

Addendums for HPC-20-83 – 8049, 8055, 8059, 8061 (Tiber Park) and 8069 Main Street; Vicinity of Maryland Avenue and Main Street; Vicinity of 3711 Maryland Avenue along Patapsco River, Ellicott City - December 3, 2020 HPC Meeting

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Addendum 1: 8049 Main Street 2020 Updated Historical Information

The inventory form for this property is still being created. The following information was provided by the County Architectural Historian, to be incorporated into the Inventory. The information provided is a preliminary draft and is subject to change pending further research and investigation of the structure.

Description:

Note:

This description is based on fieldwork done in 2015, prior to the first flood, and in 2020, after the second flood and the acquisition of the building by Howard County Government for the purpose of demolishing the building as part of flood mitigation.

Exterior

The Putney-Fort-O'Brien-Fissel Property is located at 8049 Main Street in Ellicott City, in northeastern Howard County, Maryland. The building is located on the southwest corner of Main Street and Maryland Avenue and fronts on both roads.

The main block consists of a three-bay by three-bay, 2 ½-story brick structure with a gable roof that has an east-west ridge. There is a two-story, three-bay by three-bay frame addition on the north front of the brick building, with brick veneer on the first story and German siding on the second story. It has a shed roof that slopes down to the south. The south addition is three bays by two bays on the first story and two bays by one bay on the second, with the east and south walls on the second story set back from the plane of those walls on the first story. Both stories are frame with German siding and have shed roofs that slope down to the east and are covered with standing-seam metal. On the first story the addition attaches to a one-story garage on the south that projects to the east, creating a small courtyard that is enclosed on the east side by a wood fence. The garage is of six-to-one common bond brick and has a shed roof with flat-seam metal roofing. The roof slopes down to the south.

The north elevation of the north addition has a center entrance with a one-light over one-panel door and a Colonial Revival broken pediment surround. To either side is a one-light sash. There is a wood cornice with scroll brackets, and it wraps around the east side. The second story has two pair of one-over-one sash with head-cut trim, and there is an attic frieze with two short one-light sash. The brick main block north slope of the gable has two dormer windows with six-over-six wood sash.

The east elevation of the north addition has brick veneer with a pair of large one-light show windows. The bracketed cornice continues across at the top of the first story from the north elevation. The second story has paired one-over-one sash in the center, with a single one-over-one to each side. There is a parapet above that hides the shed roof. The east elevation of the main block, on the first story, has the brick veneer carried across under the front edge of a two-story porch. There is a door in the center, with a Colonial Revival broken pediment trim. To either side are three narrow slit vents in the brick. The second story of the porch is open. The main block has a six-over-six wood sash with a bullnose frame, wood sill, and splayed brick jack arch in the south bay. There are shutter hinges with two knuckles. The center bay has a doorway with no jack arch, but there are seams in the brick above to each side, as though there was a wood lintel here that was later replaced with brick. The wood frame also has a bullnose. The north bay has a six-over-six wood sash that matches the south bay. At the north end of the porch is a new doorway leading into the north room. The porch has a plywood deck

and a cast iron railing and posts. The railing has a diaper pattern at the top and bottom, with columns between, and has been raised up, with steel added underneath. The posts have a grapevine pattern, with arabesque scroll brackets at the top and a frieze also with the grapevine pattern. The porch has a semi-hip roof with flat-seam metal roofing. The gable end has two six-over-six wood sash. The rake boards appear to be tapered.

On the south elevation of the main block, the west and center bays of the first story are covered by the addition. The east bay opening is infilled and has a large vent, and has a splayed brick jack arch. On the second story the west bay is covered by the addition, while the center and east bays each have a six-over-six wood sash with a wood sill, bullnose frame, and a splayed brick jack arch. There is a corbelled brick cornice and two gabled dormers with six-over-six wood sash. The south gable of the main block roof has standing-seam metal. At the east end are new wood stairs giving access to the second story porch.

The east elevation of the south addition has a hollow core door in the south bay of the first story and boarded-up windows in the center and north bays. There are also open stairs down to the cellar in the center bay. The second story has a six-over-one wood sash and a door with nine lights over two panels.

The north elevation of the garage has a doorway in it to the courtyard; the opening is segmentally arched and the door here is new. At the east end of the north elevation there are three pintles driven into the brick wall. There was a wrought iron gate hung here, with round vertical bars pointed at the top, in 2015. The east elevation of the garage is in the same plane as the east wall of the north addition and the outer end of the main-block porch. It has a pair of vertical-board garage doors on machine-made strap hinges and a brick parapet with corbelled brick brackets. The south elevation of the garage has no openings.

The west elevation of the whole building abuts the building at 8055 Main Street, with most of it covered by that structure. However, the second story of the north addition is exposed and has German siding and three one-over-one wood sash, each of a different size and with head-cut trim. It has a shed roof that slopes down to the south. Where the addition meets the northern wall of the brick section the western end of the original front cornice is visible. There are three courses of corbelled brick that are very regular and appear to be a pressed brick. A fourth course at the top is flush with the front of the third course, but it is not clear whether or not this brick was cut back. The third course has a wide gap between the end brick and the next one to the east and may have been laid as dentils. The bricks are also corbelled slightly at the west end to create a return. At the bottom of the second course below the corbelled cornice bricks is an iron or steel lintel that appears to be cut into the brick and was probably added when the north addition was built.

Interior, basement

There is no basement under the frame front portion of the building because it is built over the stream. The brick section has sash-sawn joists, some of which have one side adzed, that are 3 inches by 8 ½ - 9 inches and run east-west. In the center is a doubled-up joist that is pegged together with wooden pegs that alternate between being set high and low in the beam. There are several joists in the center that are set closer together, and they must be original. The joists to the north are mostly spaced 24 inches on centers, but those in the southern two-thirds of the building are set closer together. The ends of the joists are notched and sit on the rubble stone wall on the east. On the west they are set into pockets in the brick wall; this wall is set flush with the interior face of the stone foundation wall. There is cross-bracing of random pieces of 1-inch boards, fastened with cut nails. There is a center summer beam

running north-south, with six posts beneath it. It is in two pieces, with the north summer being 6 by 10 inches and the southern summer being 4 by 6 inches. It is not set into the walls and must be added. The flooring above runs north-south, is random-width between 3 ¼ and 4 ¼ inches, and is sash-sawn. Just northeast of center is an infilled cut-out in the floor that is 3 feet square and was probably for a heating grate. The north wall has several large stones projecting into this space in an apparently random pattern. There is a fireplace on the east wall, near the south end, that has splayed brick jambs and a splayed brick jack arch with an iron lintel that has two holes in it. The firebox is 3 feet wide and 31 ½ inches high off the present floor. There is no evidence of a crane. The hearth header is tenoned into the flanking joists/trimmers, with pieces scabbed to the other side of the joist, hiding any tenon and possibly eliminating a through-tenon. Joists are tenoned and pegged to the header. The ceiling in this area was tongue-and-grooved beaded boards, and more of it survived on the west side of the southern end in 2015, but it had all been removed by 2020. There are the supports at ceiling level for a fireplace hearth for a first-story fireplace, on the west wall, set to the north. There are ½-inch thick, 2 ½-inch wide wrought iron bars set into the stone foundation wall to support the north and south brick jambs of the fireplace above, and they have a set of regular holes in them that suggests that they are reused wagon wheels or strap rail from the railroad. There is no evidence of walls having formerly been under the jambs, as the west wall is not scarred and has traces of whitewash or paint all over this area. The hearth framing is original, with a header that has through-tenons with exposed pegs on both ends, and the joists are tenoned and pegged to the header. There is new wood infill where the hearth was and a hole in the firebox floor through which pipes and cables are run. The interior stairs are in the southwest corner, and the well here is original, though the stairs have been rebuilt. The joists have a center tenon into the stair header and are pegged. The north end of the header is tenoned and pegged to the joist to the north, while the south end is tenoned into the window lintel. There is no evidence of a hole in the floor above for the stair newel to pass through. The south foundation wall has a doorway in the center with a window opening to either side. The door and frame are gone. The east window retains a wood frame with a rabbet for a parting bead, but the sash is gone and the opening boarded over. The west bay window is boarded over on the interior.

South of the south foundation wall is an original areaway outside of the basement. There is a concrete floor and the south wall is rubble stone with some brick, while the west wall has rubble stone at the base and CMUs above. The joists above appear to be sash-sawn and run north-south. Some are set into the brick wall on the north but others are added in. The south elevation of the south wall of the house (the north side of the areaway) has been repointed and has traces of whitewash or paint, including up under the floor framing. It appears the floor was added later, and at an even later date the floor framing was augmented. The west bay window has a granite sill with wash and a granite lintel with wash on top, but it is not clear whether the first story west bay had a doorway from the beginning or whether there was a window here that was converted to a doorway. The frame has a beaded interior edge and a two-over-two sash has been added that does not quite fit the opening. There are shutter hinges with two knuckles. The doorway header has a large quirked bead on the bottom edge and there is a splayed brick jack arch. The east bay window is covered on the south side by plywood and electric panels.

Interior, first story

The original north wall of the brick house was removed at an unknown date to make one large room to the north. The south wall of this large room is where the original partition wall in the brick house was, but it is now drywall with new doors and cornice. The southern half of the north room, the original north room of the brick house, has a brick fireplace on the west wall that projects into the room. All of the brick is exposed and the firebox has splayed brick jambs and an iron lintel that has several holes

drilled through it, but no jack arch. The hearth and floor of the firebox are now gone. The floor of the room is now quarry tile. The east wall has been fiddled with on the interior, but the original exterior of this wall is now enclosed by a CMU wall under the porch. The east elevation of this wall has a doorway in the center that has the bricks covered with drywall and the opening fiddled with. To the north is a window opening that has a wood sill that is covered with a metal plate. It also has a splayed brick jack arch and a bullnose-moulded frame with shutter hinges that have two knuckles. A stained glass window here was added as part of the bar décor. There is heavy layers of paint on the brick wall here. To the south of the doorway, and set far south on the east wall, is a window that must go to the south room. The details are identical to the north bay window. The brick wall here is six-to-one common bond and is painted yellow, with a brick red paint underneath. There is textured plaster on the ceiling of this space.

The north half of the north room has quarry tile on the floor, too, drywall on the walls, and a new vestibule on the center of the north wall, with an old leaded-glass transom added. There are several other old stained glass windows hanging from the ceiling as decoration. The original bead-board ceiling is the only surviving historic feature that is visible in this half of the room. The boards run east-west.

The south room also has a quarry tile floor and has drywall on the walls. The ceiling is pressed metal squares, each with a quatrefoil with four anthemion inside, and with a bellflower in each corner. There are three bands around the edges of the ceiling, one with a straight garland, one with criss-crossing swags, and one with a bead and reel and a pattern of raised dots. There is also an egg-and-dart cornice, all in pressed metal. There is a pressed metal centerpiece that is the size of four squares. It has a bolection moulding with a bead and reel, and four anthemion. There is a hole in the center for hanging a chandelier. There is a modern commercial stove and hood on the east wall that hides the window and must hide a fireplace. The west wall has been opened up, leaving just a boxed beam at the ceiling level, and the metal ceiling ends at this beam. To the west of it is an enclosed straight run of stairs that ascends to the north to the second story and descends to the south to the basement. The stairs to the second story appear to be of new construction. The ceiling of this passage has drop ceiling tiles. On the south wall are two doorways leading to an addition over the areaway. This addition is one step up from the floor level of the south room, and there are no historic features. The wall on the south end of it is opened up, giving access into the one-story garage, which has no historic features visible.

Interior, second story

The second story of the brick section is now one large room, with the stair from the first story and up to the attic in the southwest corner. This stairway is enclosed and has all new material except for the stringer on the west wall, which is old but it is not clear whether it is original. Modern 2 ¼-inch oak flooring that runs east-west has been added, the walls have been furred out and drywalled, and there is drywall on the ceiling. On the east wall the north bay window has a six-over-six wood sash is mortised and tenoned and pinned at the corners, has through tenons and ovolo muntins, and has 10-inch by 14-inch lights. It has all new trim. In the center of the wall is a new door. There is a fireplace on the east elevation, to the south, with a brick hearth set below the current floor level, and splayed brick jambs. It has a splayed brick jack arch with an iron bar beneath it that has a hole in the center of it. To the south of the fireplace is a boarded-up window. The south wall has windows in the east and center bays that are identical to the east wall north-bay window. The west bay has a doorway with all new trim. The west wall, north of the stairway, is exposed brick and is six-to-one common bond. There is a chimney flue here that is boarded over and the bricks to either side of the infill are broken. The south jamb was straight and the north jamb corbelled in at the bottom. Given the width at the bottom and at the top, there must have been a small fireplace here, with two flues. Running east-west across the center of the room, just south of a large duct, is a sawn beam with new bolts through the southern edge of it.

However, this beam appears to be original. At the western end the bottom face has plaster burns running north-south, with lath nails in place, and this continues for most of the width of the stairs. To the east of the stairs there are plaster burns running east-west on both the bottom face and the southern edge, for a distance of about 3 feet, then there is a dark spot on the beam of about 5 inches, probably where a passage wall used to run north-south. To the east of this missing partition wall the bottom face of the beam has periodic nail holes, probably for studs from a partition wall between the north and south chambers. A lot of the nail holes are at the bottom corner indicating the studs were toenailed from the south, and were toenailed from the side; the northern edge is not visible. The southern edge for more than half of this run has horizontal plaster burns. Toward the eastern end the beam is scarified, with plaster burn all over. Near the very eastern end are several nail holes on the southern edge, one in the plaster burn and one not, and to the east the plaster burn is missing, suggesting the possibility that there was a closet to the north of the eastern fireplace. The front (north) brick wall has been taken down and replaced with a new frame wall that has paneling and bead-board at the bottom and sliding six-light sash above. There are two wood Doric columns that may be supporting the beam above. There are now three steps up to the north room.

The frame front addition has been completely remodeled, with new tongue-and-grooved oak flooring that runs north-south and new half-paneling and drywall on the walls. The ceiling slopes down to the south and has ceiling tiles. There are one-over-one wood sash hung on weights, with cords and pulleys, that probably date to the 1920s or '30s. There is an old wood mantel and overmantel on the north that was added by the bar as décor, and no other historic features visible.

The south doorway in the south room leads to the addition, which is one step up from the main block floor level. There is a vestibule with two bathrooms on the south end of the addition. The south side of the southern brick wall of the main block (the north wall of the vestibule) retains red paint and penciling. The doorway has a splayed brick jack arch, and on the east side of the jamb, at the bottom, the bricks are cut indicating this was originally a window opening. The east wall of the east bathroom has early bead board on the wall, and the window architrave has bullseye corner blocks, a quirked ogee-and-bead backband, and a quirked bead on the inner edge. The wood sash has had the pulleys removed, but probably dates to the c. 1920s or '30s. There are no other historic features in either bathroom.

Interior, attic

The flooring is plywood and the walls and ceiling are drywall. The stair railing is new. The dormers north and south must be original. Each has a six-over-six sash that is mortised and tenoned and pinned at the corners, has through-tenons and ovolo muntins, and has 9-inch by 12-inch lights. The sash originally did not have parting beads but have had metal tracks added to them, along with wood strips added to the meeting rails to create check rails. The two wood six-over-six sash on the east wall are also identical to these. There is a pull-down stair giving access to the space above the collars. The rafters are sash-sawn, 3 by 5 ½ inches, and are spaced 19 inches on centers, except where the dormers are, where they are spaced further apart rather than having a rafter cut short. They are mitered and butted at the ridge and support random-width board lath with wide gaps between the boards. They may be tapered, but too little of their length is exposed at this time to be certain.

Significance:

The Putney-Fort-O'Brien-Fissel Property sits on what was part of hotelier Andrew McLaughlin's property on lower Main Street, and was offered as one of the prizes in the lottery of that property in 1834. It was known as Lot 4, and was described as a "valuable building lot." {lottery notice in Cramm?} The grand

prize was the Patapsco Hotel (HO-62) with McLaughlin-Campbell-Lauman Building as the second prize (HO-98) and Angelo Cottage (HO-58) as third prize. The rest of the lots were vacant and were listed in order of their value, based presumably on location. Lot 4 was the ninth prize out of 23 pieces of real estate, valued at \$750. The lots ranged from \$800 down to \$200. The drawing occurred in December 1834. The winner of Lot 4 is not known and its earliest history could not be determined. What is certain is that Andrew McLaughlin still had control of Lot 4 in December 1850 when he leased it and part of Lot 16 to Hester Putney (Pultney), wife of True Putney of Howard District, for a ground rent of \$60 a year. Hester was assessed the following year for a new house valued at \$1,200, but the records do not indicate on which lot this building stood. {transfer book, 1851, p. 202.} However, there is no evidence that she or her husband owned any other land in Howard District. In 1852, in what appears to be a new assessment of existing property, True Putney was assessed \$1,000, though for what exactly is not indicated. This was probably the new house noted in 1851. {transfer book, 1852.} Hester Ann Caulk had married True Putney in Baltimore in 1830, when she was 15; her husband was 15 years her senior. She is listed in the 1850 census in Ellicott's Mills, with real estate worth \$2,500 that included a store, though no occupation was given for her. Also listed in her household was Hester A. Calk [sic], age 22, who must have been a relative, 15-year-old Mary Dove, 22-year-old African-American Elizabeth Brown, and 33-year-old Daniel Stansbury. Several of these individuals may have been boarding with Hester and Stansbury acted as her trustee in the purchase of the lot. True Putney could not be located anywhere in the United States, which may be explained below. {census, Ho dist, AA, 1850.} The location of her listing in the census suggests that she was not living on the lower end of Main Street, but likely further west in town. True Putney is first recorded in Howard District of Anne Arundel County in 1846, when he is assessed for stock in trade worth \$50 and furniture worth another \$50. {transfer books, 1846.} He probably had left Ellicott's Mills by 1855, but his whole history is worth considering for what it helps to illuminate about the brick building he and Hester built.

