

Appendix D.5

Cultural Resources

BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT AND
SECTION 4(f) EVALUATION



U.S. Department of Transportation
Federal Railroad Administration



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D.5.1 Consultation

Pursuant to 36 CFR § 800.16, consultation is defined as “the process of seeking, discussing, and considering the views of other participants, and, where feasible, seeking agreement with them regarding matters arising in the section 106 process.” Consulting parties are an important component of the Section 106 process. The MD SHPO and DC SHPO; ACHP; federally recognized Native American tribes; representatives of local governments; applicants for Federal assistance, permits, licenses, and other approvals; and certain individuals and organizations with a demonstrated interest in the SCMAGLEV Project may participate as consulting parties. Through consultation, the consulting parties have the opportunity to comment on the identification and evaluation of historic properties, provide their views regarding effects on these properties and participate in the consideration of measures to avoid, minimize, or mitigate adverse effects on historic properties.

FRA initiated consultation with the DC SHPO and MD SHPO in letters dated May 15, 2017. FRA notified the Advisory Council on Historic Preservation (ACHP) of the project and ACHP elected to participate in the Section 106 consultation pursuant to 36 CFR § 800.6(a)(1)(iii) on February 28, 2018. As stipulated in 36 CFR § 800.3(f), FRA, in consultation with the SHPOs, identified other consulting parties including federally recognized sovereign Indian Nations that have a government-to-government relationship with the United States (collectively referred to as “Native American tribes”) and an interest in the areas affected by the SCMAGLEV Project.

On January 17, 2018, FRA issued invitation letters to the agencies, organizations, and Native American tribes identified to be consulting parties at that time by FRA and the SHPOs. As the project boundaries were refined and other organizations defined their interests in the project, additional consulting parties were identified and invited to consult. FRA issued additional invitations on March 19, 2018; August 28, 2018; November 2, 2018; December 16, 2019; July 28, 2020; and December 11, 2020. Of the identified potential consulting parties, **Table D.5-1** lists those that accepted FRA’s invitation to be consulting parties:

Table D.5-1: **Section 106 Consulting Parties**

Consulting Party	Date Invited	Date Accepted
Advisory Council on Historic Preservation	1-17-2018	2-28-18
Anacostia Trails Heritage Area Inc./Maryland Milestones	1-17-2018	1-23-18
Anacostia Watershed Society	1-17-18	2-5-18
Arboretum Neighborhood Association	1-17-18	2-1-18
Architect of the Capitol	1-17-18	3-14-18
Anne Arundel County Planning and Zoning	1-17-18	1-22-18

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Consulting Party	Date Invited	Date Accepted
Baltimore City Comprehensive Planning Division	1-17-18	2-2-18
Baltimore City Commission for Historical and Architectural Preservation (CHAP)	1-17-18	2-2-18
Baltimore City Historical Society	1-17-18	2-13-18
Baltimore Heritage	1-17-18	1-23-18
City of College Park	1-17-18	1-30-18
City of Greenbelt	7-28-20	8-7-20
Capitol Hill Restoration Society	1-17-18	1-30-18
The Committee of 100 on the Federal City	1-17-18	11-9-18
CSX Transportation, Inc., Albany Division Headquarters Building	1-17-18	1-31-18
Delaware Nation, Oklahoma	8-29-18	9-20-18
Delaware Tribe of Indians	8-29-18	8-29-18
Department of Labor	12-11-20	12-15-20
DC Advisory Neighborhood Commission 1B	1-17-18	2-21-18
DC Advisory Neighborhood Commission 2C	1-17-18	2-22-18
DC Advisory Neighborhood Commission 5B	1-17-18	3-14-18
DC Advisory Neighborhood Commission 6C	1-17-18	1-29-18
DC Advisory Neighborhood Commission 7D	1-17-18	2-21-18
DC Department of General Services	1-17-18	2-12-18
DC Department of Transportation	1-17-18	2-12-18
District of Columbia State Historic Preservation Office (DC SHPO)	5-15-17	6-27-17
Friends of the National Arboretum	1-17-18	2-21-18
Greenbelt Homes, Inc.	2-22-18	10-25-18
Maryland Commission on Indian Affairs	1-17-18	2-1-18
Maryland Historical Trust (MD SHPO)	5-15-17	8-15-17
Maryland-National Capital Park and Planning Commission	1-17-18	1-23-18
NASA Goddard Space Flight Center	2-20-18	3-7-18
National Capital Planning Commission	1-17-18	1-29-18
National Park Service	1-17-18	3-14-18
National Security Agency	8-7-19	10-2-19
Patapsco Heritage Greenway	1-17-18	1-24-18
Savage Historical Society	1-17-18	1-30-18
U.S. Army, Fort Meade	9-19-19	9-30-19
U.S. Commission of Fine Arts	1-17-18	2-23-18
U.S. Dept. of the Interior	1-17-18	2-20-18
U.S. Dept. of Agriculture, Agricultural Research Service	2-20-18	3-14-18
U.S. General Services Administration	1-17-18	2-1-18
U.S. Fish & Wildlife Service, Patuxent Research Refuge	1-17-18	2-13-18
U.S. National Arboretum	1-17-18	3-1-18
U.S. Secret Service	8-2-19	No response
Virginia Railway Express	1-17-18	1-29-18
Washington Gas	1-17-18	1-29-18

Appendix D of the Programmatic Agreement (Attachment A) provides a complete list of organizations FRA invited to be consulting parties, including those who declined or did not respond.

Given the extent of consulting party interest and the scope of the Project, FRA is holding consulting party meetings and corresponding with consulting parties to coincide with critical steps in the Section 106 process, accompanied by the associated documentation for review and comment. FRA held three consulting party meetings to date:

- Consulting Party Meeting #1 - March 14, 2018, in Hanover, Maryland

Addressed the roles of the consulting parties, Project overview, Project purpose and need, alternatives screening process, NHPA Section 106 process, Section 106 and NEPA coordination, timeline, and identification of historic properties.

- Consulting Party Meeting #2 - September 11, 2018, in the District of Columbia

Addressed updates on Project elements and design, definition of APE, identification of historic properties, identification of archaeological resources, methodology, and PA development.

- Consulting Party Meeting #3 - July 20, 2020 by videoconference

Addressed updates on project elements and design, definition of APE, identification of historic properties, and PA development.

Additional consulting party meetings will be held as the Project proceeds.

Appendix A of the project PA (Attachment A) details FRA communications with SHPOs and Native American tribes to date. Consulting parties were copied on SHPO communications. Consultation is ongoing and will be updated in the Final EIS (FEIS).

Pursuant to 36 CFR Parts 800.2(d) and 800.8, FRA is engaging the public in Section 106 via coordination with NEPA. As described in the September 2020 SCMAGLEV Project Public/Agency Coordination Plan, “public outreach for purposes of NEPA satisfies Section 106 public outreach requirements, by providing information regarding the Project’s effects on historic properties at NEPA public meetings and in the EIS.” As part of the NEPA process, FRA filed a Notice of Intent to prepare an EIS on November 25, 2016. FRA held scoping meetings between December 10 and December 15, 2016 and published a Scoping Report in May 2017. FRA additionally produced a draft Preliminary Alternatives Screening Report (PASR) available to the public, reviewed public comments on the PASR submitted by mail and e-mail, and held public open houses during April and October 2017 at numerous locations in Maryland and the District of Columbia. After FRA prepared a final Alternatives Report during November 2018 that further defined the alternatives, FRA held a public open house during

December 2018 in Baltimore, Maryland. A summary of these meetings can be found in Chapter 5 Public Involvement and Agency Coordination. Consistent with Section 106, the public will continue to have an opportunity to comment on effects to historic properties at public meetings and by reviewing NEPA documents on the project website.

D.5.2 Archaeological Sensitivity Models and Phase Ia Assessments

As part of the alternatives analysis process and prior to archeological fieldwork commencing, an archaeological sensitivity model was developed in order to ascertain archaeological sensitivity of the alternatives under consideration and the Phase I archaeological surveys that may be necessary for the proposed Build Alternatives. An archaeological sensitivity model was generated by first reviewing current soils and land use data, local topographical and hydrological features, historic mapping and aerial photography, and previously recorded archaeological resources and cultural resources surveys. These data were individually analyzed and then synthesized to produce an archaeological sensitivity model that quantifies the probability of a given facility location, or parts thereof, to contain intact archaeological deposits.

Data sources used to construct both the prehistoric and historic archaeological site sensitivity models include:

- USDA, NRCS (soils)
- US Geological Survey (hydrography, Digital Elevation Models [DEMs])
- US Fish & Wildlife Service (wetlands)
- Maryland Counties – Anne Arundel, Baltimore, Baltimore City, Prince George’s County (land use/land cover, archaeological site locations, cadastral)
- Esri (aerial basemaps, topographic mosaic datasets)

Prehistoric archaeological resources tend to be located in settings based on specific environmental variables such as topography and distance to water. Historic archaeological resources do not exhibit patterning similar to prehistoric archaeological resources and thus are found across a wider variety of landforms. In addition, historic land use patterns changed over time as methods of transportation evolved. For example, archaeological resources such as mills or military earthworks may be located on steep slopes, dwellings or farmsteads may be located on more level terrain, and slave quarters may be located in otherwise undesirable terrain such as steep slopes or poorly drained areas. These variables, along with other natural and built environment variables, are used to construct a model that can be used to estimate the sensitivity of a location to contain archaeological resources. For SCMAGLEV Project, variables used to construct the model include:

- Previously recorded archaeological site locations (to identify known patterns of prehistoric site location)
- Slope/topography (slopes less than or equal to 15 percent, slopes greater than 15 percent)
- Disturbed soils (disturbed soils have a lower probability to contain intact archaeological resources)
- Soil drainage (e.g., poorly drained, well drained)
- Distance to stream or wetlands (1,640-ft [500-m] buffer)
- Stream order (rank 3 or higher at 1:24,000 scale)
- Modern Land Use/Land Cover (LULC; primarily identifies areas of disturbance that are unlikely to contain intact archaeological resources)

Areas within the Projects archaeological APE (or limits of disturbance) were characterized as having no, low, moderate, or high archaeological sensitivity. Areas with no archaeological sensitivity were defined as those in which previous ground disturbance has been so severe as to have removed or destroyed archaeological deposits (e.g., modern buildings with deep foundations or subterranean garages). Areas of low sensitivity may contain archaeological resources, but lack evidence for intensive prehistoric/historic occupation and/or are expected to have been heavily disturbed by modern developments. Areas of moderate sensitivity exhibit good evidence for intensive prehistoric/historic occupation, but the presence/integrity of associated archaeological deposits cannot be characterized with a high degree of confidence. Areas of high sensitivity include known archaeological resources, are very likely to include undocumented archaeological resources, and do not appear to have been subjected to a significant degree of ground disturbance. The archaeological sensitivity is graphically illustrated on mapping of the Project Study Area as depicted on the APE maps in DEIS Appendix B.4. It should be noted that the boundaries of individual sensitivity areas represent approximations based on the best data available for this desktop review.

