

## **Advisory Review Material**

**Intermediate Ventilation Facility**

**920 West North Avenue**

**CHAP Advisory Review, 3/12/24**

As requested, Amtrak has filled out the Commission for Historical and Architectural Preservation (CHAP) Application for Authorization-to-Proceed. Please note that the execution and submission of this form is not an application for CHAP's approval of the information contained in, or attached to, the form. As has been discussed with CHAP staff, Congress has exempted Amtrak from virtually all state and local laws related to building, zoning, similar or related regulations. As such, the Frederick Douglass Tunnel Program is not subject to CHAP jurisdiction. Regardless, Amtrak is providing this material as a courtesy to CHAP as Amtrak values CHAP input on this material. Amtrak's submission of this material should not be deemed a current or future waiver of Amtrak's exemptions and other rights under Federal law.

# Application for Authorization-to-Proceed

## Commission For Historical and Architectural Preservation

417 E. Fayette Street, 8<sup>th</sup> floor  
Baltimore, Maryland 21202

Exterior changes to all properties within Baltimore City's local historic districts and landmarks must be approved by the Commission for Historical and Architectural Preservation (CHAP) or its staff by issuing an Authorization-to-Proceed. CHAP approval must be obtained prior to receiving a building permit.

Local historic preservation guidelines are available to assist applicants with their renovation or restoration projects. CHAP staff is available to aid in obtaining the required CHAP approvals. An appointment is recommended for larger projects, or if design and/or planning advice is requested.

It is strongly advised that you do not order or purchase any materials, or proceed with any work, until CHAP approval is obtained. If applicants have questions, please call (410) 396-4866.

Historic District or Landmark \_\_\_\_\_

Permit Number (if applicable): COM20 \_\_\_\_\_ - \_\_\_\_\_

**1**

### PLEASE PROVIDE THE FOLLOWING INFORMATION:

PROPERTY ADDRESS: \_\_\_\_\_ ZIP \_\_\_\_\_

OWNER'S NAME: \_\_\_\_\_ PHONE # \_\_\_\_\_

OWNER'S ADDRESS: \_\_\_\_\_ ZIP \_\_\_\_\_

APPLICANT'S NAME: \_\_\_\_\_ PHONE # \_\_\_\_\_

APPLICANT'S ADDRESS: \_\_\_\_\_ ZIP \_\_\_\_\_

APPLICANT'S EMAIL: \_\_\_\_\_

### APPLICANT IS:

Owner  Lessee  Architect  Consultant  Contractor  Other

ARCHITECT (if any): \_\_\_\_\_

CONTRACTOR (if any): \_\_\_\_\_

**2**

**DETAILED DESCRIPTION OF ALL EXTERIOR CHANGES PROPOSED:**

Please attach photos, plans, drawings, catalog samples or specifications of the exterior work that you are planning (see checklist for required materials and information to be submitted). You may also submit on a separate sheet:

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**3**

**APPROXIMATE PROJECT COST: \$** \_\_\_\_\_

**4**

**APPROXIMATE PROJECT START AND FINISH DATES:**

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**5**

**HAVE YOU SUBMITTED YOUR APPLICATION TO THE NEIGHBORHOOD ARCHITECTURAL REVIEW COMMITTEE?      YES      NO**

This application should be submitted to CHAP staff and the neighborhood liaison concurrently for review.

**6**

**DOES THIS PROJECT REQUIRE A SPECIAL ZONING APPROVAL (VARIANCE)?**

**YES      NO      I DON'T KNOW**

IF YES, Have you obtained approval from the Board of Municipal Zoning Appeals?

LIST DATE OF APPROVAL: \_\_\_\_\_

**7**

**HAVE YOU SUBMITTED A BALTIMORE CITY HISTORIC PROPERTY TAX CREDIT APPLICATION FOR THIS PROPERTY?      YES      NO**

Approximate Date of Submission? \_\_\_\_\_

**8**

**IS THIS AUTHORIZATION-TO-PROCEED APPLICATION BEING FILED IN ORDER TO ADDRESS A HOUSING VIOLATION?      YES      NO**

**9**

**SIGNATURE OF APPLICANT (for advisory review)**

To the best of my knowledge, the information in this application is accurate.

*Luigi Rosa*

Signature

Date

Print full name

## **Attachment A: Narrative**

**Intermediate Ventilation Facility**

**920 West North Avenue**

**CHAP Advisory Review, 3/12/24**

## **Amtrak's Intermediate Ventilation Facility**

### **Introduction**

As part of the Frederick Douglass Tunnel Program (“Program”), the building at 920 West North Avenue (“Building”), located within the locally designated Eutaw Place/Madison Avenue Historic District, will be demolished and a new ventilation facility (known as the “Intermediate Ventilation Facility” (“IVF”) will be constructed in its place. As indicated by Ms. Johnette Davies, Amtrak’s Manager, Historic Preservation, in her August 31, 2023 letter to Mr. Eric Holcomb, “federal law exempts Amtrak from most state and local laws (see 49 USC 24902(j)), including local historic preservation codes and regulations. Therefore, while Amtrak may voluntarily apply for local building or demolition permits, or our contractors apply for such permits on behalf of Amtrak, such voluntary application does not subject Amtrak to local historic preservation regulations.” In subsequent email communication with Mr. Holcomb, Ms. Davies agreed to his request for Amtrak to allow the current courtesy review by CHAP so that Amtrak would “present plans for the new IVF building to the Commission for an advisory review only,” which Mr. Holcomb described as “allowing [Amtrak] to obtain design advice from local preservation experts and also allow a forum for [Amtrak] to engage with stakeholders in the immediate vicinity.”

As a federally funded undertaking, Amtrak’s Program is subject to review under Section 106 of the National Historic Preservation Act (“Section 106”) to consider its effects on historic properties. This review resulted in the development of a Programmatic Agreement (PA) to identify measures to mitigate the adverse effects of the Program on historic properties, including the proposed demolition of 900-908 West North Avenue and the Building, two historically significant properties within the National Register of Historic Places-listed Reservoir Hill Historic District (see Figures 1-4 in Attachment B). One of the mitigation measures listed in the PA requires that Amtrak “develop and apply context-sensitive design treatments for specified new buildings and structures. The treatments will be informed by, and responsive to, the significance and character-defining features of specified historic properties affected by the new construction and will include consideration of the form, scale, design, material, color, and texture of all exterior visible surfaces.” In accordance with the PA requirement, Amtrak developed context-sensitive design treatments for the IVF and, in a joint effort between the Program architects and architectural historian, applied those standards during the design development for the Program.

The following material, provided by Amtrak to assist CHAP with its advisory review, will cover:

- Project Need
- An explanation of the function and Program needs of the IVF
- The parameters that the Program design team had to work with in terms of space needs, security issues, and code requirements when designing the IVF
- An explanation of design decisions for the IVF that were based on both Program needs and the context-sensitive design treatments
- Outreach efforts both to inform the public and to solicit their comments

- Current IVF design components that have potential flexibility in relation to a context-sensitive design

Amtrak appreciates the opportunity to discuss the design of the IVF with CHAP and community members located in the immediate vicinity of the IVF. Hopefully, our design discussions will serve to provide CHAP and the community with a better understanding of the IVF's function and design parameters and will result in some positive design feedback that Amtrak may incorporate into the final context-sensitive design.