True Putney was born in Boscawen, New Hampshire, near Concord, in March 1800, and his marriage in Baltimore in 1830 is the earliest record found so far regarding his adult life. He does not appear in the Baltimore City directories throughout the 1830s, but in 1835 he and Hugh Riddle successfully petitioned Baltimore City for the right to construct a temporary railroad track from the Baltimore and Ohio Railroad at Pratt Street to a lot of South Gay Street, where a government warehouse was being constructed, only for the duration of the construction. {Baltimore Gazette and Daily Advertiser, 12 May 1835, p. 3. This building was probably the United States Appraisers Stores, though nothing more could be uncovered regarding it. See Carleton Jones, *Lost Baltimore Landmarks: A Portfolio of Vanished Buildings*, (Baltimore: Maclay & Associates, 1982): 34.} The implication is that both Putney and Riddle were engaged in the construction of the building, and they were certainly partnered in 1839 when their property and claims were turned over to a trustee. {American Commercial and Daily Advertiser, 2 September 1839, p. 3.} It is not clear whether their business failure had any connection to the construction of the government building or was simply the result of the depression of 1837. The settlement of this business would continue into at least 1841, and Putney would apply for the benefit of insolvency in that year as well, but in the wake of this failure Putney must have already moved to Ellicott's Mills, since he was elected as a delegate from Howard District to the Whig Young Men's National Convention in Baltimore in the spring of 1840. {American Commercial and Daily Advertiser, 25 June 1841, p. 4. American Commercial and Daily Advertiser, 3 December 1841, p. 3. Baltimore Pilot and Transcript, 2 January 1841, p. 3. American Commercial and Daily Advertiser, 27 April 1840, p. 2. Hugh Riddle may have also been from New Hampshire, and was likely shot and killed while crossing the Rocky Mountains "with a company from Baltimore" in 1850. Amherst, New Hampshire *The Farmer's Cabinet*, 7 February 1850, p. 3. He did not appear in the Baltimore City directories through the 1830s, either.}

In 1855 Putney was appointed a master stone mason on the extension of the Treasury Building in Washington, DC, and it would seem that he moved there at that time, with Hester joining him shortly after. {Sun, 22 September 1855, p. 4.} He had almost certainly built the brick house that Hester was assessed for in Ellicott's Mills, and probably a number of other buildings in and around the town c. 1840-1855, and he was probably off at a job site in 1850 when the census was taken, and thus does not appear. The Ellicott's Mills house probably became the Putney's dwelling once it was completed, up until the time they moved to Washington, D. C. In 1857 Putney purchased several lots in Washington, D. C. and was probably building some houses on his own account. {Sun, 31 October 1857, p. 4.} The 1860 census lists him as a contractor, and living with he, Hester, and their nine-year-old son David were 49-year-old stone cutter David Putney of New Hampshire, 42-year-old stone mason Johnathan Brown, three others who may have been boarders, and two servants. {1860 census, wash dc.} In 1870 Putney was listed as a brick mason, and his home again seems to have included a number of others with no apparent connection to the Putneys, who were likely boarders. {1870 census, wash dc.} The Putneys had been arrested for renting a house used for "bawdy purposes" during an 1864 crackdown on rampant prostitution during the Civil-War in Washington, D. C., but the details of this case and its connection to their boarding others is not known at this time. {Washington, D. C. Evening Star, 29 April 1864, p. 4.} Hester died in 1873 and True in 1890. {Washington, D. C. Daily National Republican, 29 January 1873, p. 3. Glenwood Cemetery Records, 1854-2013.}

Hester Putney, who was described as living in Washington, D. C. and Baltimore City in 1858, apparently extinguished the ground rent in May of that year for \$900. No lots or acreages are listed, but the 1850 lease stipulated that Putney could purchase the land at any time for \$800. Five days later she sold part of Lot 4 to Bernard Fort for \$2,000. The purchase price strongly suggests that the brick house was already standing, so it seems most likely that it was erected c. 1850-51. It is sometimes claimed that this building is not shown on the 1860 Martenet Map of Howard County, but this seems to be driven by some inaccuracies in the location of the stream on the map. {1860 Martenet Map of Howard County} A building on the east end of a row is attributed to Fort, with his western neighbor being Cassidy's restaurant, so Fort's place must be the Putney's old house. The map seems to indicate that the stream goes behind the property and that there is an empty lot to the east, between the Putney's house and the street, which are both in error. Fort mortgaged the property to Hester Putney in order to finance his purchase. Bernard Fort was born in England in 1810 and came to Ellicott's Mills with his parents in 1830, following an apprenticeship in cabinetmaking. {for more on Fort, see MIHP HO-581, "The Pines."} Fort's older brother, William Fort, Jr., was also a cabinetmaker, and the two of them apparently were in business together at least from April 1836, when they purchased the lot at 8059 Main Street. {AACLR, WSG 21-273. See MIHP for Easton Sons, forthcoming.} It was here that they apparently had their business. Shortly after starting the shop, in 1837 Fort acquired a lot from Allen and Eliza Thomas {AACLR, WSG 22-383.} In 1842 he offered property, presumably the Thomas lot, for sale. It contained a brick dwelling "... fronting on a public street ... Having a fine stream of water close to the door." {Sun, 10 February 1842, p. 1.} The exact location of this dwelling is not known at this time, nor is it known whether he actually sold it. William Fort moved to Baltimore, apparently in 1853, where he advertised to employ several cabinetmakers. The following year Bernard sold his interest in the shop on Main Street to his brother, who then sold it to John Day just prior to his death. {Sun, 14 November 1853, p. 3. Sun, 6 April 1854, p. 2.} Day agreed to sell the shop back to Bernard Fort in 1855, and the transfer was noted in the tax assessments in 1856. {transfer books, pp. 253, 273.} Most likely Bernard Fort's cabinetmaking business never actually left the shop, despite all the deed transfers. Fort would very shortly regret the choice of his location. In June 1858 "Ellicott's Mills suffered from the effects of the heaviest freshet that has ever been known to the memory of the oldest inhabitant, especially on the creek or north branch which runs through the town and empties into the Patapsco at the railroad

station,” as was reported in the Baltimore Sun. The correspondent related the damage to numerous businesses, adding: “Mr. Bernard Fort, cabinet maker, sustained probably the greatest damage by the washing away of the bridge from the street to his manufactory and old warerooms, while his new warerooms, which are built over the street, as well as Capt. J. E. Cassidy’s restaurant and ice cream saloon, were much damaged. Mr. Fort also lost about \$200 worth of choice lumber and veneering.” {Sun, 15 June 1858, p. 4.} The description is such that it could be interpreted that the brick house was being used as the new wareroom. Cassidy’s restaurant was located at 8055 Main Street, between the Putney house that Fort had just purchased and Fort’s shop.

Within three years of purchasing the brick house, Fort found himself in financial trouble with the Putneys, who had sued him in the Circuit Court, and in 1861 he sold four lots that contained his dwelling and cabinetmaking enterprise to William Spencer of Baltimore City for \$1,000. In May of that year the trustee offered for sale the property occupied by Fort, “. . . Improved by a comfortable brick dwelling and large store-room, fronting on Main street.” {Sun, 16 May 1861, p. 3.} Spencer in turn sold it later that year to Eliza S. Hogan of Baltimore County for \$2,000. Eliza Hogan would shortly marry Bernard Fort, and in 1862 the tax records would not that the \$1,000 assessed to True Putney in 1852 had been transferred to Eliza S. Fort. {transfer books, p. 395.} In 1876 the brick house and lot were valued at \$3,000, with the cabinet shop and lot worth another \$1,500. {1876 tax assess.} Since the Forts owned several pieces of property, it is not certain where they were living between 1858 and about 1876, but in the latter year they were clearly building a new stone house, The Pines (HO-581), well up hill to the west, on Fels Lane. Because Fort owned more than one building, it is also difficult to be certain where exactly certain reported incidents were occurring. For example, in July 1878 it was noted that a branch of Becker’s Shirt House, a Baltimore business, opened “. . . In one of the store rooms of Mr. B. Fort’s house opposite the Town Hall.” {EC Times, 6 July 1878, p. 2.} Given that the Forts had moved uptown, this business could very well have been filling part of the brick house, or the frame front addition, if indeed it did exist. Similarly, in November of that year it was reported: “Mr. E. A. Talbott’s new warehouse, accompanied by Mr. Fort’s new store, is fast rearing its huge proportions above the roaring Tiber.” {EC Times, 9 November 1878, p. 2.} As is often the case, these notes raise as many questions as they answer. It implies that the construction is one large building, presumably a joint venture, though this seems not to have been the case. Based on later information, discussed below, this work must have been going on at the shop property at 8059, with Talbott’s warehouse just west of that (the building no longer survives).

Bernard Fort was probably retiring when he built his new stone house, and the 1878 Atlas of Howard County shows that the buildings behind the brick house, along with others to the west of these, made up Dorsey’s coal yard. It also shows the one-story addition on the front of the brick building. {1878 Atlas of Howard County} Eliza Fort died in November 1881, and in her will she left “The Pines” to her three daughters (elsewhere they are described as her step-daughters), with a life estate in the house to Bernard, and the brick house facing the railroad depot to her son-in-law, Francis Heine, in trust for the benefit of her son John, who was under age. Heine was made executor and tried to sell some of the property to pay off Eliza’s debts, advertising in November 1883 all of the real estate that had not been devised by Eliza to family members. While this does not include the brick building, it is worth noting to help understand the nature and extent of Bernard Fort’s enterprise, of which the brick building was a part. It consisted of

“. . . All that lot adjoining Talbott’s Warerooms, fronting 23 feet on the Frederick pike by 78 to a public way. It is in the centre of the city, and covered by a frame dwelling and store in front and in the rear by workshop and warerooms, where has been carried on for many years the business of an undertaker.

“Also, all that lot near by, which fronts the B. and O. Depot 52 feet by 18 deep, to Dorsey’s livery stables, now occupied by three frame buildings, used as stable and storerooms.”

There were also four vacant lots near the Patapsco Female Institute. Heine could not get what he considered a fair price and so borrowed \$4,500 from local attorney James Mackubin. In 1884 Mackubin sued Heine for payment, and testimony was taken in May 1885. Heine, who was a 33-year-old telegraph operator at the Ellicott City depot, had married Mary C. Fort and was living in “The Pines.” Mackubin was appointed as trustee to sell the property, which not only included the two improved lots Heine advertised in 1883, but also “The corner lot, which fronts on the pike 28 feet by about 90 feet (fronting the depot) to a public way. Improved by a brick dwelling, ice cream saloon, &c., now occupied by J. L. Givan.” {Eliza S. Fort Will TBH 2-445. James Mackubin v. Francis Heine, executor. Howard County Circuit Court, Equity Papers, File 867, Maryland State Archives T409-16. See also Sun, 20 August 1885, p. 3.} Givan’s ice cream parlor must have been in the frame addition built over the Tiber on the front of the house. The brick dwelling was purchased by John U. O’Brien for \$2,100.

Some details of the building start to emerge with more certainty with the 1887 Sanborn Fire Insurance Map. The frame front addition was definitely standing, was only one story, and housed two stores, a grocery to the east and a furniture store to the west, which expanded into the brick house behind. There was a two-story porch on the east side of the house that is shown from 1887 through 1910 in the maps as being of wood. The existing porch is of both wood and cast iron, so it is not clear whether this porch is the original or a later upgrade. This porch was likely added to create a new front for the dwelling when the frame addition was constructed. On the rear of the building was a one-story addition that may still survive under a later second story. {Sanborn, 1887.} A photograph taken from the railroad viaduct, looking west up Main Street, shows the one-story addition, with a bracketed cornice, hip roof with standing-seam metal and what appears to be a ventilator box or cupola at the peak, and two two-over two sash in the east wall. The hip roof was employed to keep the second-story windows on the front of the brick house clear to continue to allow light and air to those rooms. On top of the cornice is a sign reading “J. U. O’Brien.” There is clearly a two-story porch on the side of the brick house, but it is too indistinct to determine any details. There are two dormers on the front of the house, and three windows across the front of the second story. {Cramm, walking tour, p. 21.} It probably took a little while for O’Brien to relocate the tenants, but by 1894 the front building had been opened up into one large space, which accommodated O’Brien’s saloon. {Sanborn, 1894.} Between 1899 and 1904 the rear addition was partially raised to two stories. {Sanborn, 1899, 1904.} O’Brien may have originally operated his store on the Baltimore County side of the river, because in June 1890 John Kavanagh advertised his liquor business as the successor to John U. O’Brien, and it was “east of the bridge, Ellicott City.” {EC Times, 28 June 1890, p. 1.} O’Brien also had his business in the old Fahey Shop (HO-1133) at 3709 Old Columbia Pike, on the corner of Main Street, in the 1880s, selling groceries and liquors. In September 1890 O’Brien fell down a flight of steps from the second story to the first, rendering him unconscious, and it was reported that “His condition this evening is precarious . . .” {Sun, 3 September 1890, supplement, p. 2.} O’Brien recovered and in 1894 was advertising whiskies, French brandies, gins, wines, cold beer on draught, including Globe and Milwaukee, plus Basch, ale, brown stout, champagne, cigars and tobacco for sale. He also sold bottled beer for family use. He apparently had two stores, “Main Street, near B. & O. Depot, and across Patapsco Bridge.” {EC Times, 2 June 1894, p. 4.} Rather than moving, it would appear that he expanded to two locations.

O’Brien’s wife, Julia, died in 1906. Whether he continued to operate his liquor business at that time is unclear, but he retained the building until 1917, when he sold it to Walter and Hattie Fissell. {Sun, 8 October 1906, p. 7.} It is believed that Fissell added the second story on the front addition, probably in

the 1920s. The Sanborn map for 1919, updated to 1959, shows it, but it is not clear whether this change was made for the 1919 map or the much later update. {Sanborn, 1959.} Fissell's business was recalled by his granddaughter, Monica Colbert Rothe:

"It was fun being a little girl, in Ellicott City, in the early 40's. It was sheer delight to wake up in the big rooms, over the store, and hear the sounds of Main Street and know that another exciting day was about to begin.

"The store, in addition to being the center of my universe, was a combination candy shop, restaurant and saloon all rolled into one. My grandfather, Walter Fissell, had purchased the property, at the lower end of Main Street, from Mr. John O'Brien. The whole family, except my mother, Hattye Colbert (now Mrs. George C. Ross) who worked as a secretary in Washington, took care of the store.

"Things started early on the street, with Mr. John Ireland, bringing the ice. It was hard to resist getting on his truck, with the smooth, wet blocks of ice, and just sliding around, while he filled our ice box. . . .

"The end of my adventures always found me back at the store. There were so many nice people, in the store, either coming in to buy, just talk, or wait for the old No. 9 streetcar, which stopped at the front door. Our store was a splendid place to spend a little time, with its polished mahogany bar, huge gold framed wall mirrors, sweetheart chairs and all the ice cream a little girl could eat!

"In 1945, because of my grandfather's ill health, the business was sold to Mr. John Valmas, and my family moved to their present home on College Avenue." { Monica Colbert Rothe, "The Forties Were Fun Times for a Girl on Main Street." The Ellicott City Bicentennial Journal (summer-fall 1972), p. 26-B.}

John and Paul Valmas, who purchased the building from Fissell in 1944, also reportedly ran a restaurant here; they had a restaurant in the adjoining building for many years. {Cramm, Walking Tour, p. 47. See MIHP, Valmas's Restaurant, 8055 Main Street, forthcoming.} The two windows on the east elevation of the frame addition were replaced with a large picture window, as can be seen in several undated twentieth-century photographs. After the 1972 flood the interior, which had undergone numerous alterations and renovations, was further remodeled and the first story of the addition and side porch were bricked in. The picture window in the east elevation of the addition was retained in its proximate position. From 1978 to 2020 it has been the Phoenix Emporium bar and grill. The business moved west on Main Street after Howard County Government acquired the building with the intention of demolishing it as part of its flood mitigation efforts.

One of the most interesting aspects of the Fort's house is that the stream ran along the north side of the lot, next to the street, so the building had to be built further back on the lot. Thus, there must have been a bridge running from the street, over the stream, to the front door, much like some houses built along canals in the Netherlands. Though the front wall of the original building was taken down, much of the plan of the house can be reconstructed with some confidence, and it is somewhat unusual. The front door was most likely in the center bay and opened into the front (north) room, which extended the whole width of the house. There is a fireplace on the west wall. This suggests that the room was not intended for commercial use, since heated stores still seem to be rare in small towns and rural areas in the 1850s. Additionally, the south wall, dividing the front and rear rooms, contained a large, 8-foot opening for a double parlor, with hinged doors. There is no evidence for whether there were three leaves, with each being 32 inches wide, or four, with them being only 24 inches wide, in this opening. The southern half of the house was divided into a room to the east (presumably heated by a fireplace on the east wall) and a stair passage to the west. This stairway went to the basement and to the second story and attic. The location of the stairs in the rear is unusual and perhaps argues that the front room had a commercial function. Also unusual is that the north (front) rooms have their fireplaces stacked on the west wall, while the south (rear) rooms have them stacked on the east wall. In the basement there

is a fireplace on the east wall of the southern half, and this presumably functioned as the kitchen, most likely with a cook stove from the beginning. This room had exterior access and lighting because there is an areaway on the south, with two windows and a door on the southern wall. Basement areaways such as this are unusual, though they have been observed in some of the Oella workers housing from the first quarter of the nineteenth century. The second story seems to have had a heated chamber across the front and another in the southeast, with a separate stair passage to the west of it, and the attic was always finished as living space (at least two large rooms), though unheated. There are several features of the construction that are of note. First, to support the partition wall on the first story, the joists below are doubled up and pegged together, a technique rarely found in Howard County, and then only on higher end houses, often with some connection to Baltimore. Also, the western fireplace stack is not supported by masonry piers in the basement, but rather by iron bars set into the foundation wall and cantilevered into the building to support the brick cheek walls of the stack. This approach is also unusual and hardly seems to warrant use to save a little bit of masonry in the basement. The first-story fireplace does not have a jack arch or an iron lintel, which also seems to be an unwarranted frugality. Finally, the brick in the west wall is laid up flush with the interior of the foundation, rather than the exterior. Clearly, something was going on with the lot to the west, though what exactly that was is not known at this time. The purchase of that lot had been contracted for as early as 1847 by William Fort, Bernard Fort's brother, but William sold it in 1851 to James Cassidy, who apparently built his restaurant there c. 1852, after the Putneys had built the brick house. {HSI, forthcoming.} Since Putney was a stone mason, it is possible that he was building Cassidy's foundation at the same time that he was erecting his own house.

The front section was added, it is believed, in the 1870s, and raised to two stories in the 1920s, though no definite date has been established yet through documentation.