In conjunction with the sensitivity models, Phase Ia assessments for Maryland and the District of Columbia were conducted for all Build Alternatives. These assessments utilized large-scale historic mapping (e.g., Sanborn Fire Insurance Maps), especially in urban areas, to develop a more nuanced evaluation of historic and modern development within the archaeological APE to refine the archaeological sensitivity model and better identify areas with (or without) the potential to contain intact, significant archaeological sites. The Phase Ia assessments are currently being reviewed by the MD SHPO and DC SHPO. Once concurrence is received, these results will be summarized in the FEIS.

D.5.3 Above-Ground Historic Property Descriptions

D.5.3.1 District of Columbia Properties

Augusta & Louisa Apartment Buildings: NRHP-Listed

The Augusta & Louisa Apartment Buildings (Augusta & Louisa) are located at 1151 New Jersey Avenue, NW and 216 New York Avenue, NW at the southeast corner of New Jersey Avenue, NW and New York Avenue, NW. The Augusta was built in 1900, followed by The Louisa addition in 1901. Designed by noted local architect Arthur B. Heaton, FAIA, as his first commission, the Jacobethan Revival-style, mansion-like brick and limestone building has four stories and 20 units. (Barsoum 1994; Eig et. al. 1993). The principal façade of the 1900 Augusta apartment building faces New Jersey Avenue; the 1901 rear Louisa addition lengthened the New York Avenue façade.

The Augusta & Louisa is one of 105 purpose-built multiple-family dwellings constructed in Washington, D.C. between 1880 and 1900, of which only thirteen remain. (Barsoum 1994). The Augusta & Louisa Apartment Buildings was listed in the DC Inventory of Historic Sites on January 17, 1990, and added to the NRHP on September 9, 1994 (#94001032). It is significant at the local level under Criterion A (Community Planning and Development) and Criterion C (Architecture). Under Criterion A, the Augusta & Louisa Apartment Buildings stand as an excellent example of the way architects and their clients attracted the general population to apartment living. Under Criterion C, the apartment buildings represent the work of local master architect, Arthur B. Heaton, a leading regional architect known for the originality and execution of his designs. The period of significance is between 1900 to 1924, with its significant year being 1901, the year the Louisa addition was completed (Barsoum 1994).

Baltimore & Ohio (B&O) Railroad Bridge over Montana Avenue, NE: NRHP-Eligible

The Baltimore & Ohio (B&O) Railroad Bridge over Montana Avenue, NE is located 300 feet north of the Montana/West Virginia/New York Avenue, NE traffic circle in the Ivy City neighborhood of northeast Washington, D.C. It is located approximately 200 feet north of the Pennsylvania Railroad (PRR) Bridge over Montana Avenue. This concrete beam railroad bridge carries the three-track former B&O Railroad (now CSX) Metropolitan Branch over two-lane Montana Avenue, NE. The bridge crosses Montana Avenue at an angle and consists of a wide central span over Montana Avenue, with a smaller arched span over the pedestrian sidewalks on either side of the road. The bridge parapet consists of regularly spaced, raised rectangular blocks separating long, scored concrete panels. The 1936 construction date is incised on the center panel of both the north and south sides of the bridge. The bridge is in good condition and is still in active rail use. (AECOM 2019f).

As railroad operations shifted to the Ivy City neighborhood of Washington in the early twentieth century, the PRR and B&O railroads built overpass bridges to eliminate dangerous grade crossings at Montana Avenue, made even more essential with the

advent of cars and trucks after 1900. As railroad engines and loads increased in weight, the two railroads replaced their original bridges with new concrete overpasses during the 1930s (AECOM 2018, Hansen 2011, Summer 2018).

The B&O Railroad Bridge over Montana Avenue, NE was determined eligible for listing in the DC Inventory of Historic Sites and NRHP. The bridge is significant at the local level under Criterion A (Transportation/Community Planning and Development) for its association with the history of the B&O in Washington, D.C. during the nineteenth and twentieth centuries. In particular, it exemplifies the steps taken by the PRR and B&O Railroads to eliminate dangerous at-grade railroad crossings in industrial areas such as Ivy City. The B&O Bridge is also significant under Criterion C (Architecture) as a good example of a concrete-beam railroad bridge.

Bible Way Church and Temple: NRHP-Eligible

The Bible Way Church and Temple (Bible Way Complex) is located at 1100-1130 New Jersey Avenue, NW. The property is bound to the north by New York Avenue, NW, to the east by New Jersey Avenue, NW, to the south by unpaved parking, to the southeast by L Street, NW, and to the west by I-395. The Bible Way Complex consists of three clearly identifiable sections: the stripped Classical-style Bible Way Church (1946, E.W. Syme, architect), Bible Way Church Annex (1948 and 1963, architect unknown), both located at 1100 New Jersey Avenue, NW, and the Brutalist-style Bible Way Temple (1981, architect unknown) located at 1130 New Jersey Avenue, NW.

The Bible Way Complex is associated with the life and career of its longtime leader and pastor, Reverend (later Bishop) Smallwood E. Williams (1907-1990). The church was located in an important center of the District's African American community during the mid-twentieth century. Under Reverend Williams' leadership, his church rented apartments to members in need and organized more than 400 congregants to register and vote in the city's 1956 Democratic Presidential primary. Reverend Williams also served as local chair of the Southern Christian Leadership Conference, took part in the 1963 March on Washington, and was a longtime chairman of the District's Democratic Committee (Simmons 1947, Vass 1948, Waugh 1948, Hathaway 1981, Harris 1985). Throughout the 1960s and 1970s, Bible Way Church was active in many anti-poverty and self-help efforts (Hathaway 1981, Larson 1983).

In 1963, Reverend Williams successfully petitioned to divert the proposed path of I-395 to the west, creating a curve in the highway that became known as "Bible Way Bend" (Sklansky 1988, Harris 1985). The church and its political power in the District's affairs continued to grow during the 1980s, and its membership grew to nearly 100,000, with most members based in the United States; there were satellite churches in four other countries. Today, the Church of Our Lord, Jesus Christ is the world's largest black Pentecostal denomination (Hathaway 1981, Sklansky 1988, Larson 1983).

The Bible Way Church Complex was determined eligible for listing in the DC Inventory of Historic Sites and the NRHP in 2019. The church complex is eligible under Criterion A (Social History) for its association with the local efforts of predominately black

churches in Washington, D.C. during the twentieth century to improve the spiritual, educational, and material conditions of the city's underprivileged population. Under Criterion B, the church is eligible for its close associations with the life and career of Reverend Williams. Under Criterion C, the church is significant for the "Stripped Classical"-style of its original building, and its Art Deco-influenced annex. The Bible Way Church Complex also satisfies Criteria Consideration A: Religious Properties, because it derives its primary significance for its historic and architectural importance.

Central Public Library (Carnegie Library): NRHP-Listed

The Central Public Library (Carnegie Library) is located at 801 K Street, NW on Mount Vernon Square. Built from 1899 to 1902 with funds provided by philanthropist Andrew Carnegie, the Carnegie Library is a three-story, Beaux-Arts-style building with basement walls and approaches constructed of pink Milford granite, and upper exterior walls constructed of white Vermont marble. Heavily ornamented with purely decorative forms, this massive building is an example of the neoclassicism in vogue at the beginning of the twentieth century. The exterior marble carvings and other ornaments were based on models by sculptor Philip Martiny, executed under the direction of the architects Ackerman and Ross (Taylor 1969; NCPC 2017).

The Carnegie Library was listed in the DC Inventory of Historic Sites on November 8, 1964, and added to the NRHP on December 3, 1969 (#69000290). The library is significant under Criterion A as one of the many buildings given to American cities by Andrew Carnegie to promote public libraries. It also reflects the growth of the DC Public Library system from humble beginnings to an imposing Beaux Arts edifice on Mount Vernon Square, a contributing resource to the L'Enfant and McMillan Plans that define Washington, D.C. The library is also significant under Criterion C (Architecture) as a Beaux Arts-style edifice that embodies the City Beautiful movement in the District. The period of significance is from 1899 to 1902, corresponding to the dates when Andrew Carnegie offered to fund the building's construction and the year construction was complete, respectively (Taylor 1969; NCPC 2017).

Downtown (Washington DC) Historic District: NRHP-Listed

The Downtown Historic District generally includes buildings fronting 7th Street, NW, between Pennsylvania Avenue and I Street, NW; F Street, NW, between 7th and 11th Streets, NW; and H and I Streets, NW, between 5th and 7th Streets, NW (DCOP 2009). The district is a microcosm of downtown development in the nation's capital throughout its history. The district consists of a connected series of essentially linear elements which are visually and historically related to the central point of the Old Patent Office (Beauchamp 1983). The district includes portions of Chinatown, and encompasses approximately 200 buildings dating from circa 1830 to 1940 representing an eclectic mixture of commercial, institutional, and residential buildings especially notable along 7th and F Streets, NW.

The Downtown Historic District was listed in the DC Inventory of Historic Sites on July 26, 1982, and added to the NRHP on September 22, 2001 (#84003901). The Downtown

Historic District was listed under Criterion A (Commerce, Religion, Social History, Ethnic-Asian) for its ability to convey the essence of downtown Washington, D.C. visually and historically as it developed from the early Federal period to the present within the larger context of the nation's capital. The district was also listed under Criterion C (Architecture) for its examples of the Italianate, Romanesque Revival, Gothic Revival, Beaux Arts, and Classical Revival architectural styles. The period of significance spans from circa 1830 to 1940, which corresponds to construction dates of buildings within the district (DCOP 2009; Beauchamp 1983).