### **Project Need**

The existing Baltimore & Potomac Tunnel ("B&P Tunnel"), completed in 1873 using shallow, cut-and-cover tunneling, is a narrow-profile, single-bore, double-track tunnel with two sharp bends that slow train speeds. The B&P Tunnel, which has been altered and repaired multiple times over the last 150 years, is impacted by a variety of age-related issues including excessive water infiltration, a deteriorating structure, and a sinking floor.

### **Purpose of Intermediate Ventilation Facility**

The primary function of the IVF is to provide ventilation to the new tunnel in the extremely unlikely and rare incident of an emergency within the new tunnel; the ventilation system will only operate during a fire or smoke emergency within the new tunnel and for routine maintenance, testing, and repairs, as required. During emergencies in the new tunnel, the IVF also provides emergency passenger and worker egress from the tunnel and access into the tunnel for first responders.

### **Restrictions and Code Requirements that govern the design**

- The following interior equipment requirements dictated the overall size of the IVF:
  - (4) Large Ventilation Fans
  - (2) Plenums (enclosed space which facilitates air circulation as part of the facility's ventilation system)
  - Utility Shafts within the building
  - Electrical Rooms
  - Mechanical Rooms
  - Hoist Rooms
  - Communications Rooms
- Two types of exterior vents are required:
  - Exhaust/Intake Vents: There is a minimum requirement of 1,200 square feet of exhaust and intake louver area for tunnel ventilation; this is met by the (30) 6' x 7' louvers located along the southern façade facing West North Avenue.
  - Mechanical Room Vents: On the sides of the IVF facing Eutaw Place (west), Linden Avenue (east), and Jordan Street (north), there are a few small louvers and several larger louvers. These louvers, which range in size from approximately 3' x 7' to 7' x 7', serve the mechanical rooms inside the IVF. The louvers are not connected to the ventilation system or to any of the fans and are only required to

provide natural airflow into the rooms inside of the IVF that contain the mechanical equipment.

- American Public Transportation Association (“APTA”) Standards  
APTA SS-SIS-RP-16-15 provides recommended best practices for the security of transit tunnels to enhance the security of people, operations, assets, and infrastructure. The following standards from this document were used in the development of the design of the IVF:
  - Barriers and Fencing – 8-foot-tall minimum perimeter fence
  - Clear Zone – 5-foot minimum building setback from perimeter fence
  - Access Control Systems – manage and monitor people and vehicular movement into, out of, or within the new tunnel and infrastructure
  - Anti-Vehicle Barrier – obstruct and prevent movement of vehicles into the new tunnel or near the new tunnel entry points
  - Electronic Security Systems – security systems integrated with access control, intrusion detections, and video surveillance systems
  - Emergency Electrical Power – provides backup electrical power to critical tunnel systems
  - Emergency egress (from the new tunnel) – used to evacuate train passengers or as an entry point for first responders
  - Signage – identify IVF property boundaries and convey emergency information
  - Video Surveillance System – assess, capture, and record video images, coordinated with security, emergency lighting, and clear zones for visibility
  - Walkways – designated safe space for movement of people and equipment throughout the IVF and new tunnel, for maintenance or emergency incident response or evacuation.
  
- National Fire Protection Association 130: Standard for Fixed Guideway Transit and Passenger Rail Systems – This standard specifies fire protection and life safety requirements for underground, surface, and elevated fixed guideway transit and passenger rail systems. The requirements in the following sections were used in the development of the design of the IVF:
  - Chapter 6, Section 6.3 - Emergency Egress
  - Chapter 7 - Emergency Ventilation System
  
- Building Code of Maryland, adopted with amendments from the International Building Code – This establishes minimum requirements for building systems using prescriptive and performance-related provisions. The requirements in the following sections were used and considered in the development of the design of the building:
  - Chapter 3 Occupancy Classification and Use
  - Chapter 5 General Building Heights and Areas
  - Chapter 6 Types of Construction
  - Chapter 7 Fire and Smoke Protection Features
  - Chapter 10 Means of Egress (from the IVF)

- Chapter 16 Structural Design

### **Explanation of Design Decisions**

Design decisions that were made in response to the restrictions above include:

- The size and scale of the IVF are due to the amount of equipment and supporting spaces needed within the IVF. The height of the IVF was kept to the minimum height necessary in order to better integrate with the surrounding rowhouses.
- The exhaust and intake louvers for tunnel ventilation have been intentionally placed on the West North Avenue façade of the IVF to avoid facing the adjacent elementary school or residences. From a design standpoint, it is more appropriate to have the vents facing a major transportation corridor. Louvers on the other sides of the IVF will only circulate natural airflow.
- The IVF is set back from the street due to Amtrak security requirements that the site be enclosed by a minimum 8-foot-high security fence. The fence must be set at least five feet from the IVF.
- At all sides of the IVF there are niche/decorative grille features as part of the exterior design. These features, along with the selected finishes and materials, are intended to make the exterior of the IVF context-sensitive with the rhythm of openings on the surrounding historic rowhouses.
- The location of the IVF was impacted by community involvement during the environmental review processes.
  - Planning studies to determine the best solution to replace the B&P Tunnel occurred from 2014-2017 under the name of the B&P Tunnel Replacement Project. In 2021, Amtrak determined that the new tunnel will be named after Frederick Douglass, and the B&P Tunnel Replacement Project became known as the Frederick Douglass Program. Extensive public outreach and Section 106 consultation occurred throughout the planning phase. A *Preliminary Alternatives Screening Report* studied 16 alignment alternatives; that report was finalized in December 2014. From these 16 alternatives, Alternatives 1, 2, 3, and 11 (with Options 3A, 3B, 3C, 11A, and 11B) were studied in the *Alternatives Report* dated October 2015. The *Draft Environmental Impact Statement (DEIS)* was released on December 18, 2015, which initiated the DEIS comment period that ended on February 26, 2016. The DEIS compared Alternatives 1, 3A, 3B, and 3C, described the intermediate ventilation plant as a building, approximately 100 feet by 200 feet in plan with a maximum height of 55 feet, and recommended that the IVF for the new tunnel be placed on a site in Reservoir Hill that is close to the alignment of the new tunnel and that would not require any demolition of historic buildings. However, the recommended site, at Brookfield Avenue and Whitelock Street, would have impacted the Whitelock Community Farm, a local community resource.
  - The project team received substantial community opposition and concerns from consulting parties to the proposed location of the IVF at the Whitelock Street



site, which is in the interior of the Reservoir Hill Historic District, surrounded by residential properties. In response, the project team examined nine alternative sites for the IVF: six located inside the Reservoir Hill Historic District and three located outside the district boundary. By May 2016, these nine alternative IVF sites had been narrowed to two on the periphery of the historic district: 850 West North Avenue (Madison Park North Apartments) and 900-940 West North Avenue (Commercial Buildings/Madison Park Medical Center).