Addendum 2: 8049 Main Street Inventory

HO-330

Phoenix Emporium (George Goeller Building, P. Valmas Building)

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

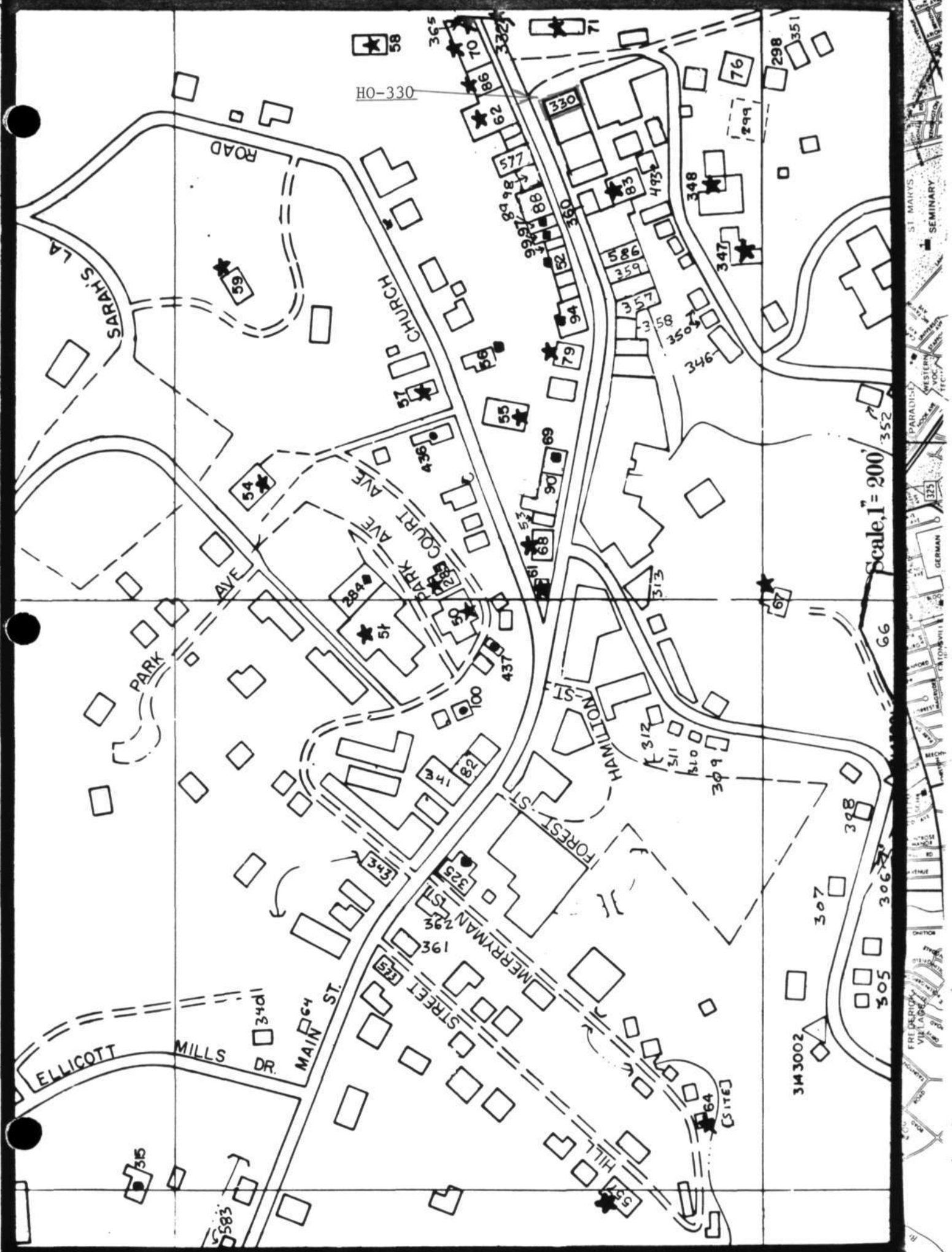
Last Updated: 02-07-2013

HO-330
Phoenix Emporium (P. Valmas Building, George Goeller Building)
8053 Main Street
Ellicott City
Private

This two-part building consists of a frame shop with a parapet on the southwest corner of the intersection, and a gable-front brick building slightly to the south, with 6/6-sash windows with splayed jack arches and a 2-story porch with an iron balustrade. This section has gabled dormers and an interior chimney on the south side of the roof.

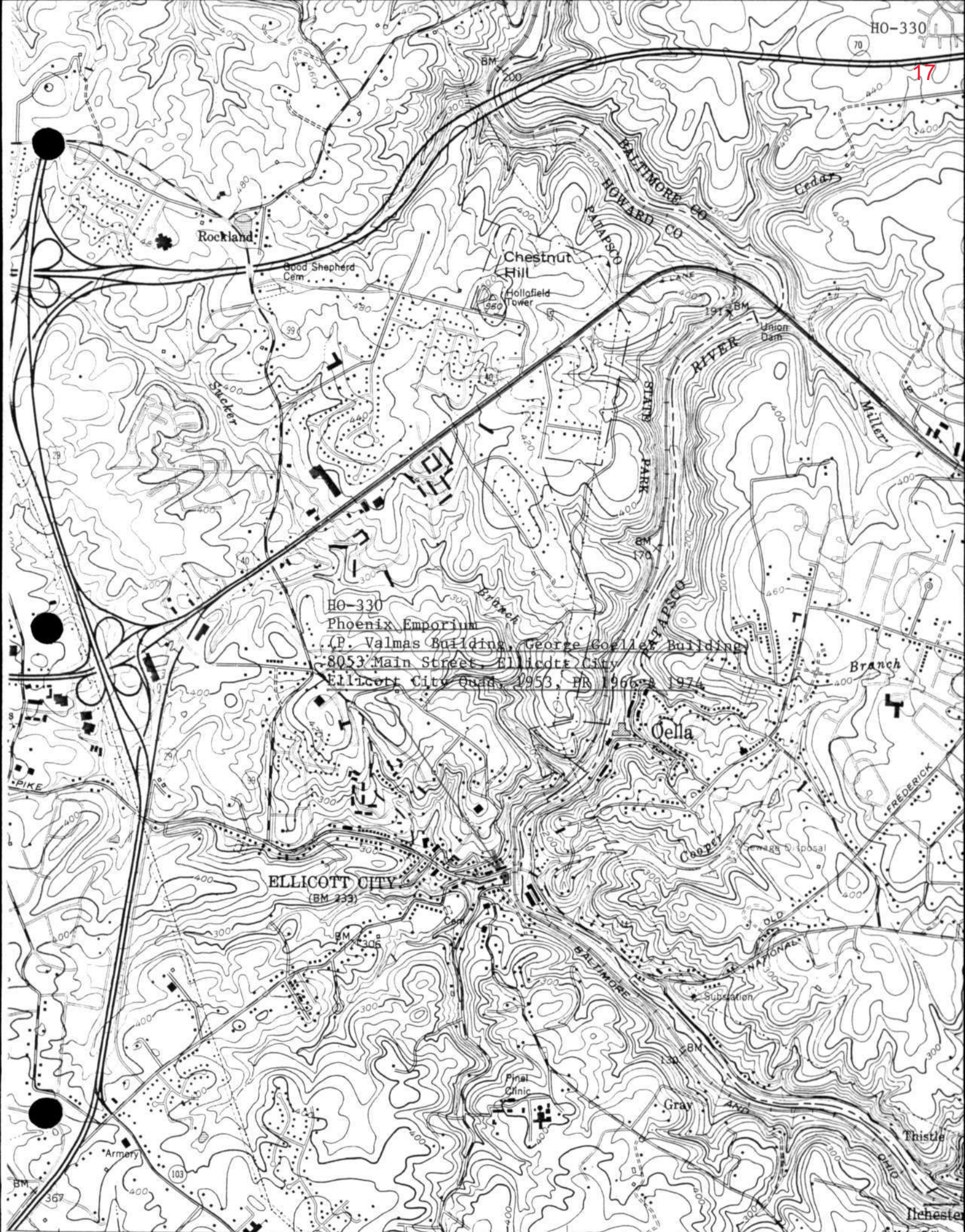
The frame section, on the corner, has a heavily bracketed wooden cornice between the 1st and 2nd floors, and 1/1 sash windows above. There are two pairs of these on the north facade, and on the east facade there is a pair in the center with single 1/1 windows on either side.

The first floor has large plate glass windows and a brick veneer. The brick veneer continues along the east side of the building, covering the first floor of the brick section, enclosing the first floor of its porch.



Scale 1" = 200'





HO-330
 Phoenix Emporium
 (P. Valmas Building, George Goellex Building)
 8053 Main Street, Ellicott City
 Ellicott City Quad, 2953, PR 1966 & 1974

ELLCOTT CITY
 (BM 233)

HO-330

Phoenix Emporium (P. Valmas Building, George Goeller Building)

8053 Main Street (MD 144), Ellicott City

Martenet's Map of Howard County Maryland, 1860

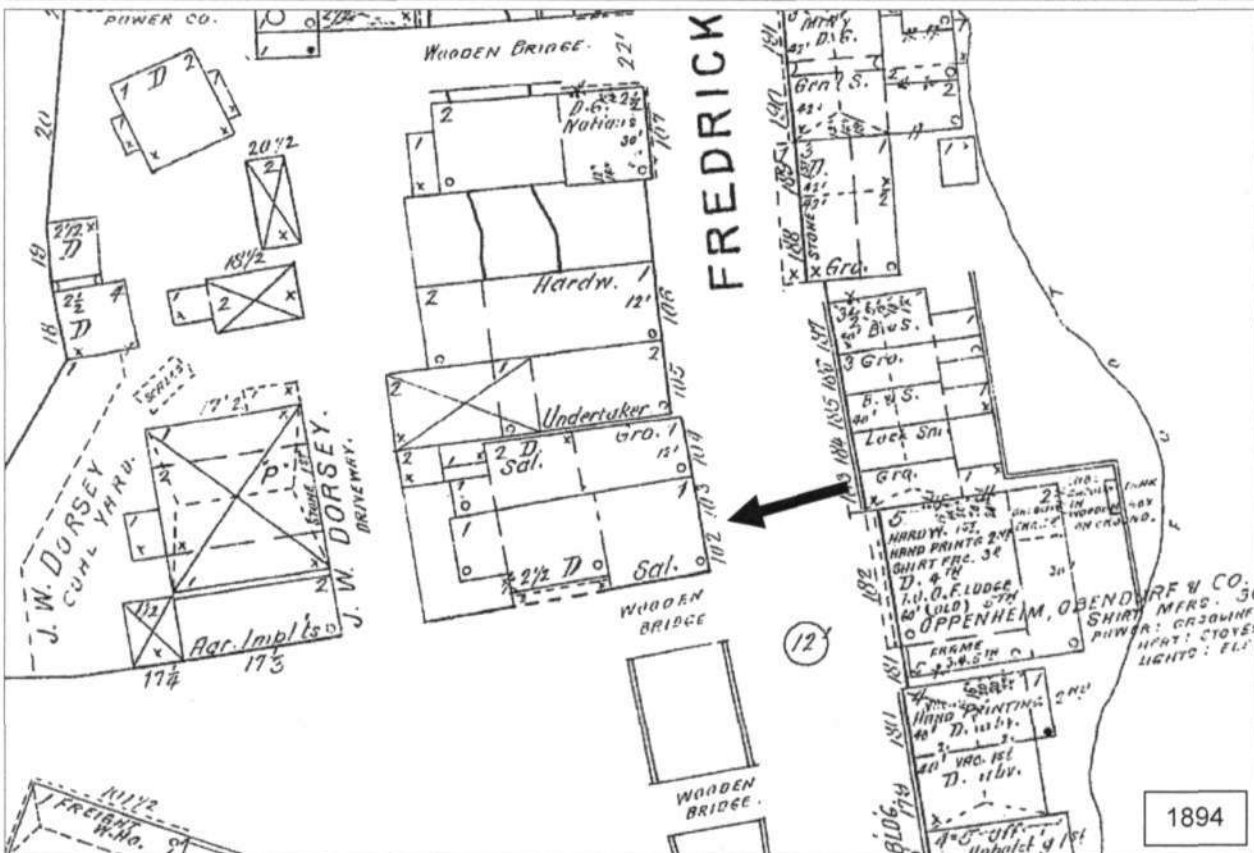
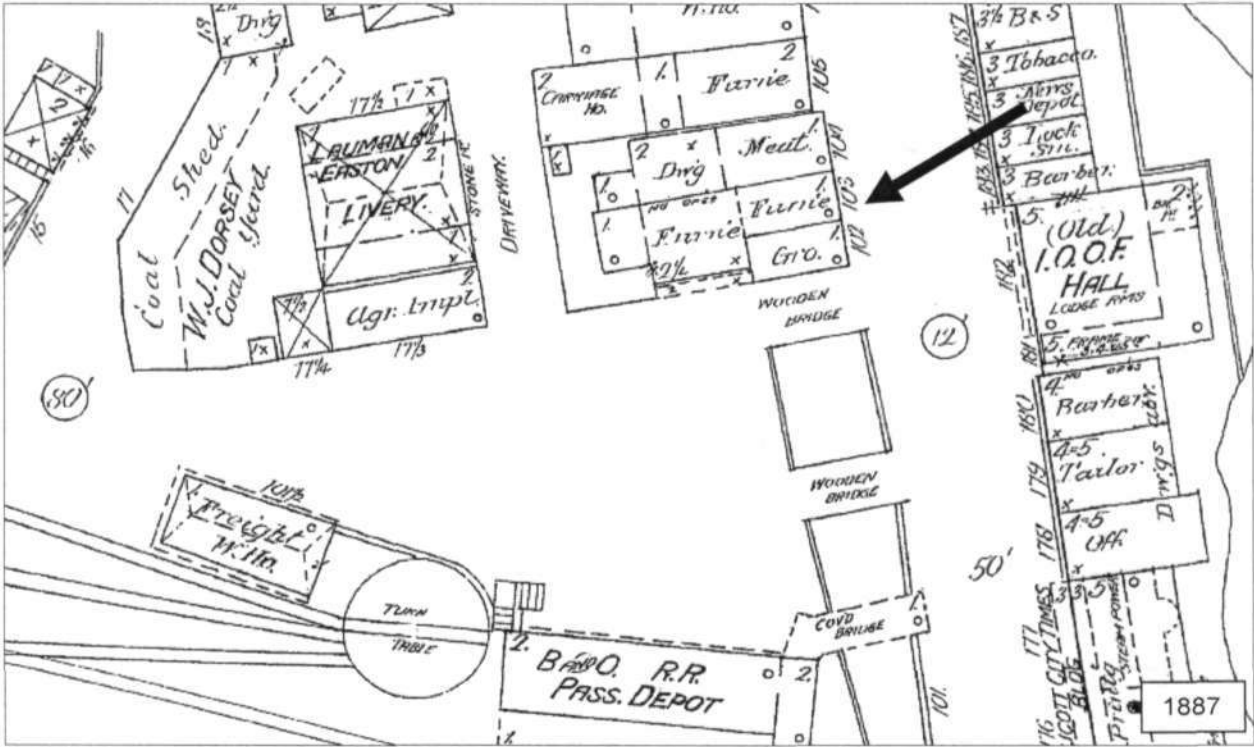


G.M. Hopkins Atlas of Howard County, Maryland, 1878



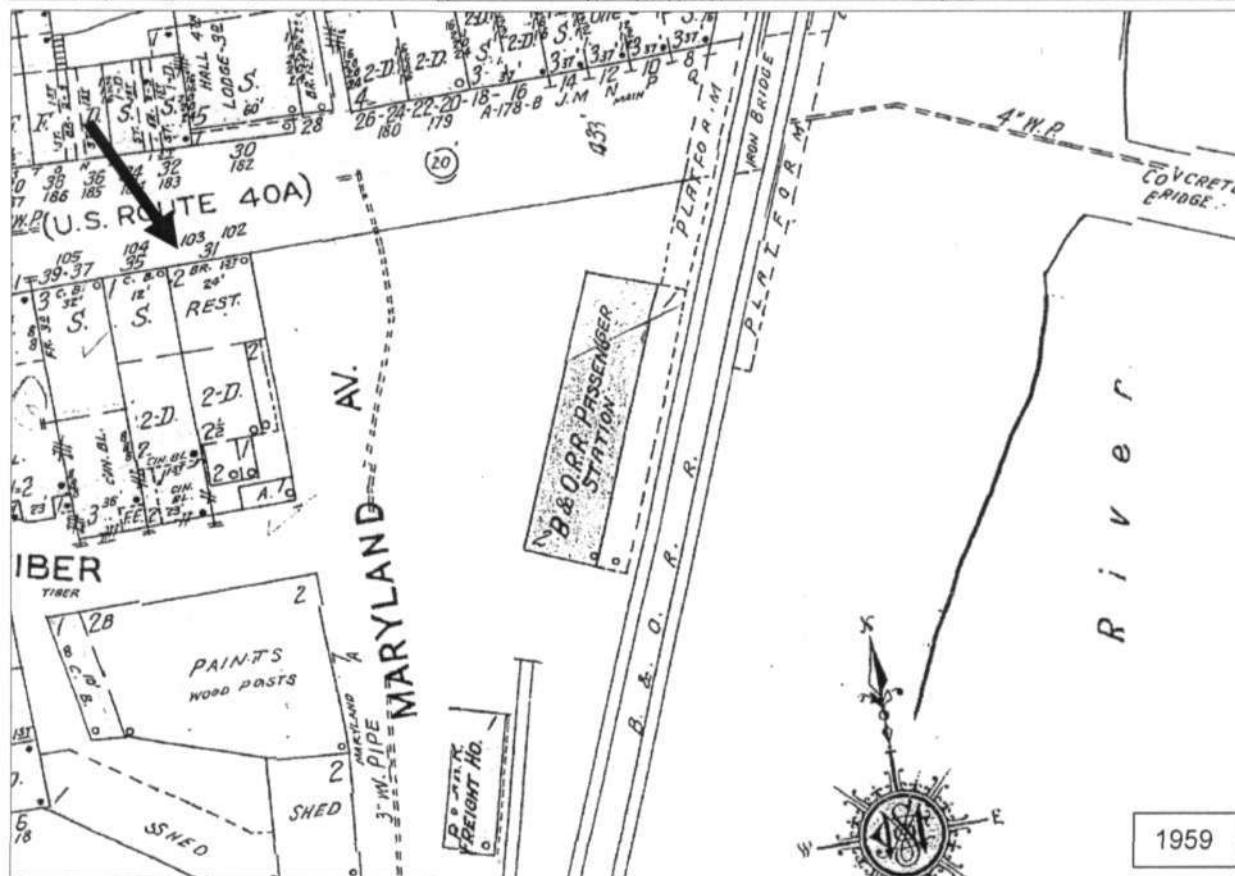
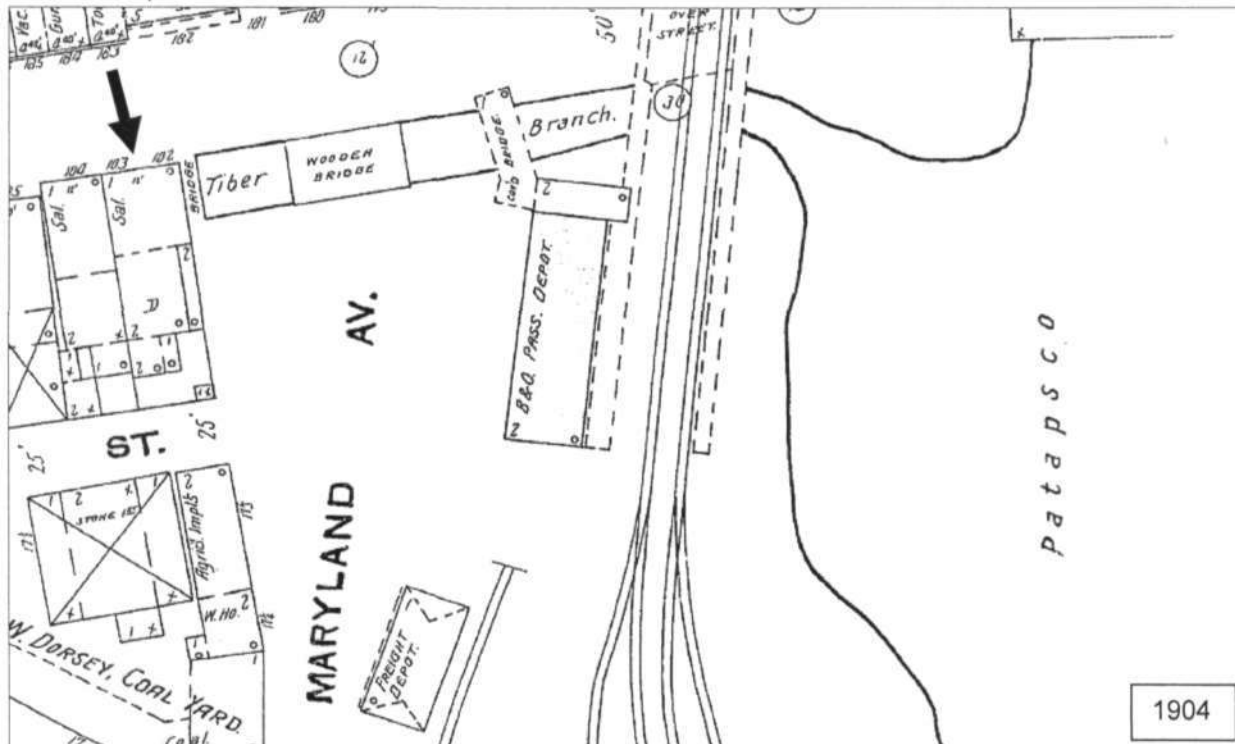
HO-330