Downtown Historic District (Boundary Increase): Not Evaluated (proposed D.C. Landmark)

The Downtown Historic District (Boundary Increase) includes the 600 and 800 blocks of H Street, NW; 800 block of 8th Street, NW; and 700 and 800 blocks of 6th Street, NW. The boundary increase would expand the Downtown Historic District, a historic district listed in the DC Inventory of Historic Sites on July 26, 1982, and added to the NRHP on September 22, 2001 (#84003901).

A DC HPO Application for Historic District Designation for this boundary expansion was submitted by the DC Preservation League to DC HPO in 2013. The application proposes to expand the boundaries of the Downtown Historic District to include religious institutions, alley dwellings, and residential buildings which typify the growth and character of the neighborhood. The boundary expansion also includes Essex Court (within Square 453) in its entirety because it possesses the largest and most physically intact collection of alley buildings in Downtown Washington, D.C. In addition, the boundary expansion encompasses Chinatown. Overall, the boundary expansion includes 15 contributing resources, and one contributing structure.

The Downtown Historic District (Boundary Increase) is recommended as significant under Criterion A (Commerce, Religion, Social History, Ethnic:Asian) for its ability to convey the essence of downtown Washington, D.C. visually and historically as it developed from the early Federal period to the present within the larger context of the National Capital. It is also significant under Criterion C (Architecture) for its examples of the Italianate, Romanesque Revival, Gothic Revival, Beaux Arts, and Classical Revival architectural styles. The period of significance spans from circa 1830 to 1940, and extends to 1986 for those properties that contribute to the significance of Chinatown (DCOP 2009; Beauchamp 1983).

Fletcher Chapel (Church of God & Saints of Christ): NRHP-Listed

Fletcher Chapel is located at 401 New York Avenue, NW at the northwest corner of New York Avenue, NW, and 4th Street, NW. Constructed between 1854 to 1857, the modest one-story, front-gable, frame building displays the influence of the romantic, picturesque style of building made popular by the publications of Andrew Jackson Downing.

In the 1890s, Fletcher Chapel was the host of several meetings important to the founding of the national temperance movement. On June 23, 1893, over fifty delegates representing numerous city churches met at the church to form what would become the Anti-Saloon League, an important Temperance organization that was influential in achieving passage of the 18th Amendment to the U.S. Constitution (Callcott 1997; DCOP 2009).

Fletcher Chapel was listed in the DC Inventory of Historic Sites on September 26, 1996, and listed in the NRHP on August 14, 1997 (#97000834). Fletcher Chapel is also a contributing resource to the locally designated and NRHP-listed Mount Vernon Square Historic District (DCIHS July 22, 1999; NRHP September 3, 1999). Fletcher Chapel was listed under Criterion A (Social History) as one of the oldest surviving houses of worship in the city with significant associations with the Temperance Movement. Under Criterion C (Architecture), Fletcher Chapel is representative of the city's early simple wood frame architecture, and a rare surviving example of the romantic, picturesque design principles popularized by landscape architect Andrew Jackson Downing in the ante-bellum period. Fletcher Chapel also meets Criterion Consideration A: Religious Properties, because it derives its primary significance for its historic importance and architectural design. The periods of significance are from 1875 to 1899 and 1900 to 1924 with its significant years identified as 1854, the beginning of its construction; 1868, the year the front four feet were enclosed; and 1905 the year it was listed for sale (Callcott 1997; DCOP 2009).

F.P. May Hardware Company Warehouse and Office: NRHP-Eligible

The F.P. May Hardware Company Warehouse and Office (May Warehouse) is located at 1818 New York Avenue NE, just east of the Montana/West Virginia/New York Avenue traffic circle, in the Ivy City neighborhood of northeast Washington, D.C. Built in 1935, the May Warehouse is a two-story, concrete-block industrial building with a rectangular footprint faced with red brick veneer along the south façade. It was built for Alfred J. May (1880-1950), son of Frank P. May (1852-1911) who founded F.P. May Hardware Companies in 1874, a hardware retailer that would operate in the Mid-Atlantic for nearly a century. The warehouse was designed by Washington, D.C.-based architect, Arthur B. Heaton. The warehouse was expanded in 1953 by Leo C. May (1916-1970), Alfred's son; it was also expanded in the 1960s, which nearly tripled the size of the building (AECOM 2019b).

The May Warehouse building was determined eligible for listing in the DC Inventory of Historic Sites and the NRHP in 2019. The May Warehouse is eligible under Criterion A (Commerce) for its association with the F.P. May Hardware Company, a leading hardware wholesale retailer in Washington, D.C. and the Mid-Atlantic region for nearly 100 years after the company's founding in 1874. It is eligible under Criterion B for its association with three generations of the May family, including Frank P., son Arthur, and grandson Leo May. Under Criterion C, the May Warehouse embodies the distinctive characteristics of an early-twentieth-century, industrial warehouse building and as a significant work of prominent Washington, D.C. architect Arthur Heaton. The 1935 period of significance corresponds to its date of construction (AECOM 2019b).

Hecht Company Warehouse: NRHP-Listed

The Hecht Company Warehouse (Hecht Co. Warehouse) is located at 1401 New York Avenue, NE at the southeast corner of New York Avenue, NE and Fenwick Street, NE. Built in 1937 in the Art Deco/Streamline Moderne style, with additions in 1948 and 1961, the Hecht Co. Warehouse consists of an original six-story warehouse building, and four additions ranging from one to six stories. The New York-based engineering and architecture firm of Abbott, Merkt & Company designed the Hecht Warehouse. The firm was primarily engaged in engineering projects for commercial, industrial, transportation, and maritime commissions throughout the United States.

Originally constructed to serve the retail activities of a major local merchant, the Hecht Co. Warehouse is an outstanding example of Art Deco/Streamline Moderne style in Washington, D.C. The building is a nationally recognized example of architectural modernism with an extensive and innovative use of glass block; it represents one of the nation's first large-scale uses of this material. The banded facades crowned by a prismatic corner tower, glazed black and buff-colored brick alternating with glass block, rounded corners and integral signage are character-defining features of Streamline Moderne architectural design. (Stockbridge 1993; DCOP 2009).

The Hecht Co. Warehouse was listed in the DC Inventory of Historic Sites on February 19, 1992, and added to the NRHP on May 25, 1994 (#94000446). The Hecht Co. Warehouse is nationally significant under Criterion C (Architecture) as an innovative and outstanding example of Streamline Moderne architecture, its early and extensive use of glass block, and importance to the Washington, D.C.'s economic heritage. The periods of significance are 1925 to 1929 and 1950 to 1974 with significant years identified as 1937, 1948 and 1961 which correspond to its original date of construction and subsequent historic building additions (Stockbridge 1993).

Holy Redeemer Catholic Church and School: NRHP-Eligible

The Holy Redeemer Catholic Church and Convent are located at 200-210 New York Avenue, NW. The associated Holy Redeemer School is located at 1135 New Jersey Avenue, NW. Built in 1922, the Byzantine Revival-style Holy Redeemer Catholic Church, designed by architects Murphy & Olmsted, is a two-story-with-basement, front-gabled brick building (AECOM 2019c). A one-story, gable-roofed, brick hyphen connects the church with the two-story-with basement, three-bay, yellow-brick, convent building to the east; the convent was constructed in 1952 by the same architects. The 1955 Holy Redeemer School, designed by Murphy & Locraft architects, is an L-shaped brick building that has a primary wing on New Jersey Avenue, NW, and a secondary wing on Pierce Street (AECOM 2019c).

Holy Redeemer's story began in 1919, when more than 200 of Washington D.C.'s African American Catholics petitioned Baltimore's Archbishop, James Cardinal Gibbons to establish their own Catholic church. Granting their petition, Gibbons assigned responsibility for planning the new parish to the Josephite Fathers, a social order of Catholic priests whose mission in the United States historically began by addressing the

needs of freed slaves in the aftermath of the Civil War. Holy Redeemer parish was the last of three parishes for African American Catholics established in Washington, D.C. by the cardinal. The parish purchased and constructed the Holy Redeemer Church, which was dedicated in 1922. After the main church building was completed, several more buildings were added to the property, creating a small campus, including the convent and school. (Krebsbach 2017; *The Evening Star* 1922; *Catholic Standard* 1955; Holy Redeemer Catholic Church 2016).

The Holy Redeemer Catholic Church and School were determined eligible for the DC Inventory of Historic Sites and NRHP listing in 2019. The Holy Redeemer complex is locally significant under Criterion A (Religion/Education) for its association with the history of Washington, D.C.'s African American Catholic population, and its role in the expansion of educational facilities for African American Catholics. The Holy Redeemer Catholic Church is also significant under Criterion C (Architecture) for embodying the characteristics of the Byzantine Revival Style, and for its association with the architectural firm of Murphy & Olmsted (church); the school and convent are significant for their association with the successor firm of Murphy & Locraft. The Holy Redeemer Catholic Church and School also satisfy Criterion Consideration A: Religious Properties, because it derives its primary significance for its historic importance and architectural design. The period of significance extends from 1922 (church construction date) to 1969 (AECOM 2019c).

John Fox Slater School: NRHP-Listed

The John Fox Slater Elementary School (Slater School) is located at 45 P Street, NW on the north side of P Street, NW, between North Capitol Street, NW and 1st Street, NW in the Truxton Circle neighborhood of Washington, D.C. Completed in 1891 for African American students by the city's Office of the Building Inspector, the Queen Anne/Romanesque Revival-style building is a turreted red brick, eight classroom, two-story school structure. Designed according to the same plans as the 1889 Jackson Elementary School on R Street in Georgetown built for white students, Slater School is characterized by its Victorian massing replete with projecting pavilions, gables, towers, and molded brick string courses. Slater's most prominent feature, its corner tower, is capped by an eight-sided conical roof, sheathed in tin (Fletcher and Sefton 2011).

