



*Brandon M. Scott*  
Mayor

**COMMISSION FOR  
HISTORICAL & ARCHITECTURAL  
PRESERVATION**

*Harry Spikes, Chairman*

**STAFF REPORT**



*Chris Ryer*  
Planning Director

**March 12, 2024**

**REQUEST:** Advisory Concept Review: Construct a four-story ventilation facility building

**ADDRESS:** 920 W. North Avenue (Eutaw Place Madison Avenue Historic District)

**RECOMMENDATION:** Staff recommends a fundamental redesign of the building so that it has a setback on Eutaw Place that is comparable to the neighboring properties, a more compatible elevation facing and in alignment with North Avenue, and an elevation that is closer to Linden Avenue. Additionally, staff recommends relocating the parking lot and the garage doors to the rear of the building, facing north to Jordan Street. If the above recommendations to significantly change the siting or footprint of the building so that it is more compatible to the local historic district are not followed, staff also has recommendations for improving the compatibility of the building as proposed. Staff further recommends that Amtrak regularly engage community members regarding the design development and coordinate with other agencies and organizations that have projects on the North Avenue corridor.

**STAFF:** Lauren Schiszik

**APPLICANT:** National Railroad Passenger Corporation (Amtrak)

**SITE/HISTORIC DISTRICT**

**Historic District**

The subject property is located at the southern edge of the Eutaw Place/Madison Avenue Historic District (*Fig. 1 and 2*). This local historic district is part of the larger Reservoir Hill neighborhood, which served as part of the important northwestern migration that occurred among the primarily German Jewish community at the turn of the 20th century. The Eutaw Place/Madison Avenue Historic District consists of over twenty-five different groups of late 19<sup>th</sup>-century to early 20<sup>th</sup>-century rowhouses, as well as a number of individual mansion houses and early 20th-century apartment buildings. These buildings were constructed along two gateway streets, Eutaw Place and Madison Avenue, which lead into Baltimore's largest Victorian-era park, Druid Hill Park. The Eutaw Place/Madison Avenue district is primarily significant as one of the most architecturally distinguished neighborhoods in Baltimore City. Its architecture embodies the distinctive characteristics of turn-of-the-century building styles highlighted in the area's more eclectic rows. A wide range of architectural styles exist in the area including

classically oriented designs by important local architects for individual homes and apartments.

The immediately adjacent blocks of Eutaw Place and Linden Avenue feature intact blocks of 3-story rowhouses. Linden Avenue is located outside of the local historic district of Eutaw Place Madison Avenue, but the west side of the 2200 block of Linden Avenue is adjacent to the project site. The entirety of the project site is within the Reservoir Hill National Register Historic District.

### Community Context

The neighborhood of Reservoir Hill experienced tremendous change during the 20<sup>th</sup> century, particularly during the mid-20<sup>th</sup>-century urban renewal projects codified by the Madison-Park North Urban Renewal Plan, which was adopted in 1963 and led to extensive demolition and redevelopment.<sup>1</sup> Madison-Park North was one of four Urban Renewal Projects located within the larger Mount Royal-Fremont Urban Renewal Area. The stated purpose was “to remove blight through both rehabilitation and clearance, and to give the area many more years of useful life. The many buildings that can be restored will remain, but work-out, outmoded buildings will make way for public and private facilities which the neighborhood needs to insure[sic] its vitality. The completion of the project will make Madison-Park North and its surrounding neighborhoods a more desirable community in which to live, shop, or work.”<sup>2</sup>

The outcomes of the redevelopment arguably did not fully live up to the intended goals. North Avenue was widened into a six-lane road, and many buildings along both the north and south sides of North Avenue were demolished. The widened North Avenue continues to be a barrier between communities to its north and south. The parcel at 920 W. North Avenue was developed into the extant medical center as part of this Urban Renewal Plan. The eight-acre parcel located a block to the east of the subject property was developed as a low-rise apartment building complex, Madison Park North Apartments in the 1970s. The complex was demolished in 2016, and is being redeveloped into Reservoir Square, a mixed-use development by MCB Real Estate, MLR Partners, and Atapco Properties.

Located to the south of the subject property on the south side of North Avenue is the Spicer’s Run townhome community in the Bolton Hill local historic district, which was completed in 2000. This community replaced the low-rise apartment complex of Eutaw Gardens, constructed in 1970. The Spicer’s Run development, which received CHAP review and approval under previous design guidelines and a previous Commission, was determined to be compatible in terms of the architectural design with the surrounding neighborhood context of Bolton Hill. However, the development does not face on to North Avenue; what faces North Avenue is a six-foot tall metal fence, with tall evergreen trees behind it. This is the antithesis of Jane Jacob’s directive to have eyes on the street and it does not foster a safe, activated block for pedestrian use.

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<sup>1</sup> Baltimore Urban Renewal and Housing Agency “Madison-Park North and its Surroundings”, n.d., [https://archives.ubalt.edu/burha/pdfs/R0019\\_BURHA\\_S10\\_B05\\_F044.pdf](https://archives.ubalt.edu/burha/pdfs/R0019_BURHA_S10_B05_F044.pdf)

<sup>2</sup> Baltimore Urban Renewal and Housing Agency “Madison-Park North and its Surroundings”, page 1.

Just north of the Reservoir Square parcel on Linden Avenue is Dorothy I. Height Elementary School, which was recently modernized. It was formerly named John Eager Howard Elementary School. There has been a school on this parcel for over a hundred years.

Along with the current Reservoir Square redevelopment, there are other projects and plans underway in the immediate vicinity that could either be negatively impacted or enhanced by Amtrak’s development at this site:

- Dorothy I. Height (formerly John Eager Howard) Elementary School INSPIRE Plan (adopted in 2017), developed by the Department of Planning to leverage the public investment of the 21<sup>st</sup> Century School Program and enhance the connection between the schools and the surrounding neighborhoods through INSPIRE, which stands for Investing in Neighborhoods and Schools to Promote Improvement, Revitalization, and Excellence. This planning program focuses on the neighborhoods surrounding each of the schools, specifically the quarter-mile around the schools. The goals are to strengthen the connection between the school and community, particularly on improvements along “primary walking routes” to school, as well as to address larger environmental, social, and economic conditions by developing strategies and recommendations to invest in housing and market-strengthening development opportunities, improve safety, improve sanitation, create environmentally-sustainable neighborhoods, create opportunities for health and wellness, create connections and access.<sup>3</sup>
- North Avenue Rising, a joint project between local communities, the Maryland Department of Transportation and the Baltimore City Department of Transportation that received federal, state, and local funding for improved sidewalks, dedicated bus lanes and enhanced bus stops, roadway repaving and bikeshare parking. Completed in June 2022, the goal of the project was to increase access for residents along the corridor to economic opportunity throughout Baltimore and support economic revitalization along North Avenue.
- West North Avenue Development Authority (WNADA), which was created in 2021 by the Maryland General Assembly to redevelop and revitalize W. North Avenue. The organization’s membership includes leaders from Coppin State University and the Maryland Institute College of Art, elected officials, state and city agencies including the Department of Planning, and communities along the corridor. In 2023, the Authority was awarded over \$11 million in funding, and in December 2023, WNADA submitted its Comprehensive Revitalization Plan – Phase I to the Governor and Maryland General Assembly, and it is anticipated to receive formal acceptance on March 16, 2024. Phase II of the plan is currently underway.

Site Conditions:

*920 W. North Avenue*

920 W. North Avenue is located at northeast corner of the intersection of the 900 block of W. North Avenue and the 2200 block of Eutaw Place. It is an irregularly-shaped lot that is approximately a half-acre in size. From circa 1890 until 1970, several three-story over raised basement brick rowhouses with mansard roofs were located on this site. Most of the buildings

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<sup>3</sup> Baltimore City Department of Planning, “John Eager Howard Elementary School INSPIRE Plan”, January 2017, <https://planning.baltimorecity.gov/sites/default/files/JohnEagerHowardINSPIREPlan.pdf>

fronted North Avenue, but two rowhouses fronted Eutaw Place. These buildings are documented in series of historic maps between 1890 and 1951, and appear to largely remain physically the same, although the uses of the buildings had shifted to primarily commercial and office use by 1951 (*Figs. 3-7*). These structures were targeted for redevelopment and demolished by the City of Baltimore through the Baltimore Urban Renewal and Housing Agency (BURHA) as part of the Madison-Park North urban renewal area plan (*Fig. 8*).<sup>4</sup> The Madison Park Medical Center, Inc. purchased the property in 1967 and completed the medical building by 1971, which was subject to use restrictions and non-discrimination clauses. The Madison Park Medical Center was founded by a group of nine African American Baltimore physicians, and it was headed by Dr. H. Garland Chissell.<sup>5</sup> It was the second of three medical centers established by African Americans between 1968 and 1972, which were founded to provide “adequate and equitable healthcare” for Baltimore’s African American citizens.<sup>6</sup>

The architecture is described in the 2022 Maryland Historical Trust Determination of Eligibility form for the property:

The one-story, Brutalist-style, concrete commercial building is roughly U-shaped with curving walls at the southeast and southwest elevations. It is clad in running-bond brick and has a flat asphalt roof. The roof’s northwest portion was once used for vehicular parking. Brick parapets border the parking lot on all sides except the off-centered vehicular entrance at the southwest side... Since the building is set into ground that slopes to the southeast, only the full height of the building is exposed on the W. North Avenue and Jordan Street elevations.