Phoenix Emporium (P. Valmas Building, George Goeller Building)
8053 Main Street (MD 144), Ellicott City
Sanborn Maps

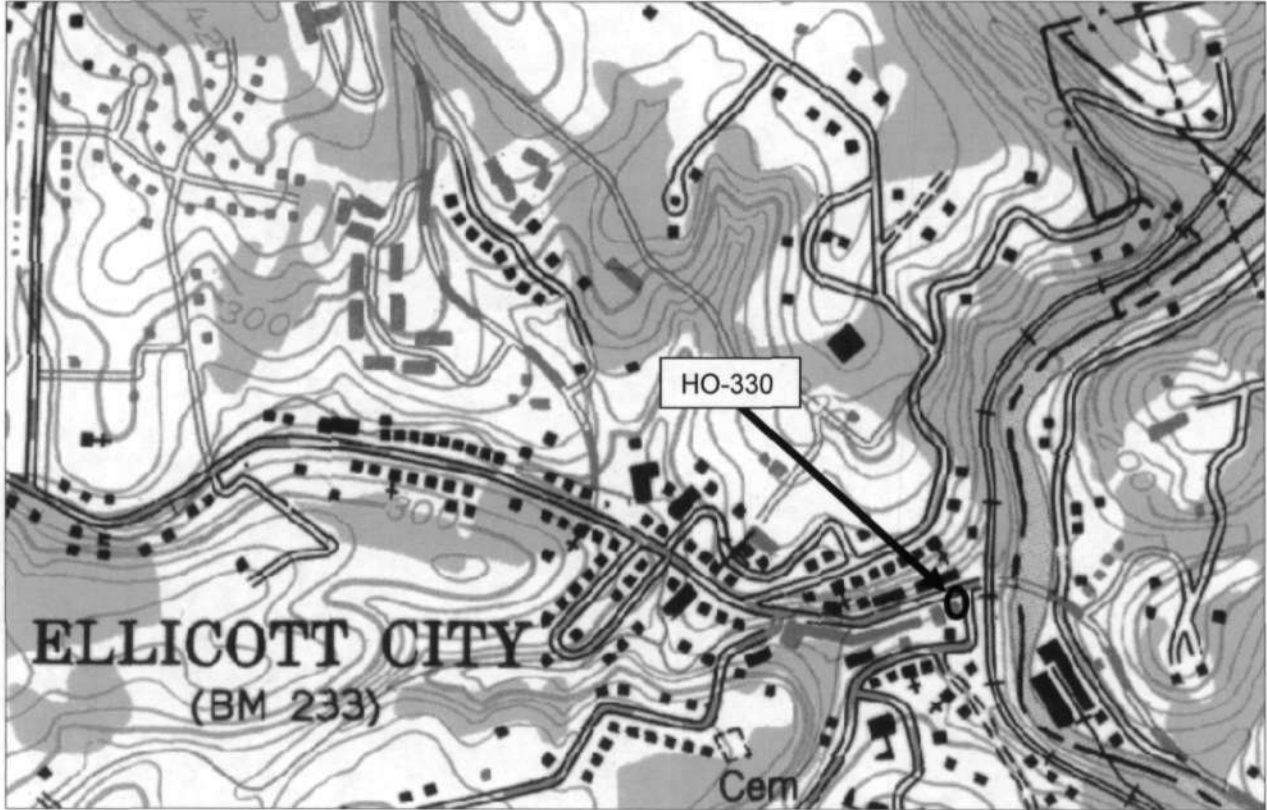


HO-330

Phoenix Emporium (P. Valmas Building, George Goeller Building)
8053 Main Street (MD 144), Ellicott City
Sanborn Maps

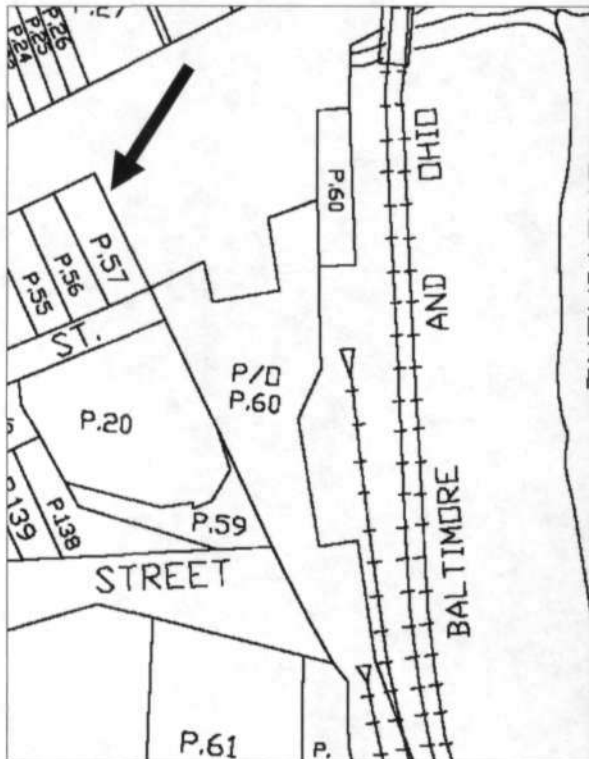


HO-330
 Phoenix Emporium (P. Valmas Building, George Goeller Building)
 8053 Main Street (MD 144), Ellicott City
 Ellicott City quad 1953, Photorevised 1966 and 1974



Tax Map 25A, Parcel 57

National Web Map Service 6" Orthophoto Map, c. 2010



HO-330
Phoenix Emporium (P. Valmas Building, George Goeller Building)
8053 Main Street (MD 144), Ellicott City
Photo by Jennifer K. Cosham, 12/5/2012
East elevation





H.O. 330

24

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P. Valmas building

Addendum 3: 8049 Main Street Photos



8049 Main Street - East side and front elevation along Maryland Avenue and Main Street

Commonly known as The Phoenix

Photo date 8.25.2020



8049 Main Street front façade along Main Street

Photo date 8.25.2020

8049 Main Street east side elevation along Maryland Avenue

Cast Iron porch detail

Photo date 8.25.2020





8049 Main Street - Rear and east side of building along Tiber Alley and Maryland Avenue

Photo date 8.25.2020



8049 Main Street - Rear and east side of building along Tiber Alley
and Maryland Avenue

Photo date August 1972 from Historic Sites Inventory HO-330 form



8049 Main Street - East side of building along Maryland Avenue

Photo date -1970s



8049 Main Street - Rear of building along Tiber Alley

Photo date 8.25.2020



8049 Main Street - Interior

Photo date 8.25.2020



8049 Main Street - Interior

Photo date 8.25.2020

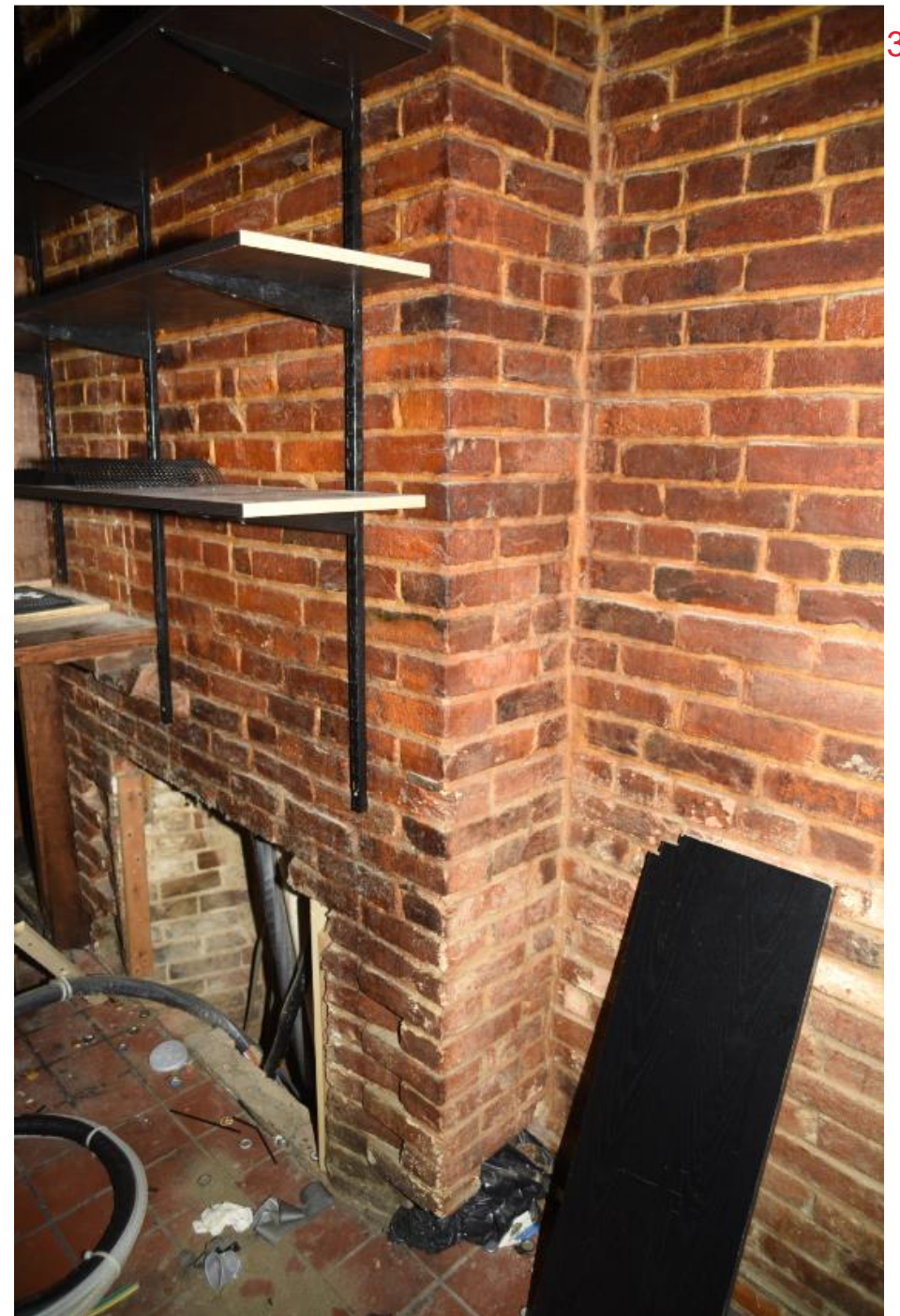


8049 Main Street - Interior

Photo date 8.25.2020

8049 Main Street - Interior

Photo date 8.25.2020

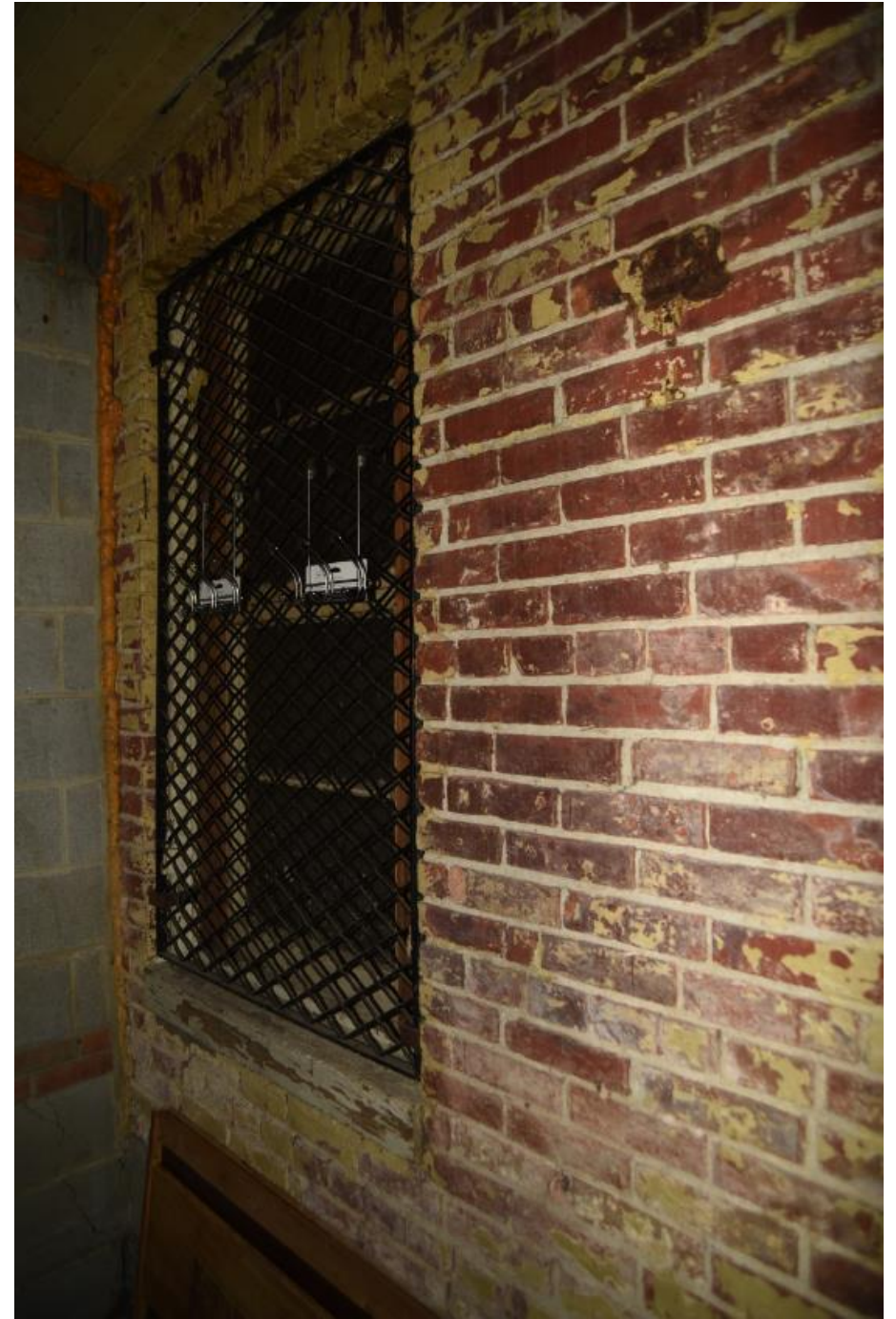


8049 Main Street - Interior

Photo date 8.25.2020

Bottom left: Southeast corner of basement with the kitchen fireplace.

Right: First story, east elevation, now captured by enclosure under porch, original window of dining room, blocked off now by the restaurant kitchen stove.



8049 Main Street - Interior basement

Photo date 8.25.2020



Basement wall south elevation, view from the original areaway of the back wall of the house, now captured by later enclosure.



South wall of basement, on interior.



8049 Main Street - Interior 2nd floor

Photo date 8.25.2020



8049 Main Street - Interior 2nd floor

Photo date 8.25.2020



8049 Main Street - Post 2016 flood

Photo date 8.2.2016



8049 Main Street - Post 2018 flood

Photo date 5.30.2018

Addendum 4: 8055 Main Street Historical Information:

The inventory form for this property is still being created. The following information was provided by the County Architectural Historian, to be incorporated into the Inventory. The information provided is a preliminary draft and is subject to change pending further research and investigation of the structure.

Significance:

Though the existing building dates to the 1930s, the lot on which it sits was developed in the 1850s and the earlier history of the lot is notable because it seems to have had an impact on the configuration of the existing building. James E. Cassidy purchased the lot from cabinetmaker William Fort in 1851 for \$325. Cassidy was already living in Ellicott's Mills, where according to the 1850 census he was a 26-year-old married tailor who had a 19-year old tailor living with him, presumably as an apprentice. {census, 1850, Ho Dist AA Co.} In 1851 Cassidy was assessed for a new house worth \$800. {Ho Co Transfer books, p. 202.} He mortgaged the property for \$600 in 1852, which was most likely intended to raise money to pay off the debt incurred in constructing the building. Whether Cassidy had built his new structure to house his tailoring business is unknown, but if so, he very shortly converted it to a restaurant and ice cream saloon, because in 1858 it was heavily damaged by a brief flood that rampaged down the Tiber branch and overflowed its banks, spilling onto Main Street. The Baltimore Sun noted: "Mr. Cassidy's loss consist of choice wines, liquors, &c., in his cellars." {Sun, 15 June 1858, p. 4.} The mortgage was to be paid within two years, but Cassidy failed to do so and eventually was foreclosed upon. The property was advertised for sale in 1864 and described thusly: "This lot is 23 feet front by 78 feet deep, and is improved by a two-story frame dwelling, and a one-story frame building in front, now fitted up and used as a restaurant." {Sun, 18 April 1864, p. 4.} This description is of note because the configuration of the buildings in 1864 seems to be identical to the configuration of the building that stands on the lot today. The 1878 Atlas of Howard County shows the building extending over the stream to the edge of Main Street. {1878 Atlas of Howard County}

George W. Sands, originally a native of the city of Frederick who served as the State's Attorney for Howard County and Collector of Internal Revenue, purchased the restaurant and dwelling for \$1,900. {See Sun, 28 September 1865, p. 1, and American, 14 January 1865, p. 1.} The purchase must have been an investment, since the 1870 census seems to place the single Sands, then a 41-year-old attorney, in a hotel in Ellicott City, a building that he may have owned. {census, 1870} It is not known at this time what function the Cassidy building had, but Sands died in 1874, at only 46 years of age. {Annapolis Gazette, 4 August 1874, p. 2.} The property was purchased the following year by George Voltz, a native of France who was listed in the 1880 census as a 59-year-old constable, living in Ellicott City with his sister and brother-in-law, blacksmith George W. Isaac. {census, 1880.} The purchase price was \$1,300, but unfortunately, it is unknown how the building may have been used during Voltz's ownership other than that the front section was a butchers and the rear was a dwelling, according to the 1887 Sanborn Fire Insurance map. {A note by local historian Joetta Cramm that it was a furniture store in 1887 is probably a misreading of the map. Cramm, Walking Tour, p. 47.} The 1887 Sanborn map coincides with the 1860s description of the building as being a one-story frame section to the front, over the stream, with a two-story frame section to the rear. {Sanborn, 1887, sheet 2.} Henry (aka John H.) Kramer purchased the building from Voltz in 1892 for \$1,800. At this time the front housed a grocery store and the rear a saloon, and the latter function did not change through at least 1910. {Sanborn, 1894, sheet 3. 1899, sheet 4. 1904, sheet 4. 1910, sheet 4.} Kramer is listed on the 1900 census as a 33-year-old native of

Germany who was running a saloon. He was married, with several children, and living on Main Street in Ellicott City, so was almost certainly inhabiting the dwelling to the rear on this site.