The school was named after John Fox Slater (1815-1884), an American philanthropist who assisted with the education of freedmen after the Civil War. In 1902, John Mercer Langston School, another elementary school for African American students, was constructed on the adjacent lot. In the late 1910s, both schools came under the leadership of a single principal. In early 1922 the parent-teacher associations (PTAs) of both schools combined, and the schools were referred to as Slater-Langston. In 1951, Slater became an annex to the Margaret Murray Washington Vocational School, built one block south on O Street, NW in 1912. The Slater School closed in 1975 and as of 2011, the school was being repurposed for educational purposes.

The John Fox Slater School was added to the DC Inventory of Historic Sites and listed in the NRHP on April 9, 2013 (#1300144). It possesses local significance under

Criterion A (Cultural Heritage - African American/Education) because it conveys important information regarding the evolution of public education for African Americans in Washington, D.C. It is also significant under Criterion C (Architecture) because it survives as a distinguished example of a Queen Anne/Romanesque Revival-style public school building. The period of significance is 1891 to 1951, with 1891, representing the school's date of construction, and 1951, representing the year the building ceased serving as an elementary school, and became an annex to the Margaret Murray Washington Vocational School (Fletcher and Sefton 2011).

John Mercer Langston School: NRHP-Listed

The John Mercer Langston Elementary School (Langston School) is located at 43 P Street, NW on the north side of P Street, NW, between North Capitol Street, NW and 1st Street, NW in the Truxton Circle neighborhood of Washington, D.C. Completed in 1902 for African American students by the city's Office of the Building Inspector, it is a red brick, two-story, Italianate-style, eight-classroom school building that was designed by architect Appleton P. Clark, Jr.. The building has two towers on the south front elevation marking the boys' and girls' entrances; the architect had planned a wing addition to the west that was never built (Fletcher and Sefton 2012).

The red brick Langston School blended in with its row house neighborhood and adjacent 1891 Slater School; it became part of a complex of African American schools along First Street, NW, between L and P Streets, NW, that included the Slater and Langston elementary schools, Margaret Murray Washington School, and Armstrong High School. Langston School was built to handle the overflow of students from the Slater School. The new school was named after John Mercer Langston (1829-1897), the first African American congressman from Virginia, who also had a distinguished diplomatic, academic, and legal career in Washington, D.C. Langston School was one of 31 schools opened between 1895 and 1902 during a period of steady population growth. For almost two decades, Slater and Langston Schools operated independently. Eventually, the schools merged and were referred to as Slater-Langston. In 1951, the Slater School became an annex for the nearby vocational school, Margaret Murray Washington, while the Langston School continued to serve the elementary school student population (Fletcher and Sefton 2012).

The Langston School was listed in the DC Inventory of Historic Sites and the NRHP on April 9, 2013 (#13000143). The Langston School is significant at the local level under Criterion A (Cultural Heritage - African American/Education) because it conveys important information regarding the evolution of public education for African Americans in Washington, D.C. It is also significant under Criterion C (Architecture) as a distinguished example of a red brick Italianate-style building that exemplifies the public school building type. The period of significance is 1902 to 1954, with significant years identified as 1902 the date the school was completed, and 1954, the year the Supreme Court outlawed school segregation (Fletcher and Sefton 2012).

L'Enfant Plan of the City of Washington (L'Enfant Plan; L'Enfant-McMillan Plan): NRHP-Listed

The L'Enfant Plan of the City of Washington (L'Enfant Plan; L'Enfant-McMillan Plan) is roughly bounded by Florida Avenue from Rock Creek, NW to 5th Street, NE; then south to C Street, SE and eastward to the Anacostia River; and then follows the Potomac River shoreline back to Rock Creek. The plan is the work of French architect and civil engineer Pierre Charles L'Enfant, who surveyed the site of the future national capital for President George Washington in 1791 and recommended locations for its most important buildings. L'Enfant's plan, based on European precedents, consists of a coordinated system of radiating avenues and vistas overlaid upon an orthogonal grid of streets. Although later altered and refined in both its concept and execution, L'Enfant's plan has come to define the physical character of the national capital (NCPC 2017). The L'Enfant Plan is comprised of three contributing element types: reservations and appropriations, streets and avenues, and vistas (Leach 1994).

Seventeen (17) original L'Enfant Plan reservations (8, 70, 71, 72, 73, 74, 175, 176, 177, 177A, 178, 179, 180, 181, 182, 183, and 192) are located within the Project APE. Reservation 8, formally known as Mount Vernon Square, is the largest of these. The square was originally one of 15 planned to be divided among the states for display of statues and memorials. Over the course of the nineteenth century, the square was transformed from a market to a park. The NRHP-listed Central Public Library on the square was completed in 1902, and the park was fully landscaped by 1913. The other 16 reservations generally are small, wedge-shaped parklets located at the intersections of the diagonal-running avenues with the grid plan of numbered and lettered streets. Most are landscaped, and some have footpaths and bench seating, and standard pole street lighting (Barthold 1993).

Sections of 18 original streets/avenues and/or vistas of the L'Enfant Plan are located within the APE of the proposed Maglev Mount Vernon Square station and/or construction along New York Avenue, NW:

- Twelfth Street, south of New York Avenue, NW
- Eleventh Street, south of New York Avenue, NW
- Tenth Street, south of New York Avenue, NW
- Ninth Street, west of Mount Vernon Square, NW
- Eighth Street, south of I Street, NW (Eighth Street north of K Street and Mount Vernon Square and south of N Street, NW was filled in as a result of construction of the Walter E. Washington Convention Center in the late 1990s.)
- Seventh Street, east of Mount Vernon Square, NW
- Sixth Street, east of Mount Vernon Square, NW
- Fifth Street, east of Mount Vernon Square, NW
- Fourth Street, east of Mount Vernon Square, NW
- Third Street, east of Mount Vernon Square, NW
- Second Street, east of Mount Vernon Square, NW
- First Street, east of Mount Vernon Square, NW

- I Street, west of Tenth Street, NW
- K Street, east and west of Mount Vernon Square, NW
- Massachusetts Avenue, northwest and southeast of Mount Vernon Square, NW
- New Jersey Avenue, south to L Street, north to N Street, NW
- New York Avenue, southwest and northeast of Mount Vernon Square, NW, and extending to Florida Avenue, NE
- Florida Avenue (originally Boundary Street), north to P Street, south to M Street

Sections of seven original streets/avenues and/or vistas of the L'Enfant Plan are located within the APE of the laydown site at New York Avenue and North Capitol Street:

- North Capitol Street, north of New York Avenue, NW and NE
- Florida Avenue, northwest and southeast of New York Avenue, NE
- New York Avenue between Florida Avenue, NE and Mount Vernon Square, NW
- First Street, NE, north of New York Avenue
- N Street, NE, east of North Capitol Street
- O Street, NE, east and west of North Capitol Street and south of New York Avenue (The section of O Street between New York Avenue and North Capitol Street no longer exists.)
- P Street, NE, between North Capitol Street and Florida Avenue

The L'Enfant Plan of the City of Washington was listed in the NRHP in 1997 (# 97000332), and was added to the DC Inventory of Historic Sites in 1971. It is significant under Criterion A in the areas of Community Planning and Development, Transportation, and Politics and Government and under Criterion C in the area of Landscape Architecture. The L'Enfant Plan is significant as a representation of two centuries of civic design and political ideals and is the largest and most comprehensive example of a Baroque city plan in the United States. It remains the spine of the city's transportation network, and contains most of the major historic Federal government buildings in the District of Columbia. The original L'Enfant plan was revived and refined by the McMillan Commission in 1901-1902 and brought Washington, D.C. in line with the then-current City Beautiful movement. The period of significance is 1791 to 1942, with 1791 (L'Enfant's design) and 1901-1902 (date of McMillan Commission Plan) listed as significant dates (Leach and Barthold 1994; DCOP 2009).

M Street High School (Perry School): NRHP-Listed

The M Street High School (M Street School) is located at 128 M Street, NW on the south side of M Street, NW, between 1st Street, NW and New York Avenue, NW in the Mount Vernon Square/Sursum Corda neighborhood of Washington, D.C. Constructed from 1890 to 1891, the M Street School is a rectangular-plan, red brick building built in the Romanesque style with Colonial Revival-style accents. Its facade is built of "Philadelphia pressed brick" with sandstone and wood ornament. The façade is composed of three main sections: a central projecting pavilion with an entrance tower and two other projecting wings which extend back from the building line of the central pavilion. In 1934, a utilitarian one story-with-basement gymnasium was added to the

east side of the building. Designed in the Colonial Revival style, the gymnasium is connected to the original structure by a narrow covered passageway (Lee 1986).

The original M Street School was one of the first high schools for African American students in the United States constructed with public funds. The school represents an important benchmark in the development of education for Washington, D.C.'s African American student population after 1870 when the principle of a "separate but equal" education for the nation's capital was reaffirmed by Congress. The plans for the school, designed to house 450 students, were prepared in the city's Office of the Building Inspector. At that time, designs for most municipal edifices in Washington, D.C. were overseen by this office, which served as a centralized municipal design agency (Lee 1986; DCOP 2009).

The school has its origins in the Preparatory High School for Colored Youth founded in 1870. As the institution grew and flourished, Congress appropriated funds for a new high school in 1890. The M Street School produced many of the city's and the nation's black leaders. The student population outgrew the building and, in 1916, relocated to the now-demolished Dunbar High School. The M Street School then became a junior high school and elementary school for the African American community, and renamed the Perry School until the desegregation of the school system in 1954 (Lee 1986; DCOP 2009).

The M Street School was listed in the DC Inventory of Historic Sites on November 21, 1978, and added to the NRHP on October 23, 1986 (#86002924). The school is significant at the local level under Criterion A (Education) as "the first black colored high school ever constructed from the public funds" during the era of segregation. The period of significance is 1875 to 1899, with significant years identified as 1890, the year Congress appropriated funds for the school's construction, and the 1891 year construction was completed (Lee 1986).

Margaret Murray Washington School: NRHP-Listed

The Margaret Murray Washington School is located at 27 O Street, NW on the north side of O Street, NW, between North Capitol Street, NW and 1st Street, NW in the Truxton Circle neighborhood of Washington, D.C. The main section of the school was completed in 1912 for African American students by the District's first Municipal Architect, Snowden Ashford. Snowden's successor, Albert Harris, and prominent African American architect Albert Cassell, respectively, designed the 1928 and 1938 additions, resulting in a symmetrical, U-shaped plan and similar brick details. The school exhibits features of Collegiate Gothic-style architecture. Exterior ornamentation includes a limestone bands and belt course, belt course lintels, and cast stone lintels; and diamond plaques at the parapet level.