The southeast façade described here, encompasses all walls facing the depressed, irregularly shaped concrete courtyard, which is partially enveloped by the building on three sides. The façade consists of various entrances that once led to individual medical suites. The northeast elevation facing the courtyard has two irregularly sized bays covered with corrugated metal roll-up doors. The southeast elevation facing the courtyard has evenly spaced recessed bays for each suite, with all openings covered by wood boards or metal roll-up doors. The southwest elevation facing the courtyard consists of a two-bay, recessed section to the north and a projecting section with four bays to the south, both with curving walls; this elevation's fenestration consists of several boarded-up openings. At the intersection of W. North Avenue and Jordan Street the southwest elevation is recessed, creating a dog leg with one suite with a recessed entrance covered by a metal roll-up door and topped by an empty sign board; the dog-leg area has curved walls... The southeast elevation of the dog-leg area fronting W. North Avenue has no fenestration... At the western end of the façade, facing W. North

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<sup>4</sup> Baltimore Urban Renewal and Housing Agency “Madison-Park North and its Surroundings”, page 3.

<sup>5</sup> Nicole Diehlmann, Meghan White and Laura van Opstal, “Madison Park Medical Center, B-1379-6”, Maryland Historical Trust Determination of Eligibility Form, 2002, pages 4-5, <https://apps.mht.maryland.gov/medusa/PDF/BaltimoreCity/B-1379-6.pdf>

<sup>6</sup> Diehlmann, White and van Opstal, page 5.

Avenue at the corner of Eutaw Place, is a small area with curved walls at each end and no fenestration.<sup>7</sup>

#### *900 W. North Avenue*

This parcel is located outside of the Eutaw Place Madison Avenue local historic district. It is to the east of 920 W. North Avenue, bounded by North Avenue to the south, Jordan Street – an alley street – to the west, and Linden Street to the east. A surface parking lot is located to the north of the site. In the late 1800s, this parcel was the site of the North Avenue Baptist Church’s frame one-story church, until it was demolished sometime in the 1930s or 1940s (*Figs. 4-7*). From the mid-20<sup>th</sup> century until several weeks ago, this parcel was a one-story brick commercial strip that was home to various businesses including the Linden Theater.

#### *2000 Linden Avenue*

This consolidated parcel historically was the site of seven rowhouses, 2000-2012 Linden Avenue, but they were demolished sometime after 1951, and the parcel has served as a parking lot since (*Figs. 6-7*).

## **BACKGROUND**

### **CHAP Reviews of Project Site**

CHAP has reviewed and approved minor work on the property at 920 W. North Avenue in the 1980s and 1990s, following the designation of the Eutaw Place Madison Avenue local historic district in 1981.

### **Frederick Douglass Tunnel Project**

#### *Project Overview*

The construction of this building is part of the overall Frederick Douglass Tunnel Project (originally named the Baltimore and Potomac Tunnel Project), which is a replacement of the Baltimore and Potomac Tunnel that runs underground from Baltimore’s Pennsylvania Station to West Baltimore’s MARC Station at W. Franklin Street. Amtrak states that:

At nearly 150 years old, it is the oldest tunnel along this section of the Northeast Corridor (NEC) and is a bottleneck for operations of MARC and Amtrak passenger trains. The 1.4-mile tunnel, connecting Amtrak’s Penn Station to MARC’s West Baltimore station, is impacted by a variety of age-related issues including excessive water infiltration, a deteriorating structure, and a sinking floor. The tunnel does not include any of the modern fire and life safety systems that help keep passengers safe in the event of emergencies, and extensive maintenance is required. These factors are evidence that now is the time to provide the 9 million MARC and Amtrak customers in this area with a modern tunnel that delivers a faster, more reliable trip.<sup>8</sup>

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<sup>7</sup> Diehlmann, White and van Opstal, page 2.

<sup>8</sup> Amtrak, “Frederick Douglass Tunnel Program,” <https://www.amtrak.com/fdtunnel>

The decision to replace the tunnel was made following a study of multiple options, including the option of retaining the existing tunnel, or constructing a new tunnel along one of three proposed alignments. The Federal Railroad Administration decided to construct a tunnel along one of the proposed alignments, as codified in the 2017 Record of Decision.<sup>9</sup> The new tunnel requires ventilation facilities at both ends of the tunnel, as well as an intermediate ventilation facility near the middle of the tunnel. The intermediate ventilation facility will be constructed on North Avenue in the local historic district of Eutaw Place Madison Avenue in the Reservoir Hill neighborhood.

#### *Section 106 of the National Historic Preservation Act*

This project is a federal undertaking that is subject to numerous federal regulatory reviews, including the Section 106 process of the National Historic Preservation Act (NHPA), which is the most pertinent federal review for this Commission. The Section 106 review process assesses the impact of the project on historic properties, resulting in a determination of either adverse effect or no adverse effect. The participants in the Section 106 process include the Federal Railroad Administration, which is the lead agency, Amtrak, which is the applicant for the project, the Advisory Council of Historic Preservation (ACHP), the Maryland State Historic Preservation Office (SHPO), also referred to as the Maryland Historical Trust, and/or Tribal Historic Preservation Officers, local tribes, local governments, and other consulting parties that can include organizations and individuals “with a demonstrated interest in the undertaking... due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties,” as well as the public.<sup>10</sup> The Commission for Historical and Architectural Preservation and the Department of Planning are concurring parties in this process, represented by CHAP Executive Director Eric Holcomb and Planning Director Chris Ryer.

There is a process for both identifying historic properties and determining whether the proposed Federal action will impact or “cause effects” on historic properties. If the consulting parties determine that the project will have an adverse effect on historic properties, there must be a consideration of options that would avoid or minimize the impacts on historic properties. If avoidance is not possible, then the consulting parties must agree on mitigation measures that resolve the adverse effects of the project on historic properties. These decisions are codified in either a Memorandum of Agreement, or in a project-specific Programmatic Agreement. Programmatic Agreements are often utilized for larger, more complex projects, where it often isn't possible to complete the Section 106 process before making a final decision on an undertaking.<sup>11</sup> The Advisory Council on Historic Preservation explains that:

For instance, the agency may be required by law to make a final decision on an undertaking within a timeframe that simply cannot accommodate the standard Section 106 process, particularly when the undertaking's area of potential effects

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<sup>9</sup> Federal Railroad Administration, “Record of Decision for the B&P Tunnel Project Baltimore, Maryland” March 2017, [https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/bptunnel/BPT\\_Record-of-Decision\\_March2017\\_Signed.pdf](https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/bptunnel/BPT_Record-of-Decision_March2017_Signed.pdf)

<sup>10</sup> 36 CFR Part 100, Protection of Historic Properties, Section 800.2(c)(5), <https://www.achp.gov/sites/default/files/regulations/2017-02/regs-rev04.pdf>

<sup>11</sup> 36 CFR Part 100, Protection of Historic Properties, Section 800.14(b)(1)



encompasses large areas of land or when the undertaking may consist of multiple activities that could adversely affect historic properties.<sup>12</sup>

The Frederick Douglass Tunnel Project is a large, complex project that will result in adverse effects on multiple historic properties, including demolitions of many properties by the new south portal. Given the complexity of the project, there is also the possibility that the full effects on historic properties cannot be understood at the start of the undertaking.<sup>13</sup> Thus, this project has a Programmatic Agreement as the result of the Section 106 process. The Section 106 process typically concludes with an executed Memorandum of Understanding or Programmatic Agreement.<sup>14</sup> In this case, the Programmatic Agreement codifies an ongoing consultation process with the consulting parties in the implementation of the Programmatic Agreement. This is designed to be an iterative process, so that there are opportunities to respond to changing conditions.

For example, the subject property, 920 W. North Avenue, was originally determined to not be a historic resource, because it was less than fifty years of age when the Programmatic Agreement was signed in 2017. In 2021, the property became fifty years old, and Amtrak hired historic preservationists to complete a Determination of Eligibility Form for consideration of its eligibility for listing on the National Register of Historic Places. This form, completed in 2022, found the property to be eligible for listing.<sup>15</sup>

The Programmatic Agreement also states the Federal Railroad Administration may identify and invite additional consulting parties in the implementation of the Programmatic Agreement, which is an important inclusion as new community associations have been created in the neighborhoods impacted by this project since the creation of this Programmatic Agreement in 2017.

Some of the consulting parties to the Programmatic Agreement are signatories, namely the Federal Railroad Administration, the Maryland State Historic Preservation Office, Amtrak, and the non-profit organization Preservation Maryland. Signatories have the authority to execute, amend, and/or terminate the Programmatic Agreement.<sup>16</sup> The remainder of the consulting parties have the opportunity to provide comments on documents that are provided to them related to the implementation of the Programmatic Agreement, including changes that could potentially affect historic properties.

The Programmatic Agreement includes several required actions to mitigate the Project effects on historic resources, including:

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<sup>12</sup> Advisory Council on Historic Preservation, “Types of Agreement Documents in Section 106: What They Are and When They Should Be Used”, September 25, 2018, page 2; <https://www.achp.gov/sites/default/files/guidance/2018-09/TypesofAgreementDocumentsinSection106WhatTheyAreandWhenTheyShouldBeUsed.pdf>.