Kramer died in 1934 and the property passed to his children, who sold it in 1941 to George and Paul Valmas, two brothers who in 1940 were living with their brother, John, on Main Street in the general vicinity of Kramer's Saloon, if not in the actual building. The Kramers must have built the existing building, since it appears at the edge of a 1941 photograph, though the exact date is not known and it is possible that the Valmases rebuilt the front section immediately. {Cramm, Walking Tour, p. 48 for photo.} The Valmases were natives of Greece, with John in the restaurant business and George and Paul in the confectionary business. Whether they had separate locations or were operating out of the same premises is not clear. {census, ho co, 1940.} In 1944 John and Paul Valmas purchased the Putney-Fort-O'Brien-Fissell Property (HO-330) for John's Restaurant. It is clear that the Easton Sons Funeral Home on the west side of this building, which opened in 1931 (see HO-78-3, forthcoming), was built prior to the Valmas's building, since it was given at least one window on the east side that became non-functional once the Valmas's building was erected. Close examination of the existing structure has revealed no trace of the earlier Cassidy buildings surviving within the structure. Yet, the form of the new building closely mimics the old, with only a one-story structure on the street front, over the stream, where the Putney-Fort-O'Brien-Fissell Property to the east had been raised from one to two stories in the 1920s and Eastons Sons had been raised to three stories on the front over the stream. Given a small lot in the most desirable part of town, one would expect the Valmases to maximize their use of the land, unless they had made some agreement with their neighbors that they would not build two or more stories high and cut off the light and air to the sides of the neighboring properties. No such agreements have been discovered, and both of the neighboring buildings retain side windows above the one-story front of the building. Thus, if there was an agreement, it must have been an informal one. One can only speculate at this point, but this unusual pattern of development in the building is not likely to simply be coincidence. Also unknown is why they chose to replace the old building rather than remodel it.

Also of note is the arrangement of the second story apartments. The plan consists of two virtually identical units ranged around a light well in the center that also provided light to the rear of the first-floor commercial space. A stairway on the center of the east side of the building was apparently accessed from the street and ended in a small vestibule lit by the light well. Doorways on the north and south sides of the vestibule gave entrance into the kitchens of the two units, which were also lit by a window in the light well, and they retain what are probably original kitchen cabinets, one with an original sink. It is unusual to think of the front door opening into the kitchen, but the location and landing both suggest that this was the front. {Whether this was a pattern amongst vernacular Greek houses is not known by this author at this time.} Both units were also accessible from a secondary entrance off a stairway along the center of the west wall. This stairway was connected by a long, dark narrow passage to a door on the south, alley side of the building. A small, unlit vestibule at the top of the stairs has a doorway on the north into a room that is connected to the kitchen and is lit by the light well. This probably served as a dining room, though it could have been a living room, for the north unit. Similarly, a door on the east side of the vestibule led into a small vestibule lit from the light well and connected to a room of the southern unit that was also connected to that unit's kitchen. This room was also lit from the light well and was most likely the dining room of this unit. Also off of this room was the bathroom, set to the east and just south of the kitchen, it was lit only by a pyramidal skylight. To the south of the dining room was a room that could have functioned either as a living space or as a bedroom, with windows off of the alley on the south. A chamber was attached to it on the east and only accessible from it. It has a window on the east, overlooking the neighboring one-story garage, and a doorway on the south to a small, private porch that had no access from the ground. The northern unit

was roughly a mirror image of the southern one, with a room off of the dining room that could have functioned as either living or sleeping space. It is not clear whether this flexibility was intended in the design or simply a result of working in a confined area while trying to create two dwellings that were as comparable as possible. It was lit from windows on the north that overlooked the roof of the one-story front building. The bathroom was connected to this chamber, was adjacent to the kitchen, and was also lit only by a pyramidal skylight. A second chamber was only accessible by passing through the first chamber. This chamber was also lit by a window on the north and had a doorway on that wall giving access to the roof of the front building, which seems to have served as a large porch for the north unit. Thus, the building occupied the entirety of the lot, leaving no open space. The similarity of both units is also suggestive that they were created with the two brothers in mind, though, again, we can only speculate.

Addendum 5: 8055 Main Street Photos



8055 Main Street front facade
Commonly known as Discoveries
Photo date 8.25.2020



Photo date 8.25.2020

8055 Main Street – Interior first floor



Photo date 8.25.2020

8055 Main Street –
Light well in the
center of the two
apartments, provides
light and air to the
interior rooms of
each.

Photo date 8.25.2020





8055 Main Street - Post 2016 flood

Photo date 8.2.2016



8055 Main Street - Post 2018 flood

Photo date 5.30.2018



8055 Main Street - Post 2018 flood
Photo date 5.30.2018



8055 Main Street - Post 2018 flood

Photo date 5.30.2018

Addendum 6: 8059 Main Street Historical Information

The inventory form for this property is still being created. The following information was provided by the County Architectural Historian, to be incorporated into the Inventory. The information provided is a preliminary draft and is subject to change pending further research and investigation of the structure.

Significance:

Eastons Sons Funeral Home stand on Lot 21 of Andrew McLaughlin's property that was distributed by lottery in 1834. James Mathews of Baltimore County held the winning ticket for the lot and apparently used it to secure a loan of \$400 from Edward Gray. Mathews then sold the lot in 1836 to brothers William Fort, Jr. and Bernard Fort, the former a young cabinetmaker in Ellicott's Mills and the latter a young house painter. They apparently constructed a cabinetmaker's shop on the rear of the lot, since the Tiber cut through the front half of the lot, leaving little ground along Main Street. William Fort advertised in 1840 that his business was opposite Brown's Hotel, and that he made bedsteads, tables, wardrobes, chairs, along with coffins of poplar, walnut, and mahogany, lined with cambric, flannel, florance, or satin, and with engraved breast plates. He also handled undertaking and had a hearse as part of that business. Bernard Fort was working out of the same location as a house and sign painter who could imitate any wood or marble, and he would shortly switch to cabinetmaking and undertaking. {Century Edition of the Times, noted in Cramm, Pictorial History, p. 125.} The 1850 census still lists William as a cabinet maker (with two apprentices) and Bernard as a house painter. {census, Ho Dist AA Co1850.} In 1854 Bernard sold his interest in the shop to William, who the year earlier had moved to Baltimore, where he apparently began to set up a new shop, advertising in November 1853 that he wanted a few cabinetmakers immediately. {Sun, 14 November 1853, p. 3.} It is not clear why William was purchasing the shop after having just moved out of town, though perhaps he decided to handle the liquidation of the business. Just as difficult to grasp is that the tax assessment and transfer books for 1854 note that William had transferred a "cabinetmakers shop, lot & furniture" to John Day, though no deed could be located. {HoCo transfer books, 1854.} To complicate matters, William Fort died in April 1854, leaving his property to his widow, Harriet. {Sun, 6 April 1854, p. 2.} There is a note of an unrecorded agreement between John Day and Bernard Fort from 1855 regarding this lot, though the nature of the agreement is not noted. It is possible that a deed from William Fort to Day had not been recorded and perhaps Day decided not to follow through and settled with Bernard Fort, if Bernard was William's executor. However, at this point one can only speculate. But the 1860 census lists Bernard as a cabinetmaker and the 1860 Map of Howard County shows this property as "B. Fort CM," most likely indicating that Bernard still had his cabinetmaker's shop here. {census, Ellicott's Mills, 2nd dist, Ho Co.} The building is shown as being on both sides of the stream, but still set back from the street. However, there are some issues with details of the map, and it is more likely that the shop was all behind the stream, since the 1877 Atlas of Howard County shows the building still on the south side of the stream. {1860 map. 1877 Atlas.} What is certain is that Harriet Fort and Bernard Fort sold the lot to one of his sons, William F. Fort, in May 1866 for \$1,000. William F. then sold the shop to Bernard's second wife, Eliza, five months later.

The Ellicott City Times first noted Edward Talbott's plan of building over the Tiber (this building no longer survives) in late August 1878 {EC Times, 31 August 1878, p. 2.} and noted in early November: "Mr. E. A. Talbott's new ware-house accompanied by Mr. Fort's new store, is fast rearing its huge proportions above the roaring Tiber." {EC Times, 9 November 1878, p. 2.} A week later they further reported: "No more acceptable sound has greeted the ears of our residents for many months past than the strokes of the carpenters' hatchets nailing together the framework of the new buildings of Messrs.

Fort and Talbott now being erected opposite this office. About one dozen workmen are engaged upon them.” {EC Times, 16 November 1878, p. 2.} No further updates were given on the progress of Fort’s construction through the end of the year, but the first issue of the newspaper for 1879 notes that Talbott had moved into his new building and then states “Mr. H. C. Becker will remove to his new store adjoining the ware-house of Mr. Talbott, on Monday next, Jan. 6th, where will be found a full line of Gentlemen’s Furnishing Goods.” {EC Times, 4 January 1879, p. 2.} Since there was no building on the west side of Talbott’s, Becker must have been renting Fort’s new building added on the east side of Talbott’s.

After Eliza Fort’s death in 1881 the settlement of her estate ended up in court. According to court records, Eliza had carried on the undertaker’s business until her death, at which time Bernard’s son-in-law, Francis Heine, had taken over the business. Among the stock in trade of her undertaker’s business were three hearses, a wagon, a carriage, and two horses. The property she owned included her stone house, “The Pines,” (HO-581), a brick house near the depot (Putney-Fort-O’Brien-Fissell Property, HO-330), a stable to the rear of that property, and “. . . the frame store and dwelling situated just east of E. A. Talbott’s warehouse on the Frederick Turnpike in Ellicott City,” which was the cabinetmaker’s shop. The undertaking business that had begun under William Fort, at his cabinetmaker’s shop, was still being carried on in that location. A sale ad for some of Eliza’s property included the lot adjoining Talbott’s Warehouse, “. . . covered by a frame dwelling and store in front and in the rear by workshop and warerooms, where has been carried on for many years the business of an undertaker.” Also offered for sale were “. . . 2 horses, 1 wagon, 1 carriage, 3 hearses, 3 ice-caskets, a stock of coffins and undertaker’s tools.” The inventory described the hearses as one large hearse worth \$50, one small hearse worth \$50, and one white hearse, also worth \$50. Francis Heine served as Eliza Fort’s executor and arranged to sell the frame shop to Joseph Curtis for \$2,605, but Curtis was unable to comply with the terms of the sale. The shop was once again offered for sale in 1885, and this time the sale was successful. {James Mackubin v. Francis Heine, executor, Ho Co Circuit Court, Equity Papers, 867, MSA T 409-16.}

Daniel Lowman purchased the property for \$1,600 in 1885. The following year the Sanborn Fire Insurance Maps show that there was now a two-story frame structure above the stream, at the front of the lot, and that it had a furniture store in it, with a shallow one-story frame section behind it and a two-story frame carriage house attached to the rear. {Sanborn maps, 1887.} The illustration on the map corresponds with the description in the newspaper from four years earlier, though what the mapmaker had interpreted as furniture was almost certainly actually coffins, as will be seen below. The maps indicate that the new dwelling and store at the front must have been built between 1877 and 1881, which corresponds to the newspaper accounts.

In 1891 Daniel and Elizabeth Lowman sold the lot to their son-in-law and daughter, Clinton and Amice Easton, for \$1,600. That same year the Easton’s 16-year-old son, Milton, was seriously injured when a frightened mare in the Easton’s stable kicked him and fractured his skull, among other injuries. Clinton was also injured while trying to rescue Milton from the predicament. It was feared that Milton might die from his injuries, but he apparently recovered, and it was Clinton who would die three years later, though of undisclosed causes. {Westminster Democratic Advocate, 24 October 1891, p. 3. Sun, 12 September 1894, p. 2.} The Sanborn map for 1894 clearly indicates that the Eastons were running an undertaker’s business. {Sanborn, 1894, sheet 3.} Milton would later save his mother and younger brother from suffocating from the effects of coal gas in their home on Main Street, almost certainly in the dwelling above the storefront. {Sun, 17 February 1896, p. 1.} The 1900 census listed Milton Easton, then 25, as a funeral director. {census, 1900, Ho Co, dist 2.} His wife, Leah, was three years younger. In 1910 Milton’s occupation was again given as undertaker, and he and Leah (L. Grace) were still living on

Main Street. Right next door, at least in the listing, was Daniel Easton, also an undertaker. {census, 1910.} Little is known about the Easton's business at this time, though Milton had at least one employee, William H. Black, in 1917. Black eloped with the Easton's daughter, Alice, and they were married at Catonsville Salem Lutheran Church parsonage. Since Alice was only 17, the Blacks requested that their marriage license not be published until the following year, once Alice had reached her majority. {Sun, 1 August 1917, p. 7.} Though their marriage made it into the papers, and was thus discovered, it is not known just how the family reacted. However, they were still married in 1920 and living in Baltimore, where William was working as a salesman in a department store, all of which might tell one something about how the family had reacted to the news. In 1920 Milton and Leah were not living near others on lower Main Street and must have moved further west along the turnpike. Daniel had moved to Baltimore, though was still working as an undertaker. {census, 1920.} If Milton and Leah had moved away from the business by 1920, they appear to have moved back by 1930, since they were listed among many other business owners of lower Main Street. Milton, now 54, was still working as an undertaker and his son, Clinton M., age 26, was driving the hearse. His daughter, Beulah, was married to Louis Leimback but still living at home, and apparently, they were not involved in the funeral business. {census, 1930.} Daniel Easton remained in the undertaking business in Baltimore. In early February 1931 Milton Easton invited all to attend the opening of his new funeral home in Ellicott City, inaugurating the completion of the existing building. Originally a three-story structure, the top story was lost as the result of a fire, probably the one in 1965. {See Kusterer and Goeller, *Ellicott City Then and Now*, p. 75.} However, the Gothic Revival first story in limestone remains intact and contains some of the most architecturally distinctive detailing in all of Ellicott City. The choice of Gothic, still the most popular style for churches in 1930, was not likely to have been by chance.

Daniel Easton died in January 1935, and, of course, his brother handled his funeral. {Sun, 10 January 1935, p. 19.} Milton was in the hospital five years later and returned home to College Avenue, but he does not seem to appear in the 1940 census and apparently died shortly after his return home. His son, Clinton, now 35, was working as an undertaker and appears to have been living at the Main Street business with his wife, Sue Mary. {census, 1940. HoCo} Eastons reportedly remained in business until the late 1950s. The building has most recently been used as a coffee shop, first Riverside Roastery and then Bean Hollow. {Cramm, *Walking Tour*, p. 47.}

Close examination of the building reveals that the frame structure spanning the Tiber is the 1878 building that Bernard Fort added. It has a Howe truss on the first story, with wood bottom and top chords connected by three posts that were clearly interpreted to be in tension, since they are flanked on both sides by iron rods. There are diagonals running from the top of the center post to the bottom of the intermediate posts, and from the top of the intermediate posts to the outer ends of the bottom chord. There is no joinery wherever the diagonals meet the posts; they are kept in alignment by the rods. The diagonals are joined to the bottom chord with a keyed lap joint that is held together by a rod through the center of the joint. All of the rods are threaded on the ends, have cast iron washers and nuts to hold them together. Below the bottom chords, directly under the bottoms of the posts, are cast iron cradles that the rods are connected to. These cradles hold the end of horizontal beams between the two trusses, with ledger boards on the sides of these beams that support the floor joists. There are studs infilling the panels of the trusses, and they are toenailed to the trusses with cut nails. The second story is simply a stud wall set on top of each of the trusses. There is diagonal board sheathing, fastened with cut nails, on top of the studs. It is clear that the existing masonry front was simply added to the earlier building to modernize it. The floor plan of the second story front section contains some partitions that date to 1878 and some that were added in 1930. The original floor plan is not decipherable now, in part because the original floor was covered with new flooring in 1930. The 1910

Sanborn map indicates that the building was still two stories, while the c. 1930 illustration of the building shows it as three stories, implying that it was enlarged at the time that the front was remodeled. However, there is some reason to question that. Beneath a later stud wall that encloses the stairway to the roof (formerly to the third story), there is an earlier stair stringer with applied panel moulds on the wall beneath the stringer. The stringer appears to be of closed stringer arrangement, with reeded decoration, common to the period c. 1890-1915. The plaster wall also has lath fastened with cut nails, rarely used in this context after c. 1900. Thus it would seem that the stair was added earlier, implying that the third floor was, as well. It is possible that this happened after the 1910 map was made, or earlier and that the mapmaker simply missed this change. Given the history of the business, the first decade of the twentieth century seems most likely, but further research is warranted.

Addendum 7: 8059 Main Street Photos



8059 Main Street front facade

Commonly known as Bean Hollow. Historically known as Easton and Sons.