Originally known as the O Street Vocational School, the school was established to provide "manual training for boys and domestic science and art for girls." By the end of the nineteenth century, educator Booker T. Washington espoused widespread vocational training for African Americans. In 1926, the school was renamed to honor

Margaret Murray Washington, the "Lady Principal" of Tuskegee Institute, and late widow of Booker T. Washington, who was a leader of several black feminist organizations and of the anti-lynching movement. The school offered instruction to both elementary and high school students. A non-contributing gymnasium addition was constructed in 1971. The school was part of a cluster of five important African American schools located on N, O and P Streets, NW, between North Capitol and 1st Streets.

The Margaret Murray Washington School was listed in the DC Inventory of Historic Sites on July 18, 2011, and added to the NRHP on November 22, 2011 (#11000843). The school is significant at the local level under Criterion A (Education) because it conveys important information regarding the evolution of public school education through vocational training. It is also significant under Criterion C (Architecture) as a Collegiate Gothic-style public school building designed by the District's first Municipal Architect, Snowden Ashford. The period of significance is 1900 to 1949 with significant years identified as 1912, 1928 and 1938, the date the school was completed, and its subsequent historic additions.

Mount Vernon Triangle Historic District: NRHP-Listed

The Mount Vernon Triangle Historic District is a triangular area bounded by New York Avenue, Massachusetts Avenue, New Jersey Avenue and 7th Street, NW. Most of the 24 contributing buildings in the district were built between the late nineteenth and early twentieth centuries, and include Italianate and Queen Anne-style buildings. Other representative styles include Romanesque Revival, Colonial Revival, Mediterranean Revival, as well as vernacular buildings (Sefton and Williams 2005).

Prior to the Civil War, the wood-framed buildings in what was known as the East End were home to poor residents of Washington, D.C. After the war, brick buildings replaced frame dwellings. With the construction of light-industrial and commercial buildings during the early twentieth century, the area became home to a working-class population. By the mid-twentieth century, the area transformed into a commercial and industrial area, and was home to several automobile sales and service establishments (Sefton and Williams 2005).

The Mount Vernon Triangle Historic District was listed in the DC Inventory of Historic Sites on November 17, 2005, and was listed in the NRHP on September 19, 2006 (NRIS # 06000191). The historic district is listed under Criteria A, C, and D, with areas of significance related to architecture, commerce, and transportation. Under Criterion A, the historic district is significant for its historical associations with the city's German and Italian populations. Their importance is reflected in the residences and commercial buildings they constructed in the Mount Vernon Triangle neighborhood after the Civil War. Under Criterion C, the historic district contains numerous examples of nineteenth- and twentieth-century dual-purpose architecture representative of the change in the neighborhood's character from predominantly residential to a mixed-use neighborhood. The Mount Vernon Square Historic District includes a partially excavated archaeological site located within its boundaries and is significant under Criterion D (Sefton and Williams 2005). Its period of significance extends from 1873 to 1946.

New York Apartments: NRHP-Eligible

The New York Apartments building is located at 115 New York Avenue, NW, between First and Kirby Streets, NW. The four-story, red brick building's façade has key features of the Romanesque Revival style, including a row of arched windows atop a pair of equidistant, rectilinear projecting bays. The façade is complimented by intricate brickwork that forms variously styled belt courses and a dentil cornice (Trieschmann 1999).

The New York Apartments, designed by architect Julius Wenig in 1902, was the first of several large apartment house developments in the city's Mount Vernon Square area. This building's style, along with neighboring contemporaneous apartment complexes and commercial edifices, expresses the prevailing revival architectural styles of the era, which included projecting bays and cornices, along with heavy lintels (Trieschmann 1999).

The New York Apartments are a contributing resource in the Mount Vernon Square Historic District, listed in the DC Inventory of Historic Sites, and was listed in the NRHP in 1999 under Criteria A and C (Trieschmann 1999).. The DCSHPO has also determined the New York Apartments eligible for individual NRHP listing under Criteria A and C, with a 1902 significant date, based on its construction date.

Peoples Congregational Church: NRHP-Eligible

The Peoples Congregational Church is located at 628 M Street, NW at the south side of M Street, NW between 6th and 7th Streets, NW in the Shaw neighborhood of Washington, D.C. The property is oriented north, and is bound by McCullough Court on the west and the ca. 1984 McCullough Court Apartments on the south and east. Built in 1894, the church is a two-story, Romanesque Revival-style, painted brick building with a modified L plan on a raised basement; it has a three-story tower at the northeast corner. The two-story, one-bay ell at the southeast corner may date from the early 1900s (AECOM 2019d).

In 1890, the People's Congregational Church was founded by a congregation's whose core values were "the championing of free thought and independent action in service to Jesus Christ." At the time of the building's construction, it had a multiracial congregation developed through public outreach. The congregation moved to Petworth in 1954, having outgrown their original church building (Peoples Church 2015). Afterward, the church building housed the St. Stephen Baptist Church congregation, who were its occupants until 2003. More recently, the building has become home to the United House of Prayer for all People, an evangelical Christian denomination (AECOM 2019d).

In 2019, the DC SHPO determined the People's Congregational Church eligible for the NRHP and DC Inventory of Historic Sites. The church is locally significant under Criterion A (Religion) for its association with a breakaway, multi-racial congregation from the prominent, historically African American Asbury Methodist Church in northwest Washington. The church is locally significant under Criterion C (Architecture) for

embodying the characteristics of the late-nineteenth-century Romanesque Revival Style, with character-defining features including its brick construction with rusticated brownstone trim; prominent corner tower with pyramidal roof, corner buttresses, round-arched windows; and the use of round-arched single, paired, and tripartite windows on three elevations. The Peoples Church also meets Criteria Consideration A: Religious Properties, because it derives its primary significance for its historic importance and architectural design. The period of significance extends from 1894 when it was constructed, to 1954, the year its congregation moved to a new building in Petworth.

Pennsylvania Railroad Bridge over Montana Avenue, NE: NRHP-Eligible

The Pennsylvania Railroad (PRR) Bridge over Montana Avenue, NE is located 100 feet north of the Montana/West Virginia/New York Avenue, NE traffic circle in the Ivy City neighborhood of northeast Washington, D.C. It is located approximately 200 feet south of the Baltimore & Ohio (B&O) Railroad Bridge over Montana Avenue. Built ca. 1935, this concrete beam railroad bridge carries the three-track former PRR over two-lane Montana Avenue NE at an angle. The bridge consists of a wide central span over the avenue, with a smaller span over the pedestrian sidewalks on both sides of the road. The railroad bridge is in good condition, and is still in use by Amtrak for its Northeast Corridor service (AECOM 2019f).

As railroad operations shifted to the Ivy City neighborhood of Washington, the PRR and B&O railroads built overpass bridges to eliminate dangerous grade crossings at Montana Avenue, NE made even more essential with the advent of cars and trucks after 1900. As railroad engines and loads increased in weight, the two railroads replaced their original bridges with new concrete overpasses during the 1930s, (AECOM 2018, Hansen 2011, Summer 2018).

The PRR Bridge over Montana Avenue, NE was determined eligible for listing in the DC Inventory of Historic Sites and NRHP. The bridge is significant at the local level under Criterion A (Transportation/Community Planning and Development) for its association with the history of the PRR in Washington, D.C. during the nineteenth and twentieth centuries. In particular, it exemplifies the steps taken by railroads during this period to eliminate dangerous at-grade railroad crossings in industrial areas, such as Ivy City. The PRR Bridge is also significant under Criterion C (Architecture) as a good example of a concrete-beam railroad bridge with Art Deco features, such as the three-sided arched pedestrian passageways on both sides of Montana Avenue; stepped pylons at both ends of the center beam; incised panels and parapet; and rusticated wing walls.

Seventh Street, NW, East Side of 1000 Block: NRHP-Listed

The East Side of the 1000 Block of Seventh Street (7th Street), NW (1000 block of 7th Street) includes 1005, 1009, 1011, 1013, 1015, 1015-½, 1017, 1019, 1021, 1023, 1025, 1027-31, 1033, and 1035 7th Street, NW and 649 and 651 New York Avenue, NW. Constructed between 1862 to 1938, these commercial buildings were mostly constructed following the Civil War, and reflect the growth that the entire city experienced at that time. While the earliest building on the block may date from the

1860s, most were built in the early 1870s. This confined period of construction is evidenced by the cohesiveness of their appearance.

Only one building, 1015½ 7th Street has a documented architect – John G. Meyers. The other buildings, whose designs have not yet been attributed to architects, reflect the commercial aesthetic preferences of the period, and survive as an intact group of small, two- and three-story, late nineteenth-century, Italianate-style commercial buildings. The buildings are closely related in scale, rhythm, texture and style, and were designed and built largely by and for German immigrants, an ethnic group of great importance to the development of the city (Adams 1983).

The 1000 Block of 7th Street was listed in the DC Inventory of Historic Sites on November 21, 1978, and added to the NRHP on February 2, 1984 (#84000861). The historic district also contributes to the locally designated and NRHP-listed Mount Vernon Square Historic District (D.C. Historic District July 22, 1999; NRI #99001071, September 3, 1999). The 1000 Block of 7th Street is significant under Criterion C (Architecture) as a group of small, two- and three-story late nineteenth century Italianate commercial buildings typifying Shepherd-era development along 7th Street, NW. The period of significance extends from 1850 to 1949, and encompasses the dates of construction. (Adams 1983; DCOP 2009).

Southern Baptist Church: NRHP-Eligible

The Southern Baptist Church is located at 134 L Street, NW on the south side of L Street, NW, between New Jersey Avenue, NW and First Street, NW. The church exhibits influences of the Art Deco style, mainly through its simple massing, vertical banding, and pilasters that emphasize the vertical plane. Built in 1938, the three-story brick church has a full basement that rests on a concrete slab foundation. Buff-colored brick wraps the primary (north) façade and red-toned brick clads the secondary east, west and south facades. The primary façade is two-and-a-half stories organized in three bays; the remainder of the building is two-stories. Exterior ornamentation on the primary façade includes a belt course in the center bay about the stained glass window; a stone cross embedded in the three-story tower west of the entry; vertical brick banding aligned with the window east of the entry and the cast stone cross west of the entry; and brick window sills and lintels. The west façade has been obscured below the second story by a one-story, full-length 1974 addition.

