philadelphia.

Secretary of the Interior

1983 Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. *Federal Register* 48(190).

Shoken, Fred B.

2004a *Old West Baltimore Historic District National Register of Historic Places Nomination Form.* On file Maryland Historical Trust, Crownsville, Maryland.

2004b *Reservoir Hill Historic District National Register of Historic Places Nomination Form.* On file Maryland Historical Trust, Crownsville, Maryland.

Shopes, Linda

1991 Fells Point: Community and Conflict in a Working Class Neighborhood. In: *The Baltimore Book: New Views of Local History,* edited by Elizabeth Fee, Linda Shopes, and Linda Zeidman, pp 120-154. Temple University Press, Philadelphia.

Toll, Ian W.

2006 *Six Frigates: The Epic History of the Foundation of The U.S. Navy.* W.W. Norton & Co., New York.

United States Department of Commerce

1923 *Abstract of the Fourteenth Census of the United States 1920.* United States Department of Commerce, Bureau of the Census, Government Printing Office, Washington, D.C.

Warner and Hanna

1801 *Plan of the City and Environs of Baltimore.* Warner and Hanna, Baltimore, Maryland. Copies Available from the Sheridan Libraries, Johns Hopkins University, Baltimore.

Zeidman, Linda

1991 Sparrows Point, Dundalk, Highlandtown, Old West Baltimore: Home of Gold Dust and the Union Card. In: *The Baltimore Book: New Views of Local History,* edited by Elizabeth Fee, Linda Shopes, and Linda Zeidman, pp 176−201. Temple University Press, Philadelphia.

XI. QUALIFICATIONS OF THE AUTHORS

All work was carried out by persons meeting or exceeding the Secretary of Interior's Professional Qualification Standards for History and Architectural History (48 FR 44716, September 29, 1983) (see **Appendix D**).

APPENDIX A:

Contributing Elements of Historic Districts

INTENTIONALLY LEFT BLANK

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
1	600 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
2	601 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
3	602 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
4	603 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
5	604 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
6	605 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
7	606 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
8	607 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
9	608 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
10	609 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
11	610 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
12	611 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
13	612 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
14	613 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
15	614 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
16	615 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
17	616 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
18	617 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
19	618 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
20	619 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
21	620 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
22	621 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
23	622 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
24	623 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
25	624 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
26	625 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
27	700 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
28	701 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
29	702 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
30	703 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
31	704 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
32	705 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
33	706 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
34	707 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
35	708 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
36	709 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
37	710 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
38	711 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
39	712 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
40	713 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
41	714 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
42	715 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
43	716 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
44	717 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
45	718 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
46	719 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
47	720 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
48	721 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
49	722 Appleton Street	Rowhouse (with commercial on first floor-saloon in 1914; commercial identity not readily visually apparent)	Monroe-Riggs, Midtown Edmondson
50	723 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
51	725 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
52	727 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
53	1000 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
54	1002 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
55	1004 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
56	1006 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
57	1008 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
58	1010 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
59	1012 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
60	1014 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
61	1016 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
62	1018 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
63	1020 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
64	1022 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
65	1024 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
66	1026 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
67	1028 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
68	1030 Appleton Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
71	2301 Arunah Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
72	2303 Arunah Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
73	2305 Arunah Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
74	2307 Arunah Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
75	501 N. Bentalou Street	Commercial (former auto repair)	Greater Rosemont
76	601 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
77	603 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
78	605 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
79	607 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
80	609 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
81	611 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
82	613 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
83	615 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
84	617 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
85	619 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
86	621 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
87	623 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
88	625 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
89	627 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
90	629 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
91	631 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
92	633 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
93	635 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
94	637 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
95	639 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
96	641 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
97	643 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
98	645 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
99	647 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
100	649 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
101	651 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
102	653 N. Bentalou Street	Rowhouse	Edmondson Avenue, Greater Rosemont
103	655 N. Bentalou Street	Ecclesiastical (former Emmanuel Reformed Church; today St. Marks Institutional Baptist Church)	Edmondson Avenue, Greater Rosemont
104	500 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
105	502 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
106	504 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
107	506 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
108	507 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
109	508 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
110	509 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
111	510 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
112	511 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
113	512 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
114	513 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
115	514 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
116	515 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
117	516 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
118	517 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
119	518 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
120	519 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
121	520 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
122	521 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
123	522 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
124	523 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
125	524 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
126	525 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
127	526 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
128	527 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
129	528 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
130	529 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
131	530 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
132	531 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
133	532 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
134	533 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
135	534 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
136	535 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
137	536 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
138	537 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
139	538 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
140	539 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
142	541 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
143	600 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
144	601 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
145	602 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
146	603 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
147	604 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
148	605 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
149	606 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
150	607 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
151	608 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
152	609 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
153	610 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
154	611 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
155	612 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
156	613 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
157	614 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
158	615 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
159	616 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
160	617 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
161	618 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
162	619 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
163	620 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
164	621 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
165	622 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
166	623 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
167	624 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
168	625 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
169	626 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
170	627 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
171	628 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
172	629 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
173	630 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
174	631 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
175	632 N. Brice Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
177	800 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
178	801 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
179	802 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
180	803 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
181	804 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
182	805 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
183	806 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
184	807 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
185	808 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
186	809 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
187	810 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
188	811 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
189	812 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
190	813 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
191	814 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
192	815 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
193	816 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
194	817 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
195	818 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
196	819 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
197	821 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
198	823 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
199	825 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
200	827 N. Brice Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
201	1904 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
202	1906 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
203	1908 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
207	1916 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
208	1918 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
210	1920 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
211	1922 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
212	1924 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
214	1926 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
215	1928 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
216	1930 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
217	1933 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
218	1935 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
219	1936 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
220	1937 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
221	1938 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
222	1939 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
223	1940 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
224	1941 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
225	1942 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
226	1943 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
228	1945 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
230	1947 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
231	1949 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
232	1951 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
233	1953 Edmondson Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
235	1957 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
236	2000 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
243	2009 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
246	2011 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
247	2014 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
248	2017 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
249	2018 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
250	2019 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
251	2020 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
252	2022 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
253	2024 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
254	2025 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
255	2027 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
257	2029 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
259	2031 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
260	2032 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
261	2033 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
262	2035 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
263	2036 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
264	2037 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
265	2038 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
266	2039 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
267	2040 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
268	2041 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
269	2042 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
270	2100 Edmondson Avenue	Commercial (former circa 1930 movie theater)	Monroe-Riggs, Midtown Edmondson
271	2101 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
272	2105 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
273	2107 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
274	2109 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
275	2113 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
276	2114 Edmondson Avenue	Commercial (circa 1915 former restaurant and bowling alley)	Monroe-Riggs, Midtown Edmondson
277	2117 Edmondson Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
278	2119 Edmondson Avenue	Commercial (circa 1930 former filling station that may be associated with 2135 Edmondson Avenue)	Monroe-Riggs, Midtown Edmondson
279	2124 Edmondson Avenue	Commercial (circa 1920s former filling station)	Monroe-Riggs, Midtown Edmondson
280	2126 Edmondson Avenue	Commercial (1925 former Atlas Storage Co. with 3 buildings)	Monroe-Riggs, Midtown Edmondson
281	2135 Edmondson Avenue	Commercial (1947 former auto sales & service that may be associated with 2119 Edmondson Ave.)	Monroe-Riggs, Midtown Edmondson
282	2140 Edmondson Avenue	Industrial (circa 1930 former Ward Baking Co. and associated auto repair building)	Greater Rosemont, Midtown Edmondson
283	2235 Edmondson Avenue	Transporation (circa 1910 former B&P Railroad Station)	Greater Rosemont, Midtown Edmondson
284	2237 Edmondson Avenue	Institutional (circa late 1910s former trade school)	Greater Rosemont, Midtown Edmondson
285	2249 Edmondson Avenue	Institutional (circa early 1910s Fire Department Engine Co. No. 36)	Greater Rosemont, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
286	2300 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
287	2301 Edmondson Avenue	Rowhouse (with commercial on first floor)	Edmondson Avenue, Greater Rosemont
288	2302 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
289	2303 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
290	2304 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
291	2305 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
292	2306 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
293	2307 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
294	2308 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
295	2309 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
296	2310 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
297	2311 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
298	2312 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
299	2313 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
300	2314 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
301	2315 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
302	2316 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
303	2317 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
304	2319 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
305	2321 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
306	2323 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
307	2325 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
308	2327 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
309	2329 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
310	2331 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
311	2333 Edmondson Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
312	2016 W. Franklin Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
314	2400 W. Franklin Street	Rowhouse	Edmondson Avenue, Greater Rosemont
315	2402 W. Franklin Street	Rowhouse	Edmondson Avenue, Greater Rosemont
316	2404 W. Franklin Street	Rowhouse	Edmondson Avenue, Greater Rosemont
317	1807 Harlem Avenue	Educational	Monroe-Riggs, Harlem Park

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
319	1826 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
320	1828 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
321	1830 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
322	1832 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
323	1834 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
324	1836 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
325	1838 Harlem Avenue	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson, Harlem Park
327	1901 Harlem Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
328	1902 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
329	1903 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
330	1904 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
331	1906 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
332	1907 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
333	1908 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
334	1909 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
335	1910 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
336	1911 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
337	1912 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
338	1913 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
339	1914 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
340	1915 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
341	1916 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
342	1917 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
343	1918 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
344	1919 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
345	1920 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
346	1921 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
347	1922 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
348	1923 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
349	1924 Harlem Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
350	1925 Harlem Avenue	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
352	1927 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
353	1928 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
354	1929 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
355	1930 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
356	1931 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
357	1932 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
358	1933 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
359	1934 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
360	1935 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
361	1936 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
362	1937 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
363	1938 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
364	1939 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
365	1940 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
366	1941 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
367	1942 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
368	1943 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
369	1944 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
370	1945 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
371	1946 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
372	1947 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
373	1948 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
374	1949 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
375	2000 Harlem Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
376	2001 Harlem Avenue	Rowhouse (with commercial on first floor; commercial identity not readily visually apparent)	Monroe-Riggs, Midtown Edmondson
377	2002 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
378	2003 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
379	2004 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
380	2005 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
381	2006 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
382	2007 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
383	2008 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
384	2009 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
385	2010 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
386	2011 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
387	2012 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
388	2013 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
390	2015 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
392	2017 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
394	2019 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
395	2020 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
396	2021 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
397	2022 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
398	2023 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
399	2024 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
400	2025 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
401	2026 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
402	2027 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
403	2028 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
404	2029 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
405	2030 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
406	2031 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
407	2032 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
408	2033 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
409	2034 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
410	2035 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
411	2036 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
412	2037 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
413	2038 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
414	2039 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
415	2040 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
416	2041 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
417	2042 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
418	2043 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
419	2044 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
420	2045 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
421	2046 Harlem Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
422	W. Lafayette Avenue	Bridge (Bridge 2410: B-4553)	Midtown Edmondson
423	1944 W. Lafayette Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
424	1946 W. Lafayette Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
425	1948 W. Lafayette Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
426	1949 W. Lafayette Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
427	1950 W. Lafayette Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
428	1951 W. Lafayette Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
429	2077 Mosher Street	Commercial	Monroe-Riggs, Midtown Edmondson
438	2120 W. Lafayette Avenue	Industrial (former American Stores Co. warehouse, south section built 1927, central built 1932-48, north built 1951)	Midtown Edmondson
439	2200 W. Lafayette Avenue	Commercial	Midtown Edmondson
440	2200 W. Lafayette Avenue	Commercial (former auto repair and bowling alley)	Midtown Edmondson
441	1905 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
442	1907 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
443	1909 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
444	1911 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
445	1913 W. Lanvale Street	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
447	2000 W. Lanvale Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
448	2003 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
449	2005 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
450	2006 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
451	2007 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
452	2008 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
453	2009 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
454	2010 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
455	2011 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
456	2012 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
457	2013 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
458	2014 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
459	2015 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
460	2016 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
462	2018 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
464	2020 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
466	2022 W. Lanvale Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
467	2023 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
468	2024 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
469	2025 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
470	2026 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
471	2027 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
472	2028 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
473	2029 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
474	2030 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
475	2031 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
476	2032 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
477	2033 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
478	2034 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
479	2035 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
480	2036 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
481	2037 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
482	2038 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
483	2039 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
484	2040 W. Lanvale Street	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
486	2043 W. Lanvale Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
487	2045 W. Lanvale Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
488	2100 W. Lanvale Street	Industrial (former pre-1914 coal yard, with kitchen only remaining)	Midtown Edmondson
489	2200 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
490	2202 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
491	2204 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
492			
493	2206 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
494	2208 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
495	2210 W. Lanvale Street	Rowhouse	Edmondson Avenue, Greater Rosemont
496	1944 Lauretta Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
497	1946 Lauretta Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
498	1948 Lauretta Avenue	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
500	2301 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
501	2302 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
502	2303 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
503	2304 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
504	2305 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
505	2306 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
506	2307 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
507	2308 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
508	2309 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
509	2310 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
510	2311 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
511	2312 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
512	2313 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
513	2314 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
514	2315 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
515	2316 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
516	2317 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
517	2318 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
518	2319 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
519	2320 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
520	2321 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
521	2322 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
522	2323 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
523	2324 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
524	2325 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
525	2326 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
526	2327 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
527	2328 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
528	2329 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
529	2330 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
530	2331 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
531	2332 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
532	2333 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
533	2334 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
534	2335 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
535	2336 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
536	2337 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
537	2338 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
538	2339 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
539	2340 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
540	2341 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
541	2342 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
542	2343 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
543	2344 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
544	2345 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
545	2346 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
546	2347 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
547	2349 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
548	2351 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
549	2353 Lauretta Avenue	Rowhouse	Edmondson Avenue, Greater Rosemont
550	600 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
551	602 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
552	604 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
557	614 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
558	616 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
560	620 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
561	622 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
562	624 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
563	700 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
564	702 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
565	703 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
566	704 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
567	705 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
568	706 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
569	707 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson, Harlem Park
570	708 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
571	710 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
572	712 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
573	714 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
574	716 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
575	718 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
576	720 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
577	722 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
578	724 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
579	726 N. Monroe Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
580	736 N. Monroe Street	RH (with comercial on first floor)	Monroe-Riggs, Midtown Edmondson
582	1932 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
583	1934 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
584	1936 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
585	1937 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
586	1938 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
587	1939 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
588	1940 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
589	1941 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
590	1942 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
591	1943 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
592	1944 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
593	1945 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
594	1946 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
595	1947 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
596	1948 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
597	1949 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
598	1950 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
599	1951 Mosher Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
600	2078 Mosher Street	sometime after 1914 with circa early 1950s	Midtown Edmondson
601	2201 Mosher Street	Industrial (SAME AS AMERICAN STORES?)	Midtown Edmondson
602	526 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
603	528 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
604	530 N. Payson Street	Rowhouse (with commercial on first floor; commercial identity not readily visually apparent)	Monroe-Riggs, Midtown Edmondson
605	532 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
606	534 N. Payson Street	Rowhouse (with commercial on first floor, barber in 1914; commercial identity not readily visually apparent)	Monroe-Riggs, Midtown Edmondson
607	536 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
608	538 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
609	540 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
610	542 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
611	544 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
612	546 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
613	548 N. Payson Street	Rowhouse (with commercial on first floor, hardware in 1914; commercial identity not readily visually apparent)	Monroe-Riggs, Midtown Edmondson
614	600 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
615	601 N. Payson Street	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
616	602 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
618	604 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
619	605 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
620	606 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
621	607 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
622	608 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
623	609 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
624	610 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
625	611 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
626	612 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
627	613 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
628	614 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
629	615 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
630	616 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
631	617 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
632	618 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
633	619 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
634	620 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
635	621 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
636	622 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
637	623 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
638	624 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
639	625 N. Payson Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
640	626 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
641	628 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
642	630 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
643	632 N. Payson Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
644	700 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
645	701 N. Payson Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
646	702 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
647	703 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
648	704 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
649	705 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
650	706 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
651	707 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
652	708 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
653	709 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
654	711 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
655	713 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
656	715 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
657	717 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
658	719 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
659	721 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
660	723 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
661	800 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
662	802 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
663	804 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
664	806 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
665	808 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
666	810 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
667	812 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
668	814 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
669	816 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
670	818 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
671	820 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
672	822 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
673	824 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
674	900 N. Payson Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
675	901 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
676	902 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
677	903 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
678	904 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
679	905 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
680	906 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
681	907 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
682	908 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
683	909 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
684	910 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
685	911 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
686	912 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
687	913 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
688	914 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
689	915 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
690	916 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
692	918 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
693	919 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
694	920 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
695	921 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
696	922 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
697	924 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
698	926 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
699	928 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
700	930 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
701	932 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
702	1000 N. Payson Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
703	1001 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
704	1002 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
705	1003 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
706	1004 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
707	1005 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
708	1006 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
709	1007 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
710	1008 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
711	1009 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
712	1010 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
713	1011 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
714	1012 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
715	1013 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
716	1014 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
717	1015 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
718	1016 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
719	1017 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
720	1018 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
721	1019 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
722	1020 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
723	1021 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
724	1022 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
725	1024 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
726	1026 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
727	1028 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
728	1030 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
729	1032 N. Payson Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
730	1034 N. Payson Street	Industrial	Monroe-Riggs, Midtown Edmondson
731	1101 N. Payson Street	Industrial	Monroe-Riggs, Midtown Edmondson
733	501 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
735	503 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
737	505 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
738	506 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
739	507 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
740	508 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
741	509 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
742	510 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
743	511 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
744	512 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
745	513 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
746	514 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
747	515 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
748	516 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
750	518 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
751	519 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
752	520 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
753	521 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
754	522 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
755	523 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
756	524 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
757	525 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
758	526 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
759	527 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
760	528 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
761	529 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
762	530 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
763	531 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
764	532 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
765	533 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
766	534 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
767	535 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
768	536 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
769	537 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
770	538 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
771	539 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
772	540 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
773	541 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
774	542 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
775	543 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
776	544 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
777	545 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
778	546 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
779	547 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
780	600 N. Pulaski Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
781	601 N. Pulaski Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
782	602 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
783	603 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
784	604 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
785	605 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
786	606 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
787	607 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
788	608 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
789	609 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
790	610 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
791	611 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
792	612 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
793	613 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
794	614 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
795	615 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
796	616 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
797	617 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
798	618 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
799	619 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
800	620 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
801	621 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
802	622 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
803	623 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
804	624 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
805	625 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
806	627 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
807	629 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
808	630 N. Pulaski Street	Commercial (historically) Ecclesiastical (today)	Monroe-Riggs, Midtown Edmondson
809	631 N. Pulaski Street	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
810	700 N. Pulaski Street	Industrial (?) (built in circa 1953)	Midtown Edmondson
811	711 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
812	713 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
813	715 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
814	717 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
815	719 N. Pulaski Street	Rowhouse	Monroe-Riggs, Midtown Edmondson
816	740 N. Pulaski Street	Industrial (circa 1950 former motor freight station)	Midtown Edmondson
817	813 N. Pulaski Street	Industrial (historically) Ecclesiastical (today)	Monroe-Riggs, Midtown Edmondson
818	2000 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
819	2002 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
820	2003 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
821	2004 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
822	2005 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
823	2006 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
824	2007 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
825	2008 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
826	2009 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
827	2010 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
828	2011 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
829	2012 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
830	2013 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
831	2014 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
832	2015 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
833	2016 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
834	2017 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
835	2018 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
836	2019 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
837	2020 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
838	2021 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
839	2022 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
840	2023 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
841	2024 Rayner Avenue	RH (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
842	2025 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
843	2027 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
844	2029 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
845	2031 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
846	2033 Rayner Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
847	1915 Riggs Avenue	Rowhouse (with commercial on first floor)	Monroe-Riggs, Midtown Edmondson
848	1917 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
849	1918 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
850	1919 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
851	1920 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
852	1921 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
853	1922 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
854	1923 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
855	1924 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
856	1925 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
857	1926 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
858	1928 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
859	1930 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
860	1932 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
861	1934 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson

Baltimore and Potomac Tunnel Project

Section 106 District Contributing Elements Within the Historic Architectural APE (Portals)

Highlighted = Proposed for Individual NRHP Evaluation

#	Property Address	Type	Historic District(s)
862	1936 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
863	1938 Riggs Avenue	Rowhouse	Monroe-Riggs, Midtown Edmondson
864	801 Spedden Street	Rowhouse	Edmondson Avenue
865	803 Spedden Street	Rowhouse	Edmondson Avenue
866	805 Spedden Street	Rowhouse	Edmondson Avenue
867	807 Spedden Street	Rowhouse	Edmondson Avenue
868	809 Spedden Street	Rowhouse	Edmondson Avenue
869	811 Spedden Street	Rowhouse	Edmondson Avenue
870	2200 Winchester Street	Industrial (former B. Green & Co. grocery warehouse)	Midtown Edmondson (proposed to be contributing for the purposes of this project)
871		Industrial parking lot	Midtown Edmondson
872			Midtown Edmondson
873		Railroad track alignment	Baltimore and Potomac Railroad
874		Overhead catenary lines (circa 1935)	Baltimore and Potomac Railroad
875	segment of the 1873 tunnel	Traction power substation (circa 1935)	Baltimore and Potomac Railroad
876		John Street segment of the B&P Tunnel (1873)	Baltimore and Potomac Railroad
877	South of the West Baltimore MARC Station	W. Franklin Street Bridge (circa nineteenth century steel bridge supports with circa 1980s concrete platform)	Baltimore and Potomac Railroad
878	South of the West Baltimore MARC Station	W. Mulberry Street Bridge (circa 1920s)	Baltimore and Potomac Railroad
879		Railroad track alignment	Baltimore and Ohio Belt Line Railroad
880	North of North Avenue Bridge	Baltimore and Ohio Belt Line Bridge over Jones Falls Valley (B-5288): built in the 1890s	Baltimore and Ohio Belt Line Railroad

Baltimore and Potomac Tunnel Project
Section 106 District Contributing Elements Within the Historic Architectural APE (Vents)