<sup>13</sup> Advisory Council on Historic Preservation, “Types of Agreement Documents in Section 106” page 3.

<sup>14</sup> Advisory Council on Historic Preservation, “Types of Agreement Documents in Section 106”, page 3.

<sup>15</sup> Diehlmann, White and van Opstal,

<sup>16</sup> “Project Programmatic Agreement Amount the Federal Railroad Administration, Maryland State Historic Preservation Officer, National Railroad Passenger Corporation, and Preservation Maryland regarding the Baltimore & Potomac Tunnel Project Baltimore City, Maryland” 2017, page X, [https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/bptunnel/BPT\\_ROD\\_Appendices\\_B\\_March2017.pdf](https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/bptunnel/BPT_ROD_Appendices_B_March2017.pdf)

- A Preservation Grant Fund that will provide direct financial assistance for preservation projects located in the Midtown Edmondson Historic District and the Edmondson Avenue Historic District
- Historic Properties Construction Protection Plan for properties located within, adjacent to, or above the limits of disturbance for the Project.
- Context-sensitive design of fifteen new buildings and structures, including the proposed Intermediate Ventilation Facility that is the subject of this hearing. The agreement states that “Amtrak, in consultation with the MD SHPO, will develop and apply context sensitive design treatments for specified new buildings and structures consistent with the standards and guidelines outlined in Stipulation IV.B. 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.”<sup>17</sup> The 60% and 90% design plans relevant to the exterior of the facility will be provided to the signatories and consulting parties for review and comment.
- Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) Documentation of historic properties slated for demolition.
- The creation, installation, and maintenance of up to two interpretive signs and/or displays at Baltimore’s Pennsylvania Station or comparable public space. These will be maintained until the project construction is completed.
- Research Baltimore’s Pennsylvania Station facilities and adjoining yards in order to clarify and delineate the boundaries of railroad-related properties that are either listed on the National Register of Historic Places or eligible for listing.
- Architectural salvage of building components from Project-related demolition, which will be given for free to people who live in or are rehabilitating properties in the Midtown Edmonson or Greater Rosemont Historic Districts, and/or to Preservation Grant Fund recipients. At the end of one year, Amtrak may sell or dispose of the remaining unused materials.
- A section on the implementation of the Programmatic Agreement to the Project website that provides information about Project activities, such as the “preservation grand funding, HABS/HAER documentation, interpretive content and materials, oral histories, salvage efforts and availability, and archeology”, which will be initiated at the start of the project design phase.
- Identification and assessment of Project effects on known or potential archaeological resources, including archaeological testing and curation of recovered artifacts.

The planning process for the Frederick Douglass Tunnel Project has been underway for a decade, starting in 2014, and the Section 106 process began in 2015. Over the course of this project, there have been numerous changes that may impact the outcome of the project and are evidence of the importance of regular consultation and communication with local stakeholders. First, there have been changes in terms of people: the majority of the agencies and consulting parties have changed, elected officials at federal, state, and local levels have changed, and residents living in the impacted neighborhoods have changed. Second, as noted in the Community Context subsection above, there have been several local- and state-level planning efforts and projects, as

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<sup>17</sup> “Project Programmatic Agreement”, page 9.



well as private redevelopment projects in the immediate vicinity that are either completed or underway, and which could be either impacted or enhanced by this project.

#### *CHAP Review Authority for this Federal Project*

While CHAP is a consulting party to the Section 106 process for this project, CHAP would typically also have regulatory review authority for this project because one of the parcels that will be consolidated for the Intermediate Ventilation Facility Site, 920 W. North Avenue, is in the local historic district of Eutaw Place Madison Avenue. Major projects in local historic districts, such as new construction, require review and approval by the Commission at one or more public hearings. In most circumstances where a project was located partially within and partially outside of a local district, like this one, CHAP staff would typically review the portion of the project located within the local historic district, and the portion of the project outside of the district in an advisory capacity.

When the local CHAP review requirement was conveyed to Amtrak, CHAP staff was informed that Amtrak projects are exempt from most state and local laws including historic preservation codes and regulations, as per 49 USC 24902(j).<sup>18</sup> However, Amtrak agreed to Executive Director Eric Holcomb's request to participate in an advisory review with the Commission, to allow Amtrak to obtain design advice from local preservation experts and also allow a forum for Amtrak to engage with stakeholders in the immediate vicinity.

### **PROPOSAL**

Amtrak proposes to consolidate the parcels at 900 W. North Avenue, 920 W. North Avenue, and 2000 Linden Avenue. A portion of Jordan Street, an alley street, will be closed and included in the consolidated parcel. On this newly consolidated parcel, Amtrak proposes to construct a four-story ventilation facility that will serve the Frederick Douglass Tunnel. This ventilation facility is built approximately midway along the new tunnel, and as an intermediate ventilation facility, its primary function will be "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," according to Amtrak's submission to CHAP. In an emergency, the facility will also allow first responders to access the tunnel, and for passengers and Amtrak employees to exit the tunnel.

As outlined in the narrative portion of the submission, the overall massing, scale, and siting of the building is due to regulations and code requirements and the size and number of required resources and support spaces in the building. These include the four ventilation fans, two plenums, which are defined as "enclosed space which facilitates air circulation as part of the facility's ventilation system," utility shafts, and electrical, mechanical, hoist, and communications rooms.

Due to security requirements, the facility will not be accessible to the public. Security measures also impact the site design as well, in terms of the required eight-foot-tall security fencing,

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<sup>18</sup> Title 49 USC Chapter 249: Northeast Corridor Improvement Program, <https://uscode.house.gov/view.xhtml?path=/prelim@title49/subtitle5/partC/chapter249&edition=prelim>

setbacks of the building at least five feet from the fencing, and the number and location of doors on the building.

The Intermediate Ventilation Facility design is at 60% plans. It is a four-story tall windowless masonry structure that is largely rectilinear. It will have ventilation intake and exhaust louvers on the elevation facing West North Avenue. Louvers on other elevations will circulate natural airflow through the building. It is set back from sidewalks to various degrees on all three elevations. There is a fenced green space abutting Eutaw Place, and a large parking area abutting and accessing Linden Avenue. To the north of the site, there are two new proposed alley streets connecting Jordan Street to both Eutaw Place and Linden Avenue.

One of the mitigation measures of the Programmatic Agreement for the Section 106 process 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.”

The project submission for the CHAP hearing states that “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 context-sensitive design treatments proposed for the building include the height of the building, niches and decorative grille features to be compatible with the fenestration patterns on surrounding historic buildings. Architectural details proposed for the exterior, such as belt courses, lintels and sills, cornices, and bays of contrasting masonry are also intended to make the building compatible with the surrounding neighborhood.

## **APPLICATION OF GUIDELINES**

Staff applied the following sections of the *Baltimore City Historic Preservation Design Guidelines* in reviewing this proposal: 2.1 Guiding Principles for New Design, 2.2 Site Design, 2.3 Scale and Form, 4.2.1 Site Context, 4.2.3 Streets, Alleys, and Parking, 5.2 Archeological Resources, and .

### **2.1 Guiding Principles for New Design**

- Avoid demolishing historic buildings, structures, and landscapes when designing new construction projects.
- Identify the character-defining features of the surrounding historic buildings and streetscape. Design new buildings to visually relate to the historic environment. Respect the established design precedent in the immediate area but do not imitate existing buildings.
- Contemporary architectural design that reflects its current time, place, use, and culture is accepted, provided that the design is compatible with the character of the historic district.
- Radically contrasting building designs are discouraged within local historic districts.

- New buildings that are similar to existing historic buildings in materials, form, massing, and architectural features are accepted as long as the new buildings can be distinguished from historic buildings.
- Avoid replicating historic styles, which diminishes the integrity of the historic district and confuses old and new.

Staff believes that the proposal does not fully comply with this design guideline. It was not possible for Amtrak to avoid demolishing historic buildings when this site was chosen for the Intermediate Ventilation Facility. The larger issue is that the proposed building does not visually relate to the historic environment and does not respect the established design precedent in the immediate vicinity. Staff believes that some of the design precedents in the neighborhood include the setbacks (or lack thereof) on the blocks, the consistent widths of the rowhouses, and the palette of materials.

Comparatively, the building's elevations on Eutaw Place and Linden Avenue are deeply set back from the sidewalk, and while all elevations feature vertical bays, the bays are irregular widths. Architecturally, this building does contrast radically from the adjacent historic structures.

The proposal does successfully identify character-defining features of the surrounding historic buildings, like belt courses, decorative grilles, brick cladding, and the color palette of the building exterior, and applies them in a way that still allows the building to be distinguished from historic buildings.

Overall, there are fundamental differences in design that CHAP staff believes this facility is incompatible in its siting and massing.

## **2.2 Site Design**

- Retain established property line patterns, street and alley widths, setbacks, primary and secondary building orientation, and landscape elements.
- The spaces between buildings help define the historic character of the neighborhood. Design new construction to follow the existing pattern of building widths and spacing between buildings.
- Incorporate character-defining site design features of the historic district into the designs of new construction projects.
- In areas with varied setbacks, the setback for new construction should be within ten percent (10%) of those of neighboring buildings. Variations to these setback guidelines may be warranted in some cases, but decisions should be carefully considered with respect to their impact on the overall streetscape.
- The spaces between buildings help define the historic character of the neighborhood. Design new construction to follow the existing pattern of building widths and spacing between buildings.
- Primary buildings should have a similar orientation and relationship to the street as the existing buildings. Primary entrances and facades should be located, oriented, and sequenced to be consistent with the pattern of entrances and facades in the neighborhood.