Southern Baptist Church was designed by notable African American architect Romulus Cornelius (R.C.) Archer, Jr. (1890-1968). His work can be found in all four quadrants of Washington, D.C. to include Mount Vernon Square, Cleveland Park, LeDroit Park, and the Greater U Street Historic Districts. In 1926, Archer became the second black architect to register in the District. He designed several building types including rowhouses, apartment building, detached single-family homes and religious buildings (EHT Tracerics 2010).

In 2019, the Southern Baptist Church was determined eligible for the DC Inventory of Historic Sites and the NRHP. It is eligible on the local level under Criterion C as the

work of prominent architect Romulus Archer and its period of significance is the 1938 construction date. The Peoples Church also meets Criteria Consideration A: Religious Properties, because it derives its primary significance for its architectural design.

Yale Steam Laundry and Stable: NRHP-Listed

The Yale Steam Laundry building is located at 437 and 443 New York Avenue, NW on the northeast and northwest sides of the intersection of New York Avenue, NW and Brown's Court. Built in 1902, the main Italian Renaissance Revival-style building (437 New York Avenue, NW) is a three-story red brick and Indiana limestone building with Georgian Revival-style windows and detailing; Thomas Francis, Jr. was the architect. The building originally housed washing and dry-cleaning equipment, presses, and hand finishing rooms in a vertically organized operation that moved laundry from the bottom of the building to the top. A 1924 addition housed newer machinery in a more modern, horizontally organized operation; it was designed by architects A.B. Mullett & Company (DCOP 2009; Trieschmann and Weidlich 1998). A two-story, rectangular-plan, brick-and-concrete industrial vernacular stable/garage with multi-light industrial windows was built in 1919.

This prominent industrial building was one of the city's largest privately constructed service facilities. It housed the main offices and central plant of one of the handful of laundry companies in Washington, D.C. Such "power" laundries were high-volume mechanized operations catering primarily to hotels, restaurants, and other businesses, and employing several thousand workers, many of them women. The business was sold to the Liberty Laundry Company in 1917, but continued to operate under the Yale name until 1976 (DCOP 2009; Trieschmann and Weidlich 1998).

The Yale Steam Laundry building was listed in the DC Inventory of Historic Sites on December 17, 1998, and added to the NRHP on March 18, 1999 (#99000332). It also contributes to the locally designated and NRHP-listed Mount Vernon Square Historic District (District of Columbia Historic District, July 22, 1999; NRI #99001071, September 3, 1999). The building is significant under Criterion A (Industry/Commerce) as one of the city's largest and most significant privately constructed industrial service facilities. It is also significant under Criterion C (Architecture) as a notable example of an early-twentieth century commercial building that exhibits elements of the Renaissance Revival and Georgian Revival styles. The period of significance extends from 1902 to 1949, with significant dates identified as 1902, 1919 and 1924, and correspond to the dates of construction for the laundry, garage/stable, and laundry addition (Trieschmann and Weidlich 1998).

D.5.3.2 MARYLAND PROPERTIES

Baltimore and Ohio Railroad Baltimore Belt Line (B-5287): NRHP-Eligible

Constructed between 1891 and 1895, the B&O Railroad Baltimore Belt Line (B&O Belt Line) (B-5287) runs through an area in the City of Baltimore that is dominated by transportation infrastructure. From its southwest terminus near Camden Station for

approximately 2.7 miles, the B&O Belt Line winds north through downtown Baltimore via the Howard Street and Mount Royal Tunnels, weaving through pre-existing transportation infrastructure, and crossing Jones Falls Valley via a six-span, plate girder bridge, making an S-curve up the eastern side of the valley. The alignment then turns sharply east near Huntingdon Avenue and 26th Street, and continues for approximately 0.8 miles to Loch Raven Road, then heads southeast for another 3.35 miles before terminating at Bay View Yard, just west of I-895/Harbor Tunnel Thruway. Its route passes through at least 10 tunnels or underpasses, totaling more than 1.8 miles, over approximately 10 bridges, and through multiple cuts lined with limestone or modern concrete retaining walls (Lee 2005:173 in Manning 2015).

The B&O Belt Line was constructed as a freight line to connect the B&O's southern Baltimore terminus at Camden Station to Bay View Junction, and a northern line to Philadelphia. After the construction of the B&O Belt Line, Bay View Junction was expanded to serve as the eastern terminus for freight. Today the B&O Belt Line is part of CSX Transportation Company's (CSXT) main freight line through Baltimore (Manning 2015).

The B&O Belt Line was determined NRHP-eligible on September 2, 2015. It possesses historic significance at the national level under Criterion A for its association with the East Coast's transportation network. The B&O Belt Line is nationally significant as the first electric railway in the United States, and for its role in providing the B&O with an all-rail route from Washington, D.C. to Philadelphia, thereby allowing it to more effectively compete with other railroads. It is also significant under Criterion C for its engineering; the resource embodies distinctive characteristics of a late-nineteenth-to-early-twentieth-century railroad, and includes individually NRHP-eligible resources that are significant for their architecture and/or engineering (Manning 2015).

The Baltimore-Washington Parkway: NRHP-Listed

The Baltimore-Washington Parkway (BWP) extends northeast from the Anacostia River at the eastern border of the District of Columbia, through Prince George's County and Anne Arundel County, Maryland. The parkway encompasses 1,353 acres, crossing the Patuxent and Little Patuxent rivers and four railroads, and also operates as Maryland Route 295. Nineteen miles are federally owned and operated by the National Park Service, from DC to just below Jessup Road (Maryland 175) at the Baltimore County Line. The federal portion was dedicated to Gladys Noon Spellman, former Maryland congresswoman, in 1982. The remaining ten miles are operated by the state of Maryland (Leach 1990). The roadway was rehabilitated in 1999 to create a wider shoulder and to add concrete curbs and gutters (HAER 1999).

The Federal Bureau of Public Roads and the National Park Service initiated construction of the Baltimore-Washington Parkway in 1942, with the bulk of construction taking place between 1950 and 1954. Under the consultation of landscape architect Gilmore D. Clarke and engineer Jay Downer, the parkway was pragmatically designed as both a defense highway (linking Forts Meyer and Howard, Camp Meade, and the Naval Academy in Annapolis) and a new commuter route running through what were

some of the fastest-growing economic areas in the region. The growth in this region was in part due to the proximity of the NSA Headquarters and NASA Goddard Space Flight Center, as well as many of the country's largest clusters of offices and research and development buildings in Beltsville, Greenbelt, and Laurel, Maryland (Leach 1990).

The Baltimore-Washington Parkway was added to the NRHP in 1991 as a historic district with approximately 125 contributing resources (NRIS ID# 91000532). There are over 125 contributing structures, including 11 bridges and numerous culverts with decorated headwalls. The parkway is also included in the Parkways of the National Capital Region Multiple Property Listing (NRIS ID# 64500258). The parkway is listed as regionally and locally significant under Criterion A and C in the areas of transportation and landscape architecture. The parkway's significance is associated with urban development of the national capital as a federal center and parkway design. The BWP exemplifies the last period of construction for this type of road, and it is the only fully developed parkway of its kind in Maryland. The parkway maintains original integrity of setting, design and associations characteristic of the earliest parkways designed for pleasure motoring. At the time of listing, it was less than fifty years old, yet it met the requirements of Criteria Consideration G because it had achieved extraordinary significance. The parkway's period of significance is 1942 to 1954.

Beltsville Agricultural Research Center (PG62:14): NRHP-Eligible

The U.S. Department of Agriculture's (USDA) Agricultural Research Service's Beltsville Agricultural Research Center (BARC) was once one of the largest agricultural research facilities in the United States. BARC comprises 6,582 acres divided into five farms: the 367-acre South Farm, 549-acre North Farm, 460-acre Linkage Farm, 2,980-acre Central Farm, and the 2,225-acre East Farm. BARC's landscape consists of vast open space, cultivated research fields, and hundreds of buildings and structures scattered throughout the facility.

Owned by the USDA, the facility was established in Beltsville in 1910 and significantly expanded during the 1930s, reaching its peak size of 12,461 acres in 1938. During the 1960s, the USDA's research program began evolving from an internationally recognized research center to a decentralized model. In 1984, BARC was re-designated as a regional center. Historically, buildings were constructed in groupings associated with individual bureaus/divisions of the USDA or other federal agencies that leased or were assigned portions of the facility. The majority of BARC's buildings are farm research outbuildings, such as sheds, greenhouses, barns, and poultry houses, and the remainder are laboratories, dwellings, and office buildings (Farris 2017).

BARC was determined NRHP-eligible on October 16, 1998. BARC is eligible in its entirety for listing in the NRHP under Criteria A and C as the largest national research facility for the USDA and for its role as the most diversified agricultural research complex in the world. The history and development of the agricultural research facility also reflects New Deal policies and programs, and contains notable landscape architecture, Georgian Revival architecture, and experimental agricultural architecture (Farris 2017).

Cherry Hill Homes Historic District (B-5080): NRHP – Eligible

The Cherry Hill Homes Historic District (B-5080) is located on the south edge of Baltimore, and is comprised of 600 dwellings. It is loosely bounded by Cherry Hill Road to the north, Denham Circle to the east, CSX tracks to the south, and Berea Road to the west. It is comprised of multi-family brick buildings with gable roofs. The buildings have sash windows of various sizes and a small covered porch; some buildings are stuccoed on the second story. In addition, to these homes, there is also a community center.

The history of public housing in Baltimore dates back to the United States Housing Act, passed by Congress in 1937. By 1943, the Baltimore Housing Authority (BHA) had spent \$24 million in Federal funds for slum clearance and to construct six war housing projects and eight public housing projects. The Cherry Hill project opened in December 1945. Upon completion, the project provided affordable housing for the city's black residents. The Federal government sold Cherry Hill Homes to BHA, who still owns and operates it today. Later additions were added in 1952. In 1968, Cherry Hill Homes was desegregated when Congress passed the Federal Fair Housing Act.