Photo date 8.25.2020



8059 Main Street front and west elevation adjacent to Tiber Park.

Photo date 8.25.2020



8059 Main Street rear elevation along Tiber Alley.

Photo date 8.25.2020





8059 Main Street interior damage.

Photo date 8.25.2020



8059 Main Street interior damage.

Photo date 8.25.2020



8059 Main Street interior damage.

Photo date 8.25.2020



8059 Main Street interior damage.

Photo date 8.25.2020



8059 Main Street interior damage.

Photo date 8.25.2020



8059 Main Street - Post 2016 flood

Photo date 8.2.2016



8059 Main Street west side of building - Post 2016 flood

Photo date 8.2.2016

8059 Main Street - Post 2018 flood
Photo date 5.30.2018

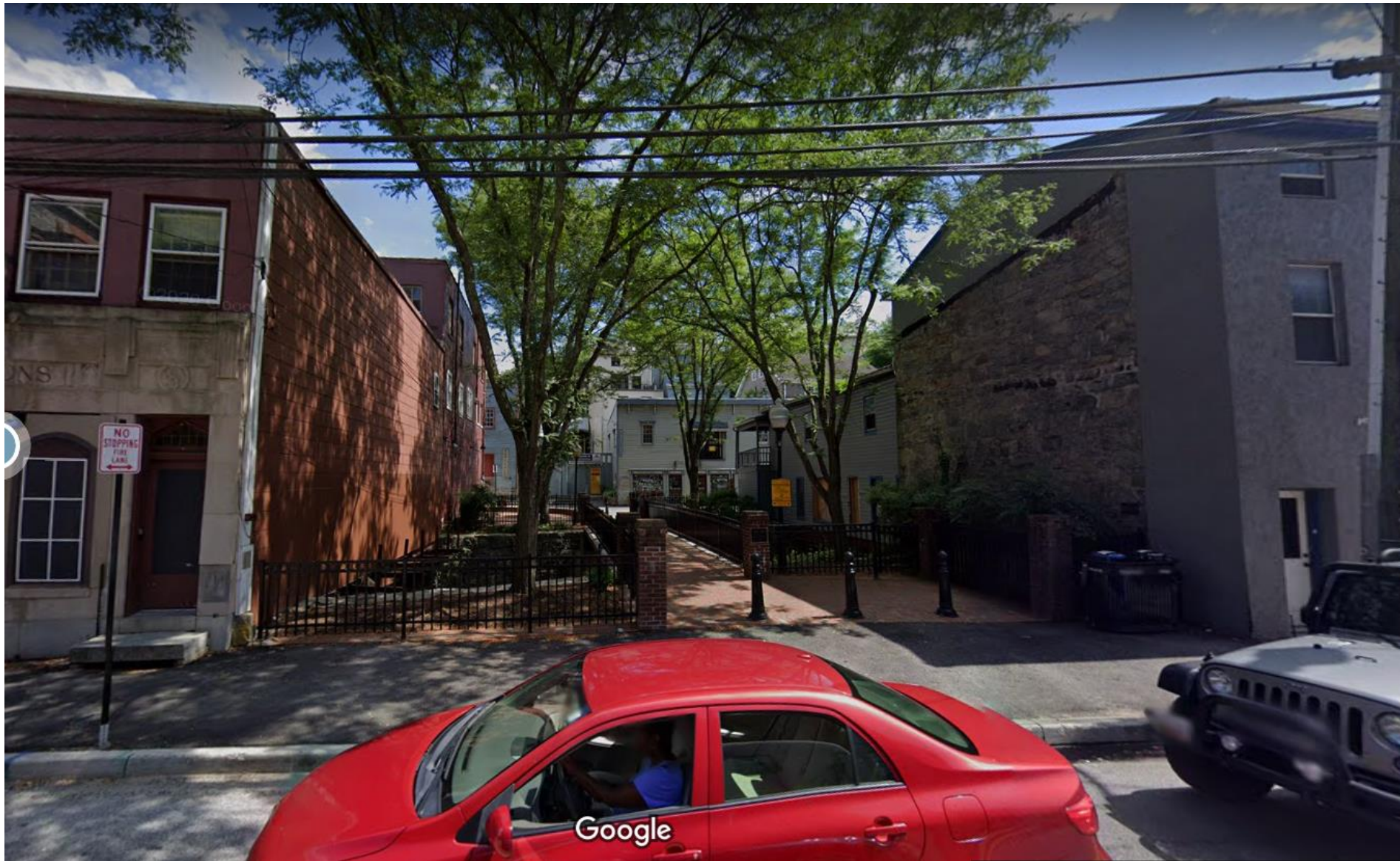




8059 Main Street west side of building - Post 2018 flood

Photo date 5.30.2018

Addendum 8: 8061 Main Street (Tiber Park) Photos



8061 Main Street/Tiber Park –
Google Streetview Image – July 2019



8059 Main Street west side of building and Tiber Park east side of bridge - Post 2016 flood

Photo date 8.2.2016



View of Tiber Park Bridge/west side of 8059 Main Street as seen from Tiber Alley looking north toward Main Street – Post 2016 Flood

Photo date 8.2.2016



View of Tiber Park Bridge looking south toward Tiber Alley from Main Street – Post 2018 Flood

Photo date 5.30.2018



View of Tiber Park Bridge looking north toward Main Street – Post 2018 Flood

Photo date 5.30.2018



Post 2018 Flood

Left: View of Tiber Park Bridge and west side of 8059 Main Street from Tiber Alley, looking north toward Main Street

Right: View of Tiber Park and Bridge from Tiber Alley, looking north toward Main Street

Photo date 5.30.2018

Addendum 9: 8069 Main Street Historical Information

The inventory form for this property is still being created. The following information was provided by the County Architectural Historian, to be incorporated into the Inventory. The information provided is a preliminary draft and is subject to change pending further research and investigation of the structure.

Description:

The Young-Buzby-Jones Store and Dwelling (aka Great Panes) is located at 8069 Main Street in Ellicott City, in northeastern Howard County, Maryland. The building faces north to the road, on the south side of Main Street and on the east side of Tiber Alley. The southern half of the building is built over the the Tiber River.

Exterior

This is a 2 ½-story, four-bay by two-bay structure with stucco on brick on the north elevation and rubble stone on the east and west elevations, partially covered with stucco. It has a gable roof with an east-west ridge and standing-seam metal roofing. There is a large addition on the south that is two stories and six bays on the first story and four bays on the second, by four bays wide. It has German siding and a gable roof with a north-south ridge and standing-seam metal. Most of it is built over the stream, with steel I-beams supporting it. The stream is walled in with rubble stone that serves also as the foundation for the I-beams.

The north elevation on the first story has a new wood door in the east bay, with one light over two panels. The east-center and west bays each have a large boarded-up window. The west-center bay has a recessed doorway with a vestibule, with a new plywood door and a fanlight, and there is an arched hood in stucco over the vestibule. The front door has a long, cut-granite sill suggesting that the doorway was always located here. To the south of the sill is modern flagstone. The second story has four two-over-two sash with shutter hinges and the third story four three-over-three sash. There is a wood box cornice with returns.

The east elevation of the main block has no openings. It is rubble stone with about 3 feet of stucco at the north end and stucco at the top, with a tar line for a shed roofed building that abutted this building.

The east elevation of the southern addition, on the first story, has a small one-light window to the south, then a tall one-light window, a wide, boarded-up window, and three tall, one-light windows to the north. The second story has a six-over-six sash in the south, south-center, and north bays, with no opening in the north-center bay. There is a porch on the south end with German siding on the first story and a new railing on the second.

The south elevation of the south addition has old CMUs in the west end of the wall, with a boarded-up window, and T1-11 to the east. West of the CMUs is a new stairway of pressure-treated lumber giving access to the second-story porch. This porch has an original railing with square-in-plan balusters, chamfered posts, tongue-and-grooved deck, bead-board soffit, and a semi-hip roof with standing-seam metal. There is a hollow core door with a diamond light, and it is set just east of center. West of center are paired six-light casements set high on the wall.

The third story of the south elevation of the main block is barely visible above the south addition. The ends of the wall are stuccoed masonry with framing between that is covered with asphalt shingles.

There are a pair of sliding sash to the west, while the east bays each have a six-light casement; the east bay sash is set lower in the wall than the other three sash. There is a wood box cornice with returns.

The west elevation of the south addition has three tall, boarded-up windows to the north on the first story, then a wide boarded-up window and two tall, boarded-up windows to the south. The second story has four six-over-six sash.

The west elevation of the main block is mostly covered with stucco, but the rubble stone is exposed on the lower part of the wall. There is granite curbing for a window well in the alley at the north end. It has been infilled with concrete. Near the center on the alley is the concrete base for a brick chimney stack. At the south end is a concrete well opening with a steel plate on strap hinges, that may be a coal chute. Above the well, on the wall, is stucco infill of a window opening. On the second story the south bay has a six-over-six sash. There are no openings in the gable end. There is a brick chimney just north of the ridge.

Main Block interior, first story

The first story has a side passage on the east with one large room to the west. The passage has exposed stone on the east and a new stud wall on the west. There is a stair at the southern end of the passage that is original, with a plain open stringer and an open well. There are stairs to the basement under it. The floor is all new chipboard. The southern wall has been completely removed, with some brick at the southeast corner. The front door on the north is new, but the frame has a quirked bead on the inner edge. The top trim has a quirked bead on top and the east jamb has a rabbet for the lintel set very high, indicating a transom was originally here; it is not clear whether the transom was original or a later alteration.

The west room also has had the south wall removed, with some framing added in there. The west elevation has a bricked-in window opening with splayed jambs, a wood lintel, and nailing blocks. It is set to the south. In the center is a brick chimney set into the stone wall so that it only projects about 3 ¾ inches. It consists of some new brick and some old brick, all laid in a Portland mortar. There is a boxed beam running east-west through the center of the ceiling. It has brick around the pocket in the west wall and was clearly added in later. The storefront on the north is all new framing. At the east end, the east jamb is old painted boards with the ghosts of what could be several shelves on it. There is a rabbet near the center of the jamb for the sill, with a bevel on the top sloping down to the north. There is also a rabbet at the top for the lintel, and the ghost of a cornice moulding near the interior face of the opening. Between the two rabbets the inner edge of the jamb has two hinge mortises for shutters or doors, presumably to close off the store window. There is no ghost of where the sash sat, but this is likely hidden by new infill.

Main Block interior, second story

The second story of the main block has the stairway in the southeast corner, with the stair landing in the center of the east end, where a transverse passage runs toward the west. There are two rooms to the north of the passage, one to the south-center, and one in the southwest corner.

The two-flight stair has a landing at the south end, and the railing and balusters are gone and the newels have been cut down. The newel at the bottom of the stairs to the third story is a turned and tapered column with a quirked Greek ovolo capital. The balusters are rectangular in plan and the hand rail is three-quarter round. The stair baseboard has an ogee and bevel on the top, while the passage baseboard is plain. The architrave has a broken field, with a quirked bead on the inner edge and plain

corner blocks. The plaster walls have been skim-coated and there is a drop ceiling. The door to the northeast room, on the architrave, has a chromo-chronology with several layers of cream or putty-colored paint on top of the wood substrate; the exact number was indistinct. On top of them is a dark brown, glossy layer that could be either a pigmented varnish or graining with varnish, and on top of this are two layers of white paint.

The north rooms are a mirror-image double parlor. The flooring is 2 ¼-inch tongue-and-grooved oak that runs east-west and covers over the hearths. The architrave is identical to that in the passage. The baseboard has a broken field with a quirked Greek ogee on top, except for the north wall of the northwest room, which has a cavetto where the top field is and a quirked ogee and fillet above that. The two-over-two windows have a wide center muntin, are not mortised and tenoned and pinned, and are hung on cords, with pulleys and parting beads. There is a wide doorway between the two rooms that is missing its doors and has hinge mortises that are well filled and barely visible. There are matching fireplaces at the east and west ends. The east firebox has been completely rebuilt. The west firebox floor now has firebrick labelled "MARYLAND" and laid in mortar. There are splayed brick jambs and a parged surround. Both fireplaces have a wood mantel with pilasters that have Greek ovolo capitals and a rabbet for the necking. There is a plain frieze, a bed mould with a cavetto below a Greek ovolo, and a plain mantel shelf. The south door in the northeastern room has four panels with sunken fields and no panel moulds. It is mortised and tenoned and pinned and is hung on cast iron butt hinges with five knuckles. They are labelled "T & C Clarks Best Broad" in script. The top hinge doesn't align with the jamb mortise, however, so the door could be brought in. It has a cast iron "RUSSWIN" lock that is not original; there is a patch underneath of it where the original lock was. There is a strike plate labelled "CARPENTER PATENTEE." The south door in the northwest room is a new hollow core door with butt hinges with pins.

The chromo-chronology of the east side of the double doors, on the north jamb, appears to be:

Wood substrate
 Cream
 Dark brown? (possibly graining)
 Cream
 Cream
 Cream
 Cream
 White
 Cream
 White
 Cream
 Dove grey
 White
 White

The west side, north elevation, west-center bay window east jamb chromo-chronology appears to be:

Wood substrate
 Cream
 Dark brown? (possibly graining)
 Cream
 Cream

White
 Light green
 Cream
 Dove grey
 White
 White

On the west side of the double doors, the north jamb chromo-chronology matches this window.

The southwest room is a modern bathroom with linoleum on the floor and tile on the walls. The door to the passage, on the east, is a modern hollow core door with new butt hinges. The architrave matches the passage, but the baseboard has been messed with because of the tile installation. There is a window on the west elevation that has splayed jambs of plain boards and a six-over-six sash that is mortised and tenoned and pinned. It has 10-inch by 14-inch lights and the muntins have a Gothic bead profile. The sash are hung on tapes and have parting beads.

The southwest room east door, south jamb chromo-chronology appears to be:

Wood substrate
 Putty
 Dark brown? (possibly black)
 Putty
 Cream
 White
 Dove grey
 White
 White

The south-center room door is missing. The flooring matches that in the passage. There is plain baseboard, and the architrave on the passage door matches that in the passage. There are ghosts of shelves on the west wall that were put up after the wall was plastered. The ceiling has sawn lath and the plaster is down at the west end of the room, where the shelves were. The south wall is a very thick double frame wall, with two sets of studs and a wide void between them. There is a doorway in this wall, with a four-panel door that has sunken fields and ogee panel moulds. The architrave matches that in the second story of the south addition, to which this door gives access. The door has a plain cast iron rim lock with metal knobs and butt hinges with pins.

Main Block interior, third story

The stair details match those of the second story, and the handrails are ramped. The baseboard on the west side of the stairway is plain. There is a window on the landing, with architrave that matches the south addition. The sash is a six-light casement with 8-inch by 10-inch lights and ovolo muntins. The flooring is identical to the second story and there is a drop ceiling. The walls have a textured skim coat. The architrave has a broken field with a quirked bead on the inner edge, and no corner blocks. The south wall is thick masonry just at the southeast corner, with a thick frame wall up to the third floor level for most of the span, and a thin frame wall above the third floor level, where the window is.

The northeast chamber has typical flooring for this building and the baseboard has a quirked ogee and bevel moulding on the top. The architrave matches that in the south addition. The passage door has

four panels with sunken fields and no panel moulds. It is mortised and tenoned and pinned and hung on cast iron butt hinges that have five knuckles and appear to have fast joints, and they have heavy paint build-up. The cast iron rim lock is not the original. It has heavy paint on it and is labelled, possibly "RUSSWIN." It has porcelain knobs. There is a doorway on the west with five lying panels, a mortise lock with porcelain knobs, and butt hinges with ball finials. The windows on the north have three-over-three sash with 10-inch by 12-inch lights and muntins with a Gothic bead. They are mortised and tenoned and pinned and have parting beads. One sash has been replaced and has ovolo muntins. The ceiling follows the pitch of the rafters at the north end. There is no chimney stack on the east wall, which has been furred out about 3 ¼ inches.

The northwest chamber has typical later flooring, but part of one board has been taken up, revealing the flooring underneath to be random-width varying between 4 ½ and 6 inches. It is tongue-and-grooved and runs east-west. There is typical baseboard and the architrave matches that in the south addition. The north sash are identical to in the northeast chamber, also with one wood replacement. There is a chimney stack on the west elevation. The passage door is identical to that in the northeast chamber in all details, with a lock that is not original, and it otherwise appears not to have been changed.

The south chamber was divided in two by a thin wall that ran north-south, as evidenced by 2-inch cuts in the baseboard. The walls and ceiling have been skim-coated so there is no evidence visible there. There are still two doorways into this chamber from the passage. The western door is missing. The eastern door is identical to the north chamber doors, but has mineral knobs and the lock is not the original one. The baseboard matches the north chambers and the architrave matches the south addition. The ceiling follows the pitch of the rafters at the southern end. The south windows are casements with ovolo muntins. There are wood kitchen cabinets that probably date to the 1950s, with a sink of the same era.

Main Block interior, basement

The basement is one large, open space with a concrete floor and exposed rubble stone walls. The floor above is all dimensional lumber with cross-bracing with wire nails. It runs east-west, with a steel I-beam in the center, running north-south. Some of the joists were replaced after the 2016 flood but most probably date to the 1970s, or earlier. The west end has a large opening in the wall, set to the south, that could be a coal chute. The stonework at the corners looks original, but the rest looks altered. To the north is a small window opening with a very rusted horizontal grate. There is some brick in the stone wall where the first story chimney was inserted, with a stove pipe in the wall. In the concrete floor at the west end is an old metal pan for a furnace, and it appears that the chimney was added when central heat was added.

South Addition, first story

The first-story floor is concrete on steel I-beams, over top of the stream. The walls have trusses with 2 by 8 dimensional lumber and modern studs added after the 2016 flood. The east and west walls have modern windows that have been broken out again by the 2018 flood and boarded up. On the south end is a low brick wall with several steps up into a block enclosure under the porch. This had been furred out but was gutted after the flood. There is nothing remaining of historical value on this story.

South Addition, second story

The second-story entrance is on the southern end of the building, from the porch. The door enters into a small vestibule with a bathroom to the east. There is a double parlor to the east and three rooms along the west, with an open plan and no passage. The flooring throughout is 2 ¼-inch tongue-and-grooved oak that runs east-west. The baseboard has an ogee and bevel on top. All of the architrave has

a wide, flat ogee backband with a small ovolo on the inner edge. The doors throughout have five lying panels with brass mortise locks and knobs. The windows are wood six-over-six sash with ovolo muntins and they have a plough for sash cords, but have aluminum channel added.

The southeast bathroom has linoleum on the floor, a drop ceiling, and modern fixtures. The east-center room has a wide opening with semi-circular arch to the northeast room. The northeast room has a doorway to the main block, with matching architrave to the rest of the addition. The soffit and jambs are paneled, with one sunken, flat panel on each, and this all appears to date to when the addition was built. Both the northwest and north-center chambers have modern closets added along the east. The southwest room has wood cabinets that probably date to the 1950s. There are a pair of six-light casements set high on the south wall, suggesting this room has always functioned as a kitchen.