- New construction projects should reinforce existing patterns of open space and enclosure created by existing vehicular and pedestrian circulation routes, fences, walls, yards, courtyards, gardens, and landscaping.
- New construction at corners or abutting public spaces require special consideration in the design of entrances and multiple, publicly visible facades.

The proposal does not fully comply with this guideline. This building has three facades: W. North Avenue, Eutaw Place, and Linden Avenue, and all will be highly visible. Each of these streetscapes have different characteristics, but this facility does not successfully relate to any of them.

The brick rowhouses on the west side of the 2200 Eutaw Place are all set back from the sidewalk by approximately 18-20 feet, are predominately three bays and 20 feet wide, and three stories tall above raised basements. While the individual buildings have details that differentiate them, such as slightly projecting bays, the occasional parapet, etc., the block as a whole has a clear pattern and rhythm to the facades. The brick rowhouses on the 2200 block of Linden Avenue have no setback, but are also three stories over raised basements, and are two or three bays and uniformly 16 feet wide. The buildings on both blocks have ornate decorative detailing such as belt courses, quoining, and rusticated basement levels.

This building's proposed setbacks and orientation aren't compatible with the surrounding historic structures. Due to its footprint and generous setbacks, the building has a very different relationship to the street than the surrounding historic buildings. While the North Avenue elevation isn't set far back, it is angled away from North Avenue, with a façade marked by deep setbacks instead of one unbroken plane of façade. The North Avenue façade in the preliminary design for the facility that was published in the Record of Decision is more compatible (Fig. 31).

While the design team has incorporated vertical bays into the wide elevations to break down the massing and be more visually consistent with the surrounding rowhouses, the bay widths on the building are irregular and do not follow the existing patterns of building widths. These exterior details could be updated to make the bays more consistent in their widths.

The project will not reinforce existing patterns of open space and enclosure. The design will disrupt the existing vehicular circulation by closing Jordan Street to accommodate the footprint of this large building; but given the requirements for the building, this closure of the alley street, and its replacement with new alley drives connecting to both Eutaw Place and Linden Avenue, it is acceptable. However, the green space at the front of the Eutaw Place elevation doesn't reinforce the existing pattern of front-yard setbacks on the block, and the enclosure within the 8-foot-tall fence also breaks from the general pattern of unfenced front yards. While the security requirement to fence the building is understood, it isn't clear why the fence can't be closer to the building, thus opening up the green space.

### **2.3 Scale and Form**

- The scale and form of new buildings must be compatible with the height and depth of surrounding buildings. Where there is variation of building height within the immediate neighborhood, the new building should generally relate to the predominant pattern.

- New buildings must complement the massing of surrounding buildings, including the proportion of solid surfaces (walls) to voids (window and door openings.) Respect the characteristic rhythm (fenestration, bays, rooflines, etc.) of existing buildings.
- Design the new building to be proportional to surrounding buildings. Consider important building proportions such as floor-to-floor heights, the size and placement of windows and doors, the scale of articulated elements such as porches, overhanging cornices, and bay windows.
- Floor-to-floor heights in new construction should be within ten percent (10%) of the floor-to-floor heights of adjacent historic buildings.
- Design rooflines to be compatible with those found on surrounding buildings.

This proposal partially meets these guidelines. The design team worked hard to reduce the height of the building to be compatible with those found on surrounding blocks of the neighborhood, and they were successful at this. The flat roof of the building is consistent with rooflines of the properties in the neighborhood.

The scale and form of the building isn't fully compatible with the typical form in surrounding neighborhood due to the very different nature of the building. However, the design team tried to mimic the general rhythms and patterns of the built environment.

Due to the purpose of this building, it is not possible for the building to complement the proportions of solids to voids, because it lacks windows. However, the design team is proposing to use recesses in the cladding, sills and lintels, and decorative grilles to be evocative of fenestration patterns that are typical in neighborhood.

### **2.4.3 Garages**

- Design and place garage entrances and doors to be compatible with surrounding buildings.
- Do not place garage entrances on front facades where there is no historic precedent.

There are two garage doors proposed for the Linden Avenue elevation. While this portion of the site has long been a surface parking lot and thus has a curb cut and vehicular access, this does not represent the general pattern of the neighborhood. Garage doors would be appropriate on the Jordan Street elevation if the building was redesigned to accommodate parking on the rear of the site.

### **2.4.5 Roofs**

- Design new roofs to complement the orientation, pitch, complexity, and scale of roofs on surrounding buildings.
- Locate and screen rooftop features to minimize their visibility from the street.
- Design cornices to be compatible with the height, scale, and articulation of existing cornice lines on surrounding buildings.

The proposal largely meets these design guidelines, as it is a flat-roofed building like the majority of the buildings in the neighborhood. The proposed solar panels appear to be set back from the roof edge enough that they will not be visible, though it is unclear whether any rooftop

mechanical systems could be visible. The cornices of the building appear to be compatible with the height, scale, and articulation of existing cornices on surrounding buildings.

### **2.5.2 Materials**

- Choose building materials that are compatible with the color, size, texture, scale, and quality of building materials used in surrounding buildings. Where a particular material is dominant within an area, utilize that material in the new design.
- Cover and finish exterior walls with quality materials that are compatible with surrounding buildings. Traditional materials existing within the historic district, such as wood, brick, and stone, are preferred.

The proposed materials are masonry, and in both materiality and color palette were chosen to be compatible with the surrounding historic structures. These appear to be appropriate, and CHAP staff will be interested in how they are refined as the project continues. One consideration that staff advises is the treatment of the base level, which on the surrounding historic buildings, often is clad with a rusticated block, which gives some visual interest to that level.

### **4.1.1 Streetscapes**

The streetscape is the predominant organizing element of most neighborhoods and is defined by the space between the buildings lining the public ways. Buildings are often the dominant streetscape features, defining spaces, creating rhythms, and adding textures through their form, massing, materials, and architectural features. Private yards, when they are present, also contribute to the spatial character of the streetscape. The streetscape is itself comprised of various elements that combine to give it character: streets and alleys, sidewalks, monuments and public art, and small-scale features such as street furniture, lighting, fences, and walls.

- Preserve all historic streetscape elements located within the cross-section between the buildings including the road width, grade, crown, swale, curb, tree lawn, sidewalk, and setbacks.
- Preserve the form, scale, and massing of building facades that line the public way.
- Maintain designed views of monuments and public art.
- Preserve historic site furnishings, such as benches and urns, and historic paving such as granite curbs, Belgian block, and brick sidewalk and roadway paving.
- Preserve the shared open space visible from the public way created by contiguous private yards and their respective building setbacks.
- Preserve the materials and architectural features of historic building facades associated with the streetscape. In most cases, do not construct planting beds adjacent to buildings, which can trap moisture. Make sure that plantings do not touch or grow on historic buildings. Place non-historic street furnishings, such as trash containers, benches, tables, flowerpots and raised planting beds in locations that enhance the streetscape and do not obscure historic architectural components of a building.
- Retain the organization, pattern, and rhythm of building entrances along the sidewalk.
- Support ground level building uses and configurations that contribute to the vitality of street-level community life.
- Retain historic vehicular and pedestrian circulation patterns wherever possible.
- Protect and encourage street tree plantings where their health can be sustained.



The majority of these guidelines do not apply to this proposal, because there are no historic materials that are extant. The one guideline that is relevant pertains to the maintenance of historic vehicular and pedestrian circulation patterns wherever possible. The proposal does not comply with this design guideline, as the historic vehicular pattern is for vehicles to park along the street front or at the rear of a property, with access from the alley street. This proposal has a large portion of the eastern portion of the site devoted to vehicular parking. This guideline also offers the applicant a tremendous opportunity to activate this site. While it isn't possible for the project to support ground-level building uses and configurations that contribute to the vitality of street-level community life because of the security and access requirements of the building, the large green space proposed for the Eutaw Place streetscape could instead fulfill this role. This is at the corner of a large intersection, and redesigning this space to serve as a public green space or gathering space could contribute street-level vitality and site activation that is otherwise sorely lacking on this parcel. Of course, this would require coordination, engagement, and perhaps a formal agreement with the City of Baltimore and community associations regarding the maintenance and programming of the site.

#### **4.2.2 Views**

- Maintain historic views to and from buildings, particularly views of the facades of these buildings.
- New construction should not obstruct views determined to be significant resources within historic districts.
- Remove intrusions into historic views or screen them with tree and shrub plantings.
- Locate mechanical equipment, storage, and trash receptacles away from view by placing them behind existing buildings or by screening them with historically compatible plantings, walls or fences.
- New decks and patios should be located in the rear yard and designed to be compatible with the building and landscaping if it can be seen from the public street or alley.

The relevant guideline in this section is the directive to locate mechanical equipment away from view. The proposal does not meet this guideline, as a large electrical box is proposed to be constructed on the site adjacent to the sidewalk on W. North Avenue, located outside of the eight-foot-tall security fence. Staff recommends relocating this electrical box to a less prominent location on site, or at least enclosing it with the security fence.

