

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

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

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3		Baltimore & Potomac (B&P) Railroad (Philadelphia, Baltimore & Washington Railroad)	B-5164	DOE 2010	Historic District	Between Baltimore City/County Line and Penn Station (includes the B&P Tunnel)	Completed in 1873. Includes a brick and stone three-part tunnel, bridges, a circa 1910 brick railroad station on Edmondson Avenue, a brick tower at Gwynn Junction, and circa 1935 overhead catenary lines. The bridges over the alignment include the NRHP-eligible Vincent Street Bridge (BC8010) (B-4532) and Fulton Avenue over Amtrak Bridge (BC9999) (B-4533), both built in 1873 along with the B&P Railroad and tunnel segments.	Eligible	<b>Criterion A</b> because the evaluated segment is a critical component of the B&P Railroad alignment that established a reliable connection between Baltimore and Washington, D.C., and ultimately to Philadelphia and New York, for the Pennsylvania Railroad. The segment was built during an era when the railroad became critical for both passenger and freight service, contributing to the continued growth and prominence of industrial cities like Baltimore. This link also connected to rural southern Maryland where people could now have better access to efficient transportation, and their agricultural products could be easily transported to major commercial markets like Washington, D.C., Baltimore and beyond. <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. <b>Period of significance:</b> 1872 to 1976.
4		Howard Street Bridge (BC 1405)	B-4529	DOE 2001	Individual	Howard Street over I-83, Amtrak's Northeast Corridor, and Jones Falls	Double steel arch, seven span, structure, 979 feet in length. Built in 1938 and rehabilitated in 1981, it carries Howard Street over I-83, Amtrak, and Jones Falls.	Eligible	It is assumed this bridge may have significance under <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.
5		North Avenue Bridge (BC 1208)	B-4521	DOE 2001	Individual	North Avenue over Falls Road	Seven span stone/brick arch structure, 888 feet in length. Built between 1891 and 1896, it carries North Avenue over Amtrak, CSX Railroad, Light Rail, and Falls Road. The deck was altered in 1976-1977.	Eligible	<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.

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6		Reservoir Hill Historic District	B-1379	NR-1391/4001376	Historic District	Bounded by North Avenue, Mount Royal Avenue, Druid Park Lake Drive, and Madison Avenue	The district contains 32 blocks, mostly late-nineteenth to early-twentieth century rowhouses. Also includes mansions, apartment buildings, religious and commercial buildings.	Listed	<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.
7		David Bachrach House (Gertrude Stein House)	B-4098	NR-85001947	Individual	2406-2408 Linden Avenue	A late nineteenth-century two-story timber frame dwelling in the Second Empire style with Mansard roof, dormer windows, and decorative porch, a circa 1890 one-story brick studio (used by sculptor Ephraim Keyser), and a one-story brick stable building.	Listed	<b>Criterion B</b> in the areas of art and commerce for its associations with the commercial photographer David Bachrach (1845-1921) an sculptor Ephraim Keyser (1850-1937). The home was occupied briefly by Gertrude Stein (1874-1946) in 1892, but is not significant for her association.
8		Carver Vocational-Technical High School	B-5294	Newly Identified	Individual	2201 Presstman Street	This African American vocational and technical school campus was constructed between 1953 and 1955 and is located on a 13 acre site. The property consists of a main school building and athletic field.	Eligible	<b>Criterion A</b> because it is significant in the areas of education, ethnic heritage (Black), and social history for being the culmination of the work of Baltimore local civil rights organizations and others to bring equal vocational education to African American students in a racially segregated Baltimore City. <b>Criterion C</b> for embodying the distinctive form, method of construction, and appearance of a mid-twentieth century vocational school building in the International Style with elements of Stripped Classicism.