#	Property Address	Historic District
1	2200 Brookfield Avenue	Reservoir Hill
2	2201 Brookfield Avenue	Reservoir Hill
3	2202 Brookfield Avenue	Reservoir Hill
4	2203 Brookfield Avenue	Reservoir Hill
5	2204 Brookfield Avenue	Reservoir Hill
6	2205 Brookfield Avenue	Reservoir Hill
7	2206 Brookfield Avenue	Reservoir Hill
8	2207 Brookfield Avenue	Reservoir Hill
9	2208 Brookfield Avenue	Reservoir Hill
10	2209 Brookfield Avenue	Reservoir Hill
11	2210 Brookfield Avenue	Reservoir Hill
12	2211 Brookfield Avenue	Reservoir Hill
13	2212 Brookfield Avenue	Reservoir Hill
14	2213 Brookfield Avenue	Reservoir Hill
15	2214 Brookfield Avenue	Reservoir Hill
16	2215 Brookfield Avenue	Reservoir Hill
17	2216 Brookfield Avenue	Reservoir Hill
18	2217 Brookfield Avenue	Reservoir Hill
19	2218 Brookfield Avenue	Reservoir Hill
20	2219 Brookfield Avenue	Reservoir Hill
21	2220 Brookfield Avenue	Reservoir Hill
22	2221 Brookfield Avenue	Reservoir Hill
23	2222 Brookfield Avenue	Reservoir Hill
24	2223 Brookfield Avenue	Reservoir Hill
25	2225 Brookfield Avenue	Reservoir Hill
26	2227 Brookfield Avenue	Reservoir Hill
27	2229 Brookfield Avenue	Reservoir Hill
28	2231 Brookfield Avenue	Reservoir Hill
29	2233 Brookfield Avenue	Reservoir Hill
30	2234 Brookfield Avenue	Reservoir Hill
31	2235 Brookfield Avenue	Reservoir Hill
32	2236 Brookfield Avenue	Reservoir Hill
33	2237 Brookfield Avenue	Reservoir Hill
34	2238 Brookfield Avenue	Reservoir Hill
35	2239 Brookfield Avenue	Reservoir Hill
36	2240 Brookfield Avenue	Reservoir Hill
37	2242 Brookfield Avenue	Reservoir Hill
38	2244 Brookfield Avenue	Reservoir Hill
39	2246 Brookfield Avenue	Reservoir Hill
40	2248 Brookfield Avenue	Reservoir Hill
41	2250 Brookfield Avenue	Reservoir Hill
42	2252 Brookfield Avenue	Reservoir Hill
43	2254 Brookfield Avenue	Reservoir Hill
44	2256 Brookfield Avenue	Reservoir Hill
45	2258 Brookfield Avenue	Reservoir Hill
46	2260 Brookfield Avenue	Reservoir Hill

47	2301 Brookfield Avenue	Reservoir Hill
48	2401 Brookfield Avenue	Reservoir Hill
49	2402 Brookfield Avenue	Reservoir Hill
50	2404 Brookfield Avenue	Reservoir Hill
51	2405 Brookfield Avenue	Reservoir Hill
52	2406 Brookfield Avenue	Reservoir Hill
53	2407 Brookfield Avenue	Reservoir Hill
54	2408 Brookfield Avenue	Reservoir Hill
55	2411 Brookfield Avenue	Reservoir Hill
56	2413 Brookfield Avenue	Reservoir Hill
57	2415 Brookfield Avenue	Reservoir Hill
58	801 Chauncey Avenue	Reservoir Hill
59	803 Chauncey Avenue	Reservoir Hill
60	805 Chauncey Avenue	Reservoir Hill
61	807 Chauncey Avenue	Reservoir Hill
62	809 Chauncey Avenue	Reservoir Hill
63	811 Chauncey Avenue	Reservoir Hill
64	813 Chauncey Avenue	Reservoir Hill
65	815 Chauncey Avenue	Reservoir Hill
66	817 Chauncey Avenue	Reservoir Hill
67	819 Chauncey Avenue	Reservoir Hill
68	821 Chauncey Avenue	Reservoir Hill
69	823 Chauncey Avenue	Reservoir Hill
70	825 Chauncey Avenue	Reservoir Hill
71	827 Chauncey Avenue	Reservoir Hill
72	829 Chauncey Avenue	Reservoir Hill
73	831 Chauncey Avenue	Reservoir Hill
74	833 Chauncey Avenue	Reservoir Hill
75	901 Chauncey Avenue	Reservoir Hill
76	903 Chauncey Avenue	Reservoir Hill
77	905 Chauncey Avenue	Reservoir Hill
78	907 Chauncey Avenue	Reservoir Hill
79	909 Chauncey Avenue	Reservoir Hill
80	911 Chauncey Avenue	Reservoir Hill
81	913 Chauncey Avenue	Reservoir Hill
82	914 Chauncey Avenue	Reservoir Hill
83	915 Chauncey Avenue	Reservoir Hill
84	916 Chauncey Avenue	Reservoir Hill
85	917 Chauncey Avenue	Reservoir Hill
86	918 Chauncey Avenue	Reservoir Hill
87	920 Chauncey Avenue	Reservoir Hill
88	922 Chauncey Avenue	Reservoir Hill
89	924 Chauncey Avenue	Reservoir Hill
90	926 Chauncey Avenue	Reservoir Hill
91	928 Chauncey Avenue	Reservoir Hill
92	930 Chauncey Avenue	Reservoir Hill
93	1725 Division Street	Old West Baltimore

94	1801 Division Street	Old West Baltimore
95	1805 Division Street	Old West Baltimore
96	1807 Division Street	Old West Baltimore
97	1809 Division Street	Old West Baltimore
98	1811 Division Street	Old West Baltimore
99	1813 Division Street	Old West Baltimore
100	1815 Division Street	Old West Baltimore
101	1817 Division Street	Old West Baltimore
102	1819 Division Street	Old West Baltimore
103	1821 Division Street	Old West Baltimore
104	1823 Division Street	Old West Baltimore
105	1825 Division Street	Old West Baltimore
106	1827 Division Street	Old West Baltimore
107	1829 Division Street	Old West Baltimore
108	1831 Division Street	Old West Baltimore
109	1833 Division Street	Old West Baltimore
110	1835 Division Street	Old West Baltimore
111	1837 Division Street	Old West Baltimore
112	1905 Division Street	Old West Baltimore
113	1907 Division Street	Old West Baltimore
114	1909 Division Street	Old West Baltimore
115	1911 Division Street	Old West Baltimore
116	1913 Division Street	Old West Baltimore
117	1915 Division Street	Old West Baltimore
118	1917 Division Street	Old West Baltimore
119	1919 Division Street	Old West Baltimore
120	1921 Division Street	Old West Baltimore
121	1923 Division Street	Old West Baltimore
122	1925 Division Street	Old West Baltimore
123	1927 Division Street	Old West Baltimore
124	2001 Division Street	Old West Baltimore
125	1726 Druid Hill Avenue	Old West Baltimore
126	1728 Druid Hill Avenue	Old West Baltimore
127	1729 Druid Hill Avenue	Old West Baltimore
128	1730 Druid Hill Avenue	Old West Baltimore
129	1732 Druid Hill Avenue	Old West Baltimore
130	1733 Druid Hill Avenue	Old West Baltimore
131	1734 Druid Hill Avenue	Old West Baltimore
132	1735 Druid Hill Avenue	Old West Baltimore
133	1736 Druid Hill Avenue	Old West Baltimore
134	1737 Druid Hill Avenue	Old West Baltimore
135	1738 Druid Hill Avenue	Old West Baltimore
136	1739 Druid Hill Avenue	Old West Baltimore
137	1740 Druid Hill Avenue	Old West Baltimore
138	1741 Druid Hill Avenue	Old West Baltimore
139	1743 Druid Hill Avenue	Old West Baltimore
140	1745 Druid Hill Avenue	Old West Baltimore

141	1800 Druid Hill Avenue	Old West Baltimore
142	1802 Druid Hill Avenue	Old West Baltimore
143	1803 Druid Hill Avenue	Old West Baltimore
144	1804 Druid Hill Avenue	Old West Baltimore
145	1805 Druid Hill Avenue	Old West Baltimore
146	1806 Druid Hill Avenue	Old West Baltimore
147	1807 Druid Hill Avenue	Old West Baltimore
148	1808 Druid Hill Avenue	Old West Baltimore
149	1809 Druid Hill Avenue	Old West Baltimore
150	1810 Druid Hill Avenue	Old West Baltimore
151	1811 Druid Hill Avenue	Old West Baltimore
152	1812 Druid Hill Avenue	Old West Baltimore
153	1813 Druid Hill Avenue	Old West Baltimore
154	1814 Druid Hill Avenue	Old West Baltimore
155	1815 Druid Hill Avenue	Old West Baltimore
156	1816 Druid Hill Avenue	Old West Baltimore
157	1817 Druid Hill Avenue	Old West Baltimore
158	1818 Druid Hill Avenue	Old West Baltimore
159	1819 Druid Hill Avenue	Old West Baltimore
160	1820 Druid Hill Avenue	Old West Baltimore
161	1821 Druid Hill Avenue	Old West Baltimore
162	1822 Druid Hill Avenue	Old West Baltimore
163	1823 Druid Hill Avenue	Old West Baltimore
164	1824 Druid Hill Avenue	Old West Baltimore
165	1826 Druid Hill Avenue	Old West Baltimore
166	1827 Druid Hill Avenue	Old West Baltimore
167	1828 Druid Hill Avenue	Old West Baltimore
168	1829 Druid Hill Avenue	Old West Baltimore
169	1830 Druid Hill Avenue	Old West Baltimore
170	1831 Druid Hill Avenue	Old West Baltimore
171	1832 Druid Hill Avenue	Old West Baltimore
172	1833 Druid Hill Avenue	Old West Baltimore
173	1834 Druid Hill Avenue	Old West Baltimore
174	1835 Druid Hill Avenue	Old West Baltimore
175	1837 Druid Hill Avenue	Old West Baltimore
176	1839 Druid Hill Avenue	Old West Baltimore
177	1841 Druid Hill Avenue	Old West Baltimore
178	1843 Druid Hill Avenue	Old West Baltimore
179	1845 Druid Hill Avenue	Old West Baltimore
180	1847 Druid Hill Avenue	Old West Baltimore
181	1900 Druid Hill Avenue	Old West Baltimore
182	1901 Druid Hill Avenue	Old West Baltimore
183	1902 Druid Hill Avenue	Old West Baltimore
184	1904 Druid Hill Avenue	Old West Baltimore
185	1905 Druid Hill Avenue	Old West Baltimore
186	1906 Druid Hill Avenue	Old West Baltimore
187	1907 Druid Hill Avenue	Old West Baltimore

188	1908 Druid Hill Avenue	Old West Baltimore
189	1909 Druid Hill Avenue	Old West Baltimore
190	1910 Druid Hill Avenue	Old West Baltimore
191	1911 Druid Hill Avenue	Old West Baltimore
192	1912 Druid Hill Avenue	Old West Baltimore
193	1913 Druid Hill Avenue	Old West Baltimore
194	1914 Druid Hill Avenue	Old West Baltimore
195	1915 Druid Hill Avenue	Old West Baltimore
196	1916 Druid Hill Avenue	Old West Baltimore
197	1917 Druid Hill Avenue	Old West Baltimore
198	1918 Druid Hill Avenue	Old West Baltimore
199	1919 Druid Hill Avenue	Old West Baltimore
200	1920 Druid Hill Avenue	Old West Baltimore
201	1921 Druid Hill Avenue	Old West Baltimore
202	1922 Druid Hill Avenue	Old West Baltimore
203	1923 Druid Hill Avenue	Old West Baltimore
204	1924 Druid Hill Avenue	Old West Baltimore
205	1925 Druid Hill Avenue	Old West Baltimore
206	1926 Druid Hill Avenue	Old West Baltimore
207	1927 Druid Hill Avenue	Old West Baltimore
208	1928 Druid Hill Avenue	Old West Baltimore
209	1929 Druid Hill Avenue	Old West Baltimore
210	1930 Druid Hill Avenue	Old West Baltimore
211	1931 Druid Hill Avenue	Old West Baltimore
212	1932 Druid Hill Avenue	Old West Baltimore
213	1933 Druid Hill Avenue	Old West Baltimore
214	1934 Druid Hill Avenue	Old West Baltimore
215	1935 Druid Hill Avenue	Old West Baltimore
216	1936 Druid Hill Avenue	Old West Baltimore
217	1937 Druid Hill Avenue	Old West Baltimore
218	1938 Druid Hill Avenue	Old West Baltimore
219	1939 Druid Hill Avenue	Old West Baltimore
220	1940 Druid Hill Avenue	Old West Baltimore
221	1941 Druid Hill Avenue	Old West Baltimore
222	2000 Druid Hill Avenue	Old West Baltimore
223	2002 Druid Hill Avenue	Old West Baltimore
224	2004 Druid Hill Avenue	Old West Baltimore
225	901 Ducatel Street	Reservoir Hill
226	903 Ducatel Street	Reservoir Hill
227	1800 Etting Street	Old West Baltimore
228	1801 Etting Street	Old West Baltimore
229	1802 Etting Street	Old West Baltimore
230	1803 Etting Street	Old West Baltimore
231	1804 Etting Street	Old West Baltimore
232	1805 Etting Street	Old West Baltimore
233	1806 Etting Street	Old West Baltimore
234	1807 Etting Street	Old West Baltimore

235	1808 Etting Street	Old West Baltimore
236	1809 Etting Street	Old West Baltimore
237	1810 Etting Street	Old West Baltimore
238	1811 Etting Street	Old West Baltimore
239	1812 Etting Street	Old West Baltimore
240	1813 Etting Street	Old West Baltimore
241	1814 Etting Street	Old West Baltimore
242	1815 Etting Street	Old West Baltimore
243	1816 Etting Street	Old West Baltimore
244	1817 Etting Street	Old West Baltimore
245	1818 Etting Street	Old West Baltimore
246	1819 Etting Street	Old West Baltimore
247	1820 Etting Street	Old West Baltimore
248	1821 Etting Street	Old West Baltimore
249	1822 Etting Street	Old West Baltimore
250	1823 Etting Street	Old West Baltimore
251	1824 Etting Street	Old West Baltimore
252	1825 Etting Street	Old West Baltimore
253	1826 Etting Street	Old West Baltimore
254	1827 Etting Street	Old West Baltimore
255	1828 Etting Street	Old West Baltimore
256	1829 Etting Street	Old West Baltimore
257	1830 Etting Street	Old West Baltimore
258	1831 Etting Street	Old West Baltimore
259	1832 Etting Street	Old West Baltimore
260	1900 Etting Street	Old West Baltimore
261	1901 Etting Street	Old West Baltimore
262	1902 Etting Street	Old West Baltimore
263	1903 Etting Street	Old West Baltimore
264	1904 Etting Street	Old West Baltimore
265	1905 Etting Street	Old West Baltimore
266	1906 Etting Street	Old West Baltimore
267	1907 Etting Street	Old West Baltimore
268	1908 Etting Street	Old West Baltimore
269	1909 Etting Street	Old West Baltimore
270	1910 Etting Street	Old West Baltimore
271	1911 Etting Street	Old West Baltimore
272	1912 Etting Street	Old West Baltimore
273	1917 Etting Street	Old West Baltimore
274	1919 Etting Street	Old West Baltimore
275	1921 Etting Street	Old West Baltimore
276	1923 Etting Street	Old West Baltimore
277	1925 Etting Street	Old West Baltimore
278	1927 Etting Street	Old West Baltimore
279	1929 Etting Street	Old West Baltimore
280	Eutaw Place (three medians)	Bolton Hill
281	1716 Eutaw Place	Bolton Hill

282	1718 Eutaw Place	Bolton Hill
283	1720 Eutaw Place	Bolton Hill
284	1722 Eutaw Place	Bolton Hill
285	1800 Eutaw Place	Bolton Hill
286	1801 Eutaw Place	Bolton Hill
287	1802 Eutaw Place	Bolton Hill
288	1803 Eutaw Place	Bolton Hill
289	1804 Eutaw Place	Bolton Hill
290	1805 Eutaw Place	Bolton Hill
291	1806 Eutaw Place	Bolton Hill
292	1807 Eutaw Place	Bolton Hill
293	1808 Eutaw Place	Bolton Hill
294	1809 Eutaw Place	Bolton Hill
295	1810 Eutaw Place	Bolton Hill
296	1811 Eutaw Place	Bolton Hill
297	1812 Eutaw Place	Bolton Hill
298	1813 Eutaw Place	Bolton Hill
299	1814 Eutaw Place	Bolton Hill
300	1815 Eutaw Place	Bolton Hill
301	1817 Eutaw Place	Bolton Hill
302	1819 Eutaw Place	Bolton Hill
303	1820 Eutaw Place	Bolton Hill
304	1821 Eutaw Place	Bolton Hill
305	1823 Eutaw Place	Bolton Hill
306	1825 Eutaw Place	Bolton Hill
307	1827 Eutaw Place	Bolton Hill
308	1829 Eutaw Place	Bolton Hill
309	1900 Eutaw Place	Bolton Hill
310	1902 Eutaw Place	Bolton Hill
311	1904 Eutaw Place	Bolton Hill
312	1906 Eutaw Place	Bolton Hill
313	1908 Eutaw Place	Bolton Hill
314	1910 Eutaw Place	Bolton Hill
315	1912 Eutaw Place	Bolton Hill
316	1914 Eutaw Place	Bolton Hill
317	1916 Eutaw Place	Bolton Hill
318	1918 Eutaw Place	Bolton Hill
319	1920 Eutaw Place	Bolton Hill
320	1922 Eutaw Place	Bolton Hill
321	2237 Eutaw Place	Reservoir Hill
322	2239 Eutaw Place	Reservoir Hill
323	2240 Eutaw Place	Reservoir Hill
324	2241 Eutaw Place	Reservoir Hill
325	2243 Eutaw Place	Reservoir Hill
326	2245 Eutaw Place	Reservoir Hill
327	2246 Eutaw Place	Reservoir Hill
328	2247 Eutaw Place	Reservoir Hill

329	2249 Eutaw Place	Reservoir Hill
330	2301 Eutaw Place	Reservoir Hill
331	2303 Eutaw Place	Reservoir Hill
332	2304 Eutaw Place	Reservoir Hill
333	2305 Eutaw Place	Reservoir Hill
334	2306 Eutaw Place	Reservoir Hill
335	2307 Eutaw Place	Reservoir Hill
336	2308 Eutaw Place	Reservoir Hill
337	2309 Eutaw Place	Reservoir Hill
338	2310 Eutaw Place	Reservoir Hill
339	2311 Eutaw Place	Reservoir Hill
340	2312 Eutaw Place	Reservoir Hill
341	2313 Eutaw Place	Reservoir Hill
342	2314 Eutaw Place	Reservoir Hill
343	2315 Eutaw Place	Reservoir Hill
344	2316 Eutaw Place	Reservoir Hill
345	2317 Eutaw Place	Reservoir Hill
346	2318 Eutaw Place	Reservoir Hill
347	2319 Eutaw Place	Reservoir Hill
348	2320 Eutaw Place	Reservoir Hill
349	2321 Eutaw Place	Reservoir Hill
350	2322 Eutaw Place	Reservoir Hill
351	2323 Eutaw Place	Reservoir Hill
352	2324 Eutaw Place	Reservoir Hill
353	2325 Eutaw Place	Reservoir Hill
354	2326 Eutaw Place	Reservoir Hill
355	2327 Eutaw Place	Reservoir Hill
356	2328 Eutaw Place	Reservoir Hill
357	2329 Eutaw Place	Reservoir Hill
358	2330 Eutaw Place	Reservoir Hill
359	2331 Eutaw Place	Reservoir Hill
360	2332 Eutaw Place	Reservoir Hill
361	2333 Eutaw Place	Reservoir Hill
362	2334 Eutaw Place	Reservoir Hill
363	2335 Eutaw Place	Reservoir Hill
364	2336 Eutaw Place	Reservoir Hill
365	2337 Eutaw Place	Reservoir Hill
366	2338 Eutaw Place	Reservoir Hill
367	2339 Eutaw Place	Reservoir Hill
368	2340 Eutaw Place	Reservoir Hill
369	2341 Eutaw Place	Reservoir Hill
370	2342 Eutaw Place	Reservoir Hill
371	2343 Eutaw Place	Reservoir Hill
372	2344 Eutaw Place	Reservoir Hill
373	2345 Eutaw Place	Reservoir Hill
374	2346 Eutaw Place	Reservoir Hill
375	2347 Eutaw Place	Reservoir Hill

376	2348 Eutaw Place	Reservoir Hill
377	2349 Eutaw Place	Reservoir Hill
378	2350 Eutaw Place	Reservoir Hill
379	2351 Eutaw Place	Reservoir Hill
380	2352 Eutaw Place	Reservoir Hill
381	2353 Eutaw Place	Reservoir Hill
382	2354 Eutaw Place	Reservoir Hill
383	2355 Eutaw Place	Reservoir Hill
384	2356 Eutaw Place	Reservoir Hill
385	2357 Eutaw Place	Reservoir Hill
386	2358 Eutaw Place	Reservoir Hill
387	2360 Eutaw Place	Reservoir Hill
388	2400 Eutaw Place	Reservoir Hill
389	2401 Eutaw Place	Reservoir Hill
390	2404 Eutaw Place	Reservoir Hill
391	2406 Eutaw Place	Reservoir Hill
392	2408 Eutaw Place	Reservoir Hill
393	2409 Eutaw Place	Reservoir Hill
394	2410 Eutaw Place	Reservoir Hill
395	2411 Eutaw Place	Reservoir Hill
396	2412 Eutaw Place	Reservoir Hill
397	2413 Eutaw Place	Reservoir Hill
398	2414 Eutaw Place	Reservoir Hill
399	2415 Eutaw Place	Reservoir Hill
400	2416 Eutaw Place	Reservoir Hill
401	2417 Eutaw Place	Reservoir Hill
402	2418 Eutaw Place	Reservoir Hill
403	2419 Eutaw Place	Reservoir Hill
404	2420 Eutaw Place	Reservoir Hill
405	2421 Eutaw Place	Reservoir Hill
406	2422 Eutaw Place	Reservoir Hill
407	2424 Eutaw Place	Reservoir Hill
408	2425 Eutaw Place	Reservoir Hill
409	2426 Eutaw Place	Reservoir Hill
410	2427 Eutaw Place	Reservoir Hill
411	2428 Eutaw Place	Reservoir Hill
412	2429 Eutaw Place	Reservoir Hill
413	2431 Eutaw Place	Reservoir Hill
414	2433 Eutaw Place	Reservoir Hill
415	2435 Eutaw Place	Reservoir Hill
416	2501 Eutaw Place	Reservoir Hill
417	419 Laurens Street	Old West Baltimore
418	421 Laurens Street	Old West Baltimore
419	423 Laurens Street	Old West Baltimore
420	501 Laurens Street	Old West Baltimore
421	502 Laurens Street	Old West Baltimore
422	503 Laurens Street	Old West Baltimore