- The *Final Environmental Impact Statement* (“FEIS”), released in November 2016, selected the site at 900-940 West North Avenue as the preferred site for the IVF, moving the site from the center of the residential area of Reservoir Hill Historic District to the periphery of the district, along a major transportation corridor. The FEIS included a representative site plan and four schematic elevation drawings of the proposed IVF. Three of the elevation drawings showed the IVF in comparison to the existing neighboring buildings and indicated that parts of the IVF would have heights greater than the neighboring buildings. The FEIS was made publicly available and had a 30-day public comment period.
- After public review and comment, the Section 106 Programmatic Agreement for the Program was executed March 2, 2017, and FRA issued the Record of Decision (ROD) for the replacement tunnel on March 24, 2017. This step concluded the environmental planning phase of the Program, and the engineering design progressed for the next few years until construction funding was provided.
- **Context-Sensitive Design (CSD)**

Amtrak’s Program design team, including an Architectural Historian meeting the National Park Service’s *Professional Qualifications Standards*, collaborated on the development of the new IVF design. Amtrak’s analysis addresses consistency with the *Context Sensitive Design Treatments* document (“*CSD guidelines*”) developed under the Section 106 PA and compliance with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties*.

  - Within the constraints of the size and mass of the IVF dictated by the equipment needs, the building exterior was designed to be context-sensitive to the surrounding community. As shown in the Attachment C renderings, the IVF's height was developed with consideration for the surrounding rowhouses' height. To address the overall scale of the IVF in contrast to a typical rowhouse, several steps were taken so that the IVF would be context sensitive. First, in accordance with the CSD guidelines, the IVF’s footprint was adjusted by projecting and recessing parts of the IVF to prevent the appearance of a monolithic mass. Subsequently, the elevations were further broken up into smaller units corresponding to the average width of historic rowhouses by using different materials and colors and varying the cornice lines. The finish treatment will vary between the use of red modular brick, light brown modular brick cladding, white cast stone, light brown cast stone, dark red cast stone, and split face block of varying scale in white, dark red, and light brown colorations. These materials are

compatible with the materials utilized on the façades of surrounding historic buildings. In addition, for compatibility with the adjacent Dorothy I. Height Elementary School, a few light-colored aluminum panels were added. The aesthetic division of the IVF façade into tall narrow segments with varying finishes and architectural details results in a building that references the height, massing, and scale of surrounding buildings and is, therefore, context sensitive to nearby predominantly residential streetscapes such as those present on Eutaw Place, Lennox Street, and Linden Avenue. Two functional tower elements on the IVF provide a variation for the roof height, in keeping with the active rooflines found in many Reservoir Hill rowhouse groupings. All lower walls of the IVF are of rough textured material to minimize attraction of graffiti artists. Graffiti and vandalism are further discouraged by tall perimeter fencing and landscaping around the IVF.

- In accordance with the CSD guidelines, smaller-scale contrasting horizontal elements were incorporated into the design of the IVF to reflect belt courses, sills, lintels, cornice line detailing, and other architectural elements that are prominent on the façades of adjacent historic rowhouses, and changes of cladding materials between stories, with stone on the ground story and brick above. In addition, although glazed fenestration opportunities are limited on the IVF due to the building's utilitarian nature and mechanical requirements, a pattern reminiscent of windows was created by a combination of functional exterior vent openings and masonry recesses. This feature reflects the rhythm and pattern of shade, shadow, and depth that are created by windows in the historic district's residential buildings. Decorative grilles were utilized to partially conceal and provide a more ornamental approach to the vent openings.
- Landscaping elements including grass, trees, and shrubs will be incorporated and maintained in areas adjacent to the IVF. In addition to adding natural organic elements to the streetscape surrounding the IVF similar to landscaping found on the historic residential blocks, the trees and shrubs will provide a natural visual buffer between the facility and the surrounding neighborhoods, especially when experienced at pedestrian level.
- The design team identified the opportunity for the IVF elevations to incorporate several large smooth-surfaced recessed panels that can be made available to local artists and art organizations for the display of contextual art. While not directly related to the local historical character, these mural panels would reflect local artists' many colorful murals that currently exist on the sides of buildings and bridge parapets within Baltimore's historic districts, including Bolton Hill (see Figure 12 in Attachment B).
- Jordan Street Connection and Community Concerns
  - The construction of the IVF impacts the existing Jordan Street connection to West North Avenue. Re-routing that connection to either Eutaw Place, Linden Avenue, or both, will have an impact on current traffic patterns. This section of Jordan Street is an alleyway that currently allows traffic in both directions and

has varying widths between 12' to 20'. Re-routing traffic toward Linden Avenue may not be desirable given the presence of the elementary school there, increasing safety risks to children; however, Linden Avenue is a two-way street. Alternatively, Eutaw Place is a one-way street, which limits traffic to and from Jordan Street. Currently, the Jordan Street connection is still to be determined, pending input and coordination with the community, the City, and Dorothy I. Height Elementary School officials.

### **Summary of Public Involvement for the FDT Program**

- Between 2014-2016, there was extensive public outreach during the development of preliminary environmental studies and project planning leading up to the November 2016 issuance of the Program's FEIS, including:
  - Invitations to organizations to serve as consulting or concurring parties as part of the Section 106 review process. Groups within the area of the IVF included the Historic Mount Royal Terrace Association, Reservoir Hill Improvement Council, Inc. ("RHIC"), and the Upper Eutaw/Madison Neighborhood Association ("UEMNA"). The Reservoir Hill Association was not founded until 2020.
  - Public outreach meetings (6/19/14 at Coppin State University; 10/29/14 at Mount Royal Elementary/Middle School; and 6/16/15 at Carver Vocational-Technical High School).
  - Ten smaller-scale community meetings in April, July, and October 2015. The Reservoir Hill meeting was held on 10/13/2015 at the John Eager Howard Recreation Center.
  - Six community association meetings beginning in 2015, including the 9/1/15 meeting with RHIC and the 5/24/16 meeting with Residents Against the Tunnels ("RATT"), a community group with many members residing in the Reservoir Hill neighborhood.
  - Coordination with the Baltimore City Public School System, and 6/16/16 meeting with the Baltimore City Public School District's Director of Community Engagement and Community Schools Coordinator at John Eager Howard Elementary School.
  - Three public hearings in early 2015 (2/1 and 2/6 at Frederick Douglass High School; 2/17 at Carver Vocational-Technical High School) on the DEIS, which was released on 2/18/15. During the public hearings and public comment period for the DEIS, a total of 159 comments were recorded and documented. Of these 159 comments, there were at least 89 that demonstrated association to the Reservoir Hill community, either as an elected official, through representing a community organization, or as a local resident (they indicated they lived in Reservoir Hill, or their zip code matched the neighborhood zip code). The elected officials of the area included 40<sup>th</sup> Legislative District Delegate Antonio L. Hayes, 40<sup>th</sup> Legislative District Senator Catherine Pugh, and 7<sup>th</sup> District City Councilman Nick Mosby. The organizations represented include Reservoir Hill