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9		Western Maryland Railroad, Owings Mills Division	B-5293	Newly Identified	Historic District	The branch begins at Owings Mills, Maryland and runs in a southeasterly direction to North Fulton Avenue in western Baltimore, where it once connected with the former B&P Railroad just west of the B&P Tunnel. The evaluated section of the WM Railroad, Owings Mills Division extends for approximately 5.5 miles (8.8 km) between North Fulton Street/Route 1 in Baltimore, Maryland and the present-day Baltimore City/Baltimore County Line near Patterson Avenue and the Reisterstown Plaza Metro Station.	A former passenger and freight line constructed in 1873 to provide an independent line for the WM Railroad main line into the heart of Baltimore City. The evaluated alignment includes five steel and concrete under-grade bridges, five at-grade road crossings, one building, one structure and associated cuts and fills. Currently operated by CSX Railroad.	Eligible	<b>Criterion A</b> in the area of transportation as the final link in the railroad's larger push to build an independent line into the City of Baltimore, allowing it to compete effectively with rival railroads, contribute to the wider economic growth and development of the city, and achieve the original intent of the largely city-sponsored civic engineering project. <b>Criterion C</b> in the area of engineering for its intact fills, cuts, and collection of twentieth century under-grade railroad bridges, and as a significant and distinguishable entity whose components lack individual distinction. <b>Period of Significance:</b> 1873 to 1960.
10		Midtown Edmondson Historic District		NR listing pending	Historic District	The district's boundaries are roughly defined by Kirby Lane on the east, West Franklin Street on the south, an irregular line west of the railroad corridor, and Winchester Street on the north.	The district is characterized as a mixed-use area of row houses, warehouses, and commercial buildings primarily constructed between the 1880s and the 1910s.	Listing Pending	<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.
11		Bridge BC 2410 (Lafayette Avenue over Amtrak)	B-4553	DOE 2001	Individual	Lafayette Avenue over Amtrak	Fourteen-span plate girder and rolled I-beam deck structure, 640 feet in length. Built in 1931, it carries Lafayette Avenue over Amtrak's Northeast Corridor.	Eligible	<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.
12		Atlas Safe Deposit and Storage Company Warehouse Complex	B-5188-2	Newly Identified	Individual	2126 Edmondson Avenue	A three-building complex adjoining the former B&P Railroad, consisting of a four-story warehouse of reinforced concrete frame and brick curtain wall construction with Classical Revival detailing (built 1925), a similar two-story concrete and brick warehouse (built 1946), and a small brick truck service garage (built 1948).	Eligible	<b>Criterion A</b> assumed in the area of industry as a well-preserved example of a storage warehouse associated with the railroad. <b>Criterion C</b> in the area of architecture as an excellent example of an early-twentieth-century warehouse complex built in direct association with and response to the railroad using specialized industrial building techniques of fireproof reinforced concrete columns and beamless slab floor construction.

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13		American Ice Company	B-1040	DOE 2005; NR-13000459	Individual	2100 W. Franklin Street	A two-story brick building constructed in 1911, with a boiler room and engine room on the west side of the building, and a long, narrow extension attached to the powerhouse at the east end that served as the tank house where the ice was produced. 1950s and 1970s additions were destroyed by a 2004 fire.	Listed	<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.
14		Greater Rosemont Historic District	B-5112	DOE 2006	Historic District	Roughly bounded by W. Franklin Street, Edmondson Avenue, Western Maryland and Pennsylvania Railroad tracks.	Primarily residential area, dating to the late-nineteenth and early-twentieth century. Architectural styles include Colonial Revival, Spanish Revival, Craftsman, and Art Deco. Includes numerous commercial and industrial buildings, churches, government buildings.	Eligible	<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
15		Edmondson Avenue Historic District	B-5187	NR-1509/1000108	Historic District	Roughly bounded by West Franklin Street on the south, Bentalou Street on the west, Braddish Avenue on the east, and Winchester Street on the north.	Over 1,600 buildings, mostly late-nineteenth to mid-twentieth century residences, some commercial and light industrial buildings.	Listed	<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

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