The Cherry Hill Homes Historic District was determined NRHP-eligible in May 2002. The district is eligible under Criterion A for the significant role that it played in housing reform, and under Criterion C as a good example of a 1940s-era public housing complex. The period of significance for the Cherry Hill Homes District is 1945 to 1968, corresponding to its 1945 construction date, and the passage of the Federal Fair Housing Act of 1968, which led to the desegregation of public housing.

Cherry Hill Homes Extension 1 Historic District (B-5351): NRHP – Eligible

The Cherry Hill Homes Extension 1 Historic District encompasses 637 dwellings, with its boundary consisting of Bethune Road, Spellman Road, Seagull Avenue, and the east end of Round Road in Baltimore City. The brick buildings, which are generally duplexes, are capped by gable or flat roofs, and shed-roof porches that typically served two units.

The Cherry Hill Homes District (B-5080) was expanded twice (Extension 1 and Extension 2). Extension 1 was built to the south of the original Cherry Hill Homes between 1951 and 1952. The project cost was over \$6.7 million, and was the first post-World War II housing project financed by BHA in Baltimore. When the segregated complex opened in 1952, it featured hot water, electricity, refrigerators, and heating. In 1968, Cherry Hill Homes Extension 1 was desegregated when Congress passed the Federal Fair Housing Act.

The Cherry Hill Homes Extension 1 Historic District (B-5321) was recommended NRHP eligible in April 2019, and MHT concurred. The district is eligible under Criterion A for the role it played in housing reform in Baltimore. It is also eligible under Criterion C as a good example of a 1950s-era public housing complex. The period of significance for the Cherry Hill Homes Extension 1 Historic District is 1952 to 1968, corresponding to its

1952 construction date, and the passage of the Federal Fair Housing Act of 1968, which led to the desegregation of public housing.

Business and Government (Downtown Baltimore) Historic District (B-3935): NRHP-Listed

The Business and Government (Downtown Baltimore) Historic District (B-3935) is roughly bound by E. Lexington and E. Saratoga Streets to the north, Lombard Street to the south, N. Charles Street to the west and N. Gay Street and City Boulevard to the east. The district encompasses approximately 210 contributing and 27 non-contributing resources. The historic district consists primarily of a cohesive group of governmental and commercial buildings that are located in the historic center of Baltimore, near the city's Inner Harbor. The commercial buildings range from small two-and three-story storefront structures to modern 25-story office towers. Although there are extant buildings from the early nineteenth century to the present day, the overwhelming majority of buildings were constructed between 1900 and 1925, most in the decade following the 1904 Baltimore fire. Major landscaping features include Monument Square, War Memorial Plaza, and the open space in front of the Fish Market. Large-scale government buildings, generally classical in decoration, stand along the north edge, with the Fish Market in the east section, and the customs-related building in the south section. (Shoken and Andrews 1985).

The Business and Government District was added to the NRHP on November 25, 1987 (#87002065). It possesses local importance under Criterion A (Commerce, Economics, Politics/Government) because it illustrates the economic, commercial, and physical growth of the city. It is also significant under Criterion C (Architecture) because it possesses large-scale, multi-storied commercial buildings heavily ornamented with classical and Art Deco decoration. The district has several noteworthy examples of master architects, including D.H. Burnham and Company, McKim, Mead and White, Hornblower and Marshall, Baldwin and Pennington, and Wyatt and Nolting. The period of significance spans 1700 to 1949 (Shoken and Andrews 1985).

George H. Fallon Federal Building (B-5286): NRHP-Eligible

The George H. Fallon Federal Building (Fallon Building) (B-5286) is located at 31 Hopkins Plaza on the north side of W. Lombard Street, between Hopkins Plaza and Charles Street in Baltimore City.

Completed in 1967, it was designed in the International Style by the Baltimore firm of Fisher, Nes, Campbell and Associates in collaboration with Fenton and Lichtig, and James R. Edmunds, Jr. The Fallon Building is a granite, aluminum, and glass, 18-story International Style building. It has a plaza deck with benches, planters, and fountains, a two-story, recessed, glass-enclosed lobby entered through a portico, and flexible office spaces. The exterior has honed Coldspring Rockville granite cladding at the base and tower portions, while the pedestal is clad in polished granite. The penthouse is clad with color anodized aluminum vertical fin screens in fine satin finish (Ghosh 2016).

The Fallon Building was determined NRHP-eligible on March 7, 2017. The Fallon Building is locally significant under Criterion A for the vital role it played in the success of Charles Center, and consequently the revitalization of downtown Baltimore. It also symbolizes the Federal government's commitment to the Charles Center urban renewal project. The period of significance is 1967 to 1975, with 1967 representing the year the building was completed, and 1975 representing the year that Charles Center South, the last major structure on Charles Plaza South, was built (Ghosh 2016).

Goddard Space Flight Center (PG 64:19): NRHP-Eligible

The Goddard Space Flight Center (GSFC) is a major NASA space research laboratory located approximately 6.5 miles northeast of Washington, D.C. in Greenbelt, Maryland. It is one of ten major NASA field centers, named in recognition of American rocket propulsion pioneer Robert H. Goddard.

NASA founded the 1,297 acre GSFC research facility in 1959. The facility is characterized by brick buildings, built on a monumental scale with little to no ornamentation and flat roofs. The buildings are linked by curvilinear roads that traverse gently rolling hills. It is organized in five geographic zones around the main campus (821 acres), with the 100 area (including the Antenna test facility, 47.87 acres) and 200 Area (including the Ground Plane Test Facility) to the north, and the 300 (including the Magnetic Test Facility) and 400 areas (Including the Bi-propellant Test Facility) of 250 total acres to the west (Peeler 2012). The site also includes 149 acres managed by USDA. Property types include administrative buildings, combination administrative/laboratory buildings, communications facilities, optical facilities and observatories, testing and evaluation facilities, and storage facilities.

The main campus and 300 area of GSFC was determined NRHP-eligible as a historic district in 2012 (MIHP# PG 64-19). It is significant under Criterion A in the area of science, with sixty-five contributing resources, including sixty-one buildings, one site, two structures, and one object. The period of significance is 1960 to 1969, which represents the first decade of development at the site. All contributing resources were constructed in this timeframe, apart from Building 29, which was constructed in 1990 to support the Hubble Space Telescope Program which met Criteria Consideration G for exceptional significance. The center is significant under Criterion A for its association with scientific contributions to broad patterns of history under the Man in Space/Science and Exploration theme, and under Criterion C as representative of a federally-constructed research campus (Peeler 2012). The 100 and 400 areas were determined not eligible for inclusion in the historic district, and area 200 was not evaluated (Peeler 2012). The Spacecraft Magnetic Test Facility at GSFC is in the 300 area and was individually designated a National Historic Landmark in 1985 (NRIS ID# 85002811) as part of the Man in Space Theme Study.

Greenbelt Historic District (PG:67-4): NHL/NRHP-Listed

The Greenbelt Historic District encompasses 789.05 acres within the City of Greenbelt, in Prince George's County. It flanks the USDA Beltsville Agricultural Research Complex

to the north. To the east, it is bounded by the Baltimore-Washington Parkway, and Kenilworth Avenue for a brief distance on the western edge of the district. The district has a serpentine pattern along its southern edge, and does not include Lakeside Drive and the streets branching off of it (Hauenstein 1979). It is comprised of Art Deco-style residences and institutional buildings in a landscaped setting.

The concept for Greenbelt emerged during the Roosevelt administration and was part of the New Deal's housing initiatives during the Great Depression. Three projects (Greenbelt in Maryland, Greenhills in Ohio, and Greendale, Wisconsin) were envisioned to both provide jobs and create a community for low- and middle-income residents that was designed according to British Garden City planning precepts. The Federal government purchased 3,371 acres for Greenbelt, Maryland in 1935. Initially, 574 rowhouses, 306 apartment units, and five detached homes were built. The planned community included a commercial center, three schools, Greenbelt Lake, and Indian Springs. On the opening day, September 30, 1937, five families moved into Greenbelt; within a year all dwellings were occupied (Hauenstein 1979).

The Greenbelt Historic District was listed in the NRHP on May 29, 1980 (MHID #PG:67-4; NRIS #80004331). It was also designated a National Historic Landmark (NHL) on February 18, 1997 (Lampl 1996). It is significant at the national level under Criterion A in the areas of community planning and politics/government. It survives as one of the first planned communities developed by the Federal government to provide housing to low- and middle-income families. Furthermore it was a self-contained community in a green, wooded environment, away from the city. It is also significant under Criterion C, for its Art Deco style architecture. The period of significance for the historic district is from 1935 to 1941, and corresponds to the 1935 land purchase, and 1941 completion date (Hauenstein 1979).

Martins Woods (PG 72:68): NRHP-Eligible

The Martins Woods Historic District includes the main stone house, six log cabins, and several outbuildings including a wood storage shed, which was used to store well-cured logs for future repairs to the cabins, and a concrete swimming pool and a former tennis court associated with the stone house. The stone house is side-gabled and one-and-a-half stories, with a side-gabled one-story hyphen at the north elevation leading to a front-gabled, one-and-a-half-story garage. The log houses are built of Jack Pine and one and one-and-a-half stories, and in rectangular or L-shaped plans. Characteristic of the Rustic style, they feature gabled roofs with wide, overhanging eaves. South of the homes is eight undeveloped acres of woodland (D'Agostini 2011).

Dean W. Martin, an employee of the United States Forest Service (USFS), built the 145-acre compound for his family and friends from 1930 to 1941. The stone house was built by Martin himself, from reddish sandstone found on the property. Using oak from the property, Martin constructed the house from hand-hewn beams.

Martin's Woods was determined NRHP-eligible as a historic district in 2011 (MIHP# PG: 72-68). Under Criterion C, the district is eligible as an intact collection of 1930s vernacular

Rustic-style architecture, which are rare both for their proximity to Washington, D.C., and for their integrity. The period of significance coincides with the period of construction from 1930 to 1941 (D'Agostini 2011).