423	504 Laurens Street	Old West Baltimore
424	505 Laurens Street	Old West Baltimore
425	506 Laurens Street	Old West Baltimore
426	507 Laurens Street	Old West Baltimore
427	508 Laurens Street	Old West Baltimore
428	509 Laurens Street	Old West Baltimore
429	510 Laurens Street	Old West Baltimore
430	511 Laurens Street	Old West Baltimore
431	512 Laurens Street	Old West Baltimore
432	513 Laurens Street	Old West Baltimore
433	514 Laurens Street	Old West Baltimore
434	515 Laurens Street	Old West Baltimore
435	516 Laurens Street	Old West Baltimore
436	517 Laurens Street	Old West Baltimore
437	519 Laurens Street	Old West Baltimore
438	520 Laurens Street	Old West Baltimore
439	522 Laurens Street	Old West Baltimore
440	524 Laurens Street	Old West Baltimore
441	526 Laurens Street	Old West Baltimore
442	528 Laurens Street	Old West Baltimore
443	530 Laurens Street	Old West Baltimore
444	532 Laurens Street	Old West Baltimore
445	533 Laurens Street	Old West Baltimore
446	534 Laurens Street	Old West Baltimore
447	535 Laurens Street	Old West Baltimore
448	536 Laurens Street	Old West Baltimore
449	537 Laurens Street	Old West Baltimore
450	538 Laurens Street	Old West Baltimore
451	539 Laurens Street	Old West Baltimore
452	540 Laurens Street	Old West Baltimore
453	541 Laurens Street	Old West Baltimore
454	543 Laurens Street	Old West Baltimore
455	2050 Linden Avenue	Reservoir Hill
456	2052 Linden Avenue	Reservoir Hill
457	2054 Linden Avenue	Reservoir Hill
458	2056 Linden Avenue	Reservoir Hill
459	2058 Linden Avenue	Reservoir Hill
460	2060 Linden Avenue	Reservoir Hill
461	2062 Linden Avenue	Reservoir Hill
462	2064 Linden Avenue	Reservoir Hill
463	2066 Linden Avenue	Reservoir Hill
464	2068 Linden Avenue	Reservoir Hill
465	2070 Linden Avenue	Reservoir Hill
466	2072 Linden Avenue	Reservoir Hill
467	2200 Linden Avenue	Reservoir Hill
468	2201 Linden Avenue	Reservoir Hill
469	2202 Linden Avenue	Reservoir Hill

470	2203 Linden Avenue	Reservoir Hill
471	2204 Linden Avenue	Reservoir Hill
472	2205 Linden Avenue	Reservoir Hill
473	2206 Linden Avenue	Reservoir Hill
474	2207 Linden Avenue	Reservoir Hill
475	2208 Linden Avenue	Reservoir Hill
476	2209 Linden Avenue	Reservoir Hill
477	2210 Linden Avenue	Reservoir Hill
478	2211 Linden Avenue	Reservoir Hill
479	2212 Linden Avenue	Reservoir Hill
480	2213 Linden Avenue	Reservoir Hill
481	2214 Linden Avenue	Reservoir Hill
482	2215 Linden Avenue	Reservoir Hill
483	2216 Linden Avenue	Reservoir Hill
484	2217 Linden Avenue	Reservoir Hill
485	2218 Linden Avenue	Reservoir Hill
486	2219 Linden Avenue	Reservoir Hill
487	2220 Linden Avenue	Reservoir Hill
488	2221 Linden Avenue	Reservoir Hill
489	2222 Linden Avenue	Reservoir Hill
490	2223 Linden Avenue	Reservoir Hill
491	2224 Linden Avenue	Reservoir Hill
492	2225 Linden Avenue	Reservoir Hill
493	2225 Linden Avenue	Reservoir Hill
494	2226 Linden Avenue	Reservoir Hill
495	2227 Linden Avenue	Reservoir Hill
496	2228 Linden Avenue	Reservoir Hill
497	2230 Linden Avenue	Reservoir Hill
498	2232 Linden Avenue	Reservoir Hill
499	2234 Linden Avenue	Reservoir Hill
500	2235 Linden Avenue	Reservoir Hill
501	2236 Linden Avenue	Reservoir Hill
502	2238 Linden Avenue	Reservoir Hill
503	2239 Linden Avenue	Reservoir Hill
504	2240 Linden Avenue	Reservoir Hill
505	2241 Linden Avenue	Reservoir Hill
506	2242 Linden Avenue	Reservoir Hill
507	2243 Linden Avenue	Reservoir Hill
508	2244 Linden Avenue	Reservoir Hill
509	2245 Linden Avenue	Reservoir Hill
510	2246 Linden Avenue	Reservoir Hill
511	2248 Linden Avenue	Reservoir Hill
512	2250 Linden Avenue	Reservoir Hill
513	2252 Linden Avenue	Reservoir Hill
514	2254 Linden Avenue	Reservoir Hill
515	2256 Linden Avenue	Reservoir Hill
516	2258 Linden Avenue	Reservoir Hill

517	2317 Linden Avenue	Reservoir Hill
518	2323 Linden Avenue	Reservoir Hill
519	2325 Linden Avenue	Reservoir Hill
520	2327 Linden Avenue	Reservoir Hill
521	2329 Linden Avenue	Reservoir Hill
522	2331 Linden Avenue	Reservoir Hill
523	2400 Linden Avenue	Reservoir Hill
524	2405 Linden Avenue	Reservoir Hill
525	2408 Linden Avenue	Reservoir Hill
526	2410 Linden Avenue	Reservoir Hill
527	2411 Linden Avenue	Reservoir Hill
528	2412 Linden Avenue	Reservoir Hill
529	2414 Linden Avenue	Reservoir Hill
530	2416 Linden Avenue	Reservoir Hill
531	2418 Linden Avenue	Reservoir Hill
532	2420 Linden Avenue	Reservoir Hill
533	2422 Linden Avenue	Reservoir Hill
534	2424 Linden Avenue	Reservoir Hill
535	2425 Linden Avenue	Reservoir Hill
536	2426 Linden Avenue	Reservoir Hill
537	2427 Linden Avenue	Reservoir Hill
538	2428 Linden Avenue	Reservoir Hill
539	2429 Linden Avenue	Reservoir Hill
540	2430 Linden Avenue	Reservoir Hill
541	2431 Linden Avenue	Reservoir Hill
542	2432 Linden Avenue	Reservoir Hill
543	2433 Linden Avenue	Reservoir Hill
544	2434 Linden Avenue	Reservoir Hill
545	1800 Madison Avenue	Old West Baltimore
546	1801 Madison Avenue	Old West Baltimore
547	1802 Madison Avenue	Old West Baltimore
548	1803 Madison Avenue	Old West Baltimore
549	1804 Madison Avenue	Old West Baltimore
550	1805 Madison Avenue	Old West Baltimore
551	1806 Madison Avenue	Old West Baltimore
552	1807 Madison Avenue	Old West Baltimore
553	1808 Madison Avenue	Old West Baltimore
554	1809 Madison Avenue	Old West Baltimore
555	1810 Madison Avenue	Old West Baltimore
556	1811 Madison Avenue	Old West Baltimore
557	1812 Madison Avenue	Old West Baltimore
558	1813 Madison Avenue	Old West Baltimore
559	1814 Madison Avenue	Old West Baltimore
560	1815 Madison Avenue	Old West Baltimore
561	1816 Madison Avenue	Old West Baltimore
562	1817 Madison Avenue	Old West Baltimore
563	1818 Madison Avenue	Old West Baltimore

564	1819 Madison Avenue	Old West Baltimore
565	1820 Madison Avenue	Old West Baltimore
566	1821 Madison Avenue	Old West Baltimore
567	1822 Madison Avenue	Old West Baltimore
568	1823 Madison Avenue	Old West Baltimore
569	1824 Madison Avenue	Old West Baltimore
570	1825 Madison Avenue	Old West Baltimore
571	1826 Madison Avenue	Old West Baltimore
572	1827 Madison Avenue	Old West Baltimore
573	1828 Madison Avenue	Old West Baltimore
574	1829 Madison Avenue	Old West Baltimore
575	1830 Madison Avenue	Old West Baltimore
576	1831 Madison Avenue	Old West Baltimore
577	1833 Madison Avenue	Old West Baltimore
578	1835 Madison Avenue	Old West Baltimore
579	1900 Madison Avenue	Old West Baltimore
580	1901 Madison Avenue	Old West Baltimore
581	1902 Madison Avenue	Old West Baltimore
582	1904 Madison Avenue	Old West Baltimore
583	1906 Madison Avenue	Old West Baltimore
584	1908 Madison Avenue	Old West Baltimore
585	1910 Madison Avenue	Old West Baltimore
586	1911 Madison Avenue	Old West Baltimore
587	1912 Madison Avenue	Old West Baltimore
588	2000 Madison Avenue	Old West Baltimore
589	2001 Madison Avenue	Old West Baltimore
590	2002 Madison Avenue	Old West Baltimore
591	2003 Madison Avenue	Old West Baltimore
592	2004 Madison Avenue	Old West Baltimore
593	2005 Madison Avenue	Old West Baltimore
594	2006 Madison Avenue	Old West Baltimore
595	2007 Madison Avenue	Old West Baltimore
596	2008 Madison Avenue	Old West Baltimore
597	2009 Madison Avenue	Old West Baltimore
598	2010 Madison Avenue	Old West Baltimore
599	2011 Madison Avenue	Old West Baltimore
600	2012 Madison Avenue	Old West Baltimore
601	2013 Madison Avenue	Old West Baltimore
602	2014 Madison Avenue	Old West Baltimore
603	2015 Madison Avenue	Old West Baltimore
604	2016 Madison Avenue	Old West Baltimore
605	2017 Madison Avenue	Old West Baltimore
606	2018 Madison Avenue	Old West Baltimore
607	2019 Madison Avenue	Old West Baltimore
608	2020 Madison Avenue	Old West Baltimore
609	2021 Madison Avenue	Old West Baltimore
610	2022 Madison Avenue	Old West Baltimore

611	2023 Madison Avenue	Old West Baltimore
612	2025 Madison Avenue	Old West Baltimore
613	2239 Madison Avenue	Reservoir Hill
614	2241 Madison Avenue	Reservoir Hill
615	2243 Madison Avenue	Reservoir Hill
616	2257 Madison Avenue	Reservoir Hill
617	2259 Madison Avenue	Reservoir Hill
618	2261 Madison Avenue	Reservoir Hill
619	2263 Madison Avenue	Reservoir Hill
620	2265 Madison Avenue	Reservoir Hill
621	2267 Madison Avenue	Reservoir Hill
622	2269 Madison Avenue	Reservoir Hill
623	2271 Madison Avenue	Reservoir Hill
624	2301 Madison Avenue	Reservoir Hill
625	2303 Madison Avenue	Reservoir Hill
626	2307 Madison Avenue	Reservoir Hill
627	2309 Madison Avenue	Reservoir Hill
628	2311 Madison Avenue	Reservoir Hill
629	2313 Madison Avenue	Reservoir Hill
630	2315 Madison Avenue	Reservoir Hill
631	2317 Madison Avenue	Reservoir Hill
632	2319 Madison Avenue	Reservoir Hill
633	2321 Madison Avenue	Reservoir Hill
634	2333 Madison Avenue	Reservoir Hill
635	2335 Madison Avenue	Reservoir Hill
636	2337 Madison Avenue	Reservoir Hill
637	2339 Madison Avenue	Reservoir Hill
638	2341 Madison Avenue	Reservoir Hill
639	2401 Madison Avenue	Reservoir Hill
640	2407 Madison Avenue	Reservoir Hill
641	2409 Madison Avenue	Reservoir Hill
642	2411 Madison Avenue	Reservoir Hill
643	2413 Madison Avenue	Reservoir Hill
644	1720 Mcculloh Street	Old West Baltimore
645	1722 Mcculloh Street	Old West Baltimore
646	1724 Mcculloh Street	Old West Baltimore
647	1727 Mcculloh Street	Old West Baltimore
648	1728 Mcculloh Street	Old West Baltimore
649	1729 Mcculloh Street	Old West Baltimore
650	1730 Mcculloh Street	Old West Baltimore
651	1731 Mcculloh Street	Old West Baltimore
652	1732 Mcculloh Street	Old West Baltimore
653	1733 Mcculloh Street	Old West Baltimore
654	1734 Mcculloh Street	Old West Baltimore
655	1735 Mcculloh Street	Old West Baltimore
656	1736 Mcculloh Street	Old West Baltimore
657	1737 Mcculloh Street	Old West Baltimore

658	1739 Mcculloh Street	Old West Baltimore
659	1741 Mcculloh Street	Old West Baltimore
660	1800 Mcculloh Street	Old West Baltimore
661	1802 Mcculloh Street	Old West Baltimore
662	1804 Mcculloh Street	Old West Baltimore
663	1806 Mcculloh Street	Old West Baltimore
664	1808 Mcculloh Street	Old West Baltimore
665	1810 Mcculloh Street	Old West Baltimore
666	1811 Mcculloh Street	Old West Baltimore
667	1812 Mcculloh Street	Old West Baltimore
668	1813 Mcculloh Street	Old West Baltimore
669	1814 Mcculloh Street	Old West Baltimore
670	1815 Mcculloh Street	Old West Baltimore
671	1816 Mcculloh Street	Old West Baltimore
672	1817 Mcculloh Street	Old West Baltimore
673	1818 Mcculloh Street	Old West Baltimore
674	1819 Mcculloh Street	Old West Baltimore
675	1820 Mcculloh Street	Old West Baltimore
676	1821 Mcculloh Street	Old West Baltimore
677	1822 Mcculloh Street	Old West Baltimore
678	1823 Mcculloh Street	Old West Baltimore
679	1824 Mcculloh Street	Old West Baltimore
680	1825 Mcculloh Street	Old West Baltimore
681	1826 Mcculloh Street	Old West Baltimore
682	1827 Mcculloh Street	Old West Baltimore
683	1828 Mcculloh Street	Old West Baltimore
684	1830 Mcculloh Street	Old West Baltimore
685	1832 Mcculloh Street	Old West Baltimore
686	1834 Mcculloh Street	Old West Baltimore
687	1836 Mcculloh Street	Old West Baltimore
688	1838 Mcculloh Street	Old West Baltimore
689	1903 Mcculloh Street	Old West Baltimore
690	1904 Mcculloh Street	Old West Baltimore
691	1905 Mcculloh Street	Old West Baltimore
692	1906 Mcculloh Street	Old West Baltimore
693	1907 Mcculloh Street	Old West Baltimore
694	1908 Mcculloh Street	Old West Baltimore
695	1909 Mcculloh Street	Old West Baltimore
696	1910 Mcculloh Street	Old West Baltimore
697	1911 Mcculloh Street	Old West Baltimore
698	1912 Mcculloh Street	Old West Baltimore
699	1913 Mcculloh Street	Old West Baltimore
700	1914 Mcculloh Street	Old West Baltimore
701	1915 Mcculloh Street	Old West Baltimore
702	1916 Mcculloh Street	Old West Baltimore
703	1917 Mcculloh Street	Old West Baltimore
704	1918 Mcculloh Street	Old West Baltimore

705	1919 Mcculloh Street	Old West Baltimore
706	1920 Mcculloh Street	Old West Baltimore
707	1921 Mcculloh Street	Old West Baltimore
708	1923 Mcculloh Street	Old West Baltimore
709	1925 Mcculloh Street	Old West Baltimore
710	1926 Mcculloh Street	Old West Baltimore
711	1927 Mcculloh Street	Old West Baltimore
712	1928 Mcculloh Street	Old West Baltimore
713	1929 Mcculloh Street	Old West Baltimore
714	1930 Mcculloh Street	Old West Baltimore
715	1931 Mcculloh Street	Old West Baltimore
716	1932 Mcculloh Street	Old West Baltimore
717	1933 Mcculloh Street	Old West Baltimore
718	1934 Mcculloh Street	Old West Baltimore
719	1936 Mcculloh Street	Old West Baltimore
720	1938 Mcculloh Street	Old West Baltimore
721	2000 Mcculloh Street	Old West Baltimore
722	2001 Mcculloh Street	Old West Baltimore
723	2002 Mcculloh Street	Old West Baltimore
724	2003 Mcculloh Street	Old West Baltimore
725	2004 Mcculloh Street	Old West Baltimore
726	2005 Mcculloh Street	Old West Baltimore
727	2006 Mcculloh Street	Old West Baltimore
728	2007 Mcculloh Street	Old West Baltimore
729	2008 Mcculloh Street	Old West Baltimore
730	2009 Mcculloh Street	Old West Baltimore
731	2010 Mcculloh Street	Old West Baltimore
732	2011 Mcculloh Street	Old West Baltimore
733	2012 Mcculloh Street	Old West Baltimore
734	2013 Mcculloh Street	Old West Baltimore
735	2014 Mcculloh Street	Old West Baltimore
736	2015 Mcculloh Street	Old West Baltimore
737	2016 Mcculloh Street	Old West Baltimore
738	2017 Mcculloh Street	Old West Baltimore
739	2018 Mcculloh Street	Old West Baltimore
740	2019 Mcculloh Street	Old West Baltimore
741	2020 Mcculloh Street	Old West Baltimore
742	2021 Mcculloh Street	Old West Baltimore
743	2022 Mcculloh Street	Old West Baltimore
744	2023 Mcculloh Street	Old West Baltimore
745	2024 Mcculloh Street	Old West Baltimore
746	2025 Mcculloh Street	Old West Baltimore
747	823 Newington Avenue	Reservoir Hill
748	824 Newington Avenue	Reservoir Hill
749	825 Newington Avenue	Reservoir Hill
750	826 Newington Avenue	Reservoir Hill
751	828 Newington Avenue	Reservoir Hill

752	830 Newington Avenue	Reservoir Hill
753	904 Newington Avenue	Reservoir Hill
754	906 Newington Avenue	Reservoir Hill
755	908 Newington Avenue	Reservoir Hill
756	910 Newington Avenue	Reservoir Hill
757	912 Newington Avenue	Reservoir Hill
758	914 Newington Avenue	Reservoir Hill
759	916 Newington Avenue	Reservoir Hill
760	918 Newington Avenue	Reservoir Hill
761	920 Newington Avenue	Reservoir Hill
762	922 Newington Avenue	Reservoir Hill
763	924 Newington Avenue	Reservoir Hill
764	926 Newington Avenue	Reservoir Hill
765	332 Presstman Street	Old West Baltimore
766	334 Presstman Street	Old West Baltimore
767	336 Presstman Street	Old West Baltimore
768	338 Presstman Street	Old West Baltimore
769	401 Presstman Street	Old West Baltimore
770	403 Presstman Street	Old West Baltimore
771	405 Presstman Street	Old West Baltimore
772	525 Presstman Street	Old West Baltimore
773	539 Presstman Street	Old West Baltimore
774	541 Presstman Street	Old West Baltimore
775	543 Presstman Street	Old West Baltimore
776	545 Presstman Street	Old West Baltimore
777	547 Presstman Street	Old West Baltimore
778	549 Presstman Street	Old West Baltimore
779	341 Robert Street	Old West Baltimore
780	343 Robert Street	Old West Baltimore
781	345 Robert Street	Old West Baltimore
782	403 Robert Street	Old West Baltimore
783	405 Robert Street	Old West Baltimore
784	407 Robert Street	Old West Baltimore
785	409 Robert Street	Old West Baltimore
786	411 Robert Street	Old West Baltimore
787	413 Robert Street	Old West Baltimore
788	415 Robert Street	Old West Baltimore
789	417 Robert Street	Old West Baltimore
790	421 Robert Street	Old West Baltimore
791	423 Robert Street	Old West Baltimore
792	425 Robert Street	Old West Baltimore
793	427 Robert Street	Old West Baltimore
794	428 Robert Street	Old West Baltimore
795	429 Robert Street	Old West Baltimore
796	430 Robert Street	Old West Baltimore
797	518 Robert Street	Old West Baltimore
798	520 Robert Street	Old West Baltimore

799	522 Robert Street	Old West Baltimore
800	524 Robert Street	Old West Baltimore
801	526 Robert Street	Old West Baltimore
802	528 Robert Street	Old West Baltimore
803	533 Robert Street	Old West Baltimore
804	535 Robert Street	Old West Baltimore
805	537 Robert Street	Old West Baltimore
806	539 Robert Street	Old West Baltimore
807	825 Whitelock Street	Reservoir Hill
808	831 Whitelock Street	Reservoir Hill
809	835 Whitelock Street	Reservoir Hill
810	837 Whitelock Street	Reservoir Hill
811	839 Whitelock Street	Reservoir Hill
812	841 Whitelock Street	Reservoir Hill
813	904 Whitelock Street	Reservoir Hill
814	906 Whitelock Street	Reservoir Hill
815	908 Whitelock Street	Reservoir Hill
816	910 Whitelock Street	Reservoir Hill
817	912 Whitelock Street	Reservoir Hill
818	914 Whitelock Street	Reservoir Hill
819	916 Whitelock Street	Reservoir Hill
820	1011 Whitelock Street	Reservoir Hill
821	1013 Whitelock Street	Reservoir Hill
822	1015 Whitelock Street	Reservoir Hill

APPENDIX B:

Determination of Eligibility Forms and Short Forms for Ineligible Resources

INTENTIONALLY LEFT BLANK

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: B&O Railroad Baltimore Belt Line Inventory Number: B-5287

Address: Camden Station to Bay View Junction at Orangeville Historic district: X yes ___ no

City: Baltimore Zip Code: ___ County: Baltimore City

USGS Quadrangle(s): Baltimore East

Property Owner: CSX Transportation Company Tax Account ID Number: Not Available

Tax Map Parcel Number(s): n/a Tax Map Number: Multiple

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Documentation is presented in: ___

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X 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 X no Name: ___ Date: ___

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

Opening Summary

The Baltimore and Ohio (B&O) Railroad Baltimore Belt Line, located in the City of Baltimore, Maryland, is a freight line constructed between 1891 and 1895 to connect the B&O's southern Baltimore terminus at Camden Station to Bay View Junction and a northern line to Philadelphia. 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. Today the B&O Baltimore Belt Line is part of CSX Transportation Company's (CSXT) main freight line through Baltimore.