Significance:

The Young-Buzby-Jones Store and Dwelling (aka Great Panes) had been part of the Ellicott lands that were divided amongst the heirs in the 1830s. It was known as part of lot 10 in an early subdivision and contained at that time over three acres, “. . . upon which stands a stone mill known as the oil mill.” {AACLR WSG 24-288.} Lot 10 was later subdivided, with the portion under consideration becoming lot 322, and it became the property of Nathaniel H. Ellicott. A trustee of Ellicott’s sold the lot in October 1840 to John H. Young for \$500. This sum was rather high for a building lot, which probably reflects its location so close to the railroad and the mills on the other side of the river. Neighboring lots were leasing for ground rents of \$45 a year in the 1830s and \$60 a year by 1850. In 1842 Young was assessed for a house and lot valued at \$1,000. {transfer book, 1842, p. 10.} While the assessment seems low for a stone house of this size, this assessment is almost certainly for the existing building. Interestingly, the sale of the lot contained the condition that “. . . Neither the said John H. Young nor his heirs or assigns shall at any time hereafter make any improvement or erect any structure over the branch or stream of water now passing through the land hereby conveyed whereby the width of said branch or stream shall be contracted to a narrower space than twenty feet wide in the clear, and allowing sufficient height [sic] to vent the flow of water freely without obstruction.” {AACLR, 1-369.} This was clearly intended to protect the operation of the neighboring oil mill.

Nothing is known of John H. Young in the early 1840s, but in 1850 he and his wife, Eleanor had moved to Cumberland, in Allegany County, where he was working as a tinner. He was listed as age 35 at that time and Eleanor was 32. {census, Cumberland, Allegany co, 1850.} The following year the Youngs sold their property to Ellicott City resident Thomas McCrea, who owned and operated the oil mill (now grinding buckwheat), for \$2,050. {Cramm, Walking Tour, p. 67.} McCrea most likely was leasing the Young’s store and dwelling to someone; who that was is not known, but there are some interesting coincidences that are suggestive. McCrea’s neighbor in the 1850 census was Ezekiel Mills, a 32-year-old tinner, raising the very real possibility that the Young’s rented their shop and dwelling, which likely had been designed specifically as a tinsmiths’ shop, to Mills. {census, Ellicotts Mills, Ho Dist, 1850.} Mills advertised in September 1849 that he was a “tin-plate & sheet iron worker” and that he had “. . . Just received his stock of new stoves, for the approaching season, consisting of ever [sic] variety, such as coal cooking, parlor, and air-tight stoves . . .” while he clearly was not making stoves, he would have been fashioning the stove pipes, and probably setting up stoves for those who needed the assistance, so it was a logical branching out of his business and illustrates how local craftsmen were expanding into commercial enterprises to some degree or another. Mills added that “he also manufactures throstle cylinders, mule drums, card and drawing cans, roving tins, and all other kinds of tin work, used in cotton and woolen factories, and warrants the work to be done on the first principle, and at the shortest notice.” Given the

presence of the Union Manufacturing Company across the river and several other textile mills nearby, along the Patapsco, this was a potentially lucrative facet of his trade that many small town tanners would not have had access to, and he sought “. . . especially to call the attention of machinists and cotton spinners to his cylinders and cotton cans, having had an experience of years in the making of the same.” He also noted, at a more pedestrian level: “Roofing, spouting, and stove pipes, done with dispatch [sic].” All of these items were probably of rather recent demand for his customers, which likely explains why he drew attention to them. No doubt there were many other items that he fashioned and sold, as well. {Howard Gazette & General Advertiser, 2 February 1850, p. 3.} By 1860 the transformation from craftsman to merchant was apparently complete, since Mills and his wife, Theresa, had moved to Baltimore City where he had become a stove merchant. {census, Baltimore City, 18th Ward, 1860.} At this point, however, this can only be speculative.

McCrea sold his mill and adjoining property, including the tinsmith’s store, in 1866 and it passed among a number of different hands over the next 18 years. Several owners were from Baltimore City, and almost certainly were leasing the tinsmith’s shop to someone else; indeed, whether it remained a tinsmith’s business or had changed commercial functions is not known. One brief local owner was William B. Collier, who in the 1870s took over operation of the former oil mill, now operated as a flour mill. In 1869 Collier purchased a small piece of a neighbor’s land, in addition to the tinsmith’s store, undoubtedly because his dwelling and store along the Patapsco were destroyed in the 1868 flood. {Sun, 27 July 1868, p. 1.} The deed contains an intriguing explanation for the acquisition of the small piece of the neighboring tract. It notes: “William B. Collier is desirous to widen the branch running through a portion of said lot or parcel of land [lot 322], and for this purpose is desirous to remove the wall upon said branch in the rear of the brick dwelling house erected upon said lot about four feet further out from the present position in order that a back building may be more safely and securely erected upon said lot over the said branch in the rear of the said brick dwelling house.” In exchange, Collier “. . . agreed to remove the fence or pailings [sic] upon the rear of said lot . . . purchased by him . . . from Elizabeth Lowman [lot 322] thus widening the area of yard in front of the mill house . . .” By this time, the three acres of lot 10 had been sold off to numerous others and things were already getting rather cramped around the mill. {HCLR, WW 29-250.} The following year he was assessed for \$600 worth of additional improvements, suggesting that he did build the back building over the stream. {transfer book, 1870, p. 592.} The deed describes the building as being of brick. The side walls are of stone, but the front is brick and has been interpreted as being the result of alterations made when the storefront was modernized at an unknown date. This suggests that the change had already been made by 1869, probably by McCrea, though it is also possible that the front was brick from the beginning. It is possible that the description of the building as brick was just an error, but the deed was probably prepared by a local attorney, so the odds of an error like that are slim. Other than Bernard Fort’s house (8049 Main Street, HO-330), for which the stream ran in front, not back, there were apparently no other brick buildings on the south side of Main street in the vicinity of the mill at that time. Collier is listed in the 1870 census just two doors away from Fort and next to his brother, Frank, who owned the Partington-Collier-Kraft Store and House (aka Tea on the Tiber, HO-360) at 8081 Main Street, on the west side of Tiber Alley. Most interestingly, William Collier was also a tinner, so even if the building had been converted from a craft shop to a commercial store, the tradition of its use seems to have remained strong in the community and brought back the same trade. {census, Ellicott City Dist. 2, Howard Co., 1870.} Presumably he was enlarging the building to get additional space for his machinery, which had likely proliferated since the 1840s and ‘50s. Whether he had rented the building prior to purchasing it is not known. Collier sold the building in 1873.

Another local owner was Thomas H. Hunt, who noted in the deed in which he purchased the building in 1879 that it was opposite his current dwelling and store. Perhaps significantly, the tax assessment for Hunt notes his acquisition of a brick house and lot of 30 feet by 70 feet. {tax assess, 1876-96, p. 144.} This further confirms that the front of the building was brick and strongly suggests that the previous mention of it was not an error. The storefront can be seen in a Depression-era street view taken by the *Baltimore Sun*, and seems to show a storefront from the last quarter of the nineteenth century. {Sun photo on line.} Hunt was a merchant for a very long time at the building at 8066-74 Main Street (most commonly known as Cacao Lane), and almost certainly rented it to other craftsmen or merchants. {Cramm, Walking Tour, pp. 30-31.} One of them was Mary Buzby, who purchased the building in 1884 for \$3,000. The deed noted that she currently occupied the building and the tax assessments note that it was the brick house and 30-foot by 70-foot lot that she got from Hunt. {tax assess., 1876-96, p. 145.} She is listed in the 1880 census as the 38-year-old wife of William Busby [sic], also 38. William was an agent for sewing machines and Mary ran a notions store. {census, Ellicott City, Howard Co., 1880.} Her merchandise was assessed at \$900 in c. 1880. {tax assess., 1876-96, p. 24.} During her ownership the building first appears on the Sanborn maps, and was a commercial establishment selling sewing machines and notions. {Sanborn, 1887.} Presumably, this building held both of the Buzby's businesses. In 1894 the store sold dry goods and notions, but after William's death Mary moved to Baltimore and in 1896, having married Columbus Kimball, she sold the building. {Sanborn, 1894. *Baltimore American*, 16 January 1912.} The deed noted that the building was at that time occupied by Mrs. Annie McDonald. She could not be positively identified in the 1900 census, so it is not known what business she might have had. However, it is worth noting that, unlike antebellum Ellicott City, there were numerous women who owned and operated businesses on lower Main Street in the late nineteenth and early twentieth centuries.

Nicholas Jones, Sr. purchased the building from Mary Buzby in 1896. He was a grocer, according to the 1900 census, and the 1899 Sanborn maps show that the old tinsmith's building was now being used as a grocery store. {census, dist. 2, 1900. Sanborn, 1899.} He first shows up in the tax assessments in 1891, with both real estate and merchandise, the latter valued at \$150, and two years later is assessed for additional merchandise worth \$350, so his business was clearly growing. Jones was assessed for the Main Street building in 1898. {tax assess, 1876-96, p. 342.} He apparently remained in business there until his wife died in 1907, at which point he seems to have retired and moved to Oella. He sold the building to his son in January 1908, just ten months before his own death at age 73, and it continued to function as a grocery store at least through 1910. {Sun, 28 November 1907, p. 9. Sun, 3 November 1908, p. 8. Sanborn map, 1910.} Nicholas Jones, Jr. also had a house on Fells Lane, so he may not have lived over the store but may have rented it out to a tenant. {tax assess, 1896-1910, p. 208.} While the traditional pattern of owners living over the store was beginning to change in this period, in Ellicott City it seems to have continued in many cases at least up to World War II. Jones sold the building in 1917 to Harry Goldberg for \$4,000, and it became known as Goldberg's Store. Goldberg sold the store in 1923, after the death of his wife, Mollie. According to Joetta Cramm the building served temporarily as Caplan's Department Store, while their new store building was under construction by Caplan. Since Caplan constructed a dwelling as part of his new store, it is possible that the apartment built on the second story of the rear addition over the river, which appears to date from the 1920s, was built for the Caplans to move into at the same time the store moved into the rest of the building. {Cramm, Walking Tour, pp. 47-48.} Goldberg had sold to James Coroneos and George Magiros, and in 1933 Magiros sold his share of the building to Coroneos. He apparently ran a confectionary and restaurant, and renovated the storefront a second time. This restaurant was still in business when Tropical Storm Agnes flooded lower Main Street in 1972. {Cramm, Walking Tour, p. 48. see photo from ?} For the past 30 years the building has served as the Great Panes art glass studio.

Due to numerous renovations and flood damage, the first story of the original building cannot be analyzed in any detail. From what is visible it seems that there was one large commercial space and a separate side passage entry to the dwelling space above. The stair is placed to the side so that communication does not impact the commercial space, and vice versa, but the entrance was from Main Street, rather than from the rear of the building as can be found in the Partington-Collier-Kraft House and Store (HO-360) just next door. The storefront seems to have always had a center entrance, and the shop windows to either side had large glazed windows with interior shutters or doors, but whether these windows were original or a later modernization could not be determined. The space was unheated, and there was originally a window on the west elevation, set to the south, overlooking the alley. Whether this window lighted a separate space like a small counting room, or simply added some like to the back of the commercial space, is unclear. The second story, however, still retains significant original features. The elements of a traditional Howard County dwelling house arrangement are here, but their spatial configuration is altered due to the constraints of an urban site and the placing of the primary social spaces on the second floor, above the shop. Thus, the side-passage stairway, which has traditional Greek Doric columns for the newels and rectangular-in-plan balusters, ends at a cross-passage that extends from the landing at the east toward the west end. Where most house builders, both in towns and on farms, were still building houses that were single-pile, with a kitchen all typically on the back, this building is a double-pile plan. There is a double parlor, a feature that had become very fashionable but was still rare since most houses were still single-pile buildings. Here, in order to take advantage of the front windows, both rooms are placed across the front. As a result, the fireplaces on the gable ends face one another. These fireplaces retain their original Greek Revival wood mantels. The room closest to the stairs was most likely the parlor and the room to the west of it most likely the dining room. The present-day bathroom in the southwest corner was most likely the kitchen, though alterations and the loss of the rear wall have made this hypothesis difficult to verify. The fourth room retains no significant features so its original function is impossible to determine at this time. It could have functioned as a counting room, if the window on the first floor west wall was not for one, though since the rear of the building has been taken down, it is not possible to determine whether such a room, very typically attached to the back of stores, had been appended to the rear of the first story of this one. The third story, very typically, held four bedrooms, none of which seem to have been heated.

Most likely in the last quarter of the nineteenth century a new storefront was put on the building, likely marking the change in function from an artisan's shop (albeit with some sales function) to a commercial store. This occurred on many buildings along Main Street. The use of brick on the front of the building, while the side walls were stone, is unusual and could have been part of the modernization that included the new storefront. In other instances of this type of change on Main Street, the builder put in a large beam to support the masonry wall above. If the front had been stone originally, he must have had the wall completely taken down, the storefront installed, and the front wall rebuilt in brick. This would have been a major work that was unnecessary, and the Depression-era photograph shows the northeast corner with the stone and brick apparently cleanly toothed into each other. This corner is now covered with stucco and cannot be easily examined, but it seems likely that the front of Young's building was brick from the beginning. Probably at the same time that the storefront was altered the second-story windows were replaced with more modern two-over-two sash.

The rear addition, which documentary evidence indicates was built as early as 1870 (though whether of two stories originally or only one), was likely commercial or warehouse space. It has been mostly rebuilt on the first story, leaving no evidence of earlier features or functions. The second story retains a little-altered two-bedroom apartment that probably dates to the 1920s or '30s. Since the addition shows on

the Sanborn Fire Insurance maps as early as 1887, at which time it was two stories, it is not clear whether it went through wholesale renovation or was completely rebuilt. The upper story plan is consistent with many bungalows that have the public spaces ranged to one side, front to back, and the bedrooms to the other side. The notable differences are placing the bathroom and kitchen at the very front, on either side of the entrance off of the porch. At the same time that this apartment was created a doorway connected it to the original apartment above the store, suggesting that the occupants of the apartment still had a close connection with the business. Whether the original apartment remained a dwelling space for another family member or became part of the commercial space, signifying perhaps a change in commercial function, is unclear at this time. The late-nineteenth century storefront was replaced with an Art Deco treatment that appears to have employed smooth black Carrera glass, perhaps at the same time that the rear apartment was created or renovated. This treatment can be seen in 1972 photographs of the aftermath of the Tropical Storm Agnes flood. After the 1972 flood the front was renovated and the brick covered with the existing stucco. The first story of the building was heavily damaged in the flood of 2016, was renovated and put back into service, and was again heavily damaged in the flood of 2018. It is now slated to be demolished as part of Howard County's flood mitigation efforts.

Addendum 10: 8069 Main Street Photos



8069 Main Street front façade.
Commonly known as Great Panes.
Photo date 8.25.2020



8069 Main Street front and east elevation adjacent to Tiber Park.

Photo date 8.25.2020



8069 Main Street front and west elevation adjacent to Tiber Alley.

Photo date 8.25.2020



8069 Main Street interior

Photo date 11.6.2020



8069 Main Street interior

Photo date 10.16.2019



8069 Main Street interior

Photo date 10.16.2019



8069 Main Street interior

Photo date 10.16.2019



8069 Main Street interior basement

Photo date 11.6.2020



8069 Main Street

Original roof framing, looking east, with original partition wall studs, and a repair to the roof framing on the right, background.

Photo date 11.6.2020



8069 Main Street

Front façade – stone repaired after 2016 flood removed stucco, exposing damage.

Photo date 1.25.2017





8069 Main Street - Historic Photo circa 1970s

Circle on right shows granite, matching that discovered under stucco after 2016 repairs.



8069 Main Street - Post 2016 flood

Photo date 8.2.2016



8069 Main Street - Post 2016 flood

Top photos - date 8.2.2016

Bottom Right - 9.21.2016





8069 Main Street - Post 2018 flood (left photo facing Tiber Alley; right photo facing stream)

Photos date 5.30.2018



8069 Main Street - Post 2018 flood

Photos date 5.30.2018

Addendum 11: 3711 Maryland Avenue Inventory Form

HO-71

Ellicott City B&O Railroad Station, Freight Building, & Turntable

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 02-07-2013

Easement

HO-71

Communication

4

107

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(NATIONAL HISTORIC LAND SYSTEM)

(Type all entries complete applicable sections)

STATE:	Maryland
COUNTY:	Howard
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME

COMMON:
Ellicott City Station

AND/OR HISTORIC:
Ellicott City Station

2. LOCATION

STREET AND NUMBER:
Maryland Avenue and Main Streets

CITY OR TOWN:
Ellicott City

CONGRESSIONAL DISTRICT:
7th

STATE: Maryland CODE: 24 COUNTY: Howard CODE: 027

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	not open	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME:
The Chessie System; Mr. John Hanifin, President

STREET AND NUMBER:
2 North Charles Street

CITY OR TOWN:
Baltimore

STATE:
Maryland

CODE:
24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Howard County Courthouse--Office Building

STREET AND NUMBER:
Courthouse Drive

CITY OR TOWN:
Ellicott City

STATE:
Maryland

CODE:
24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic American Building Survey

DATE OF SURVEY: in progress Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Library of Congress/Annex

STREET AND NUMBER:
Division of Prints and Photographs

CITY OR TOWN:
Washington

STATE:
D.C.

CODE:
11

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE: FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Baltimore and Ohio Station at Ellicott City, built in 1830-31, is a long oblonged-shaped two-story structure with thick stone walls and a gabled roof that is topped by a small wooden cupola. The first floor, located at street level and is no longer used, is comprised of one large room with earth packed floor. The second floor is divided by thick stone walls and thin wooden partitions into three rooms. This floor, which is at track level, also no longer is used. All windows in the building are boarded up and the station at first glance looks completely deserted and abandoned.

Comparison of the existing structure with a print, published in 1835, indicates that the exterior of the station is virtually unchanged. The interior has been altered over the years by the addition and removal of various wooden partitioned walls, but the three foot thick original stone interior walls are intact and indicate that much of the interior construction is still original. The building is in deteriorating condition and apparently has been left abandoned for some time.

Presently leased to the Historic District Commission of Howard County by its original owners, the Baltimore and Ohio Railroad Company, now the Chessie System, restoration plans are in progress though actual work has not yet begun. There is also an archeological excavation in process directly adjacent the south side of the station house. This digging is intended to date one of the two original turntables located at the Ellicott City Station. It is speculated that this turntable is approximately 50 feet in diameter and used as late as 1847. This work is being conducted by students of archeology at Catonsville Community College.

The Ellicott City Station was originally used as a car house. This function changed shortly after its construction. Located directly north of the station is the Old Oliver Viaduct. Though washed away by the flood in 1972, the viaduct has been reconstructed. There is also located within the boundaries an old work shop. This building dates back the mid-nineteenth century and holds an integral place in the history of the station at Ellicott City.