#### **4.2.3 Streets, Alleys, and Parking**

- Retain historic street and alley alignments, widths, and configurations. Retain existing property lines, block patterns, and setbacks.
- Preserve historic street paving materials where they still exist even if the paving materials have been covered by later paving.
- Retain historic curbing wherever possible. Where replacement curbing is necessary, use salvaged or historically compatible materials. If replacing historic materials is determined not to be feasible, use a substitute that duplicates the durability, color, texture, and visual appearance of the original.

- Assess the potential impact of all street construction projects, including underground utility repairs, on adjacent historic landscapes and structures and implement protective measures.
- Many historic neighborhoods were not originally designed to accommodate automobiles, so the addition of driveways and large parking areas can detract from a neighborhood's historic character.
- Design new parking areas to be as unobtrusive as possible. In general, locate parking areas behind buildings, with access from alleys or secondary streets rather than from a primary street.
- Screen new, visible parking areas with shrub plantings, walls, or fences three to four feet high. This will mitigate the intrusion on the view while still providing security.
- Where new parking structures are required, their design should respond to the scale, texture, and rhythm of the associated historic district. Incorporate retail and other active ground-level uses into the design when parking structures are located in a commercial area.
- New off-street parking should not be allowed to disrupt the continuity of front yards along a streetscape.
- Avoid the removal of historic features to install a parking pad.
- Avoid installing a driveway where there is no historic precedent.
- The location of new driveways should be in keeping with the historic character of the neighborhood and the individual property.
- Avoid the removal of mature trees when installing a new driveway or parking pad.
- Utilize pervious paving surfaces whenever possible to minimize the visual impact and prevent runoff.

Staff finds that this proposal does not comply with the design guidelines. The site will have a large parking area adjacent to the sidewalks of W. North Avenue and Linden Avenue. This parking area will be highly visible, and visually obtrusive. The design guidelines advise to locate new parking areas behind buildings, with access from alleys or secondary streets rather than from a primary street. If the design team is able to redesign the footprint of the building, staff recommends relocating the parking area to the north of the site, accessible from Jordan Street. If the parking area cannot be relocated, staff recommends adding additional plantings and greening in the parking lot and adjacent to the inside of the security fence ringing the site.

#### **4.2.4 Fences, Walls, and Gates**

- Repair historic fences and walls using matching materials.
- Replace fences and walls when they are deteriorated beyond repair using historic documentation, physical evidence including comparable examples in the neighborhood, or photographs.
- When in-kind replacement is not possible, a visually compatible synthetic material may be used. Replicate elements in size, form, shape, texture, and appearance. Provide samples and product literature for approval.
- New fences and walls must be compatible with the character, height, scale, and design of comparable properties in the neighborhood.

- In front yards or side yards visible from the street, wood or metal picket-type fences found in a number of styles are often appropriate. Short brick, stone, or cast stone walls or retaining walls may be appropriate.
- In rear yards or side yards, wood fences, metal picket fences and brick or stone walls may be appropriate. Vinyl and chain link fences not visible from the street may be approved.
- Stockade and split rail fences are typically not appropriate for use in Baltimore City historic districts.
- Pedestrian and vehicular gates may be wood or metal.
- In most cases, do not install security wire or roman mesh to fences or gates, if it is visible from a public right-of-way, including alleys. There are other design solutions to ensure the security of fences or gates. Barbed wire, razor wire and similar materials are not allowed.
- Fence or wall location and orientation must be consistent with the historic location and the character of the property. A site plan with the location of the proposed fence, wall, and gates and an elevation plan must be provided for approval.

Due to security requirements, the facility requires an eight-foot-tall metal security fence around the building that is no closer than five feet from the building. This is out of scale with most fences in the community, as the majority of the properties are residential, and the building code limits the height of residential fences to six feet. Furthermore, other properties in the district do not have a tall fence enclosing multiple public spaces, especially not the front yard. While this property has a very different need and context, staff recommends setting the fencing back from the property line as much as possible, particularly along the Eutaw Place elevation. The landscape architects on the team should also explore how the fencing and adjacent vegetation, trees, and shrubs could either enhance or negatively impact the pedestrian experience on this block. The south side of the 900 block of W. North Avenue has very similar condition, with fencing along the entirety of a block-long property and large evergreen trees plants behind the fence, making it feel like a living wall. While this conceptually sounds inviting, the actual experience is not a pleasant pedestrian experience. Staff is concerned that if proper care and attention isn't taken on this site, a similar condition will be created on the north side of the same block, which is adjacent to an elementary school with many children that walk to school.

## **5.2 Archaeological Resources**

- Archeological resources represent a wealth of historical information; disturbing them does irreversible damage to the City's archeological record and to its heritage. Every reasonable effort must be made to identify, protect, and preserve archeological significant resources. Work involving subsurface disturbance... on the grounds of City landmark structures may require... an archeological survey by a professional archeologist whose qualifications meet the Secretary of the Interior Standards in the field of archeology.

An archaeological investigation was recommended for this site as part of the Section 106 process, and staff recommended that public archaeology be included in the scope, such as a public archaeology day, educational banners/materials at the site while the work is being completed, educational outreach to the students at Dorothy I. Height Elementary School, and possibly a public presentation if the Phase IB/II is fruitful.

## 6.2 Murals

- CHAP encourages the painting of murals only on previously painted surfaces.
- New murals should not damage historic masonry or alter historic streetscapes where unpainted masonry is a character defining feature.
- In most cases, masonry elevations that were not historically painted should not be painted. If a mural is proposed on an unpainted surface, please contact CHAP staff to determine whether painting will cause damage to the masonry substrate.
- When murals are installed on unpainted surfaces, they must use paint that can be removed without using destructive methods such as sandblasting.
- In most cases, do not place murals on primary facades of historic buildings. Secondary elevations of buildings may be an appropriate location for murals.
- Murals must not conceal historically significant architectural details such as cornices, bay windows, or decorative terracotta.
- CHAP review is limited to the location of murals. Content of proposed murals is not within CHAP purview; however, CHAP strongly encourages community input.
- When painting masonry is approved, appropriate vapor-permeable masonry paint must be used. Examples of appropriate paint include lime wash paint, silicate mineral paint, or acrylic latex paint.

While the design team has not proposed murals for this building, staff wants to encourage the team to consider incorporating murals or wall-mounted art into their design as a way to further activate this building. As this would be a new building, it would be possible to design areas for public art with appropriate substrates.

## 6.7 Streetscapes

- Small-scale elements such as street furniture, lighting, fences, signage and walls provide place-making or wayfinding and help to give character to historic streetscapes. The designs of these elements may be bold and dynamic with unique features and finishes.
- Artistic designs in streets, alleys, and sidewalks will be reviewed in a manner similar to murals.

As with murals, the applicant has not submitted a proposal for artistic streetscape elements, but staff again encourages the applicant to explore opportunities for place-making and activating their site.

## NEIGHBORHOOD COMMENTS

This property is located in the Eutaw Place Madison Avenue local historic district. CHAP staff has notified the Eutaw Place Madison Avenue and Mount Royal Terrace Architectural Review Committees, the Reservoir Hill Association, the Upper Eutaw/Madison Neighborhood Association, the Reservoir Hill Improvement Council, the Historic Mount Royal Terrace Association, the Bolton Hill Community Association, the West North Avenue Development Authority, and many individual residents.

Staff has received several letters of opposition to the project. The general tenor of the comments is that this building as proposed is not compatible with the historic district.

## **ANALYSIS**

Staff believes that the proposed project does not fully meet the CHAP design guidelines for new construction and site work. The proposed massing, siting of both the building and the parking lot, and setbacks are not compatible with the surrounding historic context. The proposed bays in the building are irregular, and therefore do not effectively evoke the rhythm of the rowhouses on Eutaw Place and Linden Avenue. The proposed exterior materials of various types of masonry are conceptually compatible but need refinement.

The sitework doesn't fully comply with the CHAP design guidelines. The location of the parking lot and garages on the eastern portion of the site, visible from W. North Avenue and accessible from Linden Ave, doesn't comply with the guidelines. While staff understands that security is critical and that fencing is required around the building, staff encourages the applicants to explore the locations and setbacks of the fencing in relationship to the property boundaries and the building, and to enhance the pedestrian experience as people walk next to this site. The addition of plants and trees is going to be an important component of this, and care must be taken in determining how to green the site and edges in order to soften the site, so that trees and shrubs don't become another barrier on the property boundaries, like the existing conditions on the south side of West North Avenue. Additionally, the electrical box located outside of the fencing adjacent to W. North Avenue should be relocated so that it isn't so highly visible.

The proposed green space on Eutaw Place poses an excellent opportunity for public space and street-level activation of the site, and public art in the form of murals, street furniture, lighting, etc. could be other ways to make this property an active part of the streetscape.

## **RECOMMENDATION**

Staff recommends a fundamental redesign of the building so that it has a setback on Eutaw Place that is comparable to the neighboring properties, a more compatible elevation facing and in alignment with North Avenue, and an elevation that is closer to Linden Avenue. Additionally, staff recommends relocating the parking lot and the garage doors to the rear of the building, facing north to Jordan Street.