Location/Setting

The B&O Baltimore Belt Line is located in the City of Baltimore, Maryland in an area dominated by transportation infrastructure. From its southern terminus at Camden Yards, the railroad alignment passes under downtown Baltimore via the Howard Street and Mount Royal Tunnels, weaving through pre-existing transportation infrastructure and crossing the Jones Falls Valley via a six-plate

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**

girder bridge, making an S-curve up the eastern side of the valley, turning sharply to the east at Huntingdon Avenue, and traversing several residential neighborhoods in northeast Baltimore via a series of short tunnels and plate girder bridges before arriving at its eastern terminus at Bay View Junction in Baltimore's heavily industrialized east side.

Historic Context

In the eighteenth century, the land in and around present-day Baltimore was home to a thriving tobacco economy supplemented by commercial wheat and iron production that resulted in a diversified economy with a strong industrial base. By the late-eighteenth century, Baltimore had emerged as a major port with numerous wharves, warehouses, shipping offices, banks, and shops concentrated along the waterfront of the Inner Harbor (Shellenhamer 2015). During the late-eighteenth and early-nineteenth centuries, commerce in Baltimore was intermittently disrupted by clashes with British forces and subsequent interruptions of trade networks. The city continued to grow and prosper, however, becoming the fourth largest and third richest city in the United States by the second decade of the nineteenth-century (Shellenhamer 2015; Toll 2006:12). Unsurprisingly, Baltimore's ever increasing industrial presence and expanding trade network stimulated the development of a growing transportation industry and improved transportation routes that facilitated the movement of resources and finished products in and out of the city (Shellenhamer 2015; Ward et al. 2006).

In 1827, the Maryland Legislature granted a charter to the B&O Railroad to establish a connection between Baltimore and the lucrative markets of the Ohio River Valley (Lee 2005:163-164). The railroad opened three years later to become the first operational railroad in the United States, although it did not complete its line to Wheeling until 1852 (Shellenhamer 2015; Wolmar 2012:19-20). In 1835, the B&O opened a southern branch to Washington, D.C., originally known as the Washington Branch and later as the Capital Subdivision. Initially, the B&O's eastern terminus was located at Mount Clare Station on the southwest side of Baltimore at Pratt and Poppleton Streets. In 1857, the B&O constructed the much larger Camden Station, situated closer to the center of Baltimore, which was substantially expanded in 1865 (Lee 2005:164).

The B&O did not remain the only railroad in Baltimore for long, however. Within a decade of the opening of the B&O, both the Philadelphia, Wilmington and Baltimore (PW&B) and the Baltimore and Susquehanna (later the Northern Central) had established lines to Baltimore (Lee 2005:164). In 1863, the Pennsylvania Railroad (PRR) gained control of the Northern Central Railway, followed in 1881 by the acquisition of the PW&B (Lee 2005:164). In 1873, the PRR constructed a 1.7-mile tunnel under Baltimore (actually a series of three tunnels with two short breaks for ventilation) to connect their newly constructed Union Station in the Jones Falls Valley to the B&P Railroad (a subsidy of the PRR) on the west side of town (Lee 2005:164). The PRR also constructed a second tunnel under Hoffman Street to connect Union Station to the PW&B's line to Philadelphia, thereby establishing a continuous north-south route through Baltimore to connect Washington, D.C. to Philadelphia.

Faced with stiff competition from the PRR's B&P, it soon became clear that the B&O needed a north-south connection of their own through Baltimore (Lee 2005:164). However, the B&O was at a distinct disadvantage, having no direct access to the north side of town from either Mount Clare or Camden (Lee 2005:164). As a partial solution, a line was constructed from Canton on the east side of the Baltimore harbor north to Philadelphia. To connect Canton to Camden, a short spur was constructed from Camden to Locust Point on the west side of the harbor, where a specially designed ferry then transferred up to 10 passenger cars or 27 freight cars across the harbor to Canton (Lee 2005:165). At Canton, the line continued two miles north to Bay View Junction before heading northeast to Philadelphia (Lee 2005:165). Although it was the most viable option at the time, the B&O knew that this elaborate and time-consuming route was not a permanent solution.

Several options for an alternate connection through Baltimore were explored by the B&O, including a proposed elevated line that was unpopular with civic leaders (Lee 2005:165). The final plan called for the construction of a 1.4-mile (2.2-km) tunnel under

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**

Howard Street that would connect Camden Station to Baltimore's less populated north side, from which a connecting line to Bay View Junction and the B&O's Royal Blue Line to Philadelphia could be established. To accomplish this task, in 1888 the B&O joined with the Maryland Central Railroad (MCRR), a small, narrow-gauge line that had initiated the idea for the tunnel, to form the Baltimore Belt Railroad (Lee 2005:167). The MCRR soon failed, however, and the B&O took full control of the operation.

The plan was not without opposition, most prominently from the Baltimore city council, which was concerned about possible surface disruptions during construction of the tunnel. In addition, city officials wished to avoid the smoke and gas ventilation issues that plagued the B&P Tunnel, which posed a serious health hazard to Baltimore residents (Lee 2005:167). Several additional challenges complicated construction of the Baltimore Belt Line, including crossing the Jones Falls Valley and the tracks and rail yard of the PRR while avoiding major roadways, the North Avenue Bridge (under construction at the time), and the east portal of the B&P Tunnel. According to one historian, "The topography, tracks, and city streets presented a maze of obstacles at varying elevations, and Rea [the chief engineer] had to find a way to thread the new line," all four tracks of it at this point, "through it all" (Lee 2005:167-168). The final design "literally wove the Belt Line through these existing structures" (Lee 2005:168).

The plate girder bridge crossing the Jones Falls Valley has been aptly described as a"complicated arrangement" (Lee 2005:173) (Figure 1). The topography and existing infrastructure required that the bridge be constructed on a 10-degree curve, spanning the tracks of both the M&P and the PRR as well as Jones Falls and Falls Road (Lee 2005:168). At the southwestern end of the bridge, the adjacent tracks had to pass under the North Avenue Bridge through two stone-arch tunnels while simultaneously bridging the east portal of the B&P Tunnel. However, the roof of the tunnel could not support the weight of the trains that would pass overhead on the Baltimore Belt Line. Rea's ingenious solution was to construct two additional plate girder bridge sections inside the North Avenue Bridge tunnels that would carry the Belt Line over the B&P Tunnel, creating "a unique, three-level street and rail crossing" (Lee 2005:168).

The most prominent engineering accomplishment of the Belt Line was the 7,341-foot (2,237.5-m) Howard Street Tunnel (B-79), constructed between 1891 and 1895 (Stover 1987:175). Having experienced firsthand the problems caused by the soot, fumes, and smoke emitted by the steam engines passing through the B&P Tunnel, city officials were adamant that the B&O avoid similar problems with the Howard Street Tunnel. The B&O needed a source of clean power. Steam was not an option; the relatively steep grade inside the tunnel meant that northbound trains had to work exceptionally hard, producing large quantities of smoke and gas (Lee 2005:178). In 1892, the B&O took a substantial leap of technological faith, signing a contract with fledgling company General Electric (GE) for electric locomotives and an innovative electrified system, in which direct-current power was provided via an overhead rail, to power the Belt Line (Figure 2) (Lee 2005:178-179).

Survey for the new line was completed by the end of 1889, and construction began in 1891 (Stover 1987:174-175). When completed in 1895, the 7.2-mile, double-tracked Baltimore Belt Line ran north from Camden Station via the Howard Street Tunnel, past Mount Royal Station (B-26), through the shorter Mount Royal Tunnel, through the North Avenue Bridge Tunnels (passing over the B&P Tunnel portal), then across the Jones Falls Valley, winding north up the east side of the valley. After reaching a high point near Huntingdon Avenue and 26th Street, the line turned sharply east, passing through a long cut interspersed with several stone-arch tunnels of varying lengths and over several smaller plate girder bridges, connecting with the line to Philadelphia at Bay View Junction (Stover 1987:174). In total, the Belt Line included within its 7.2 miles of track, 10 tunnels totaling 9,605 feet (2,927.6 m) in length (Lee 2005:173).

The B&O Belt Line operated on the overhead electric rail system for several years. In 1902, it was replaced with a third electrified rail at ground level, which remained in use for several decades (Lee 2005:182). In the mid-1930s, the B&O began to convert from steam to diesel engines, with complete replacement of all steam locomotives after World War II, making the electrified rail system on the Baltimore Belt Line unnecessary (Lee 2005:186). Sections of electrified rail remained in place for several more years, but in

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**

1952 all remaining electrified engines were replaced with diesel and the third electrified rail was removed from the track shortly after (Lee 2005:186). In 1987, the B&O Railroad merged with and became CSX Transportation, which now operates a freight line along the former alignment of the B&O Baltimore Belt Line (Styron 2001:4).

Architectural Description

From its southwest terminus near Camden Station, the B&O Baltimore Belt Line alignment winds north through downtown Baltimore and the Jones Falls Valley for approximately 2.7 miles (4.3 km) (more than half of that underground via the Howard Street Tunnel), turns east at its northern apex near Huntingdon Avenue and 26th Street, continues for approximately 4,383 feet (1,335.9 m) to Loch Raven Road, then heads southeast for another 3.35 miles (5.4 km) before terminating at Bay View Yard just west of I-895/Harbor Tunnel Throughway. Along the way, it passes through at least 10 tunnels or underpasses totaling more than 9,605 feet (2,927.6 m) in length, over an equal number of bridges, and through multiple cuts lined with limestone or modern concrete retaining walls (Lee 2005:173).

Tunnels, Bridges, and Cuts

The B&O Baltimore Belt Line, as originally surveyed, included 10 tunnels totaling more than 9,605 feet (2,927.6 m) in length (Lee 2005:173). All original tunnel portals and retaining walls along open cuts are faced with rough-faced, coursed limestone, although in most cases the tunnel barrels themselves are constructed of brick (Lee 2005:178). Original bridges generally consist of steel through-plate girders supported by stepped limestone abutments.

The longest tunnel on the alignment is the Howard Street Tunnel (B-79), completed in 1895, which currently measures approximately 1.7 miles (2.7 km) with a 4.8 percent grade (Miller 1972; Styron 2001:3). The original length of the tunnel was 7,341 feet (2,237.5 m), but in the 1980s the southern end was extended approximately 1,584 feet (482.8 km) to accommodate a parking lot at the Oriole Park at Camden Yards baseball stadium and the Maryland Transit Administration (MTA) Light Rail system (Styron 2001:3). The southern end of the tunnel now exits through a box-shaped portal of poured concrete wedged between the tracks of the MTA Light Rail. The north end of the tunnel exits just north of West Preston Street, where the original portal faced with cut limestone can be seen. The interior of the original portion of the tunnel is lined with brick.

After passing through a 556-foot (169.5-m) cut almost entirely sheltered by a trainshed at Mount Royal Station, the Belt Line enters the Mount Royal Tunnel, in actuality a pair of tunnels, each carrying one track and measuring approximately 264 feet (80.5 m) in length. Both the south and north portals are faced with cut limestone and the tunnel barrels are lined with brick.

The alignment then passes through a box-shaped tunnel of poured concrete measuring approximately 195 feet (59.4 m) in length. This modern tunnel, constructed between 1971 and 1994, carries the Belt Line under the MTA Light Rail and is a non-contributing resource to the B&O Baltimore Belt Line (Nationwide Environmental Title Research [NETR] 1971, 1994).

At the North Avenue Bridge (B-4521), constructed between 1893 and 1895, the Baltimore Belt Line passes through a pair of stone-arch tunnels that carry the tracks over the east portal of the B&P Tunnel via a set of plate girder internal bridges, creating a unique three-tier structure (Crampton and Abell 1994f).

The alignment next passes over the B&O Railroad Baltimore Belt Line Bridge over Jones Falls Valley (B-5288). The bridge is a 503-foot (153.3-meter), six-span bridge constructed on a 10-degree curve, comprised of two parallel sets of six spans--three through-plate girders and three deck-plate girders--constructed of steel and reinforced with steel cross-bracing. The plate girders are supported by a pair of limestone abutments and five limestone piers. The east end of the southern abutment is incorporated into

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**

the structure of the adjacent North Avenue Bridge, which is located 35–50 feet (10.7--15.2 m) from the southern end. In the 1950s, modifications were made to the B&O Baltimore Belt Line Bridge over Jones Falls Valley to strengthen it, which is likely when concrete components were added to the structure (Lee 2005:186). The bridge's capacity was also reduced from four tracks to two, possibly around the same time.

After crossing over the Jones Falls Valley and turning northwest, the Belt Line passes over a small limestone arch that formerly carried Glen Edwards Avenue under the tracks to Falls Road (Glen Edwards was officially condemned and closed by the City of Baltimore in 1957) (City of Baltimore 1957; Mongoose of Mystery 2011).
The next structure encountered is located at Sisson Street, where the Baltimore Belt Line passes under the three-span, concrete-encased, deck-plate girder bridge known as the Sisson Street over Chessie System (B-4586). According to one source, the current structure was built in 1914 and reconstructed in 1950 (Watts 1996). However, historic maps indicate that a wood bridge was located here by 1928 and that a bridge of unknown material was situated at this location as early as 1899 (Sanborn Map Company [Sanborn] 1915:701, 1928:631; United States Geological Survey [USGS] 1899).

After reaching the northern apex of the alignment near Huntingdon Avenue and 26th Street, the line turns sharply east and continues perpendicular to 26th Street. Between Huntingdon and Greenmount Avenues, a serious of five tunnels ranging from 65 feet (19.8 m) to 893 feet (272.2 m) in length were constructed circa 1895 so that the Baltimore Belt Line would not interfere with existing streets. The first, known as the Huntingdon Avenue Bridge (B-4527), is a single-span, stone-arch tunnel constructed in 1895 (Crampton and Abell 1994e). Another stone-arch tunnel, constructed circa 1895 and measuring approximately 893 feet (272.2 m) in length, begins at North Howard Street (formerly Oak), running under Maryland Avenue before exiting just east of North Charles Street. The alignment then passes through another stone-arch tunnel constructed circa 1895 and measuring approximately 420 feet (128 m) in length, beginning at St. Paul Street and running under Hargrove Street and North Calvert Street. Smaller arched tunnels, each measuring approximately 65–70 feet in length, are found under Guilford Avenue (B-4526), Barclay Street (B-4525), and Greenmount Avenue (B-4524). The Guilford Avenue and Greenmount Avenue Tunnels, both stone-arch tunnels, were constructed in 1895 (Crampton and Abell 1994b, 1994c; Lee 2005:168). The tunnel under Barclay Street, which has concrete spandrels and abutments, was constructed circa 1924, as indicated on an inscribed date stone and on historic maps (Crampton and Abell 1994a; Sanborn 1915:710, 1928:642).

At Loch Raven Road (formerly Montebello), a two-span, concrete-encased, deck-plate girder bridge with steel support pier carries the alignment over the four-lane road. The original bridge in this location most likely resembled other bridges along the alignment but was replaced with the current structure in 1957, as determined by an inscribed date stone. While the western abutment is made of concrete, the eastern abutment is constructed of stepped stone, a remnant of the earlier bridge.

At both Kirk Avenue (formerly Taylor) and Garrett Avenue (formerly Kennedy), single-span, steel through-plate girder bridges carry the alignment over the roads. Both bridges have stepped stone abutments with concrete caps and other alterations and likely date to circa 1895. The bridge over nearby Aisquith Street is a single span, steel and concrete deck-plate girder bridge with concrete abutments. This bridge appears to have replaced an earlier one at this location.

At Harford Road, the alignment passes through another stone-arch tunnel (B-4523) built in 1895 and later substantially altered and reinforced with concrete, including the installation of a replacement concrete deck (Crampton and Abell 1994d).

Next, the alignment passes over a single-span, through-plate girder bridge with stepped stone abutments at Saint Lo Drive. At North Rose Street (formerly Mine Bank Lane), another single-span bridge with stepped stone abutments is found, but this structure has a concrete deck that replaced the original steel plate girder. At Belair Road/Route 1 (formerly North Gay Street), a three-span, steel through-plate girder bridge with stepped stone abutments and steel support piers carries the alignment overhead.

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**

At the intersection of Sinclair Lane and Edison Highway (formerly Loney's Lane), a circa-2014 concrete bridge carries vehicular traffic over the former Baltimore Belt Line alignment. The previous structure in this location was a reinforced concrete and metal plate girder bridge (B-4585), constructed circa 1935 by the Maryland State Roads Commission, which replaced an earlier, circa-1895 bridge of unknown design (Young 2006).

At Federal Street, a single-span bridge with a replacement deck of concrete can be found. The original abutments are constructed of stepped limestone with modern concrete caps and other repairs. At North Macon Street (formerly Lyon Street), the alignment passes over a stone-arch tunnel topped by a single-span, steel deck-plate girder. This bridge appears to have been altered and expanded from two tracks to three.

The final structure along the B&O Baltimore Belt Line is a two-span, steel deck-plate girder bridge with concrete piers and abutments that carries the alignment over Pulaski Highway/Route 40 (formerly Philadelphia Avenue). The bridge appears to have been constructed in the 1930s or 1940s.

Stations and Rail Yards

Camden Station (B-148) was built in 1853--1857 and substantially expanded in 1865 to serve as the B&O's central terminus in Baltimore (Lee 2005:164). Designed by architects Neirnsee & Neilson in the Italianate style, it included a tall central tower with flanking wings topped by cupolas (Lione 2002). The station was substantially altered between 1892 and 1904 to accommodate the increased traffic spurred by the B&O Baltimore Belt Line, which began at the station. The adjacent freight warehouse, measuring eight stories tall and three blocks in length, was designed by E. Francis Baldwin and constructed between 1899 and 1904 to accommodate freight traffic on the B&O Baltimore Belt Line (Lione 2002). Both buildings were rehabilitated in the 1980s; the station building was restored to its 1865 appearance, and the warehouse was incorporated into the design of the Camden Yards baseball stadium.

The B&O Mount Royal Station and Trainshed (B-26), located within the open cut between the north portal of the Howard Street Tunnel and the south portal of the Mount Royal Tunnel, was constructed in 1894--1896 and opened for service in 1896 (Shivers and Black 1972; Zembala 1976). Designed by architects E. Francis Baldwin and Josias Pennington, the building is three stories tall and constructed of granite trimmed in limestone, with a 150-foot (45.2-m) central clock tower. A gable-roofed trainshed with iron posts and iron roof trusses shelters the tracks (Sanborn 1901:151). The station was remodeled in 1965.

According to historic maps, a rail yard and turntable or roundhouse was located at Huntingdon between Sisson Street and Huntingdon Avenue in the early-twentieth century (Sanborn 1915:708). The roundhouse was gone by 1928, although several smaller buildings remained (Sanborn 1928:637). Today, none of these buildings remain and the space is occupied by a parking lot.

Prior to construction of the B&O Baltimore Belt Line, B&O trains coming from the ferry crossing at Canton passed through Bay View Junction to connect to the line to Philadelphia. After the construction of the Baltimore Belt Line, Bay View Junction was expanded to serve as the eastern terminus of the new line and to accommodate increased freight traffic. Several small buildings are shown at this location in the mid-twentieth century (Sanborn 1953:582; NETR 1957, 1966, 1971). In recent years, a new concrete block building was constructed at the site, replacing earlier buildings (NETR 2011, 2013).

Other Features

When originally constructed in the late-nineteenth century, an innovative third overhead rail system ran along a portion of 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:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Baltimore Belt Line alignment from Camden to Waverly, providing power to the electric locomotives, although steam continued to be used on some portions of track. In the early-twentieth century, the overhead rail was replaced with an electrified third rail at ground level. This system was eventually replaced by diesel in the mid-twentieth century. No visible evidence of either of the two previous electrified systems was identified during the survey.

To provide the electricity needed to power the electric locomotives on the Belt Line, B&O had to build its own powerhouse, since no electric utilities existed in Baltimore at the time (Lee 2005:179). The B&O Baltimore Belt Line Power House, designed by E. Francis Baldwin, was located along Howard Street just south of Camden Yards (Sanborn 1901:54). It operated until 1914, when the B&O began receiving power from a local utility company instead. In later years the building was used as a repair shop for B&O train cars (Sanborn 1951:29). This building is no longer extant, having been demolished in the 1970s (Lee 2005:181).

Several interlocking towers have operated along the Baltimore Belt Line over the years (Brougham 2015a, 2015b). In 1928, five interlocking towers were in service, including towers at Bay View, Waverly, Huntingdon Avenue, North Avenue, and Mount Royal (Brougham 2015a) (Figure 3). Waverly, Huntingdon Avenue, and Mount Royal were all closed prior to 1958 (Brougham 2015b). No surviving interlocking towers were observed during the most recent survey.