Mount Auburn Cemetery (B-5060): NRHP-Listed

The 34-acre Mount Auburn Cemetery (B-5060) is located at 2614 Annapolis Road in Baltimore City. The parcel is bound by Hollins Ferry Road to the west, Waterview Avenue to the north, Annapolis Road to the east, and a commercial parcel to the south. Established in 1872 in the Westport/Mount Winans community of southwest Baltimore, the cemetery overlooks the middle branch of the Patapsco River. The cemetery has family-owned lots with monuments of various ages, materials, and styles. A ca. 1870s receiving vault dates from the earliest period of the cemetery, and is a one-room, rectangular-plan, gable-roofed brick building (Dougherty 2001).

Originally known as "The City of the Dead for Colored People," the cemetery was one of the first and only remaining that is owned and operated by African Americans in Baltimore; it uniquely represents the values and burial traditions of the community from the late nineteenth century to the present. Mount Auburn is also associated with the Sharp Street Memorial United Methodist Church whose congregation is one of the oldest in the city (Dougherty 2001).

Mount Auburn Cemetery was added to the NRHP (on September 7, 2001 (#01000456). It is significant at the local level under Criterion A (Social History/ Ethnic Heritage-African American) for its association with African American social history in Baltimore. The cemetery also meets Criteria Consideration D as a cemetery that derives its primary significance from its historic association with the African American community. The period of significance is 1872 to 1950, corresponding to 1872 when the cemetery was dedicated, and 1950, the 50-year age threshold when the cemetery was added to the NRHP in 2001 (Dougherty 2001).

Otterbein Church (Old Otterbein Evangelical United Brethren Church) (B-11): NRHP-Listed

Otterbein Church is located just east of the landmark Camden Street Station and three blocks west of the Inner Harbor in Baltimore City. For decades it was surrounded by densely packed neighborhoods of rowhouses, businesses and factories. In the last two decades, most of these former structures have been razed. Much of this area is now occupied by Oriole Park at Camden Yards baseball stadium (built in 1992), the Baltimore Convention Center (built 1979, with a large 2002 addition), and several national chain hotels, to the east, west, and north. Otterbein Church is a two-story brick Georgian structure with a peaked roof. A square tower on the west gable end has an octagonal cupola-on-cupola. In 1839, a major remodeling created a projection with a hipped roof in the east wall to house the pulpit. These renovations removed the interior balconies. The bells, cast in Germany and installed in 1789, are still in use (Parish 1969).

Otterbein Church was constructed between 1785 and 1786 for a group of Germans who had separated from the Lutheran Church. It was constructed and designed by Jacob Small, Sr., a local carpenter. It was at the church, in 1789, that the first Conference of United Brethren preachers was held. The conference resulted in the official organization of the Church of the United Brethren in Christ and in the election of Pastor Otterbein as a bishop of the new church.

The Otterbein Church was added to the NRHP on October 28, 1969 (NR# 69000324). It is significant under Criterion C in the areas of art and architecture as the only continuously used eighteenth-century church building in the City of Baltimore. Otterbein Church meets Criterion Consideration A, as the church derives its primary significance from its architecture (Parish 1969).

Otterbein Historic District (B-3934): NRHP-Eligible

The Otterbein Historic District (B-3934) is bounded by Barre, Lee, Hill, Sharp, and Hanover streets, and is situated west of the Inner Harbor in Baltimore City (Shoken 1983). The historic district consists of mostly nineteenth-century buildings, with some late-twentieth-century infill housing. The district encompasses approximately 100 rowhouses arranged along a street grid. Most houses have flat brick façades, with the earliest houses capped by side-gabled roofs with dormers, and pierced by six-over-six windows. Brick sidewalks, period streetlights, and small open spaces are present throughout the district.

The Otterbein Historic District is one of the oldest and historically diverse neighborhoods in Baltimore. With the decline of the Inner Harbor area after World War II, the neighborhood fell into decay. After a successful homesteading program on Stirling Street, the city opted to implement the same program for the Otterbein neighborhood, and it is now one of the best-preserved neighborhoods in Baltimore (Shoken 1983).

The NRHP-eligible Otterbein Historic District is historically and architecturally significant under Criteria A and C. Under Criterion A, it is significant for the key role that the neighborhood played in the founding of the Port of Baltimore. It is significant under Criterion C for its fine collection of mid-nineteenth-century homes (Shoken 1983). The period of significance for the Otterbein Historic District extends from 1800 when the neighborhood was established, and 1933, the 50 year age cut off when the NRHP Nomination Form was prepared in 1983.

Pratt Furniture Company (B-2387): NRHP-Eligible

The Pratt Furniture Company (Pratt Building) (B-2387) at 204-208 W. Pratt Street, is situated at the northwest corner of W. Pratt Street and S. Sharp Street in Baltimore City. Built ca. 1870, the Pratt Building is a three-story, Italianate-style brick row building. The street level features a cast-iron storefront: robust iron piers with recessed panels decorated with foliated swags and Corinthian capitals mark off the building's three sections. (Kurtze 1990).

The Pratt Building was determined NRHP-eligible in 2019 for its local historic and architectural significance. It is significant under Criterion A (Commerce/Trade) as a reflection of the expansion and renovation of Baltimore's commercial district which took place in the period following the Civil War. It is significant under Criterion C (Architecture) as a significant example of a cast-iron storefront that survived the fire of 1904. The period of significance extends from 1870 to 1941, with 1870 corresponding to its date of construction and 1941 being the 50-year cut-off for eligibility (Kurtze 1990).

Spring Garden Bridge (B-3668): NRHP-Eligible

The Spring Garden Bridge (B-3668) carries the former Western Maryland Railroad (WMR) over the middle branch of the Patapsco River in the Hanover subdivision of Baltimore City. The bridge was constructed in 1904 by the Western Maryland Tidewater Railroad Company, a subsidiary of the WMR, to extend the rail line into the Locust Point area of Baltimore. The through-truss, steel swing bridge is 220 feet long with 1,732 feet of pile and timber approaches. The bridge has undergone only minor alterations. Currently, the bridge is inactive, and the swing span is fixed in an open position (Hannold 1991).

The Pennsylvania Steel Company fabricated the Spring Garden Bridge, and the Uegnon Contracting Company constructed the foundation, timber work, approaches, and dredging in 1904. The bridge provided WMR with a mainline that ran from Gwynns Falls to Port Covington, via the Spring Garden Bridge. As a result, WMR constructed the Port Covington Yard east of Locust Point. The Port Covington Yard helped to fuel Baltimore's development as an industrial center in the early twentieth century. The Spring Garden Bridge is the only remaining structure from the WMR's Port Covington Yard (Hannold 1991).

The Spring Garden Bridge was determined NRHP-eligible on July 30, 2002 under Criteria A and C. It is locally significant under Criterion A (Transportation) for its association with the development of the rail transportation system in Maryland, and the growth of Baltimore as an industrial power at the turn of the twentieth century. It is significant under Criterion C (Engineering) as a rare surviving example of a through-truss steel swing bridge in the Baltimore area. The period of significance is 1904, the bridge's date of construction (Hannold 1991; MHT 2002).

U.S. Fidelity and Guaranty (USF&G) Building (B-5318): NRHP-Eligible

The U.S. Fidelity and Guaranty (USF&G) Building (B-5318) is located at 100 Light Street on the block bounded by E. Lombard Street to the north, Charles Street to the west, E. Pratt Street to the south, and Light Street to the east, in Baltimore City. Constructed between 1971 and 1973, the USF&G Building is a 40-story, reinforced-concrete and steel-framed building that utilized a revolutionary technique of first erecting a central, reinforced concrete column equipped with elevators and service infrastructure conduits, and then building outwards and upwards via steel horizon beams (Skyscraper Center n.d). Prominent Czech-American architect Vlastimil Koubek designed the building in collaboration with contractor Huber Hunt & Nichols.

The USF&G Building was the first constructed as part of the waterfront renewal project launched by Baltimore Mayor Theodore McKeldin in 1963 (*Baltimore Sun* 1995). The project swiftly changed the character of Baltimore's Inner Harbor, and spurred further development that eventually became an award-winning worldwide model for urban planning and development.

The USF&G Building was determined NRHP-eligible on May 23, 2019. The USF&G Building is significant under Criterion A as the first building constructed as part of the Inner Harbor renewal. It is also significant under Criterion C as an innovative design developed by Vlastimil Koubek. The Determination of Eligibility (DOE) form states that the building is "less than 50 years old and being treated as a NR-eligible property for project planning purposes. [It] will be formally eligible for the National Register when it reaches the 50-year age threshold in 2023 (AECOM 2019a).

Westport Historic District (B-1342): NRHP-Eligible

The Westport Historic District in the City of Baltimore is an early twentieth-century, self-contained industrial village. The neighborhood is bordered by the Middle Branch of the Patapsco River on the east, the city neighborhoods of Cherry Hill, Brooklyn and the southwestern Baltimore County community of Lansdowne to the southwest, Hollins Ferry Road and the Mount Winans and Lakeland neighborhoods to the west, and I-95 to the north, along with the South Baltimore communities of Federal Hill and Otterbein. The Baltimore-Washington Parkway runs through the middle of Westport and intersects with I-95. The Westport Historic District includes a variety of building types, including rowhouses, low-rise commercial buildings, industrial and manufacturing buildings, transportation-related structures, a firehouse, a school, and a former public library (Bird 2008).

The City of Baltimore annexed the Westport neighborhood in 1918, which was at that time was a working class neighborhood of primarily German immigrants. As Westport factories such as Carr-Lowrey Glass Works expanded and began providing employee housing, the neighborhood expanded. In the mid-twentieth century Route 295 was built over what was previously the Washington, Baltimore, Annapolis Railway, which ran on an excavated roadbed. The construction of Route 295 and interchanges at either end of Westport split the neighborhood and began a period of decline. By the early 1970s, Westport was a blighted neighborhood. Industries along the waterfront declined and eventually abandoned their plants. Despite this period of neglect, Westport retains a distinct physical identity (Bird 2008).

The Westport Historic District was determined NRHP-eligible in 2002 (MIHP# B-1342). The contributing resources include approximately 436 buildings. The district is eligible under Criterion A for its connection to the expansion and growth of Baltimore's Industrial Heritage and under Criterion C for its unique architectural expression of that heritage.

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