- Mutual Homes, Inc., RATT, Whitelock Community Farm, St. Francis Community Center, RHIC, Healthy Neighborhoods, and N40.
- Two additional open houses (4/6/16 at Frederick Douglass High School; 4/16/16 at Carver Vocational-Technical High School) to address how feedback given during the DEIS comment period had been incorporated into the alternatives development and environmental evaluation.
  - Meetings of the Mitigation Working Group to provide the opportunity to community representatives and stakeholders to take part in workshops with the purpose of identifying potential mitigation measures for the Program. The group included representatives from No Boundaries Coalition, RATT, Reservoir Hill Historic District/RHIC, Whitelock Community Farm, and St. Francis Community Center.
  - Two community information meetings (12/8/16 at Mount Royal Elementary/Middle School; 12/10/16 at Carver Vocational-Technical High) for the public review of the FEIS. The FEIS was published online on the Program website and was available for public review at 10 different locations, including John Eager Howard Recreation Center in Reservoir Hill and Enoch Pratt Pennsylvania Avenue Branch Library.
- As the Program progressed and FRA and Amtrak committed to funding the Program, more extensive outreach was developed, starting in late 2021. A complete listing of all public outreach activities from November 2021 until the present-day is available on the outreach section of the FDT Program website, <https://www.amtrak.com/about-amtrak/fdtunnel/fdtunnel-community-outreach.html>. Information about the IVF was shared with the public at the following meetings:
    - 9/26/23 Carver Vocational-Technical High School
    - 9/28/23 Virtual Meeting
    - 11/16/23 Dorothy I. Height Elementary School
    - 01/11/24 Beth Am Synagogue
  - The purpose of the most recent meeting was to give the community the opportunity to voice their concerns related to adverse effects of the construction, see the preliminary design of the IVF, and ask questions of the project team. Amtrak is preparing responses to all the questions received that day and will publish them on the Frederick Douglass Tunnel Program website. Public comments on the flexible design elements are being considered by the design team, and further recommendations from the CHAP Advisory Review and Section 106 concurring parties will also be considered.
  - In 2022, due to the passage of time, Amtrak re-evaluated the historical significance of the Madison Park Medical Center at 920 West North Avenue, which by then had reached fifty years of age, the threshold by which historical

significance can typically be evaluated for eligibility for the National Register of Historic Places. On April 22, 2022, the Maryland Historical Trust concurred with the FRA's evaluation that the medical center is eligible for inclusion in the National Register of Historic Places under both Criteria A and C. The identification of an additional historic property was handled as a Section 106 Project Change in compliance with the PA. Therefore, notification of the newly identified historic property was emailed to all consulting parties, including the Bolton Hill Community Association (previously Mt. Royal Improvement Association) and the Historic Mount Royal Terrace Association. FRA also re-extended an invitation to become a consulting party to RHIC and extended an invitation for the first time to the following organizations: Friends of Reservoir Hill, Baltimore Afro-American Historical and Genealogical Society, Baltimore City Branch of the NAACP, Greater Baltimore Urban League, Lillie Carroll Jackson Civil Rights Museum, The National Great Blacks in Wax Museum, and the Reginald F. Lewis Museum of Maryland African American History and Culture. None of these organizations accepted the invitation.

- In October 2023, Amtrak, acting on behalf of FRA, invited the Reservoir Hill Association to join as a consulting party and re-invited the RHIC and the UEMNA to join as consulting parties. None accepted.

### **Design Flexibility**

The two main components that offer some flexibility through context-sensitive design at the IVF are the architectural treatments at the façade and the facility's landscaping and site design.

- Façade Treatments:
  - Projections: As part of the CSD analysis, Amtrak determined that projecting features are one of the most important features to give to a large newly constructed building so that it might fit in with the eclectic character of Reservoir Hill's residential rowhouses.
  - Materials and textures: Consistent with the surrounding rowhouses, it is recommended that a mix of materials (brick, stone, etc.) and textures are maintained. However, there is flexibility on how that mix is defined. For example, the use of aluminum panels, incorporated for compatibility with the adjacent school, could be removed to limit the IVF's exterior to materials that are context-sensitive to the surrounding historic buildings. Current feedback gathered from the community does not prioritize the use of aluminum panels.
  - Colors: Similar to the analysis for the mix of materials and textures, it is recommended that a mix of colors be used. However, there is also flexibility on how that mix is defined.
  - Rhythm: An important feature of the façades of the rowhouses in the historic district is their regularly spaced fenestration. At the IVF, a pattern reminiscent of windows was created by a combination of functional exterior vent openings and masonry recesses. Most of the required exterior vents are located on the south

façade of the IVF, with much fewer required exterior vents on the other three façades; these vent openings inform how the rhythm of the masonry recesses are implemented. There is flexibility on how these vents are treated, i.e., leave vents exposed, such as at the historic C&P Telephone Building at 1911 Madison Avenue (in the Madison Park and Old West Baltimore Historic Districts), or cover the vents with decorative elements such as grilles, as currently proposed. In addition, where recessed masonry is currently proposed, there is flexibility in adapting glazed fenestration that does not allow view inside. Consideration can be given to the number, placement, and treatment of openings or masonry recesses that give the IVF a rhythm similar to that of the historic rowhouses.

- Horizontal elements: The historic rowhouses have multiple elements that emphasize horizontality, including belt courses, windowsills and lintels, and cornices. There is flexibility in how similar elements are incorporated into the IVF. Of particular importance are the cornices that not only emphasize horizontality, but also reinforce the separation of building segments (like surrounding rowhouses) through varying sizes, design, material (brick, molded) and projection.
- Decorative Grilles: Decorative grilles are used to protect and enhance the visual aesthetic of the required exterior vents on each façade. Most of the required exterior vents are located on the south façade of the IVF, with much fewer required exterior vents on the other three façades. To maintain the aesthetic rhythm, some decorative grilles are placed at recessed brick areas that do not have actual openings or vents, to relate to the required vent locations that have decorative grilles. There is flexibility in the design of the decorative grilles, and the frequency of implementation among the recessed brick areas with no vents. If it is preferred by the community, the grilles can be removed, and the louvers would only be visible where there are functioning vents.
- Landscaping and Site Design:
  - The southwest area of the site (at the corner of Eutaw Place and West North Avenue) is a prominent entry point to the neighborhood. There are some flexible site elements in this location, including the perimeter fence location and use of available open space outside of the perimeter fence. However, a 5-foot minimum clearance between the IVF and the perimeter fence must be maintained even if public open space is incorporated. Design components that would help create more of a welcoming entrance to the community at this location include public open space with street furniture, bicycle parking, or other amenities as preferred by the community. Additional possible features include signage or public art (e.g., mural on the IVF or sculpture in the public open space). This is an opportunity to display and showcase local artists' artwork that embodies the spirit of the community and can further activate the space.
  - There is limited opportunity for landscaping along West North Avenue and Linden Avenue (across from the school) due to parking and truck offloading spatial

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requirements. There is more flexibility at the southwest portion of the site, at the intersection of Eutaw Place and West North Avenue.