Alterations

As an active freight line in operation for 120 years, the B&O Baltimore Belt Line has been continuously modernized and upgraded since its construction in 1891--1895. Most of the bridges, tunnels, and retaining walls have been reinforced, and in some cases partially or wholly replaced, with modern materials. The southern end of the Howard Street Tunnel was extended via a concrete box tunnel addition in the 1980s. In 1953, the B&O Belt Line Bridge over Jones Falls Valley was strengthened and the four tracks reduced to two (Lee 2005:186). The bridge carrying Sinclair Lane and Edison Highway over the alignment was replaced with a concrete bridge circa 2014. Substantial alterations to other bridges and tunnels have also occurred at Sisson Street, Loch Raven Road, Aisquith Street, Harford Road, Saint Lo Drive, and Federal Street. Many of these modifications occurred in the 1950s (Lee 2005:186). The overhead electric rail that initially provided power to the line was removed in 1902, and the succeeding third rail system was gradually replaced in the second quarter of the twentieth century, with complete removal of the electrified rail system circa 1952 (Lee 2005:179, 182, 186). In 1958, passenger service on the Baltimore Belt Line was eliminated; subsequently, much of the alignment was reduced to a single track (Lee 2005:186). Despite these modifications, the appearance of the line today is not essentially different from what it was when it opened for service in 1895. It follows the same alignment and almost all of the major engineering structures, as well as many of the smaller structures, remain largely intact.

Summary and Statement of Significance

The B&O Railroad Baltimore Belt Line is a 2.7-mile (4.3-km) railroad constructed between 1891 and 1895 to connect B&O's Camden Station to Bay View Junction and its line to Philadelphia. Along the way, it passes through at least 10 tunnels or overpasses, over as many bridges, and through multiple cuts lined with stone or modern concrete retaining walls (Lee 2005:173). In addition to containing several impressive engineering structures, most notably the Howard Street Tunnel, the three-level tunnel and internal bridge arrangement at the North Avenue Bridge, and the B&O Baltimore Belt Line Bridge over Jones Falls Valley, the line also represents the first electrified railroad in the nation.

For listing in the National Register of Historic Places (NRHP), a property must be demonstrated as significant under one or more criteria and must also possess most, if not all, of the seven aspects of integrity set forth by the NRHP: location, design, setting, materials, workmanship, feeling, and association. Overall, the B&O Baltimore Baltimore Belt Line retains some degree of integrity of all seven aspects, although integrity of design, materials, and workmanship have all been negatively affected by alterations to

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**

some structures.

The B&O Baltimore Belt Line is eligible for listing in the NRHP under 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 with an all-rail route from Washington, D.C. to Philadelphia, thereby allowing it to more effectively compete with the PRR. Buildings and structures associated with the B&O Baltimore Belt Line that have been previously and individually determined eligible for the NRHP under Criterion A include Camden Station and B&O Warehouse, Howard Street Tunnel, Mount Royal Station and Trainshed, North Avenue Bridge, Huntingdon Avenue Bridge/Tunnel, Guilford Avenue Bridge/Tunnel, Barclay Street Bridge/Tunnel, Greenmount Avenue Bridge/Tunnel, and the Harford Road Bridge/Tunnel.

The B&O Baltimore Belt Line is not eligible for NRHP listing under Criterion B for its association with a person of importance at the local, state, or national level.

The B&O Baltimore Belt Line is eligible for listing in the NRHP under 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. Buildings and structures associated with the B&O Baltimore Belt Line that have been individually determined eligible for the NRHP under Criterion C include Camden Station and B&O Warehouse, Howard Street Tunnel, Mount Royal Station and Trainshed, North Avenue Bridge, Huntingdon Avenue Bridge/Tunnel, Guilford Avenue Bridge/Tunnel, Greenmount Avenue Bridge/Tunnel, Harford Road Bridge/Tunnel, and the Sinclair Lane/Edison Highway Bridge (no longer extant). In addition, at least three structures associated with the railroad were designed by a notable American architect, including the freight warehouse at Camden and the B&O Power House, both designed by E. Francis Baldwin, and the Mount Royal Station and Trainshed, designed by E. Francis Baldwin and Josias Pennington.

Investigations were not conducted to determine whether the B&O Baltimore Belt Line has the potential to yield information important in history or prehistory; therefore, NRHP Criterion D was not assessed.

In conclusion, it is recommended that the B&O Railroad Baltimore Belt Line is eligible for listing in the NRHP under Criteria A and C.

References:

Boucher, Jack E.
1977 B& PTunnel East Portal Emerging Out from Under North Avenue Bridge with Howard Street Arch Bridge in Foreground. Baltimore, Baltimore City, MD. Sec. 1201, MP 96.00. - Northeast Railroad Corridor, Amtrak Route Between District of Columbia/Maryland State Line & Maryland/Delaware State Line, Baltimore, Independent City, MD. HAER MD,4-BALT,147--18, Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey Collection, Library of Congress Prints and Photographs Division, Washington, D.C. Electronic document, http://www.loc.gov/pictures/item/md0603.photos.086289p/, accessed May 2015.

Brougham, Allen
2015a B&O Towers in 1928. The Bull Sheet Monthly News. Electronic document, http://bullsheet.com/towers1928.html, accessed May 2015.

2015b B&O Towers in 1958. The Bull Sheet Monthly News. Electronic document, http://bullsheet.com/towersclosed.html, accessed May 2015.

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**

City of Baltimore
1957 No. 749: An Ordinance to Condemn and Close Glen Edwards Avenue. Ordinances and Resolutions of the Mayor and City Council of Baltimore Passed at the Annual Session 1956-1957. King Brothers, Inc., Baltimore, Maryland. Electronic document, http://archive.org/stream/ordinances57balt/ordinances57balt_djvu.txt, accessed May 2015.

Crampton, Alice, and Julie Abell
1994a Barclay Street Bridge (BC8028) (B-4525). Maryland Inventory of Historic Properties Historic Bridge Inventory Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=43732& viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

1994b Greenmount Avenue Bridge (BC8027) (B-4524). Maryland Inventory of Historic Properties Historic Bridge Inventory Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id= 43731&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

1994c Guilford Avenue Bridge (BC8029) (B-4526). Maryland Inventory of Historic Properties Historic Bridge Inventory. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id =43733&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

1994d Harford Road Bridge (BC8026) (B-4523). Maryland Inventory of Historic Properties Historic Bridge Inventory Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id= 43730&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

1994e Huntingdon Avenue Bridge (BC8030) (B-4527). Maryland Historical Trust NR-Eligibility Review Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=43734 &viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

1994f North Avenue Bridge (SHA No. BC1208) (B-4521). Maryland Historical Trust NR-Eligibility Review Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=43728&viewer =true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

Esri
2015 World Imagery. Electronic document, http://services.arcgisonline.com/arcgis/services, accessed May 2015.

John W. Barriger III National Railroad Library (Barriger Library)
2015 BO231. John W. Barriger III National Railroad Library. Flickr user barrigerlibrary, Baltimore & Ohio album. Electronic document, https://www.flickr.com/photos/barrigerlibrary/12293683904/in/photostream/, accessed May 2015.

Lee, J. Lawrence
2005 "Baltimore's Unseen Artery: A Brief History of the Baltimore Belt Railroad and Its Howard Street Tunnel. In Baltimore Civil Engineering History, Proceedings of the Fifth National History and Heritage Congress at ASCE Civil Engineering Conference and Exposition, edited by Bernard G. Dennis, Jr. and Matthew C. Fenton, IV, pp. 163-191. American Society of Civil Engineers, Baltimore, Maryland.

Lione, Brian Michael

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**

2002 Camden Station and B&O Warehouse (B-148). Maryland Historical Trust Determination of Eligibility Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=39353&viewer=true &updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

Miller, Nancy
1972 Howard Street Tunnel (B-79). National Register of Historic Places Inventory Nomination Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=39283&viewertrue&updated= Y&criteria1=A&criteria2=AL, accessed May 2015.

Mongoose of Mystery
2011 The Mystery of Good Husbands Row. Mongoose of Mystery. 9 December. Electronic document, http://mongooseofmystery.blogspot.com/2011/12/mystery-of-good-husbands-row.html, accessed May 2015.

Nationwide Environmental Title Research (NETR)
n.d. Historic Aerials and Topographic Maps, various years. NETR Online. Electronic document, http://www.historicaerials.com, accessed May 2015.

Sanborn Map Company (Sanborn)
1901 Insurance Maps of Baltimore Maryland, Vol. 2. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1915 Insurance Maps of Baltimore Maryland, Vol. 7. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1928 Insurance Maps of Baltimore Maryland, Vol. 6. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1951 Insurance Maps of Baltimore Maryland, Vol. 1. Republished from 1914 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps. Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/ index.aspx?id=4324, accessed May 2015.

1953 Insurance Maps of Baltimore Maryland, Vol. 5. Republished from 1936 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/ index.aspx?id=4324, accessed May 2015.

Shellenhamer, Jason
2015 Phase I Archeology Report, Baltimore and Potomac Tunnel Project. Baltimore, Maryland.

Shivers, Frank, and Catharine F. Black
1972 Mount Royal Station (B-26). National Register of Historic Places Inventory Nomination Form. Electronic document,

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**

http://mdihp.net/dsp_search.cfm?=property&id=39225&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

Smithsonian Institution Collection
1901 Baltimore and Ohio Railroad: B&O Electrification. Photo in the Smithsonian Institution Collection. Modified for Wikipedia by user JGHowes. Electronic document, http://en.wikipedia.org/wiki/File:B%26O_electrification.jpg#/media/File:B%26O_electrification.jpg, accessed May 2015.

Stover, John F.
1987 History of the Baltimore and Ohio Railroad. Purdue University Press, West Lafayette, Indiana.

Styron, Hilary C.
2001 CSX Tunnel Fire, Baltimore, Maryland. U.S. Fire Administration/Technical Report Series. Department of Homeland Security, United States Fire Administration, National Fire Data Center. Electronic document, http://www.usfa.fema.gov/downloads/pdf/publications/tr-140.pdf, accessed May 2015.

Toll, Ian W.
2006 Six Frigates: The Epic History of the Foundation of the U.S. Navy. W.W. Norton & Co., New York, New York.

United States Department of Agriculture (USDA)
2001 U.S. Geological Survey. Maryland Digital Raster Graphic. Baltimore City, Maryland. Electronic document, http://datagateway.nrcs.usda.gov/, accessed May 2015.

United States Geological Survey (USGS)
n.d. Historic Topographic Maps, various years. USGS, Map Locator and Downloader. Electronic document, http://store.usgs.gov/b2c_usgs/usgs/maplocator/(xcm=r3standardpitrex_prd&layout=6_1_61_48&uiarea=2&ctype=areaDetails&carea=%24ROOT)/.do, accessed May 2015.

Ward, Henry, Barbara Silber, Esther Doyle Read, and Kate Farnham
2006 Phase IA Archeological Assessment Technical Report, Red Line Corridor Transit Study, Baltimore City and Baltimore County, Maryland. Prepared for U.S. Department of Transportation Federal Transit Administration by Maryland Transit Administration, Baltimore, Maryland.

Watts, Andrew M.
1996 Sisson Street over Chessie System (BC8031) (B-4586). Maryland Inventory of Historic Properties, Historic Bridge Inventory. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=43793&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

Wolmar, Christian
2012 The Great Train Revolution: The History of Trains in America. Public Affairs, New York, New York.

Young, Emma
2006 Sinclair Lane Bridge over CSX Railroad (B-4585). Maryland Historical Trust, Determination of Eligibility Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=43792&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

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**

Zembala, Dennis M.
1976 Baltimore and Ohio Railroad: Mount Royal Station and Trainshed (B-26). National Register of Historic Places Inventory Nomination Form. Electronic document, http://mdihp.net/dsp_search.cfm?search=property&id=39225&viewer=true&updated=Y&criteria1=A&criteria2=AL, accessed May 2015.

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**

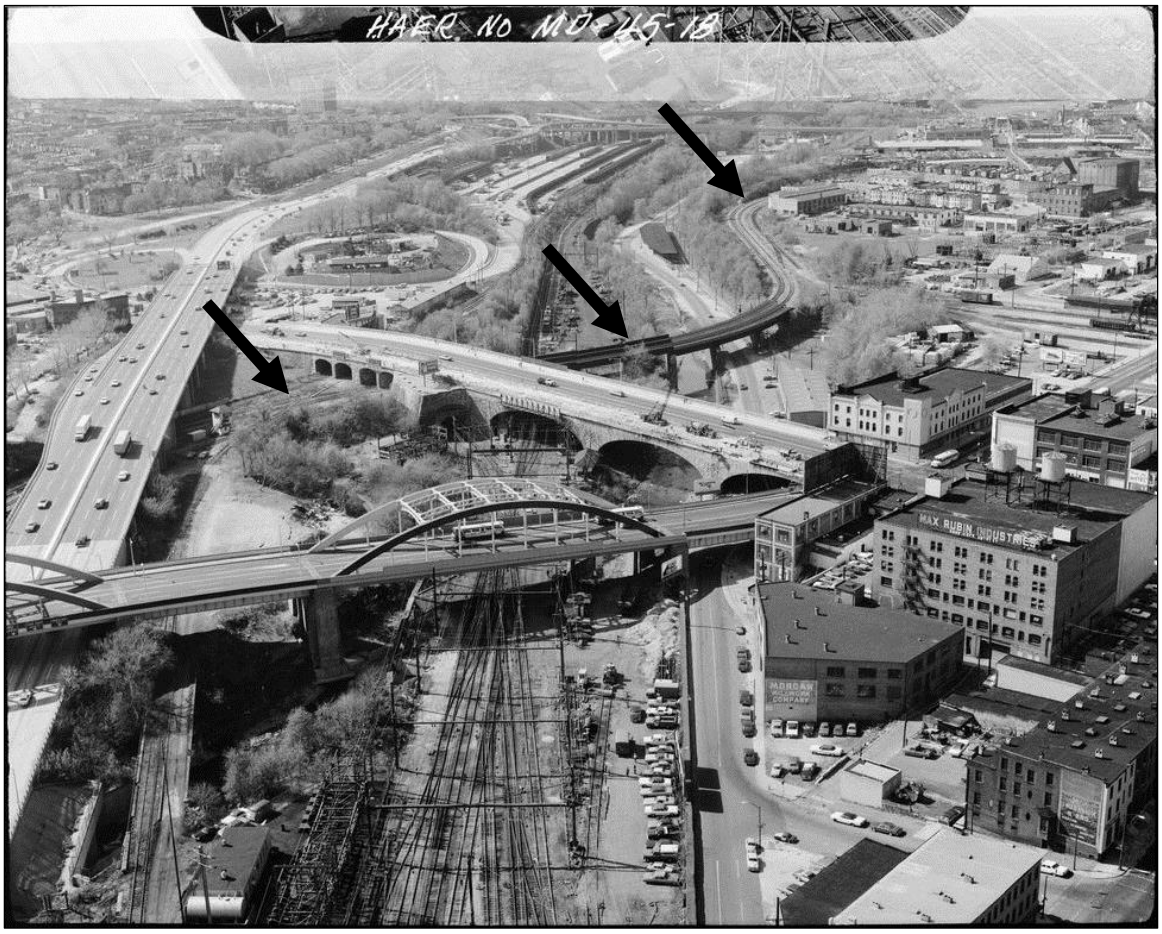


Figure 1. Circa-1977 Aerial View of the B&O Baltimore Belt Line as it Winds Through the Jones Falls Valley and Surrounding Transportation Infrastructure, Looking Northwest (Boucher 1977).

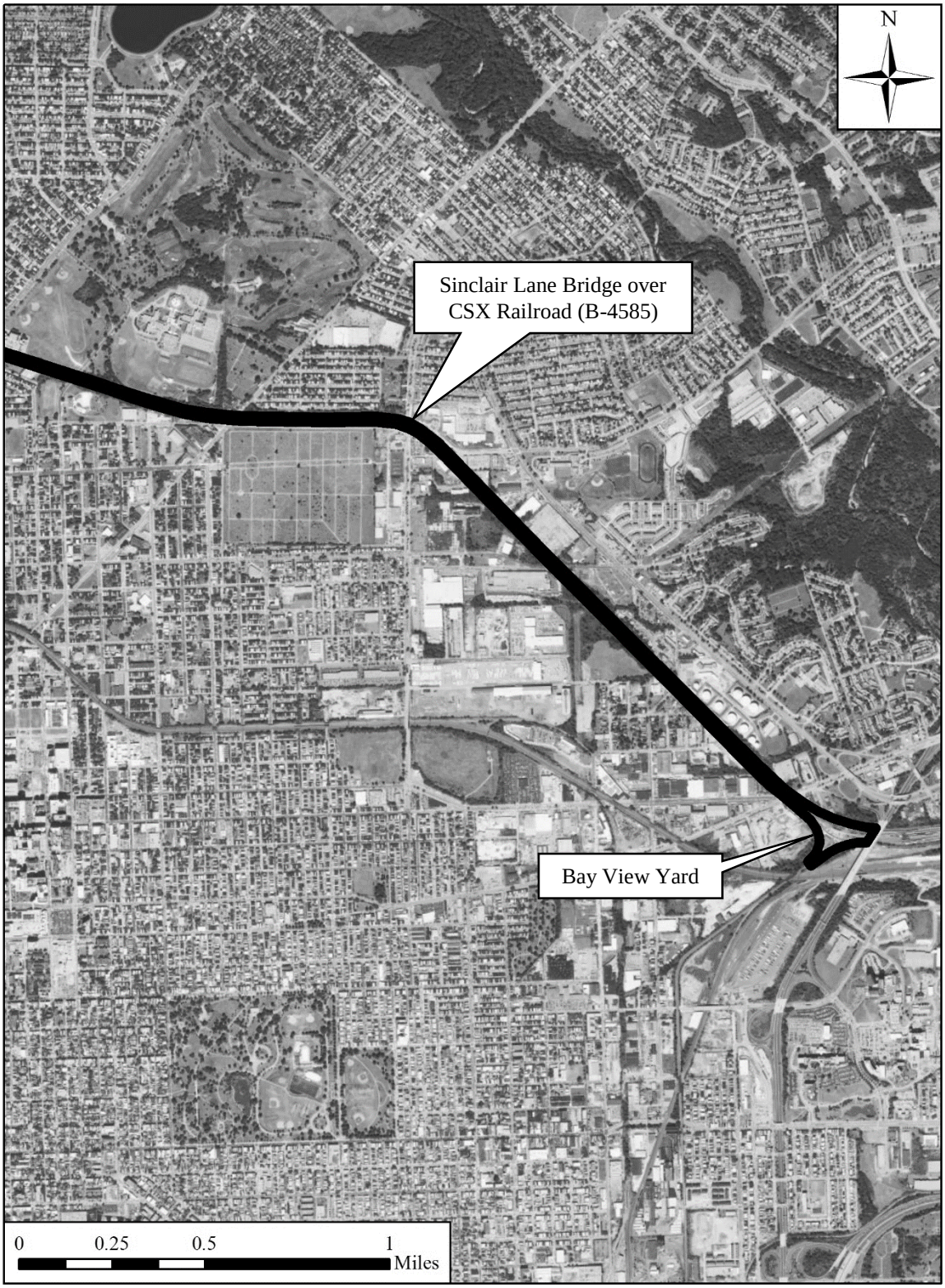
Figure 2. Circa-1901 View of the B&O Railroad Baltimore Belt Line's Overhead Third-Rail System, Looking towards the Guilford Avenue Tunnel (Smithsonian Institution Collection 1901).

Figure 3. Undated Photograph of the Huntingdon Interlocking Tower (HU) Along the B&O Baltimore Belt Line, Looking Southwest Towards the Sisson Street Bridge from the Huntingdon Avenue Tunnel (John W. Barriger III National Railroad Library [Barriger Library] 2015).

B&O Railroad Baltimore Belt Line (B-5287)
Baltimore, Maryland

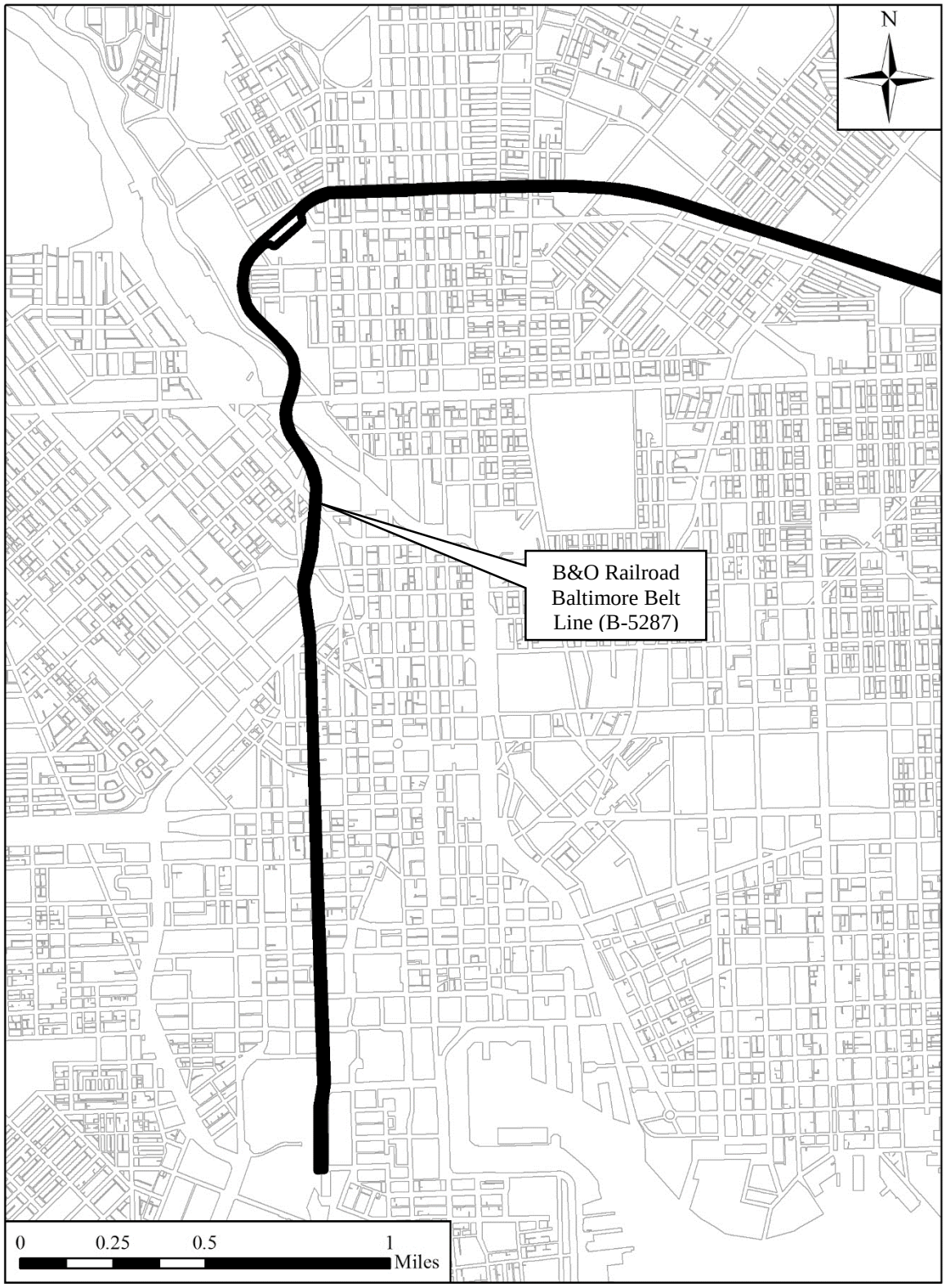
B&O Railroad Baltimore Belt Line (B-5287), USGS Baltimore East, Maryland and Baltimore West, Maryland Quads (United States Department of Agriculture [USDA] 2001).

