

Table 1: Baltimore and Potomac Tunnel Project -- Section 106 Historic Properties Within the Historic Architectural APE

#	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-track 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	<b>Criterion A</b> 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. <b>Criterion C</b> 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	<b>Criterion A</b> 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. <b>Criterion C</b> 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	<b>Criterion A</b> 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. <b>Criterion C</b> 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
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 <b>Criterion A</b> , but this needs to be further studied. <b>Criterion C</b> 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

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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	<b>Criterion A</b> 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. <b>Criterion C</b> 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	<b>Criterion A</b> 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. <b>Criterion C</b> 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. <b>Estimated period of significance:</b> 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	<b>Criterion A</b> 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. <b>Criterion C</b> 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. <b>Period of significance:</b> 1790 to 1941	Alternative 2 and Alternative 3 Ventilation Areas
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	<b>Criterion A</b> 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. <b>Criterion C</b> 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. <b>Period of significance:</b> 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	<b>Criterion C</b> and <b>Criteria Consideration A</b> for being a well-executed nineteenth century version of a Byzantine church.	Alternative 11 Ventilation Areas

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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 <b>Criterion A</b> 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. <b>Criterion C</b> 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	<b>Criterion A</b> for its association with nineteenth century neighborhood development in Baltimore. <b>Criterion C</b> 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
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	<b>Criterion A</b> for its association with the westward expansion of Baltimore in the late-nineteenth and early-twentieth centuries, and under <b>Criterion C</b> for its excellent collection of modest Italianate row houses and commercial buildings. <b>Estimated period of significance:</b> 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	<b>Criterion A</b> 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. <b>Criterion C</b> for being an example of a late nineteenth century and early twentieth century suburb with a diverse range of rowhouse designs. <b>Period of significance:</b> 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	<b>Criterion C</b> 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

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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	<b>Criterion A</b> 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. <b>Criterion C</b> 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
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	<b>Criterion A</b> 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. <b>Criterion C</b> 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. <b>Estimated period of significance:</b> 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, Bentelou 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	<b>Criterion A</b> 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. <b>Criterion C</b> for being architecturally significant as an example of an early-twentieth century street car suburb with a diverse range of rowhouse designs. <b>Period of significance:</b> 1885 to 1960	All Southern Portals