## **Attachment B: Photographs and Photo Key**

**Intermediate Ventilation Facility**

**920 West North Avenue**

**CHAP Advisory Review, 3/12/24**



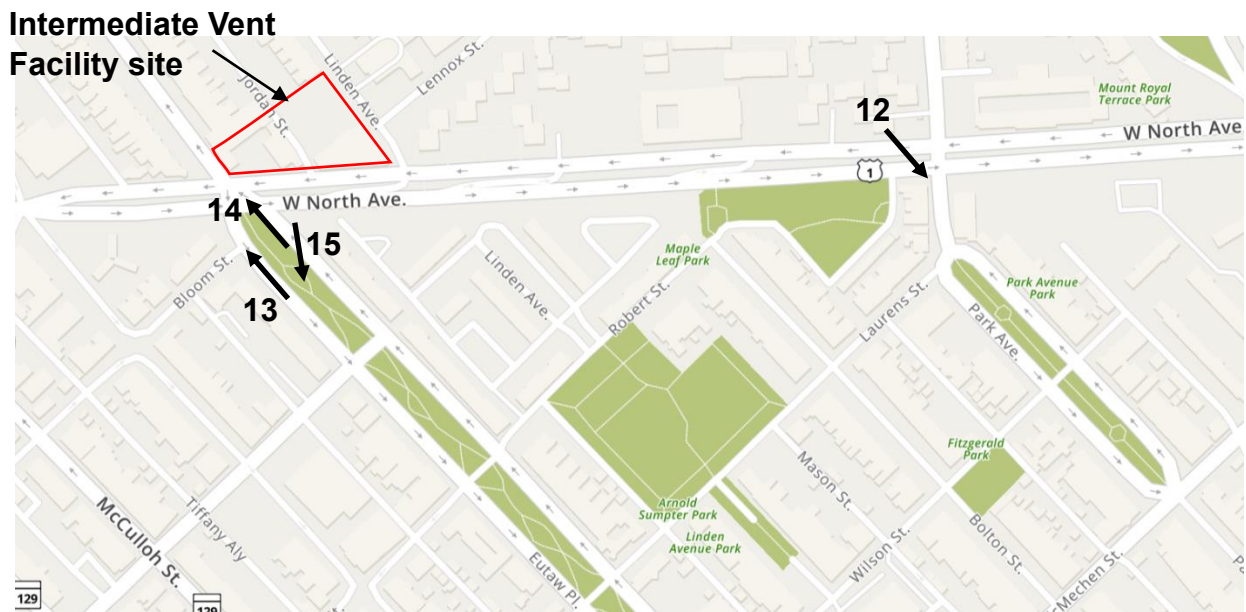
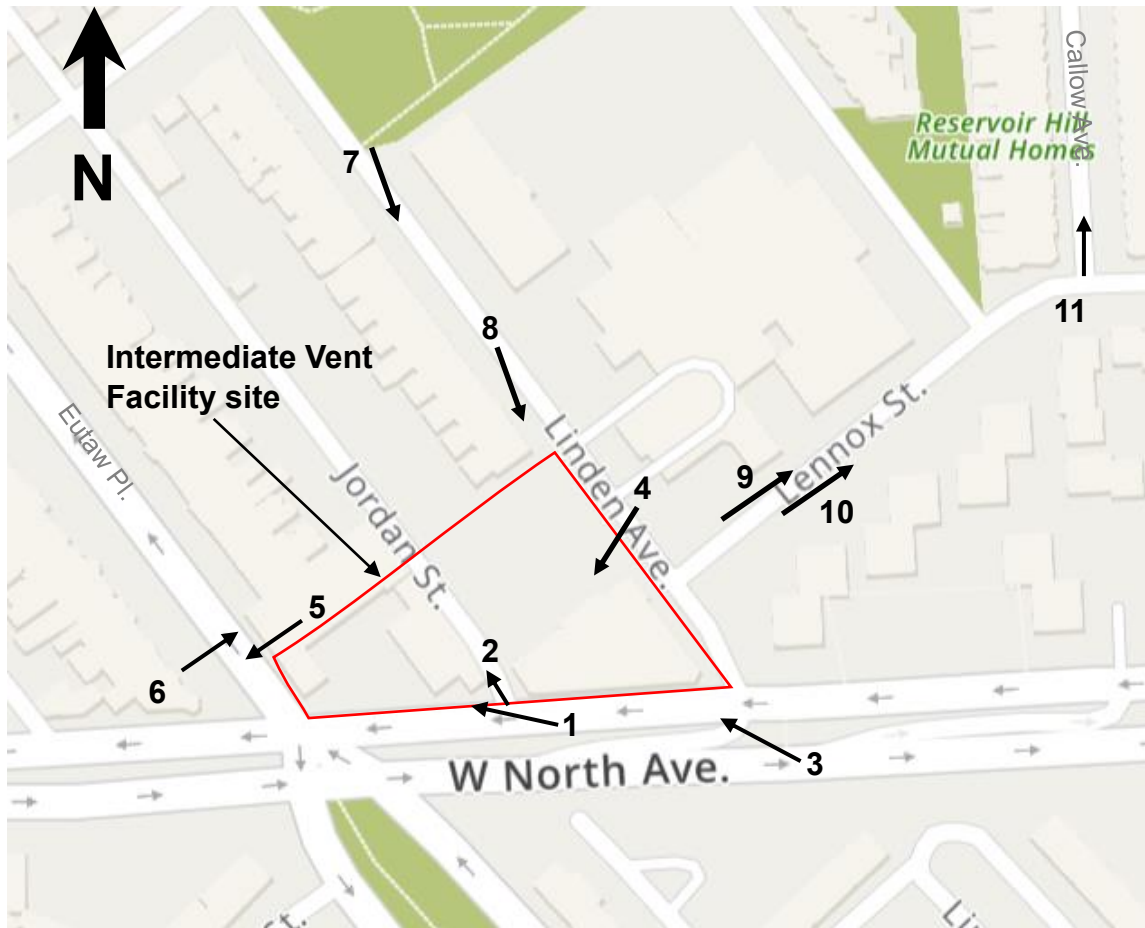




Figure 1: Former medical center on the site of the Intermediate Ventilation Facility, 920 West North Avenue, view looking northwest.