West Half of the B&O Railroad Baltimore Belt Line (B-5287), Showing Previously Surveyed Resources, Baltimore City Aerial Imagery (Esri 2015).



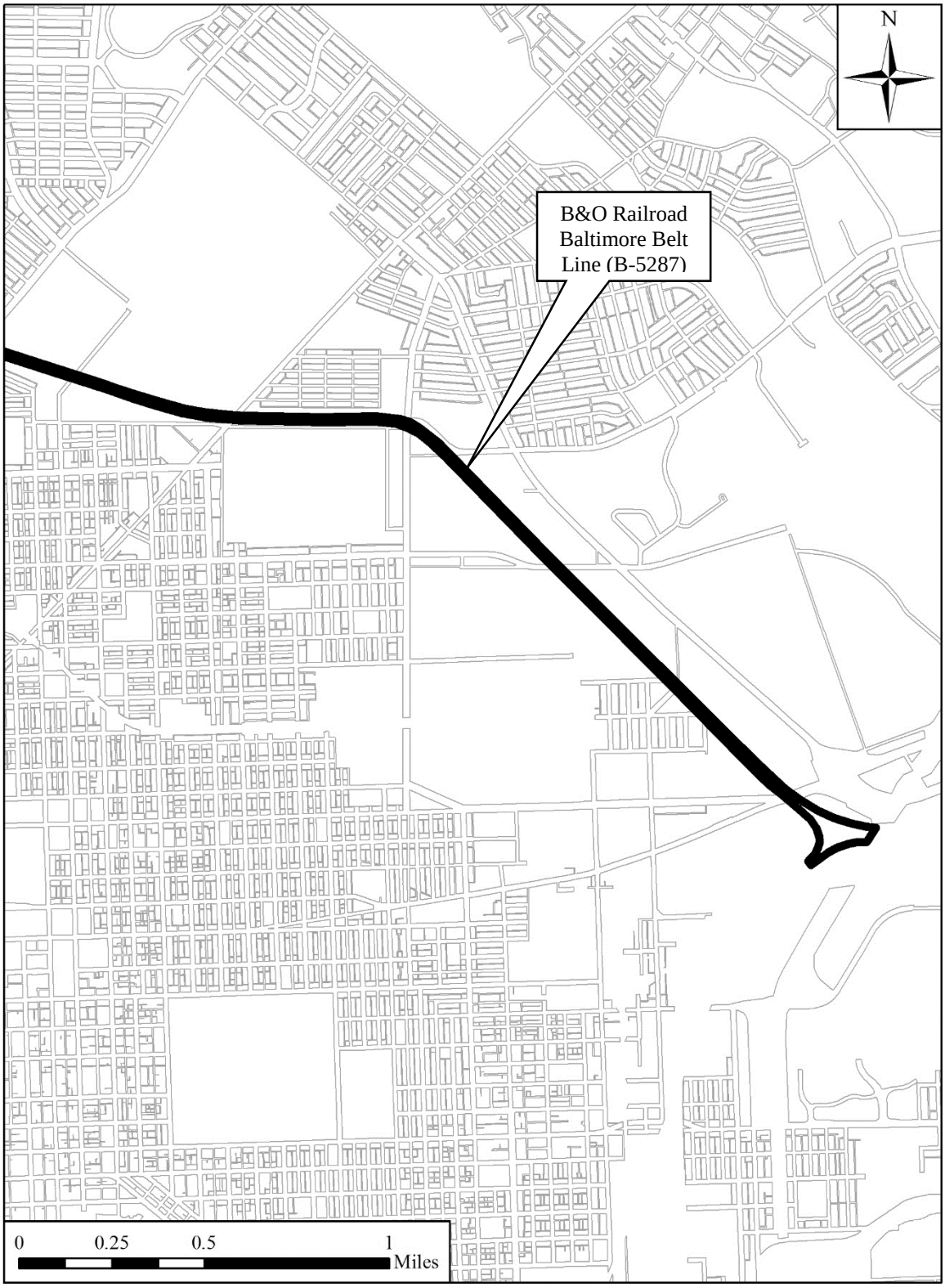
East Half of the B&O Railroad Baltimore Belt Line (B-5287), Showing Previously Surveyed Resources, Baltimore City Aerial Imagery (Esri 2015).

B&O Railroad Baltimore Belt Line (B-5287)
Baltimore, Maryland



West Half of the B&O Railroad Baltimore Belt Line (B-5287), Baltimore City Parcel Map (City of Baltimore 2010).

B&O Railroad Baltimore Belt Line (B-5287)
Baltimore, Maryland



East Half of the B&O Railroad Baltimore Belt Line (B-5287), Baltimore City Parcel Map (City of Baltimore 2010).

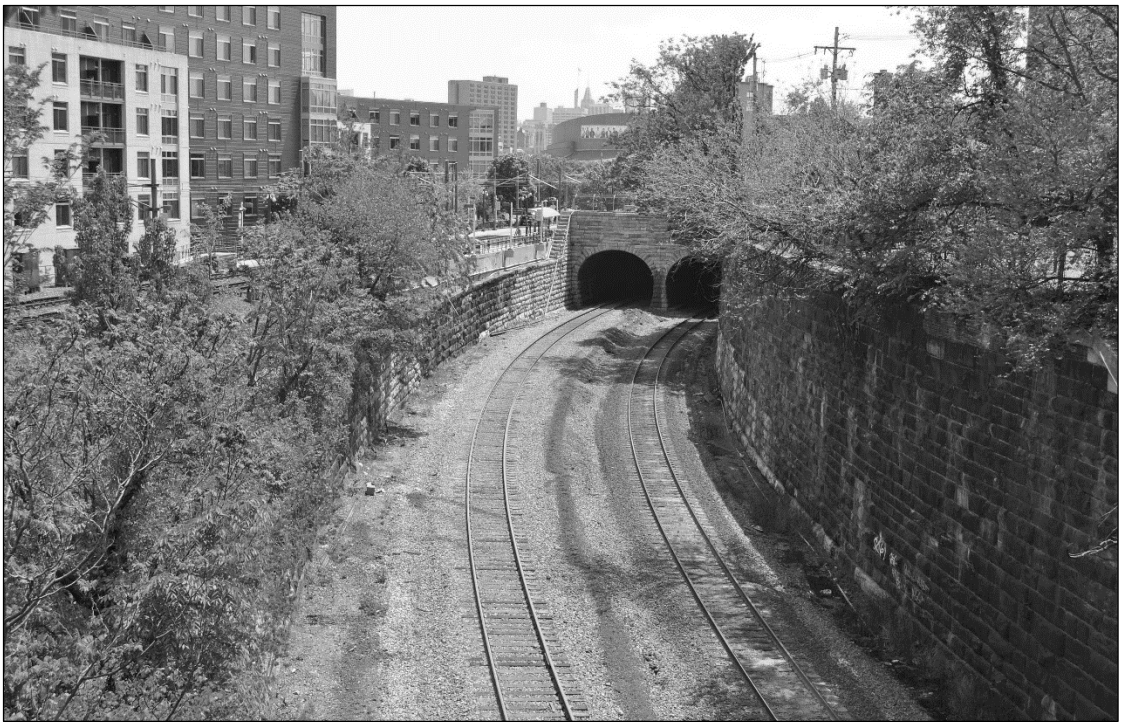
B-5287, B&O Railroad Baltimore Belt Line, B&P Tunnel Project

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
B-5287_2015-05-14_01.tif	B&O Railroad Baltimore Belt Line (B-5287), North Portal of Mount Royal Tunnel, Looking Southeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_02.tif	B&O Railroad Baltimore Belt Line (B-5287), Southeast Portal of Concrete Tunnel Under MTA Light Rail, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_03.tif	B&O Railroad Baltimore Belt Line (B-5287), Northwest Portal of Concrete Tunnel Under MTA Light Rail, Looking Southeast.	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_04.tif	B&O Railroad Baltimore Belt Line (B-5287), Tracks under I-83/Jones Falls Expressway, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_05.tif	B&O Railroad Baltimore Belt Line (B-5287), South Portal of Tunnels Through North Avenue Bridge, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_06.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge over Jones Falls Valley, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_07.tif	B&O Railroad Baltimore Belt Line (B-5287), East Elevation of Bridge Over Jones Falls Valley, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_08.tif	B&O Railroad Baltimore Belt Line (B-5287), 10-Degree Curve at North End of Jones Falls Valley, Looking Southwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_09.tif	B&O Railroad Baltimore Belt Line (B-5287), Location of Former Huntingdon Yard, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_10.tif	B&O Railroad Baltimore Belt Line (B-5287), View Towards West Portal of Howard Street to Charles Street Tunnel, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

B-5287_2015-05-14_11.tif	B&O Railroad Baltimore Belt Line (B-5287), East Portal of Howard Street to Charles Street Tunnel, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_12.tif	B&O Railroad Baltimore Belt Line (B-5287), West Portal of Tunnel Under Barclay Street, Looking East	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_13.tif	B&O Railroad Baltimore Belt Line (B-5287), View Towards East Portal of Tunnel Under Guilford Avenue, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_14.tif	B&O Railroad Baltimore Belt Line (B-5287), East Portal of Tunnel Under Guilford Avenue, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_15.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Loch Raven Road, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_16.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Garrett Avenue, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_17.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Saint Lo Drive, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_18.tif	B&O Railroad Baltimore Belt Line (B-5287), Single Track to Double Track East of Saint Lo Drive, Looking Southeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_19.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over North Rose Street, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_20.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Belair Road/Route 1, Looking Southwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_21.tif	B&O Railroad Baltimore Belt Line (B-5287), Detail of Bridge Over Belair Road/Route 1, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_22.tif	B&O Railroad Baltimore Belt Line (B-5287), Replacement Bridge Carrying Edison Highway and Sinclair Lane, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

B-5287_2015-05-14_23.tif	B&O Railroad Baltimore Belt Line (B-5287), Alignment Looking Southeast from the Sinclair Lane/Edison Highway Bridge	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_24.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Federal Street, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_25.tif	B&O Railroad Baltimore Belt Line (B-5287), Bridge Over Pulaski Highway/Route 40, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_26.tif	B&O Railroad Baltimore Belt Line (B-5287), Western Approach to Bay View Yard, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5287_2015-05-14_27.tif	B&O Railroad Baltimore Belt Line (B-5287), Bay View Yard (5105 Pulaski Highway), Looking East	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

INTENTIONALLY LEFT BLANK



North Portal of Mount Royal Tunnel, Looking Southeast.

Southeast Portal of Concrete Tunnel Under MTA Light Rail with I-83/Jones Falls Expressway in Background, Looking Northwest from North Howard Street Bridge.

View of B&O Baltimore Belt Line Emerging From Under I-83/Jones Falls Expressway and Northwest Portal of Concrete Tunnel Under MTA Light Rail, Looking Southeast.

B&O Baltimore Belt Line Tracks under I-83/Jones Falls Expressway Showing MTA Light Rail (right), Looking South from North Avenue Bridge.

View of South Portal of B&O Baltimore Belt Line Tunnels Through North Avenue Bridge, Looking Northeast.

View of the B&O Baltimore Belt Line Bridge over Jones Falls Valley, Showing the Three Through-Plate Girders Over the Former Tracks of the PRR and Jones Falls, Looking North.

East Elevation of North End of B&O Baltimore Belt Line Bridge Over Jones Falls Valley, Showing the Three Deck-Plate Girders, Looking West.

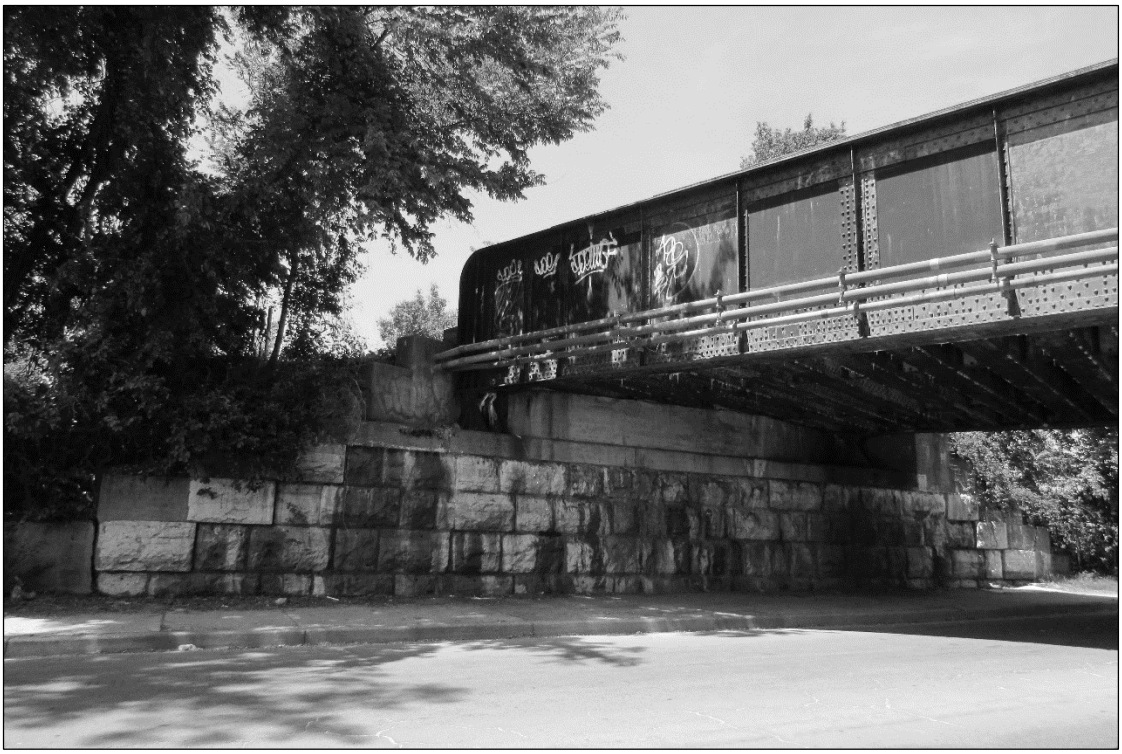
View of 10-Degree Curve at North End of Jones Falls Valley, Just Southwest of Sisson Street Tunnel, Looking Southwest.

Location of Former Huntingdon Yard, Looking Northeast Towards Southwest Portal of Huntingdon Avenue Tunnel.

View Towards West Portal of Howard Street to Charles Street Tunnel, Looking Northeast from Huntingdon Avenue.

View Towards East Portal of Stone-Arch Tunnel under Guilford Avenue, Looking West from Barclay Street.

Detail of East Portal of Stone-Arch Tunnel Under Guilford Avenue, Looking West.



Single-Span, Through-Plate Girder Bridge over Saint Lo Drive, Showing Stepped Stone Abutment with Concrete Alterations and Repairs, Looking South.

Single Track Transition to Double Track, Just East of Saint Lo Drive, Looking Southeast from Harford Road.

Detail of Steel Supports for Through-Plate Girder Bridge over Belair Road/Route 1, Looking South.

Circa-2014 Concrete Replacement Bridge Carrying Edison Highway and Sinclair Lane over the Former B&O Baltimore Belt Line, Looking Northeast.

Double-Span, Steel Deck-Plate Girder Bridge with Concrete Abutments and Central Pier over Pulaski Highway/Route 40, Looking Northeast.

Western Approach to Bay View Yard, Looking Northwest.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: B&O Baltimore Belt Bridge Over Jones Falls Valley Inventory Number: B-5288

Address: Bounded by W. 21st St., N. Howard St., N. Ave. Bridge (B-4521), & McMechen St. Historic district: ___ yes X no

City: Baltimore Zip Code: 21217 County: Baltimore City

USGS Quadrangle(s): Baltimore East

Property Owner: CSX Transportation Company Tax Account ID Number: Not Available

Tax Map Parcel Number(s): n/a Tax Map Number: Unknown

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Documentation is presented in:

Preparer's Eligibility Recommendation: X Eligibility recommended ___ Eligibility not recommended

Criteria: X A ___ B X 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 X no Name: Date:

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

Opening Summary

The Baltimore and Ohio (B&O) Railroad Baltimore Belt Line Bridge over Jones Falls Valley, located in the City of Baltimore, Maryland, is a six-span plate girder bridge constructed between 1896 and 1899. It is bounded on the northeast by West 21st Street, on the east by North Howard Street, on the south by the North Avenue Bridge (B-4521), and on the west by McMechen Street. Today the bridge is part of CSX Transportation Company's (CSXT) main freight line through Baltimore.

Location/Setting

The B&O Baltimore Belt Line Bridge over Jones Falls Valley is located in the City of Baltimore, Maryland in an area dominated by transportation infrastructure, including five current or former rail lines. It is bounded on the northeast by West 21st Street, on the east by North Howard Street, on the south by the North Avenue Bridge, and on the west by McMechen Street. From its northern approach, the bridge makes an S-curve, crossing over the former tracks of the M&P Railroad, Falls Road/Route 25, 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:

Reviewer, Office of Preservation Services **Date**

Reviewer, National Register Program **Date**

was unpopular with civic leaders (Lee 2005:165). The final plan called for the construction of a 1.4-mile (2.2-km) tunnel under Howard Street that would connect Camden Station to Baltimore's less populated north side, from which a connecting line to Bay View and the B&O's Royal Blue Line to Philadelphia could be established. To accomplish this task, in 1888 the B&O joined with the Maryland Central Railroad (MCRR), a small, narrow-gauge line that had initiated the idea for the tunnel, to form the Baltimore Belt Railroad (Lee 2005:167). The MCRR soon failed, however, and the B&O took full control of the operation.

The plan was not without opposition, most prominently from the Baltimore city council, which was concerned about possible surface disruptions during construction of the tunnel. In addition, city officials wished to avoid the ventilation issues that plagued the B&P Tunnel and posed a serious health hazard to Baltimore residents (Lee 2005:167). Several additional challenges complicated construction of the Belt Line, including crossing the Jones Falls Valley and the tracks and rail yard of the PRR while avoiding major roadways, the North Avenue Bridge (under construction at the time), and the east portal of the B&P Tunnel. According to one historian, "The topography, tracks, and city streets presented a maze of obstacles at varying elevations, and Rea [the chief engineer] had to find a way to thread the new line," all four tracks of it at this point, "through it all" (Lee 2005:167-168). The final design "literally wove the Belt Line through these existing structures" (Lee 2005:168) (Figure 1).

The plate girder bridge crossing the Jones Falls Valley has been aptly described as a "complicated arrangement" (Lee 2005:173). The topography and existing infrastructure required that the bridge be constructed on a 10-degree curve, spanning the tracks of both the M&P and the PRR as well as Jones Falls and Falls Road (Lee 2005:168). At the southwestern end of the bridge, the adjacent tracks had to pass under the North Avenue Bridge through two stone-arch tunnels while simultaneously bridging the east portal of the B&P Tunnel. However, the roof of the tunnel could not support the weight of the trains that would pass overhead on the Belt Line. Rea's ingenious solution was to construct two additional plate girder bridge sections inside the North Avenue Bridge tunnels that would carry the Belt Line over the B&P Tunnel, creating "a unique, three-level street and rail crossing" (Lee 2005:168).

The most prominent engineering accomplishment of the Belt Line was the 7,341-foot Howard Street Tunnel (B-79), constructed between 1891 and 1895 (Stover 1987:175). Having experienced firsthand the problems caused by the soot, fumes, and smoke emitted by the steam engines passing through the B&P Tunnel, city officials were adamant that the B&O avoid similar problems with the Howard Street Tunnel. The B&O needed a source of clean power. Steam was not an option; the relatively steep grade inside the tunnel meant that northbound trains had to work exceptionally hard, producing large quantities of smoke and gas (Lee 2005:178). In 1892, the B&O "took a substantial leap of technological faith," signing a contract with fledgling company General Electric (GE) for electric locomotives and an innovative electrified system in which direct-current power was provided via an overhead rail to power the Belt Line (Lee 2005:178-179).