If the above recommendations to significantly change the siting or footprint of the building so that it is more compatible to the local historic district are not followed, staff recommends the following:

- Update the bays of the building so that they have consistent widths and therefore more compatibility with the surrounding rowhouses
- Give the base of the building more weight and visual interest
- Add landscaping to the parking lot and elsewhere on the site to enhance the pedestrian experience on the adjacent sidewalks.

- Explore opportunities for making the green space on Eutaw Place a publicly accessible space
- Explore street-level activation of the site through public art in the form of murals, street furniture, lighting, etc.

Staff also recommends that Amtrak ensure that there are opportunities in public meetings or in focus groups for community members to provide regular feedback on the design as it develops. It is also advisable for Amtrak to work with other agencies and organizations that have projects on the North Avenue corridor in to ensure that all parties are working collaboratively, particularly on aspects like sidewalk and crosswalk improvements and placemaking.



**Eric Holcomb**  
**Executive Director**



## MAPS & IMAGES



Fig. 1: Map of 920 W. North Avenue, location marked with a star. The blue shading denotes local historic districts, and the red lines outline the boundaries of properties listed on the Nation Register of Historic Places.

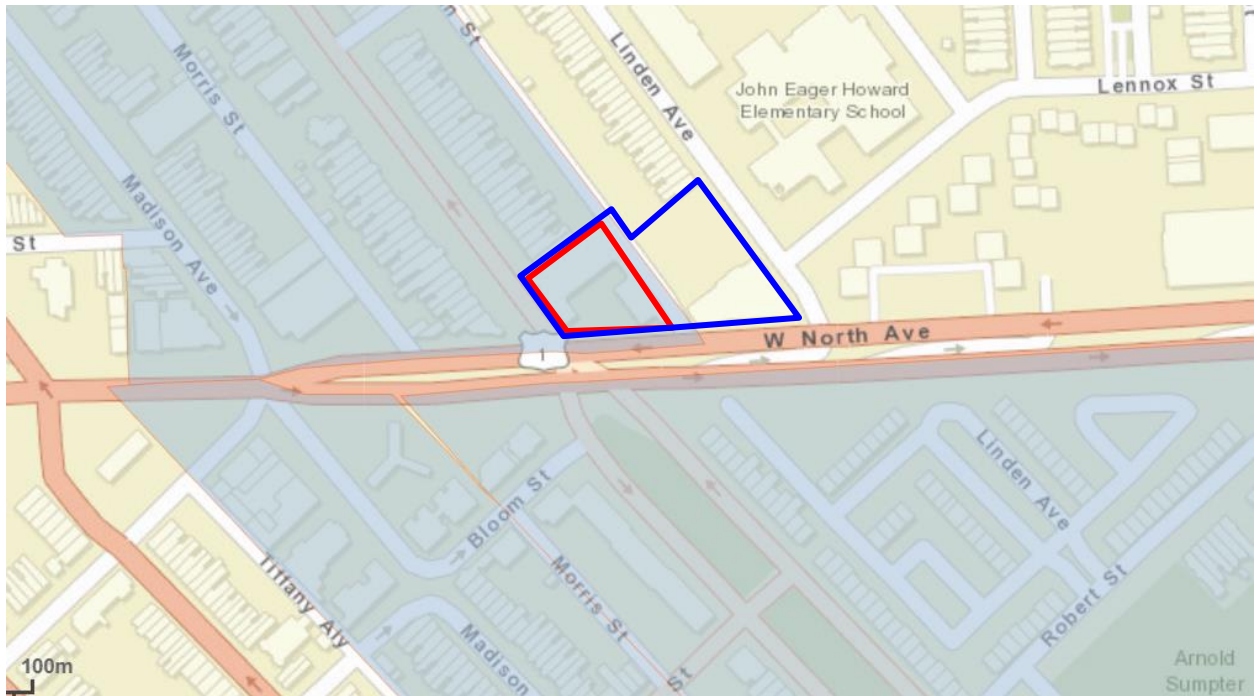


Fig. 2: Map of 920 W. North Avenue, outlined in blue. The project boundaries are outlined in red.

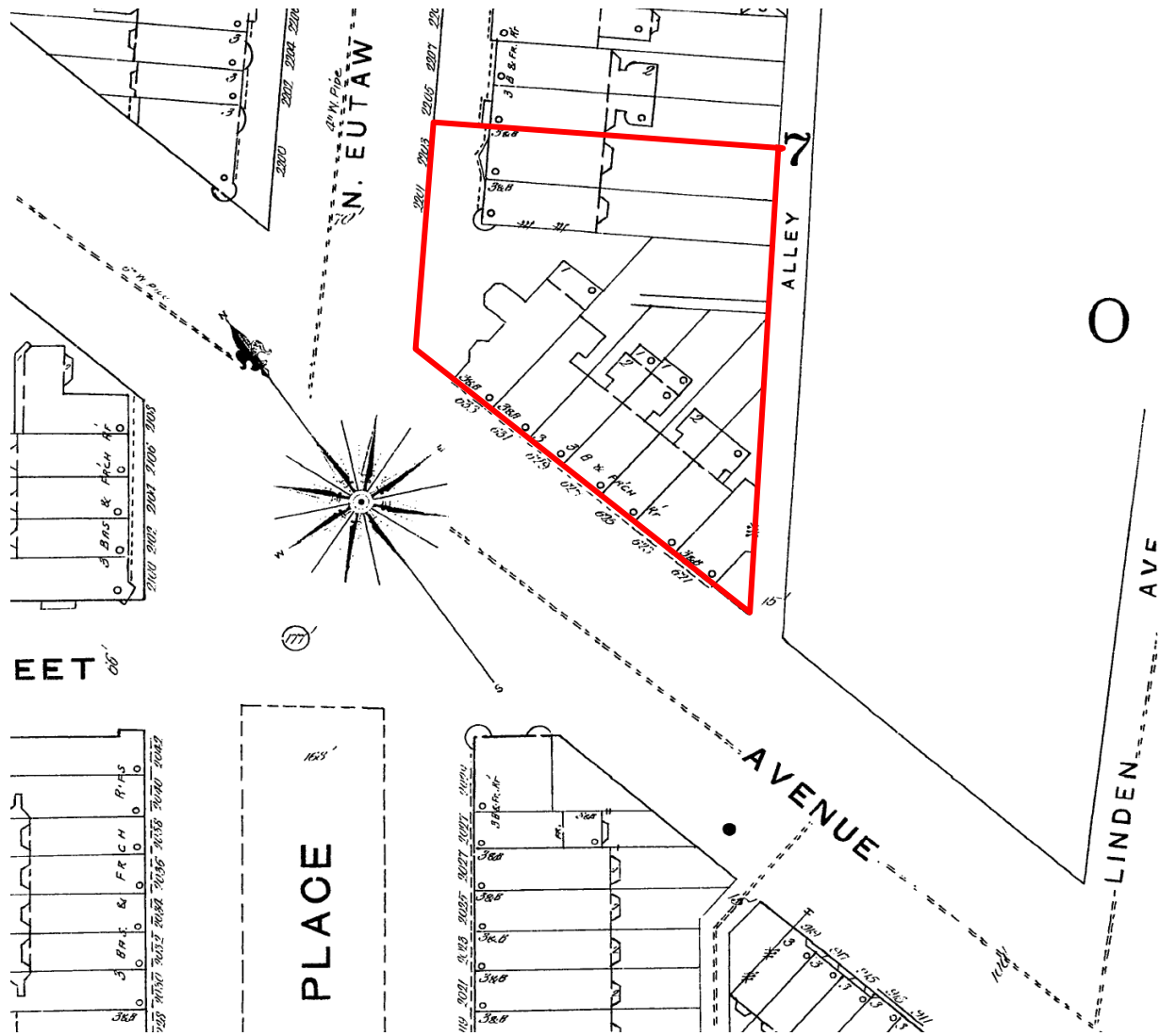


Fig 3: 1890 Sanborn Fire Insurance Map depicting the subject property (outlined in red) and the intersection of North Avenue and Eutaw Place. All of the buildings on Eutaw Place and some buildings on North Avenue are marked as having “3B & Fr’ch R’P” meaning 3 floors with a raised basement and a mansard roof, including the buildings that were located on the subject property. (Baltimore 1890 vol. 3, Sheet 110\_b).