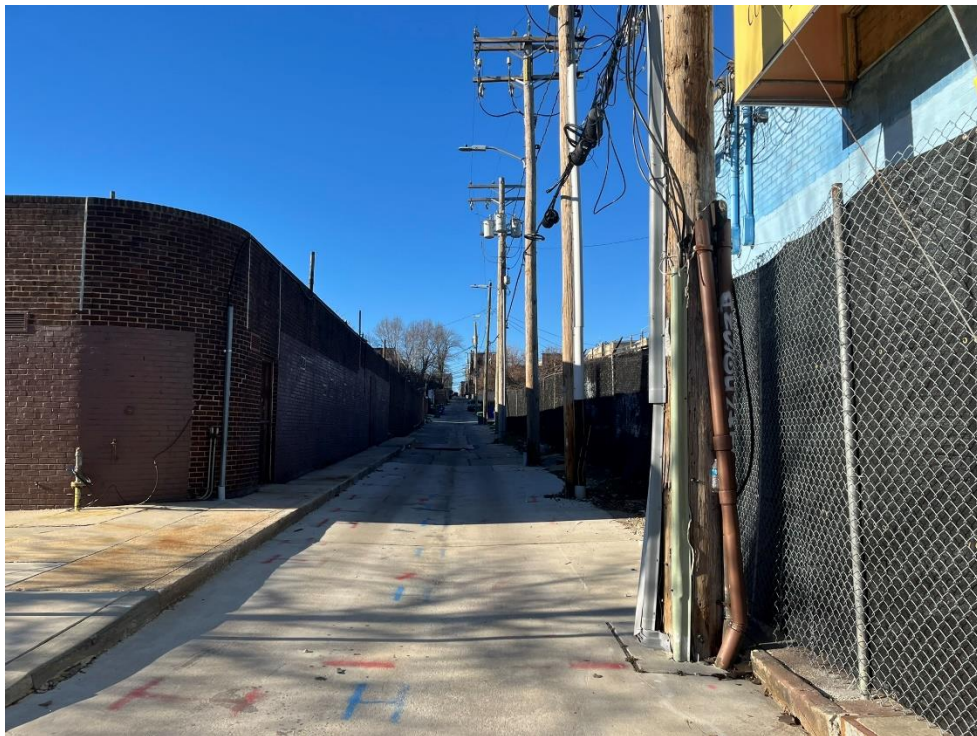


Figure 2: Jordan Street on the site of the Intermediate Ventilation Facility, view looking north.



Figure 3: Commercial buildings, 900-908 West North Avenue, on the site of the Intermediate Ventilation Facility, view looking northwest.



Figure 4: Commercial building, 2000 Linden Avenue, on the site of the Intermediate Ventilation Facility, view looking southwest.



Figure 5: Rowhouses on west side of Eutaw Place, across from the Intermediate Ventilation Facility, view looking southwest.



Figure 6: Rowhouses on east side of Eutaw Place, adjacent to the Intermediate Ventilation Facility, view looking northeast.



Figure 7: Linden Avenue with Dorothy I. Height Elementary School (left) and rowhouses adjacent to the Intermediate Ventilation Facility (right), view looking south.



Figure 8: Rowhouses on Linden Avenue, adjacent to the IVF site, view looking south towards the IVF site seen in background.



Figure 9: Dorothy I. Height Elementary School (foreground) and rowhouses (background) on Lennox Street, view looking northeast.



Figure 10: Rowhouses (left) and vacant lot (right) along Lennox Street, view looking northeast.



Figure 11: Rowhouses along Callow Avenue, view looking north.

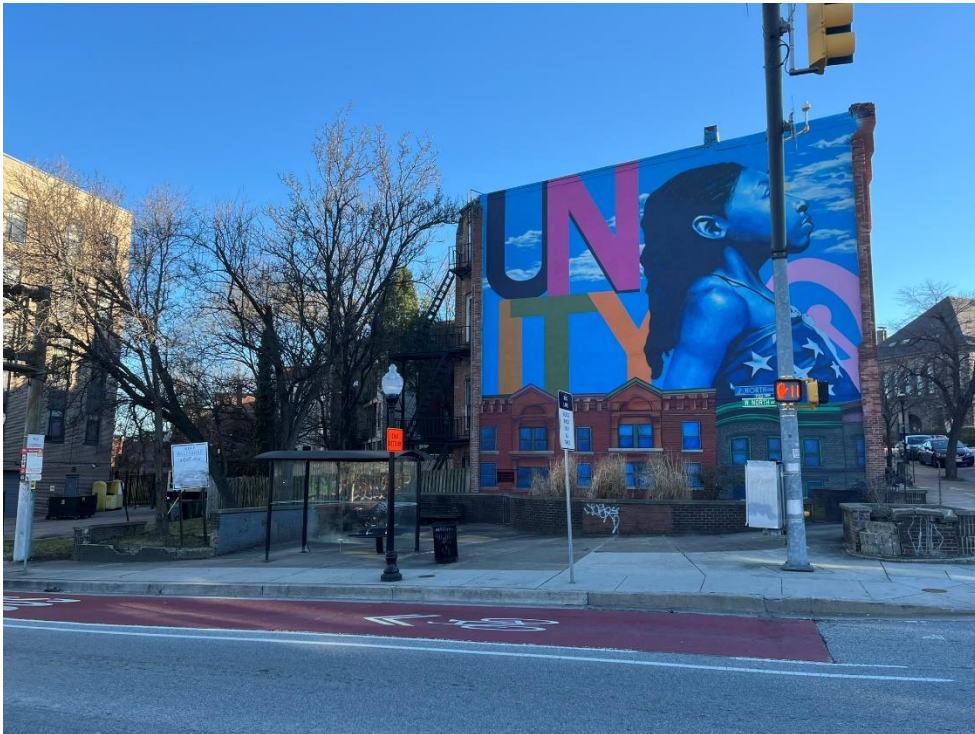


Figure 12: Murals at Park Avenue entrance to Bolton Hill Historic District from West North Avenue, view looking southeast.



Figure 13: 2100 Eutaw Place at the intersection of Bloom Street in the Bolton Hill Historic District, across from the IVF site, view looking northwest.



Figure 14: Looking across West North Avenue from the Eutaw Place median, view looking northwest towards the IVF site (on right).





*Figure 15: 1900 block of Eutaw Place, Bolton Hill Historic District, across West North Avenue from the IVF site, view looking south.*