Survey for the new line was completed by the end of 1889 and construction began in 1891 (Stover 1987:174-175). When completed in 1895, the 7.2-mile, double-tracked Belt Line ran north from Camden Station via the Howard Street Tunnel, past Mount Royal Station (B-26), through the shorter Mount Royal Tunnel, through the North Avenue Bridge Tunnels (passing over the B&P Tunnel portal), then across the Jones Falls Valley, winding north up the east side of the valley. After reaching a high point near Huntington Avenue and 26th Street, the line turned sharply east, passing through a long cut interspersed with several stone-arch tunnels and over several smaller plate girder bridges, connecting with the line to Philadelphia at Bay View (Stover 1987:174). In total, the Belt Line included, within its 7.2 miles of track, ten tunnels totaling 9,605 feet (2,927.6 m) in length (Lee 2005:173).

The B&O Belt Line operated on the overhead electric rail system for several years. In 1902, it was replaced with a third electrified rail at ground level, which remained in use for several decades (Lee 2005:182). In the mid-1930s, the B&O began to convert from steam to diesel engines, with complete replacement of all steam locomotives after World War II, making the electrified rail system on the Belt Line unnecessary (Lee 2005:186). Sections of electrified rail remained in place for several more years, but in 1952 all

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**

The B&O Baltimore Belt Line Bridge over Jones Falls Valley is not eligible for NRHP listing under Criterion B because it is not associated with a person of importance at the local, state, or national level.

The B&O Baltimore Belt Line Bridge over Jones Falls Valley is eligible for listing in the NRHP under 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 Railroad Baltimore Belt Line 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.

Investigations were not conducted to determine whether the property has the potential to yield information important in history or prehistory; therefore, NRHP Criterion D was not assessed.

In conclusion, it is recommended that the B&O Railroad Baltimore Belt Line Bridge over Jones Falls Valley is eligible for listing in the NRHP under Criteria A and C.

References:

Boucher, Jack E.
1977 B & P Tunnel East Portal Emerging Out from Under North Avenue Bridge with Howard Street Arch Bridge in Foreground. Baltimore, Baltimore City, MD. Sec. 1201, MP 96.00. - Northeast Railroad Corridor, Amtrak Route Between District of Columbia/Maryland State Line & Maryland/Delaware State Line, Baltimore, Independent City, MD. HAER MD,4-BALT,147--18, Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey Collection, Library of Congress Prints and Photographs Division, Washington, D.C. Electronic document, http://www.loc.gov/pictures/item/md0603.photos.086289p/, accessed May 2015.

Culhane, Kerri
1999 Jones Falls Retaining Walls (B-1313). Maryland Historical Trust State Historic Sites Inventory Form. Electronic document, http://mdihp.net/dsp_county.cfm?search=county&id=40518&viewer=true&updated=Y&criteria1=J&criteria2=BC, accessed May 2015.

Esri
2015 World Imagery. Electronic document, http://services.arcgisonline.com/arcgis/services, accessed May 2015.

Lee, J. Lawrence
2005 Baltimore's Unseen Artery: A Brief History of the Baltimore Belt Railroad and Its Howard Street Tunnel. In Baltimore Civil Engineering History, Proceedings of the Fifth National History and Heritage Congress at ASCE Civil Engineering Conference and Exposition, edited by Bernard G. Dennis, Jr. and Matthew C. Fenton, IV, pp. 163--191. American Society of Civil Engineers, Baltimore, Maryland.

Shellenhamer, Jason
2015 Phase I Archeology Report, Baltimore and Potomac Tunnel Project. Baltimore, Maryland.

Styron, Hilary C.
2001 CSX Tunnel Fire, Baltimore, Maryland. U.S. Fire Administration/Technical Report Series. Department of Homeland Security, United States Fire Administration, National Fire Data Center. Electronic document, http://www.usfa.fema.gov/downloads/pdf/publications/tr-140.pdf, accessed May 2015.

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**

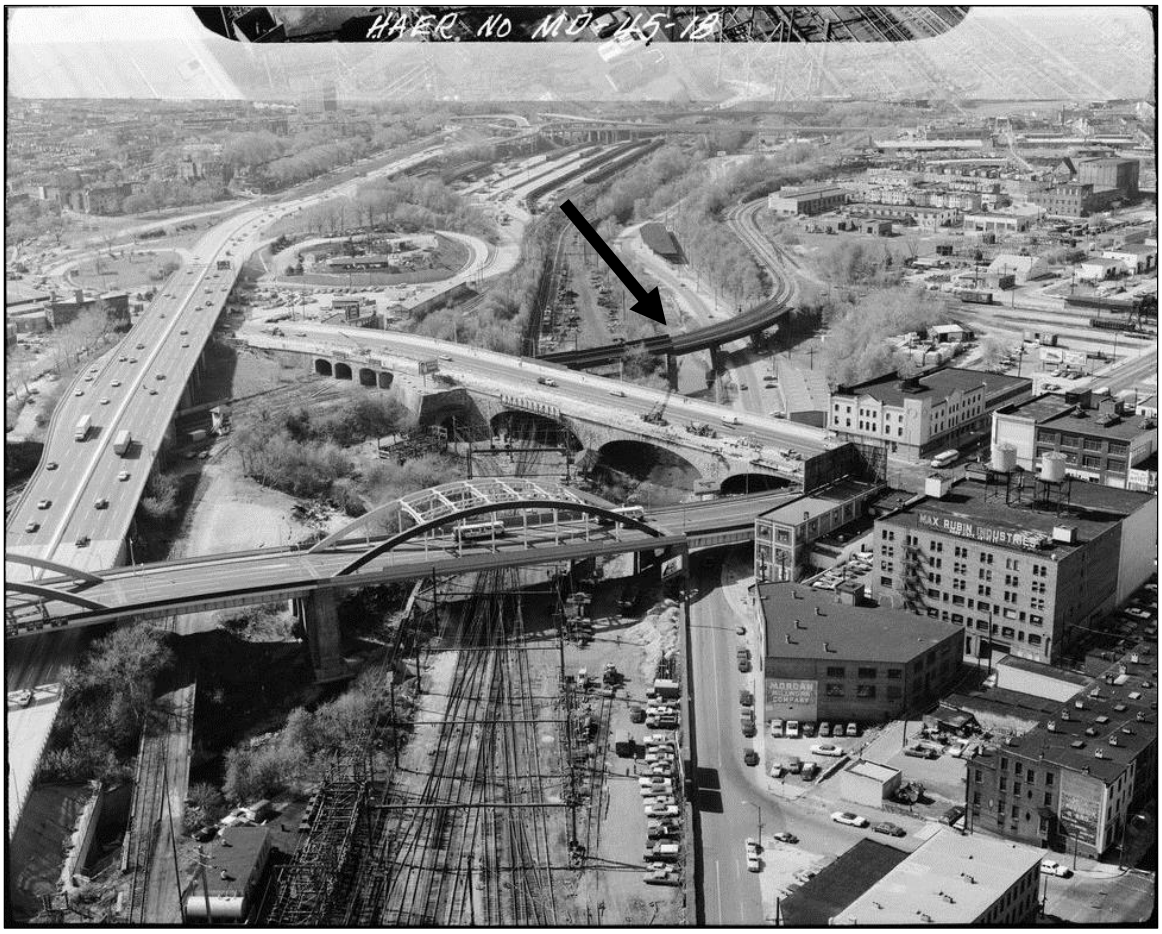


Figure 1. Circa-1977 Aerial View of the B&O Baltimore Belt Line Bridge over Jones Falls Valley and Surrounding Transportation Infrastructure, Looking Northwest (Boucher 1977).

B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288)
Baltimore, Maryland

Baltimore City, Aerial Imagery (Esri 2015).

B-5288, B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley, B&P Tunnel Project

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
B-5288_2015-05-14_01.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), Overview from South Approach, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5288_2015-05-14_02.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), East Elevation of North End, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5288_2015-05-14_03.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), West Elevation of North End, Looking East	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5288_2015-05-14_04.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), Northwest Bridge Abutment and Wing Wall, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5288_2015-05-14_05.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), Juncture between Wing Wall and Jones Falls Retaining Walls, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5288_2015-05-14_06.tif	B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288), Limestone Pier and North Abutment, Looking North	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

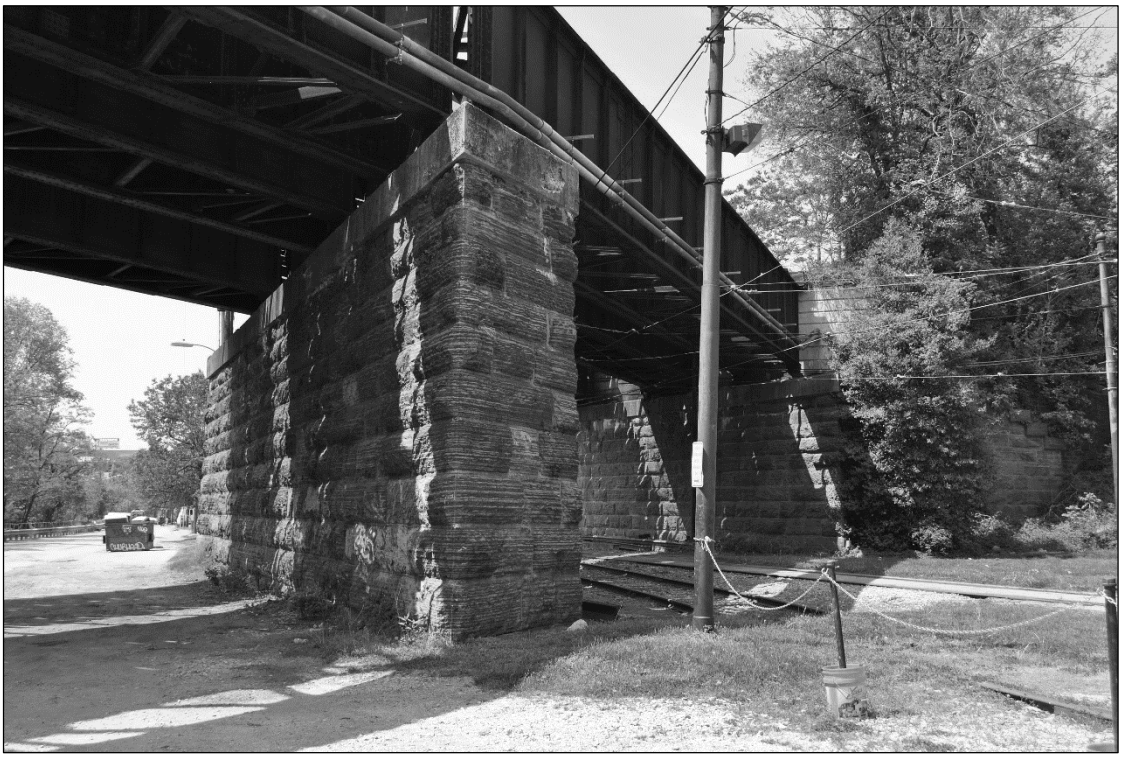
B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288)
Baltimore, Maryland

View of the B&O Baltimore Belt Line Bridge over Jones Falls Valley, Showing the Three Through-Plate Girders over the Former Alignment of the PRR and Jones Falls, Looking North.

East Elevation of North End of Bridge, Showing the Three Deck-Plate Girders Over Jones Falls, Falls Road, and the Former Track ROW of the M&P Railroad, Looking West.

B&O Railroad Baltimore Belt Line Bridge Over Jones Falls Valley (B-5288)
Baltimore, Maryland

View of Juncture between Northwest Bridge Abutment Wing Wall and Jones Falls Retaining Walls, Looking North.



Detail of Northernmost Limestone Pier and North Abutment, Looking North.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Baltimore DOT N. Avenue Facility Maintenance Yard

Address: 560 West North Avenue

City: Baltimore Zip Code: 21217 County: Baltimore City

USGS Quadrangle(s): Baltimore East

Tax Map Parcel Number(s): unknown Tax Map Number: 0013

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: yes Listed: yes

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

The Baltimore Department of Transportation (DOT) North Avenue Facility Maintenance Yard is located at 560 West North Avenue in the City of Baltimore, Maryland. The property includes a one-story masonry garage with an office wing and a small guard station situated on a paved lot within the Interstate 83 Northbound Exit 6 off-ramp. The maintenance yard is bounded on the west by Interstate 83/Jones Falls Expressway, on the north and east by McMechen Street, and on the south by West North Avenue. The surrounding area is comprised primarily of transportation infrastructure, including several railroad lines, highways and other major roadways, and a series of rail and vehicular bridges. The North Avenue Station of the Maryland Transit Administration's (MTA) Light Rail System is located approximately 200 feet (61.0 m) east of the property.

According to historic maps, a series of buildings and structures associated with a highway maintenance complex have been present in this location since the early-twentieth century (Sanborn 1915:687; 1928:625). At the time of the construction of the first buildings on the site, the parcel was situated between the tracks of the Northern Central Railroad (a subsidiary of the Pennsylvania Railroad) and the Mount Royal Reservoir, abandoned in 1910 and later infilled for use as a park (Maryland Historical Society [MDHS] 2012; Sanborn 1915:687; 1928:625). By 1915, three one-story storage buildings and a small, single-story office building were present on the site (Sanborn 1915:687). By 1928, these buildings had been replaced and new ones constructed in the same approximate location, described on Sanborn Fire Insurance maps as housing "Street Paving Supplies" (Sanborn 1928:625). By the 1950s, the complex, identified as the "Bureau of Highways North Avenue Yard," had been substantially expanded to include approximately two dozen maintenance-related buildings, including offices, sheds, and storage for trucks, sand, gravel, cement, lumber, paving supplies, and tools (Sanborn 1951:625, 1953:625). A concrete retaining wall was also constructed near the center of the property during this time. Some of these buildings were removed during the second half of the twentieth century, most likely during the construction of Interstate 83 and its associated ramps, so that by the early-twenty-first century, only a handful of buildings remained. During field survey conducted in May 2015, it was discovered that almost all of the buildings and structures have been demolished. Today the site only includes two extant buildings: a masonry truck garage with office wing, constructed between 1928 and 1951, and a small guard station of more recent construction.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended **Eligibility not recommended**

MHT Comments:

Reviewer, Office of Preservation Services **Date**

Reviewer, National Register Program **Date**

Maryland Historical Society Library. Electronic document, http://www.mdhs.org/underbelly/2012/12/13/conduit-mount-royal-reservoir-and-the-baltimore-waterworks1857-1863/, accessed May 2015.

Nationwide Environmental Title Research (NETR)
n.d. Historic Aerials and Topographic Maps, various years. NETR Online. Electronic document, http://www.historicaerials.com, accessed May 2015.

Sanborn Map Company (Sanborn)
1915 Insurance Maps of Baltimore Maryland, Vol. 7. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1928 Insurance Maps of Baltimore Maryland, Vol. 6. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1951 Insurance Maps of Baltimore Maryland, Vol. 6. Republished from 1928 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/
index.aspx?id=4324, accessed May 2015.

1953 Insurance Maps of Baltimore Maryland, Vol. 6. Republished from 1928 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/
index.aspx?id=4324, accessed May 2015.

United States Department of Agriculture (USDA)
2001 U.S. Geological Survey. Maryland Digital Raster Graphic. Baltimore East, Maryland. Electronic document, http://datagateway.nrcs.usda.gov/, accessed May 2015.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Baltimore Department of Transportation (DOT) North Avenue Facility Maintenance Yard
Baltimore, Maryland

Overview of the Baltimore Department of Transportation North Avenue Facility Maintenance Yard at 560 West North Avenue, Baltimore, Maryland, Looking Northwest.

Garage with Office Wing and Guard Station in Foreground, Looking Northeast Towards Primary (Northwest) Elevation.

Southeast Elevation of Garage, Looking Northwest.

East Oblique of Garage, Looking West Towards Northeast Elevation.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Baltimore Car Wheel Works Inventory Number: B-5291

Address: 2001 Winchester Street Historic district: ___ yes X no

City: Baltimore Zip Code: 21216 County: Baltimore City

USGS Quadrangle(s): Baltimore West

Property Owner: Winchester LLC Tax Account ID Number: 0316230038 001

Tax Map Parcel Number(s): n/a Tax Map Number: 0016

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Documentation is presented in:

Preparer's Eligibility Recommendation: ___ Eligibility recommended X 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 X no Name: Date:

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

Opening Summary

The Baltimore Car Wheel Works is located in the City of Baltimore, Maryland. The one-and-a-half-story, stone office building at 2001 Winchester Street is situated on a 5.75-acre parcel that is currently part of an asphalt-manufacturing facility operated by P. Flanigan & Sons, Inc. The parcel is bounded on the north by Laurens Street and the former tracks of the Western Maryland Railroad, on the east by North Monroe Street/Route 1, on the southeast by the former tracks of the Baltimore and Potomac (B&P) Railroad (now part of Amtrak and the MARC commuter rail system), and on the west by a distribution warehouse and tractor trailer storage lot.

Location/Setting

The property at 2001 Winchester Street is located in West Baltimore, just east of Saint Peters Cemetery, near the west portal of the existing B&P Tunnel. The parcel is situated at the junction of the B&P and Western Maryland railroad tracks in an area historically known as Fulton Junction--a stop on the Western Maryland Railroad that was located at the site prior to the construction of the Baltimore Car Wheel Works complex (Hopkins 1876:F, 1878). Today the area around 2001 Winchester Street

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**

contemporary with the building, mark the ridge of the large wall dormer at the east elevation. An exterior stone chimney is located at the southwest corner of the west elevation, positioned within one of the hip-on-gable projections, and pierces the roof of the clipped gable. An interior brick chimney also pierces the roof near the center of the building, just northeast of a central pyramidal skylight.

The main entrance is located on the east elevation and consists of a single-leaf, metal-and-glass replacement door with sidelight, accessed by a set of three stone steps with a simple metal handrail. A transom located above the door has been covered with metal. A secondary entrance is found on the south elevation and consists of a single-leaf, wood replacement door in a deteriorated condition with a six-light, wood-sash transom protected by a metal security grate. This entrance is accessed via a low concrete stoop. Fenestration consists primarily of two-over-two, double-hung, wood-sash windows with vertical muntins, although the upper sash of most units are covered by aluminum or vinyl siding. In some units, the entire sash is covered by aluminum or vinyl siding, and window air conditioners and vents have been inserted. The windows are further marked by stone sills and aluminum storm windows.

There are no additions to the building. Alterations consist of the partial or whole covering of window units with aluminum or vinyl siding, insertion of air-conditioning units and vents in some window openings, replacement siding covering the eaves, and replacement doors in both the east and south entrances.

Additional modern buildings and structures on the property include a single-story, gabled shed clad in T1-ll siding, located just north of the masonry building; a large, three-bay, front-gabled warehouse clad in metal siding, located at the northern edge of the property; and an electric power transmission tower constructed of wood poles, adjacent to the warehouse. Several small storage sheds and prefabricated buildings are also scattered throughout the parcel.

Summary and Statement of Significance

For listing in the National Register of Historic Places (NRHP), a property must be demonstrated as significant under one or more criteria and must also possess most, if not all, of the seven aspects of integrity set forth by the NRHP: location, design, setting, materials, workmanship, feeling, and association. Since the construction of the first buildings on the property in the 1880s, the resource at 2001 Winchester Street has undergone significant alterations that have negatively impacted its integrity. Most notably, nearly all of the original buildings on the Baltimore Car Wheel Works property (including the foundry, machine shop, and other ancillary buildings) have been demolished, negatively affecting the property's integrity of design, setting, feeling, and association. The lone surviving building, a one-and-a-half-story masonry office building, has also undergone alterations, including the loss, replacement, or covering of original fenestration. These modifications have negatively affected the building's integrity of design, materials, and workmanship.

Due to a substantial loss of historic integrity, the property at 2001 Winchester Street is recommended not eligible for listing on the NRHP under Criteria A--C, as it is not known to be associated with any important historic events, individuals, or significant architectural trends at the national, state, or local levels. Investigations were not conducted to determine whether the property has the potential to yield information important in history or prehistory; therefore, NRHP Criterion D was not assessed. In conclusion, it is recommended that the property at 2001 Winchester Street is not eligible for listing in the NRHP under Criteria A-C.

References

Baltimore [Baltimore, Maryland]
1916 Vulcan Company Starts. Baltimore 9(9):25. Electronic document, https://books.google.com/books?id=n-k-

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**

1914 Insurance Maps of Baltimore Maryland, Vol. 2. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1951 Insurance Maps of Baltimore Maryland, Vol. 2. Republished from 1914 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

State Department of Assessments and Taxation (SDAT)
2015 Baltimore Tax Records. Electronic database, http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16, accessed May 2015.

United States Department of Agriculture (USDA)
2001 U.S. Geological Survey. Maryland Digital Raster Graphic. Baltimore West, Maryland. Electronic document, http://datagateway.nrcs.usda.gov/, accessed May 2015

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 City, Aerial Imagery (Esri 2015).

B-5291, Baltimore Car Wheel Works, B&P Tunnel Project

TIFF Image File Name	Description	Date Taken	Ink	Paper	Brand, Make & Dye Type of CD
B-5291_2015-05-14_01.tif	Baltimore Car Wheel Works (B-5291), Overview, Looking West from North Monroe Street	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_02.tif	Baltimore Car Wheel Works (B-5291), View of Roof, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_03.tif	Baltimore Car Wheel Works (B-5291), East Elevation and Main Entrance, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_04.tif	Baltimore Car Wheel Works (B-5291), South Elevation, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_05.tif	Baltimore Car Wheel Works (B-5291), West Elevation, Looking Southeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_06.tif	Baltimore Car Wheel Works (B-5291), North Elevation and Modern Outbuilding, Looking South	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_07.tif	Baltimore Car Wheel Works (B-5291), Detail of Main Entrance on East Elevation, Looking Northwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_08.tif	Baltimore Car Wheel Works (B-5291), Detail of Window on West Elevation, Looking Northeast	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_09.tif	Baltimore Car Wheel Works (B-5291), Modern Warehouse and Electric Power Transmission Tower, Looking West	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR
B-5291_2015-05-14_10.tif	Baltimore Car Wheel Works (B-5291), Electric Power Transmission Tower, Looking Southwest	5/14/2015	Dye-based HP Vivera Ink	HP Premium Photo Paper, Gloss	Memorex 80 min./700MB 52x Pro Gold Archival CDR

Overview of Baltimore Car Wheel Works (B-5291), Looking West from Gate #3 at Intersection of North Monroe Street and Laurens Street.