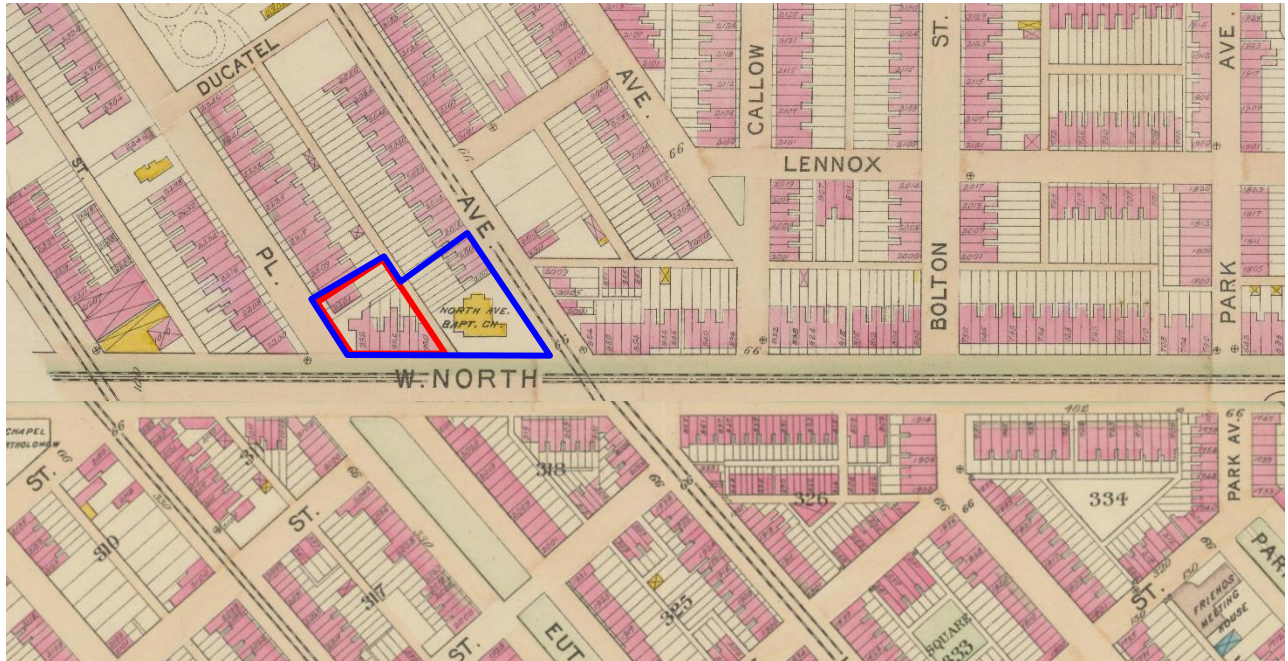


Fig. 4: Composite image of 1896 Bromley Atlas, showing the North Avenue corridor at the turn of the 20<sup>th</sup> century. The buildings in red were masonry, and yellow were frame. The east side of the project parcel was the site of the North Avenue Baptist Church. The subject property is outlined in red, and the project area outlined in blue. (1896 Bromley Atlas of the City of Baltimore Maryland, Plates 10 and 14)

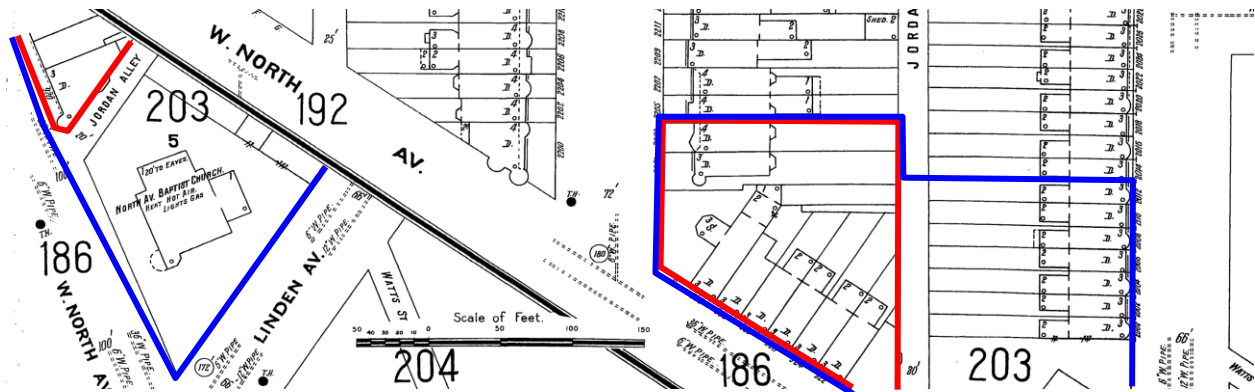


Fig. 5: 1901 Sanborn Fire Insurance Map depicting the parcels (Note that the North Avenue Baptist Church at North and Linden Avenues is actually drawn in the left corner.) (Baltimore 1901-1902 vol. 2, 1901, Sheet 203)

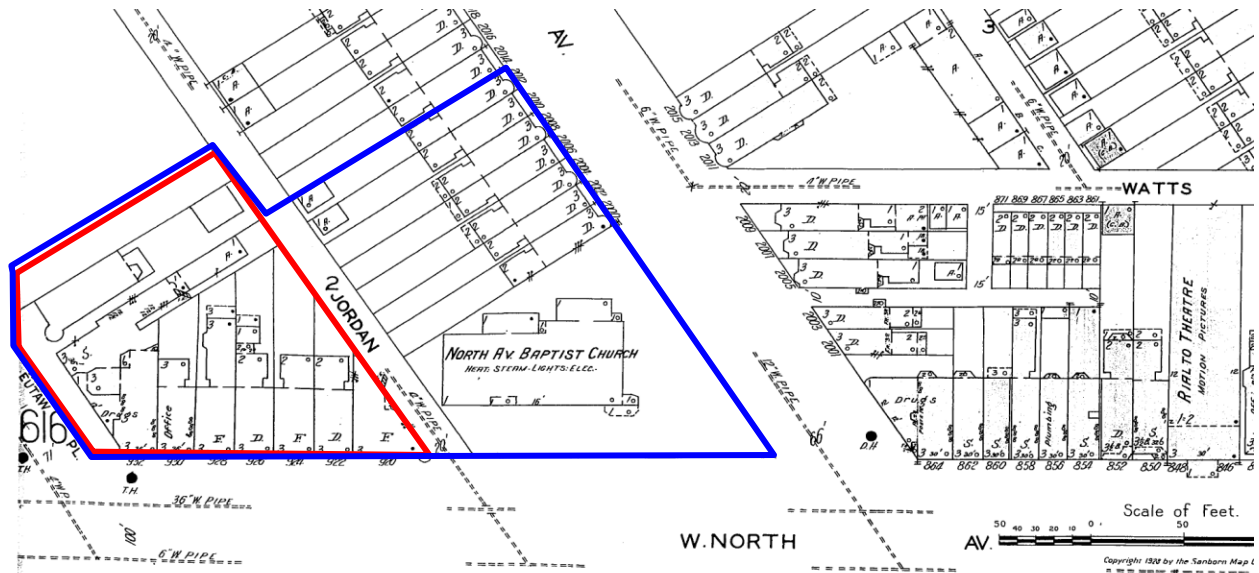


Fig. 6: 1928 Sanborn Fire Insurance Map depicting the subject parcels. (Baltimore 1928-1936, Vol. 6, 1928, Sheet 621)

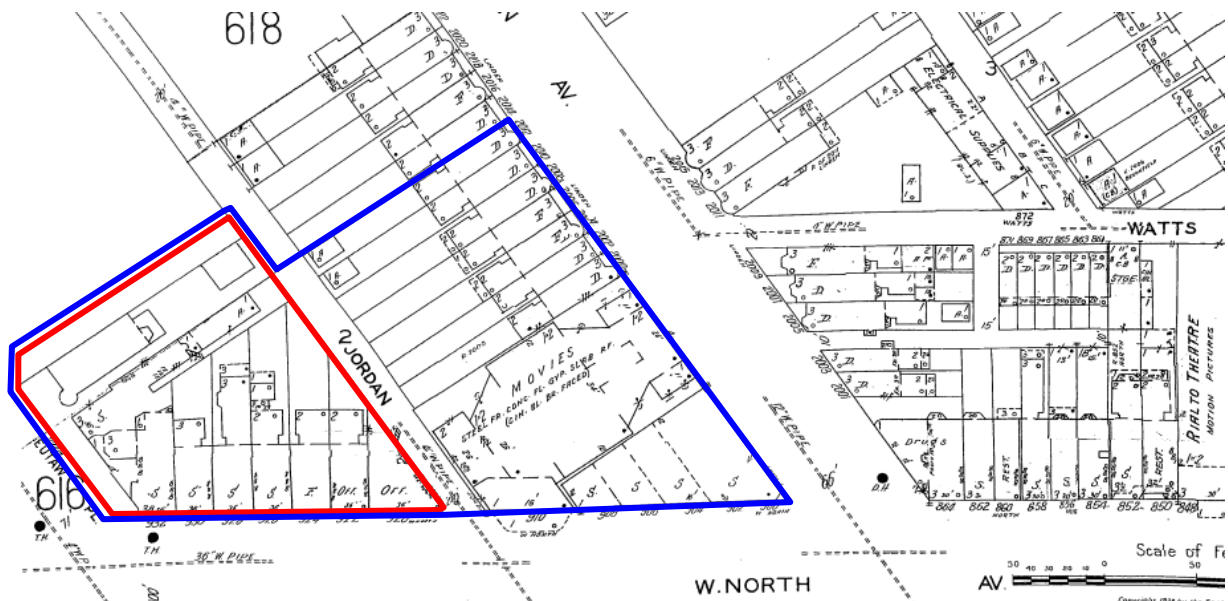


Fig. 7: 1951 Sanborn Fire Insurance Map depicting the subject parcels. (Baltimore 1914-Dec. 1951 vol. 8, 1928-Apr. 1951, Sheet 621)