# Frederick Douglass Tunnel Program

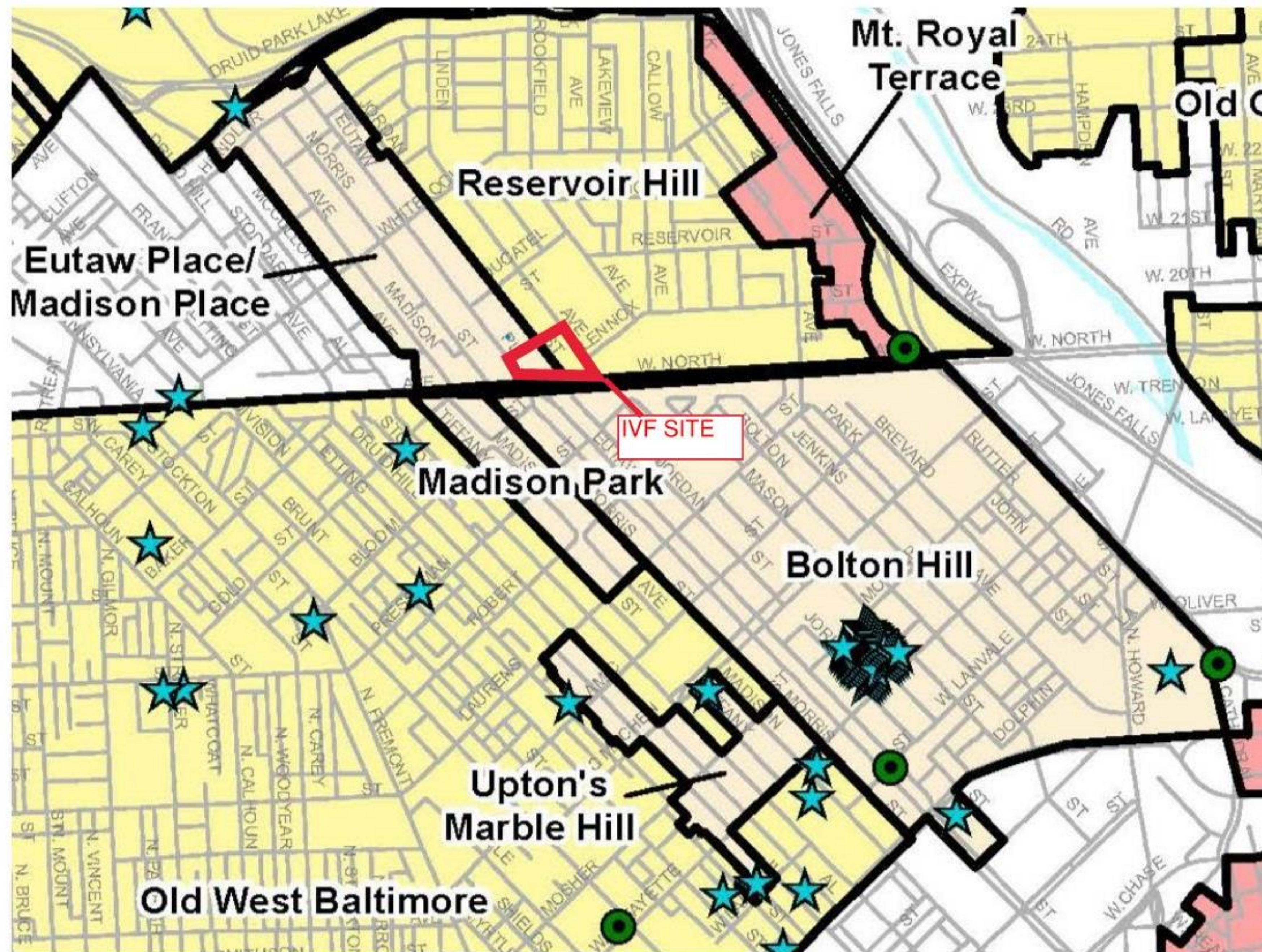
Attachment C: Plans and Renderings

Intermediate Ventilation Facility

920 West North Avenue

CHAP Advisory Review, 3/12/24

# Vicinity Plan



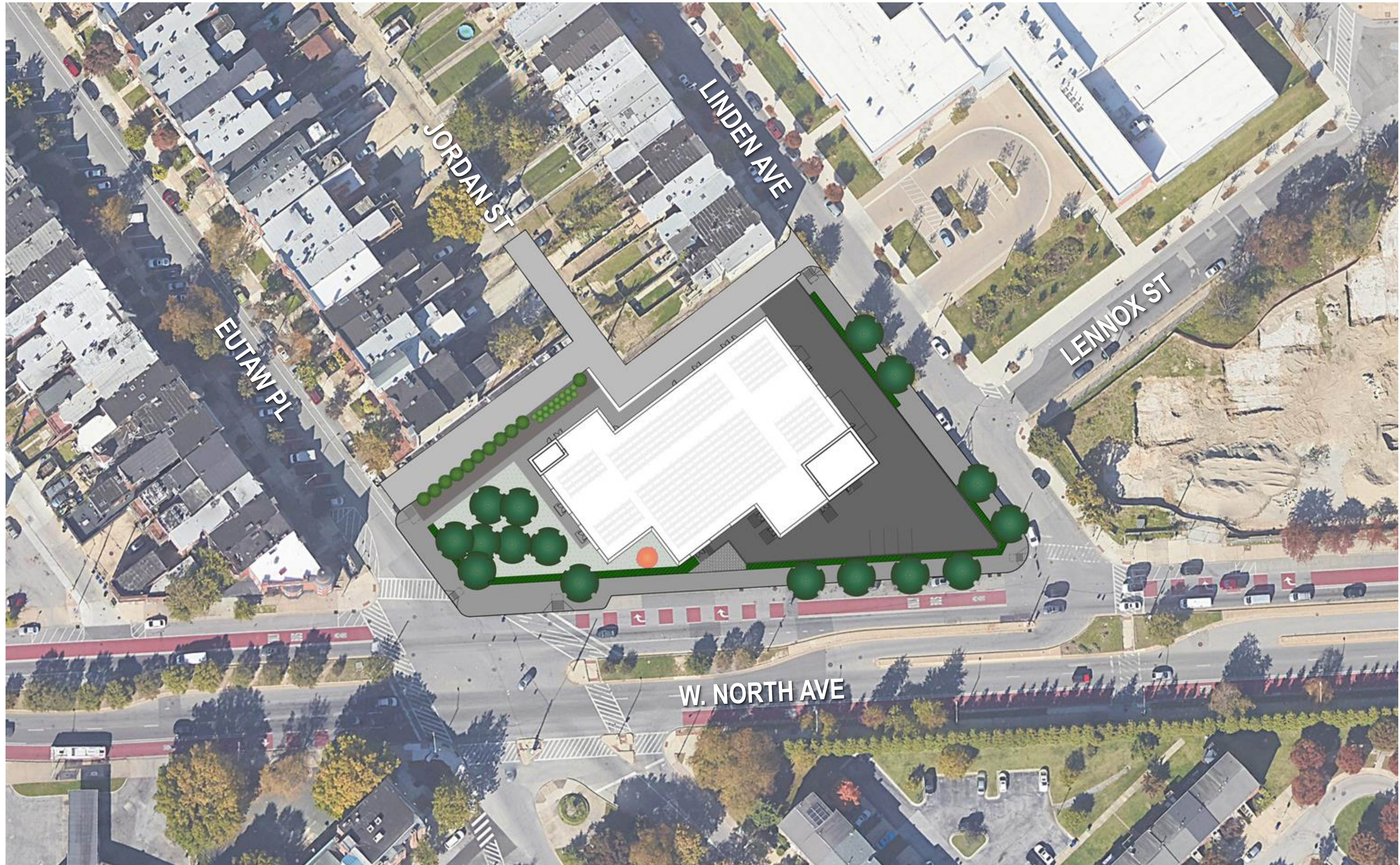
- National Register Historic District
- Baltimore City Historic District
- Baltimore City and National Register Historic District
- City Landmarks
- Monuments and Memorials

**HISTORIC DISTRICT MAP, 2021**

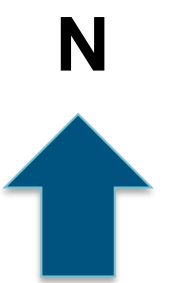
Reference: Baltimore City Department Of Planning