Baltimore Car Wheel Works, Looking West from Gate #3 at Intersection of North Monroe Street and Laurens Street, Showing Central Skylight at Roof Peak.

View of West Elevation, Looking Southeast.

View of North Elevation and Modern Outbuilding, Looking South.

Detail of Partially Covered Wood Sash Window with Vertical Muntins on West Elevation, Looking Northeast.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: B. Green & Co. Grocery Warehouse

Address: 2200 Winchester Street

City: Baltimore Zip Code: 21216 County: Baltimore City

USGS Quadrangle(s): Baltimore West

Tax Map Parcel Number(s): n/a Tax Map Number: 0016

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: yes Listed: yes

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

The B. Green & Co. Grocery Warehouse is located at 2200 Winchester Street on a 5.98-acre parcel in the City of Baltimore, Maryland. The property includes a two-story warehouse and office complex constructed of mixed masonry with several substantial additions. The property is bounded on the north by the former tracks of the Western Maryland (WM) Railroad, on the east by the former Baltimore Car Wheel Works (B-5291), now an asphalt plant, on the south by Winchester Street, and on the west by early-twentieth-century rowhouses fronting on North Bentalou Street. The property is currently occupied by the Intralin Corporation, which manufactures and distributes household linens.

B. Green & Co. is a Baltimore-based grocery wholesaler that has been in business for more than a century (Mirabella 2015). Founded in 1915 by Lithuanian immigrant and street vendor Benjamin Green, B. Green & Co. started as a wholesale grocery operating out of a west Baltimore rowhouse (Mirabella 2015). During World War II, the company began supplying military commissaries on the East Coast, eventually becoming the largest such supplier (Mirabella 2015). In the 1970s, the company helped pioneer the warehouse food market concept with a laboratory store in Pennsylvania that offered merchandise stacked on pallets (Mirabella 2015).

According to tax records, the building at 2200 Winchester Street was constructed in 1947, which corresponds with Sanborn Fire Insurance maps that indicate that the building was constructed between 1914 and 1951 (Sanborn Map Company [Sanborn] 1914:180, 1951:180; State Department of Assessments and Taxation [SDAT] 2015). In its earliest configuration, the property comprised a large, rectangular warehouse with loading bays on the south elevation, one- and two-story office blocks on the west elevation, and a one-story projection of unknown function on the east elevation, possibly an open-air, covered loading dock (Nationwide Environmental Title Research [NETR] 1957; Sanborn 1951). In 1959, the warehouse and attached offices were significantly damaged by a fire (Mirabella 2015). Repairs to the building resulted in a small brick addition on the northwest corner of the warehouse (NETR 1966). Between 1994 and 2005, the warehouse was further enlarged by a substantial concrete-block addition on the north elevation (NETR 1994, 2005).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended **Eligibility not recommended**

MHT Comments:

Reviewer, Office of Preservation Services **Date**

Reviewer, National Register Program **Date**

Although B. Green & Co. was a pioneer in the warehouse grocery market concept in the 1970s, the B. Green & Co. Grocery Warehouse is not directly associated with that movement (the laboratory store was located in Pennsylvania). The building has no known association with events that have made a significant contribution to the broad patterns of history, and as such it is recommended not eligible for the National Register of Historic Places (NRHP) under Criterion A. Furthermore, the property has no known association with an important individual, so it is also recommended not eligible for the NRHP under Criterion B. Since its construction in the first half of the twentieth century, the B. Green & Co. Grocery Warehouse has undergone significant alterations that have negatively impacted its integrity, including damage resulting from the fire in 1959, as well as the construction of at least one large addition on the north elevation and several smaller additions in various locations. Moreover, the property is one of hundreds of small masonry warehouse complexes constructed throughout Baltimore in the first half of the twentieth century and is not an outstanding example of design or method of construction; therefore, it is recommended that this property be considered not eligible for individual listing on the National Register of Historic Places (NRHP) under Criterion C. The property has not been evaluated under Criterion D.

References:

Mirabella, Lorraine
2015 B. Green & Co. Has Evolved from Wholesale Grocer to Retailer of 100 Years. 17 January. The Baltimore Sun. Electronic document, http://www.baltimoresun.com/business/bs-bz-b--green-profile-20150117-story.html#page=1, accessed May 2015.

Nationwide Environmental Title Research (NETR)
n.d. Historic Aerials and Topographic Maps, various years. NETR Online. Electronic document, http://www.historicaerials.com, accessed May 2015.

Sanborn Map Company (Sanborn)
1914 Insurance Maps of Baltimore Maryland, Vol. 2. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

1951 Insurance Maps of Baltimore Maryland, Vol. 2. Republished from 1914 edition. Sanborn Map Company, New York, New York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

State Department of Assessments and Taxation (SDAT)
2015 Baltimore Tax Records. Electronic database, http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?County=16, accessed May 2015.

United States Department of Agriculture (USDA)
2001 U.S. Geological Survey. Maryland Digital Raster Graphic. Baltimore West, Maryland. Electronic document, http://datagateway.nrcs.usda.gov/, accessed May 2015.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ **Eligibility not recommended** _____

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Overview of B. Green & Co. Grocery Warehouse at 2200 Winchester Street, Baltimore, Looking Northeast.

South Elevation of West Block, Looking North.

South Elevation of Central Block, Looking Northwest.

Detail of After-Hours Box on South Elevation of Central Block, Looking North.

South Elevation of East Block, Looking Northwest.

One-Story Projecting Bay with Second-Story Addition on South Elevation of East Block, Looking Northwest.

North Elevation of Large, Concrete Block Addition, Looking East.

MARYLAND HISTORICAL TRUST
SHORT FORM FOR INELIGIBLE PROPERTIES

Property Name: Baltimore Clay Product Company

Address: 2113 W. Lafayette Avenue

City: Baltimore Zip Code: 21217 County: Baltimore City

USGS Quadrangle(s): Baltimore West

Tax Map Parcel Number(s): n/a Tax Map Number: 0016

Project: Baltimore and Potomac Tunnel Project Agency: Federal Railroad Administration

Agency Prepared By: Dovetail Cultural Resource Group

Preparer's Name: M. Chris Manning Date Prepared: 7/21/2015

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: yes Listed: yes

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

The property at 2113 West Lafayette Avenue, known historically as the Baltimore Clay Product Company, is located on a 0.63-acre parcel in the City of Baltimore, Maryland. The property includes a one-story warehouse constructed of hollow clay tile, built before 1914, and a mid-twentieth-century cinder block warehouse with office addition situated on a fenced dirt lot. The property is bounded on the north by West Lafayette Avenue, on the east by the tracks of the former Philadelphia, Baltimore and Washington (PB&W) Railroad (now part of Amtrak's Northeast Corridor), on the south by West Lanvale Street, and on the west by Spedden Street. The resource is located in a light industrial area surrounded by residential townhouses constructed in the early twentieth century. The property is currently owned by K&K Adams Trucking, Inc. and is used for storing trucks and excavation equipment.

Although tax records indicate that the Baltimore Clay Product Company was constructed in 1954, historic research reveals that the property was developed soon after 1910 (Baltimore Sun 1910:4). Examination of historic maps also show that the Baltimore Clay Product Company was established at the site some time before 1914 (Sanborn Map Company [Sanborn] 1914:158; State Department of Assessments and Taxation [SDAT] 2015). According to the Baltimore Sun, in 1908 the company was founded by Mr. James Gilliece and Mr. George Prindible, who purchased the site for $7,000 from the Pennsylvania Railroad Company. As of 1910, the company had erected a "large building and warehouse" and were "contemplating more improvements" (Baltimore Sun 1910:4). As of 1914, the property included a one-story office building (no longer extant); a long, rectangular, one-story warehouse constructed of hollow clay tile; and an adjacent tile yard. A short rail spur on the eastern edge of the property connected directly to the adjacent PB&W Railroad. By the mid-twentieth century, a one-story warehouse and garage, constructed of cinder block, was located just west of the clay tile warehouse (Sanborn 1951:158). Between 1951 and 1957, a small, one-story office addition was added to the south elevation of the cinder block warehouse/garage (Nationwide Environmental Title Research [NETR] 1957; Sanborn 1951:158).

The earliest extant building on the property is a low, long, rectangular warehouse constructed around 1910. The structural system is hollow clay tile with a textured surface that has been painted. The tile has sustained damage in several places; on the north

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended **Eligibility not recommended**

MHT Comments:

Reviewer, Office of Preservation Services **Date**

Reviewer, National Register Program **Date**

York. Enoch Pratt Free Library, Maryland Department Collection and State Library Resources, Digital Sanborn Maps, Maryland. Electronic document, http://www.prattlibrary.org/locations/maryland/index.aspx?id=4324, accessed May 2015.

State Department of Assessments and Taxation (SDAT)
2015 Baltimore Tax Records. Electronic database, http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16, accessed May 2015.

United States Department of Agriculture (USDA)
2001 U.S. Geological Survey. Maryland Digital Raster Graphic. Baltimore West, Maryland. Electronic document, http://datagateway.nrcs.usda.gov/, accessed May 2015.

MARYLAND HISTORICAL TRUST REVIEW

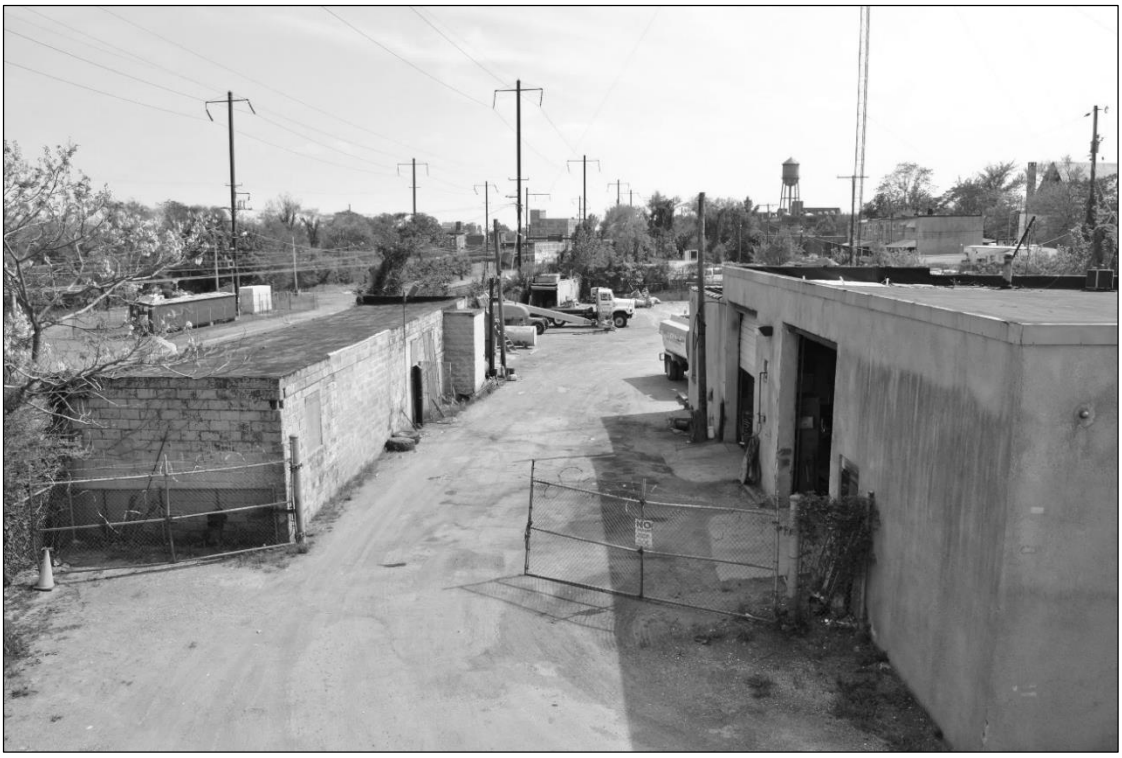
Eligibility recommended _____ **Eligibility not recommended** _____

MHT Comments:

_____ _____
Reviewer, Office of Preservation Services **Date**

_____ _____
Reviewer, National Register Program **Date**

Baltimore Clay Product Company
Baltimore, Maryland



Overview of Baltimore Clay Product Company at 2113 West Lafayette Avenue, Baltimore, Maryland, Looking South.

Northwest Oblique of Hollow Clay Tile Warehouse, Looking Southeast.

APPENDIX C:

Consultation

U.S. Department
of Transportation

**Federal Railroad
Administration**

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

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

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

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. Franklintown 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**

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

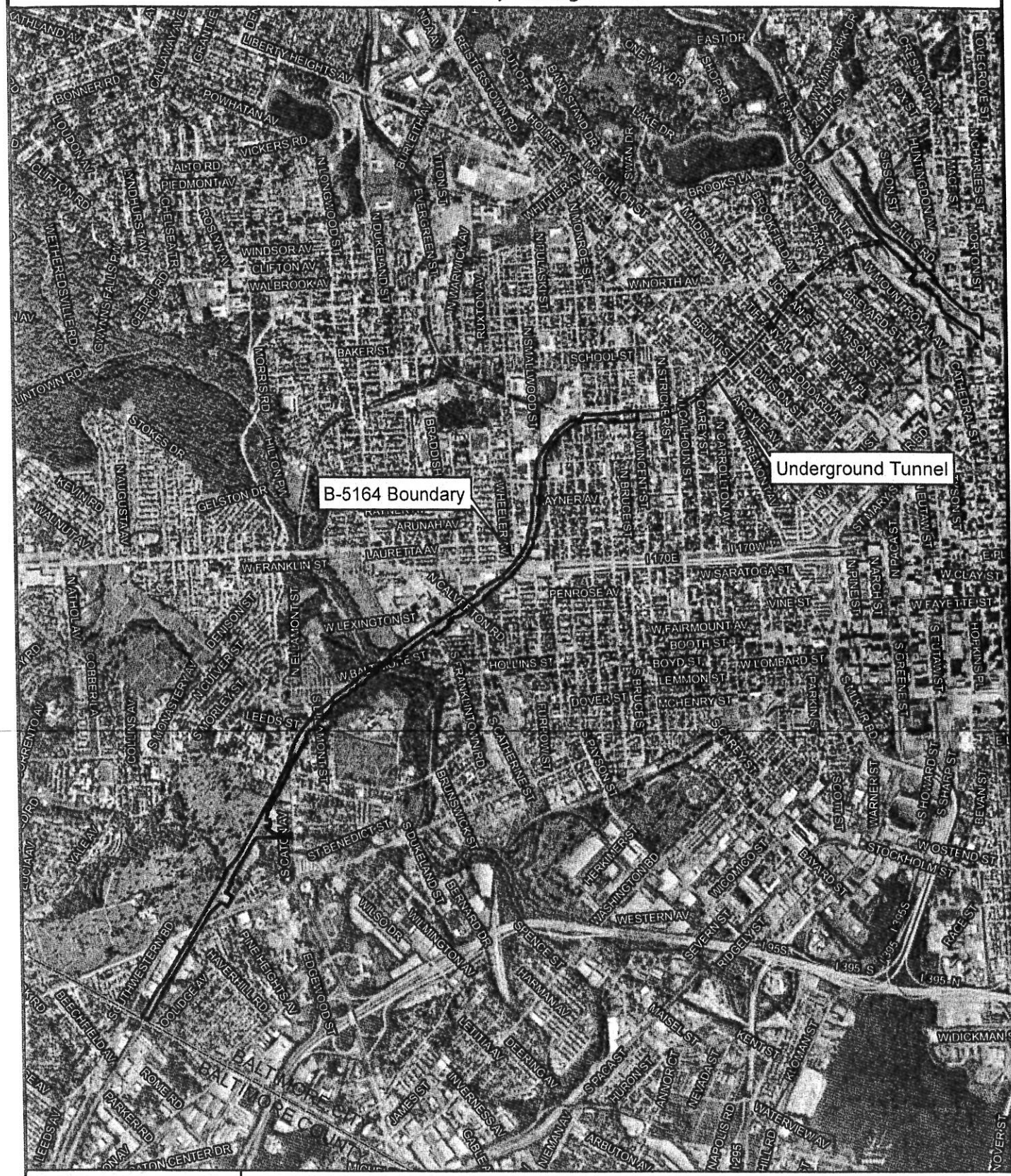
MHT Comments:

Reviewer, Office of Preservation Services **Date**

Reviewer, National Register Program **Date**

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

Baltimore, Maryland



Site Plan

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.

- 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

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.

For more information, contact our website at www.baltimorecity.gov/government/planning/index.html

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

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

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

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

Boyd K. Rutherford
Lt. Governor

E. Keith Colston
Administrative Director

Commissioners

Chair
Lisa Savoy

Vice Chair
Ashley Minner

Donna Abbott

Virginia Busby

Bob Gajdys

Robert F. Killen

Rico Newman

Rebecca Stone

Leanora E. Winters

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 concerned if any native remains are found during the construction. MCIA 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 MCIA 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 MCIA should consult.
- COMMENT: If 106 is being required, MCIA should be listed as "party of interest" that we will be informed if items of native cultural interest are uncovered, and MCIA should comment on any project that could potentially affect our communities

As Chair of the Maryland Commission on Indian Affairs (MCIA), 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 MCIA

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

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

Margaret De Arcangelis
Preservation Services Director

THE SOCIETY FOR THE PRESERVATION OF MARYLAND ANTIQUITIES, INC.
3600 Clipper Mill Road • Suite 248 • Baltimore, Maryland 21211 • 410-685-2886 • FAX 410-539-2182 • *www.PreservationMaryland.org*

APPENDIX D:

Preparers' Resumes

Alan Tabachnick, MHP

Dovetail Cultural Resource Group
Northeast Regional Director/Senior Architectural Historian

Mr. Tabachnick has over 29 years of significant national cultural resource expertise, working on projects in Maryland and across the United States. He has spent most of his career working in the mid-Atlantic region, leading numerous architectural history projects through the Section 106 of the National Historic Preservation Act (NHPA) process. His current responsibilities at Dovetail include technical and managerial tasks associated with architectural history and cultural resource studies. His work has been primarily focused on transportation infrastructure improvements for Departments of Transportation, including roads, transit, aviation, and ports. He has conducted architectural history studies for a wide variety of resources, from urban properties and districts to rural and agricultural resources, and has authored technical documents of all types, from survey, to eligibility, effect, and mitigation. He is experienced with the National Environmental Policy Act as well as with Section 4(f) of the Department of Transportation Act. He has also coordinated complex projects with various lead agencies as well as working closely with the Maryland Historical Trust, the Advisory Council on Historic Preservation, other interested organizations, and the public.

Education

Columbia University, M.S. Historic Preservation Planning, 1986
University of Pennsylvania, B.A. Anthropology, 1984

Professional Experience

29 Years

Registration

Secretary of Interior Standards Qualified as Architectural Historian, Historian

Sample Projects Experience

Metro Purple Line Cultural Resource Study and Coordination.
Directed architectural and archaeological studies, effects determinations and agency coordination on new metro line in Maryland for the Maryland Transit Administration (January 2014 – Present)

Baltimore and Potomac Tunnel Project Cultural Resource Study.
Directed architectural surveys and evaluations, historic district evaluations, DOEs, and agency coordination on a new tunnel beneath the City of Baltimore, Maryland for Amtrak (June 2014 – Present)

Alexandria Transitway Project Cultural Resource Study.
Directed architectural and archaeological studies, and agency coordination for a new transit line in Arlington County, Virginia and in the City of Alexandria, Virginia for the Washington Metropolitan Area Transit Authority (April 2014 – Present)

Washington Boulevard Bus Facility Cultural Resource Study.
Architectural study of potential impacts of renovations to a National Register eligible resource and adjacent significant historic resources in Baltimore, Maryland for the Maryland Transit Administration (May 2014 – December 2014)

Danae Peckler, M.H.P.

Dovetail Cultural Resource Group

Architectural Historian

Ms. Peckler has over 10 years of professional experience in the field of historic preservation working in the private, public, and academic sectors. She has successfully researched, documented, assessed and evaluated numerous historic properties according to the Secretary of Interior Standards and the National Register of Historic Places (NRHP) framework. Employed at Dovetail since February 2010, her responsibilities include managerial and technical tasks associated with primary and secondary source research, oral histories, reconnaissance and intensive architectural assessments, as well as cultural landscape interpretation and evaluation.

Education

University of Kentucky. M. H. P., Historic Preservation, 2009
University of Kentucky, M. Cert., Transportation Systems Management, 2007
Transylvania University, B. A., History, 2001

Professional Experience

10 Years

Registration

Secretary of Interior Standards Qualified as Architectural Historian and Historian

Sample Project Experience

Purple Line Light Rail, Prince George & Montgomery County, MD
Cultural Landscape Study, Grange Park, Fairfax, VA
Historic Landscape Survey Report Rock Hill Landscape, Charlottesville, VA
Broad Street Bus Rapid Transit System Architectural Survey, Richmond, VA
Historical Documentation of Elk Run Rural Historic District, Fauquier County, VA
Washington & Lee University Rehabilitation, Lexington, VA
Seven Bends State Park Architectural Evaluation, Shenandoah, VA
Spotsylvania Courthouse Streetscape Project, Spotsylvania County, VA
Raleigh Bridges Project, Raleigh, NC
Building 2112/Larson Gym, Marine Corps Base, Quantico, VA
Burnham House, St. Georges Hundred, New Castle County, DE
Metropolitan Branch Trail Project, Montgomery County, MD
Houston-LeCompt Phase III Data Recovery, New Castle County, DE

Community

National Barn Alliance, Past President
Historic Fredericksburg Foundation, Inc., Member
Victorian Society in America Summer Schools, Selection Committee Member
National Trust for Historic Preservation, Member
Preservation Virginia, Member
Washington Heritage Museums, Member

CHRISTEEN Y. TANIGUCHI
Senior 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.