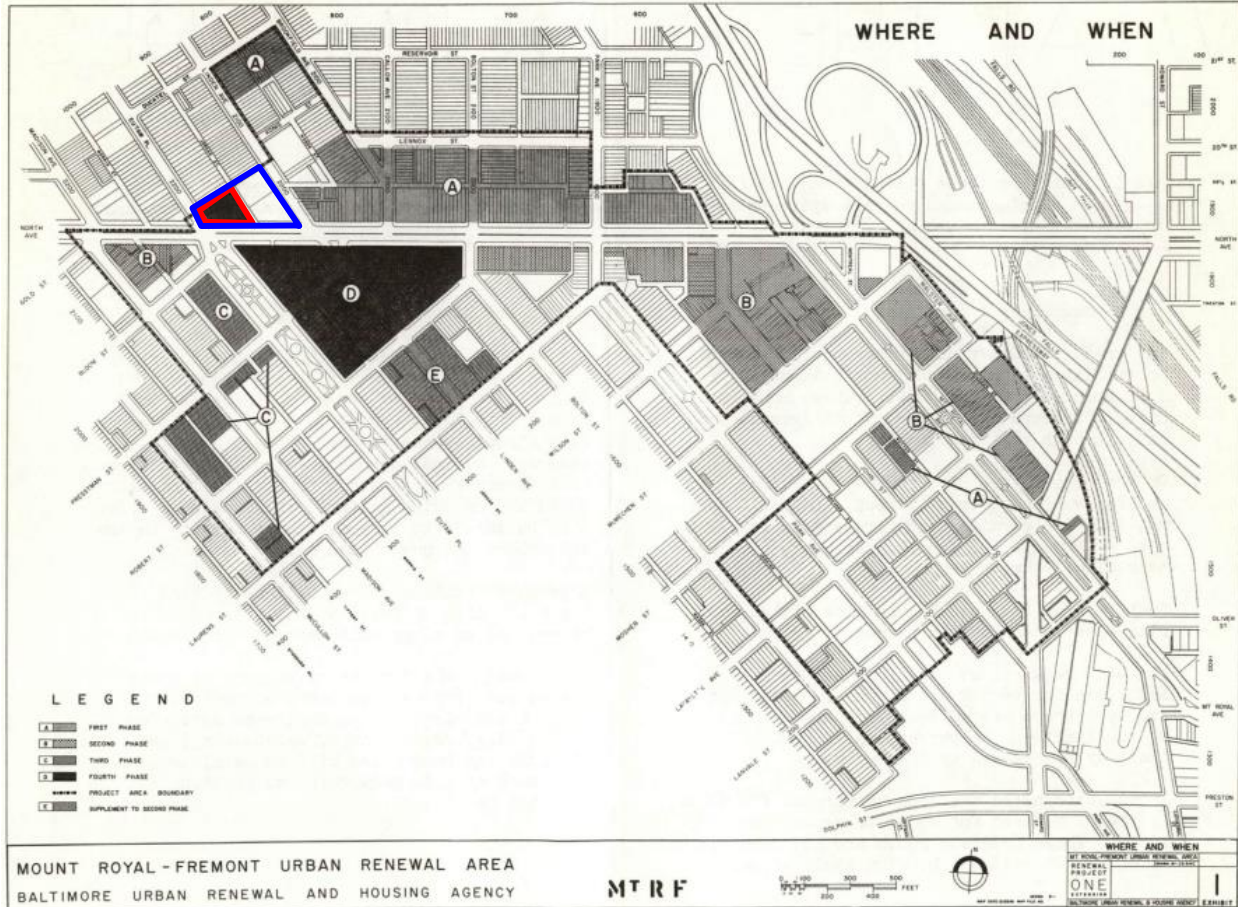


Fig. 8: Map of the Mount Royal-Fremont Urban Renewal Area, dated 1961. Published in Baltimore Urban Renewal and Housing Agency's "Madison-Park North and its Surroundings", n.d., [https://archives.ubalt.edu/burha/pdfs/R0019\\_BURHA\\_S10\\_B05\\_F044.pdf](https://archives.ubalt.edu/burha/pdfs/R0019_BURHA_S10_B05_F044.pdf) (Used with permission of the University of Baltimore).



Fig. 9: Aerial photo of the property, outlined in blue. The project boundaries is outlined in red. (ConnectExplorer, November 2022)



Fig. 10: Aerial photo of the medical center at 920 W. North Avenue and surrounding context, view from the south. (ConnectExplorer, December 2022)





Fig. 11: Aerial photo of the site, view from the west. (ConnectExplorer, December 2022)



Fig. 12: Aerial photo of the site, view from the east. (ConnectExplorer, December 2022)





Fig. 13: Aerial photo of the site, view from the north. (ConnectExplorer, December 2022)



Fig. 14: View of 920 W. North Avenue from the southwest corner of W. North Avenue and Eutaw Place.





Fig. 15: View of 920 W. North Avenue and the 2200 block of Eutaw Place from the Eutaw Place median park at the corner of W. North Avenue and Eutaw Place.



Fig. 16: View of 920 W. North Avenue from the median of W. North Avenue.





Fig. 17: Close-up view of 920 W. North Avenue along Eutaw Place, as viewed from W. North Avenue.



Fig. 18: View of the courtyard at 920 W. North Avenue.





Fig. 19: Another view of the courtyard at 920 W. North Avenue.



Fig. 20: View of 920 W. North Avenue at the intersection with Jordan Street, an alley street.





Fig. 21: View of the Eutaw Place elevation and rooftop parking deck of 920 W. North Avenue.



Fig. 22: Historic rowhomes on the east side of the 2200 block of Eutaw Place that are immediately adjacent to 920 W. North Avenue. These are located in the local historic district of Eutaw Place Madison Avenue.





Fig. 23: Historic rowhomes on the west side of the 2200 block of Eutaw Place, in the vicinity of 920 W. North Avenue. These are located in the local historic district of Eutaw Place Madison Avenue.



Fig. 24: View of 900 and 920 W. North Avenue from the south side of the 900 block of W. North Avenue.





Fig. 27: 900 E. North Avenue and 2000 Linden Avenue are surrounded by construction fencing as buildings are demolished. View from across Linden Avenue.



Fig. 28: Historic rowhomes on the side of the 2200 block of Linden Avenue that are immediately adjacent to the project site. These are located in the National Register Historic District of Reservoir Hill.





Fig. 29: View of the project area, as seen from the intersection of W. North Avenue and Linden Avenue.



Fig. 30: View of the 900 block of W. North Avenue, showing both the project area to the north, and the “green wall” on the south side of W. North Avenue.





Fig. 31: The “green wall” condition on the south side of the 900 block of West North Avenue.

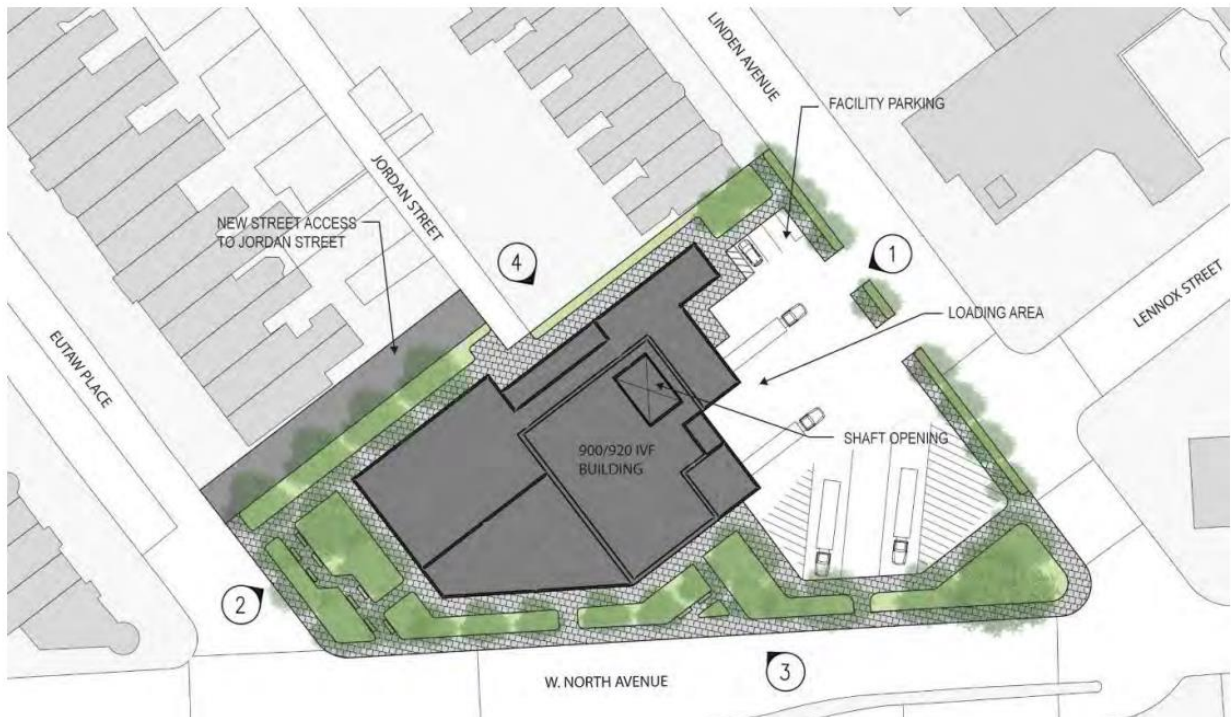


Fig. 32: Representative Site Layout for Intermediate Ventilation Facility at 900-940 W. North Avenue, published in the 2017 Baltimore and Potomac Tunnel Project Record of Decision.