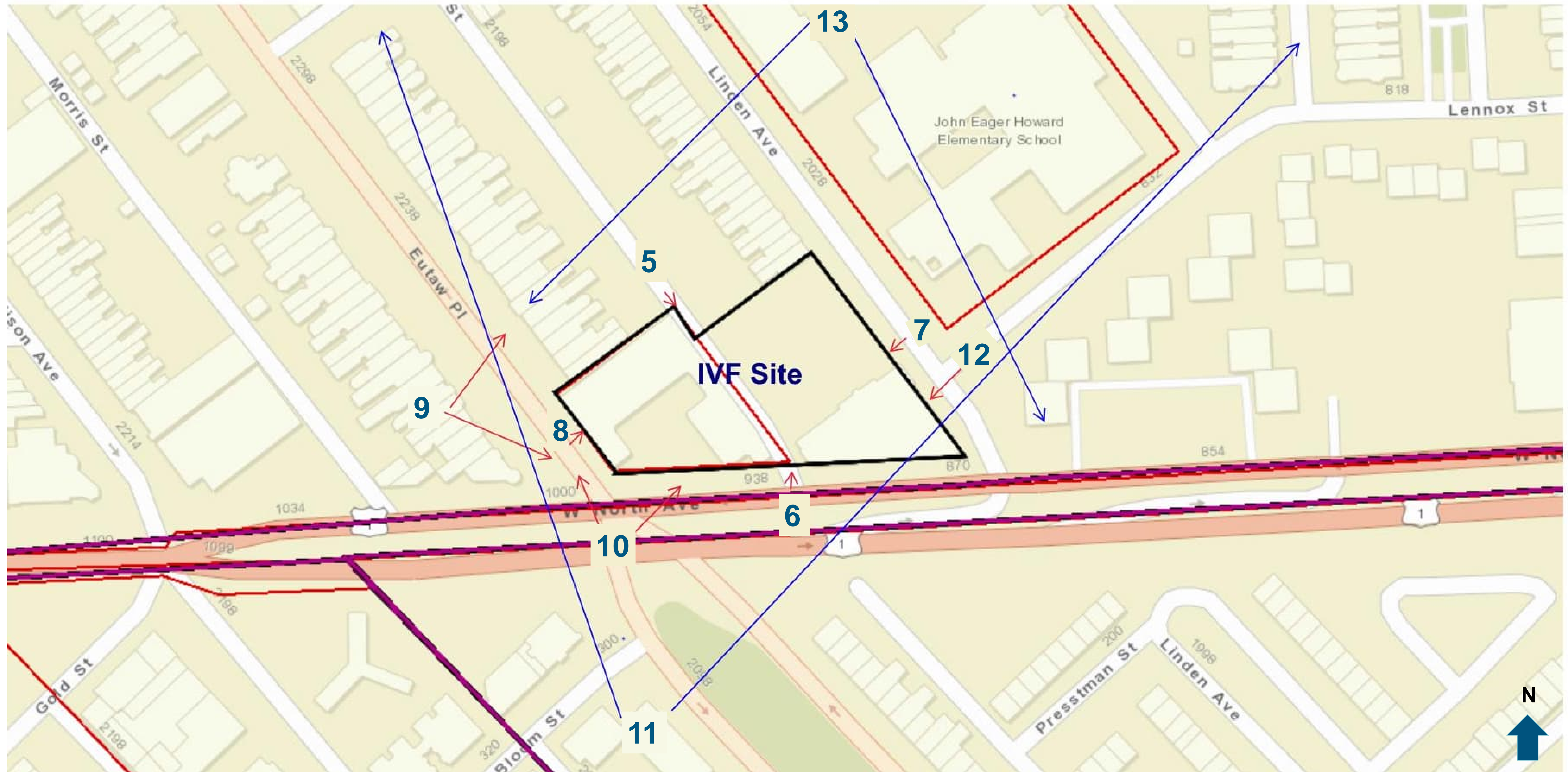
# Site Plan



SCALE: 1"=40'-0'



# Rendering View Location Map



 **Red Arrows for Ground Level Views**

 **Blue Arrows for Aerial Views**

**# Page of Specified Rendering View**

Base Map Reference: Medusa: Maryland's Cultural Resource Information System

# North Elevation – Jordan Street



SCALE: 1/8" = 1'-0"

# South Elevation – W. North Avenue



SCALE: 1/8" = 1'-0"

# East Elevation – Linden Avenue



SCALE: 1/8" = 1'-0"

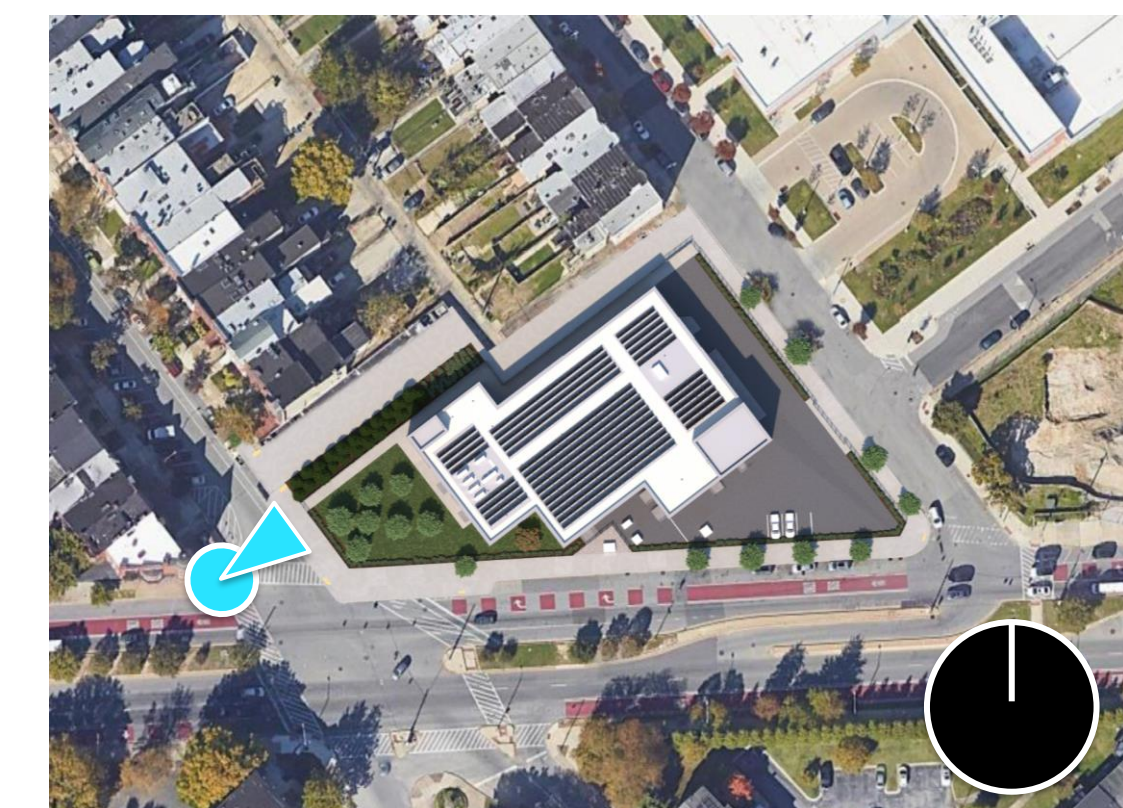


# West Elevation – Eutaw Place



SCALE: 1/8" = 1'-0"

# View along Eutaw Place



# View at Eutaw Pl & W. North Ave



# Aerial View at W. North Ave



# View facing West from Lennox St to Linden Ave



# Aerial View at Linden Avenue