BOUNDARY INFORMATION AND JUSTIFICATION

As lined in red on the accompanying map entitled "The Historic District Commission of Howard County" beginning at the junction of Maryland Avenue and St. Paul Streets, proceed due east to the western shoreline of the Tiber River, this forms the southern boundary; thence north along the western shoreline to a point of intersection with the north side of the Main Street Bridge, this forms the eastern boundary; thence west along the northern side of Main Street to a point of junction with Maryland Avenue, this forms the northern

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

(NATIONAL HISTORIC
LANDMARKS)

CONTINUATION SHEET

1

ITEM NUMBER 7

PAGE 2

boundary; thence south along the eastern side of Maryland Avenue to
the point of origin.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian;	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1830 (date of construction)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input checked="" type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Baltimore and Ohio Railroad Station at Ellicott City, erected in 1830-31, is the oldest railroad station in the United States. It served as the original terminus of the railroad's original 13-miles section of track. Over this line, in August, 1830, the locomotive Tom Thumb raced a horse drawn car and lost, because of mechanical failure. The Baltimore and Ohio Railroad was the first railroad to be chartered as a common carrier of both freight and passengers and its supporters, moreover, looked beyond purely local needs to envisage a line all the way to the Ohio River that would channel the growing western trade through the port of Baltimore. This new form of transportation, it was hoped, would serve to counter the dominance of New York City as the nations major port and financial center after the completion of The Erie Canal. The financial success of this first portion of track gave impetus to further westward development of the Baltimore and Ohio Railroad as well as the construction of other American railroads that were just getting underway.

HISTORY

The railroad, like the turnpike and the canal, was first built to attach large tributary areas to the Atlantic seaboard ports. The rivalry of these coastal cities resulted in a intense competition to reach the agricultural regions of the West by the rapid construction of eastwest transportation routes. The great railroad construction race that was about to begin in 1830 was precipitated by the economic overlordship bestowed upon New York City by the Erie Canal. Outdistanced rival ports had generally reacted with the construction of their own canals, but the topographical features in these other areas could not duplicate those that so greatly favored the Erie canal. Coastal cities were thus stimulated to seek some new device that would equalize the race for inland markets.

Baltimore, left by the wayside in the 1828 plans for the development of the Chesapeake and Ohio Canal, countered with a scheme of her own, the Baltimore and Ohio Railroad Company. City merchants incorporated the railroad company on February 28, 1827 and by April 1828, surveys for the proposed first 13 mile section had been completed. Between Baltimore and Ellicott City, the railroad was to follow the Patapsco

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(NATIONAL HISTORIC
LANDMARKS)

CONTINUATION SHEET 1 ITEM NUMBER 8 PAGE 2

River because of the easy grades.

On July 4, 1828, the same date that the Chesapeake and Ohio Canal Company also began construction, Maryland's leading citizen, Charles Carroll of Carrollton, turned the first shovel of earth for the railroad; the race westward between the two rival forms of transportation was on. Construction of the roadbed, however, proved to be more costly and difficult than the company had anticipated, and expenses averaged about 17,00 dollars per mile. Two large viaducts had to be erected--The Carrollton Viaduct over Gwyns Falls, which still stands, and the Patterson Viaduct over the Patapsco River, the ruins of which can be seen at Ellicott City. Accidents and frequent riots among the poorly-paid laborers further slowed the pace of construction. But by October 1829 the workers began to lay the important English rails and by the following spring the single track ran to Ellicott City.

The Baltimore and Ohio proudly announced the inauguration of regular rail service to Ellicott City on May 24, 1830. Three trips a day would be made and the round trip of 26 miles would cost 75 cents. The Pioneer, the lead car of four individually horse drawn cars forming the the initial train, led the first train to Ellicott City, thus initialing the beginning of rail service in the United States. The first one-and-one-half hour trip achieved instant popularity, and during the first 30 days the company earned \$1,000 a week.

In August 1830, the locomotive, Tom Thumb raced a horse drawn car down a parallel second track. Though the engine lost the first race because of mechanical failure, by July 1831 the Tom Thumb was operating regularly on the road at a rate of 18 to 20 miles per hour for those who wished to travel by steam.

The success of the first 13 miles of track undoubtedly spurred the further western development of the Baltimore and Ohio Railroad. Late in 1834, its tracks reached Harper's Ferry. By 1842 the railroad had reached Cumberland, eight years ahead of the Chesapeake and Ohio Canal, and in 1852 the Baltimore and Ohio finally crossed the Appalachian Mountains and entered Wheeling on the Ohio River.

*Statement of Significance taken from the Special Report "Baltimore and Ohio Railroad Station, Ellicott City, Maryland" by Charles W. Snell Landmark Files, Historic Sites Survey, National Park Service.

No-71

9. MAJOR-BIBLIOGRAPHICAL REFERENCES

Barnes, Frank, et. al., Mount Clare Station, Baltimore and Ohio Transportation Museum, (Ms. Report, National Park Service Files, 1962).
 Hungerford, Edgar, The Story of the Baltimore and Ohio Railroad 1827-1927, (2 vols., New York, 1927).
 Varle, Charles A., A Complete View of Baltimore with a Statistical Sketch (Baltimore, 1833).

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		UTM	LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

18.345120.4347770

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than 1 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: Joseph Scott Mendinghall, Historian

ORGANIZATION: National Park Service, Historic Sites Survey DATE: 2/25/75

STREET AND NUMBER: 1100 L. Street, N.W.

CITY OR TOWN: Washington STATE: D.C. 20240 CODE: 11

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

(NATIONAL HISTORIC LANDMARKS)

Name _____

Title _____

(NATIONAL HISTORIC LANDMARKS)

Date _____

I hereby certify that this property is included in the National Register.

(NATIONAL HISTORIC LANDMARKS)
 Designated: Nov 24 1975

Director, Office of Archeology and Historic Preservation

(NATIONAL HISTORIC LANDMARKS)
Cornelius W. White 8-10-75

Attest: _____
 Arch. Surveys

Boundary Examined

A. R. ...
 Keeper of The National Register

Date _____

SEE INSTRUCTIONS

MARYLAND HISTORICAL TRUST WORKSHEET
 NOMINATION FORM
 for the
 NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: <i>Ellicott City Railroad Station (B & O) Freight Building & Turntable</i>				
AND/OR HISTORIC: <i>same</i>				
2. LOCATION				
STREET AND NUMBER: <i>Maryland Ave & Main St.</i>				
CITY OR TOWN: <i>Ellicott City</i>				
STATE <i>Maryland</i>		COUNTY: <i>Howard</i>		
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)		ACCESSIBLE TO THE PUBLIC		
<input type="checkbox"/> Agricultural <input type="checkbox"/> Government <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Educational <input type="checkbox"/> Military <input type="checkbox"/> Entertainment <input type="checkbox"/> Museum		<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific		
		<input type="checkbox"/> Transportation <input type="checkbox"/> Comments <input checked="" type="checkbox"/> Other (Specify) <i>Being restored for museum & edcational use</i>		
4. OWNER OF PROPERTY				
OWNER'S NAME: <i>Howard County, Maryland (under lease & purchase agreement with B & O RR)</i>				
STREET AND NUMBER: <i>County Office Building</i>				
CITY OR TOWN: <i>Ellicott City 21043</i>			STATE: <i>Maryland</i>	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	
Title Reference of Current Deed (Book & Pg. #):				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY: <i>STATION NAT. HIST. LANDMARK</i>				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

SEE INSTRUCTIONS

7. Description

The B & O Railroad Station at Ellicott City, formerly Ellicott's Mills, is a stone structure built of local granite which was given to the Railroad by the Ellicotts from one of their local quarries.

The land upon which the building is located was also donated by the Ellicotts, George, Samuel, Andrew and John.

The structure was a two story building which parallels the Old Main Line of the B & O Railroad Company. Having a width of approximately 25 feet and a length of approximately 90 feet, the upper level of the station is at track level while the lower level is at street level on Maryland Avenue.

Built in 1829-30, it was designed for use as a car house, produce house and superintendent's office. The car house was at the southern end of the building which was equipped with large doors to accomodate the entrance into the building by locomotives and cars. There still exist^s, track notches on the floor joist in this end of the building indicating that the trains were pulled into the upper level and that the floor was open which permitted the underneath to be worked on from the lower level. In addition^{to} this section of the car house there still exists two large ^{COPPER} funnels in the overhead area of the upper level. One of these funnels aligns with the stack on the vertical boiler engines such as the Tom Thumb, York and Atlantic and the other funnel which was obviously installed at a later date aligns with the stack on the horizontal boiler engines such as the Lafayette.

7. Description (Continued)

This is the only station known to still be in existence which was designed to accommodate the servicing of engines in this manner. Its use as such was shortly to become impractical because of the rapid growth of the size of steam engines and it appears that early in the 1840's the doors were closed off and the building was no longer used in this manner.

Another interesting feature of the building was the fact that the center of the building which was used for the reception of produce was in fact a large open area two ^{stories} ~~stories~~ in height. Produce was brought into the building at the lower level on Maryland Avenue and was raised by use of some type of lift to the track level of the building.

The building remains basically the same as originally constructed with the exception of the opening and closing of some doors and windows.

The funnels, track notches, original opening in the ceiling area for the lift to operate in the produce room and many other unusual features unique to this building still exist. A detailed architectural description is found in the attached "Heritage"-Vol.1, No.5.

In addition to the stone structure, a smaller brick structure was built in 1885 as a freight warehouse. This was necessitated by the rapid expansion of passenger use on the Old Main Line and is indicative of the splendid brick work of the time. It continues to exist as built in that era and is being preserved for that reason.

Located between the stone station house and the brick freight building is the remains of a turntable. The turntable is built also of native granite and is 50' in diameter. Built in the early 1840's, when the trains were no longer pulled into the station house, the turn-

7. Description (cont'd)

ing of

table accomodating the turn engines for their return trip from Ellicott Mills to Baltimore. This site has been the project of an archeological dig and there have been uncovered a number of the original timbers, supports, etc. The original floor area apparently was of cinder fill and was later improved with cobblestones. When the turntable area was filled in, in later years, much of it was permitted to remain. As it is being uncovered, it will be used as part of the proposed museum.

This entire complex will house a museum-information center in Ellicott City. The large stone station which is presently on the National Register would not be complete without the addition of the brick freight building and the turntable, all of which are being restored under the ownership of Howard County and the sponsorship of Historic Ellicott City, Inc.

8. Significance

Ellicott's Mills was the terminus of the first 13 miles of commercial railroading to be constructed in this Country.

It is believed that the stone station itself was engineered and designed to be part of the Oliver Viaduct which overpasses Frederick Road (the Old National Pike). The cornerstone for the Viaduct was laid on July 4, 1829 and it abuts the station. The exterior of the wall of the stone station ties into a stone retaining wall which parallels the Main Line track in a southerly direction toward Baltimore.

The Railroad had planned to use Ellicott's Mills as a Depot and a portion of the first track laid was laid in Ellicott's Mills having been completed as early as 1828. The station was planned for use as the office of the Superintendent of Construction and it was from this office that a great deal of the construction for the first 13 miles was supervised and after completion this office was used for many years as the Superintendent's Office as the Railroad pressed westward.

Public response to the railroad was tremendously successful and the trip from Baltimore to Ellicott's Mills became a must. Although the railroad had not anticipated passenger service, it suddenly found this to be an instant success and business flourished. During this period the Ellicott's Mills Railroad Station was the scene for arrival and departure of Presidents, political aspirants, foreign dignitaries and just plain people interested in the thrill of a ride on the iron horse.

HO-71

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Heritage Newsletter of Historic Ellicott City, Inc. June 1974 Vol. 1 No. 5

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: *app. 1 1/2 acres*

Acreage Justification:

Land & building deeded to Howard County by B & O RR & enclosed in construction fence-i.e. Station, turntable, & lands in between freight station.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	COUNTY:
STATE:	COUNTY:
STATE:	COUNTY:
STATE:	COUNTY:

11. FORM PREPARED BY

NAME AND TITLE: *Enalee Bounds (Mrs. Roland) Restoration Chm. Jean O. Hannon, v. pres. HEC*

ORGANIZATION: *Historic Ellicott City, Inc.* DATE: *1/75*

STREET AND NUMBER: *2416 McKenzie Rd.*

CITY OR TOWN: *Ellicott City* STATE: *Md. 21043*

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

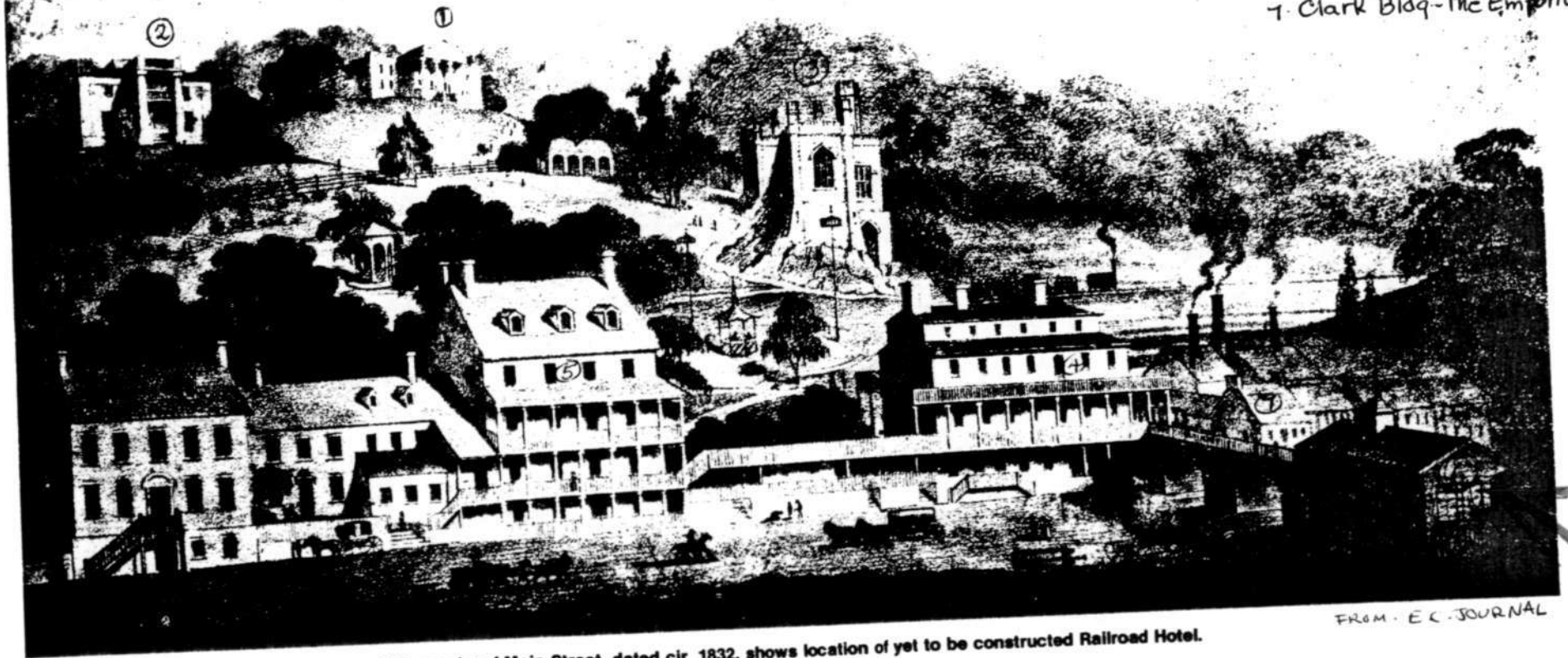
National State Local

Signature _____

SEE INSTRUCTIONS

A SKETCH FROM ROCK HILL.

- Key:
1. Patapsco Female Institute
 2. Mt. Ida
 3. Angelo Cottage
 4. Patapsco Hotel
 5. Town Hall - Opera House
 6. B+O. Station
 7. Clark Bldg - the Emporium



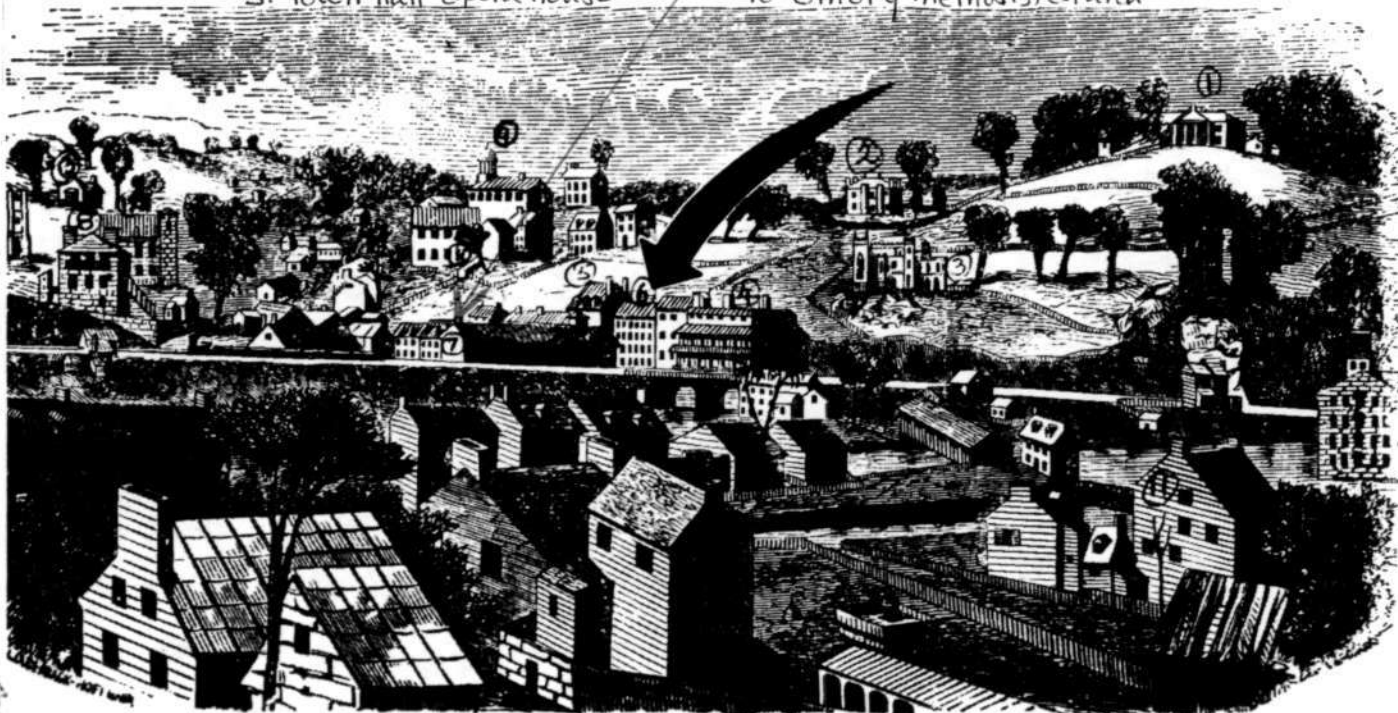
Lithography of Main Street, dated cir. 1832, shows location of yet to be constructed Railroad Hotel.

FROM E. C. JOURNAL

1. Patapsco Female Institute
2. Mt. Ida
3. Angelo Cottage
4. Patapsco Hotel
5. Town Hall-Opera House

6. Railroad Hotel
7. B+O. Station
8. ORIG. Patapsco Bank Bldg.
9. Court House
10. Emory Methodist Church

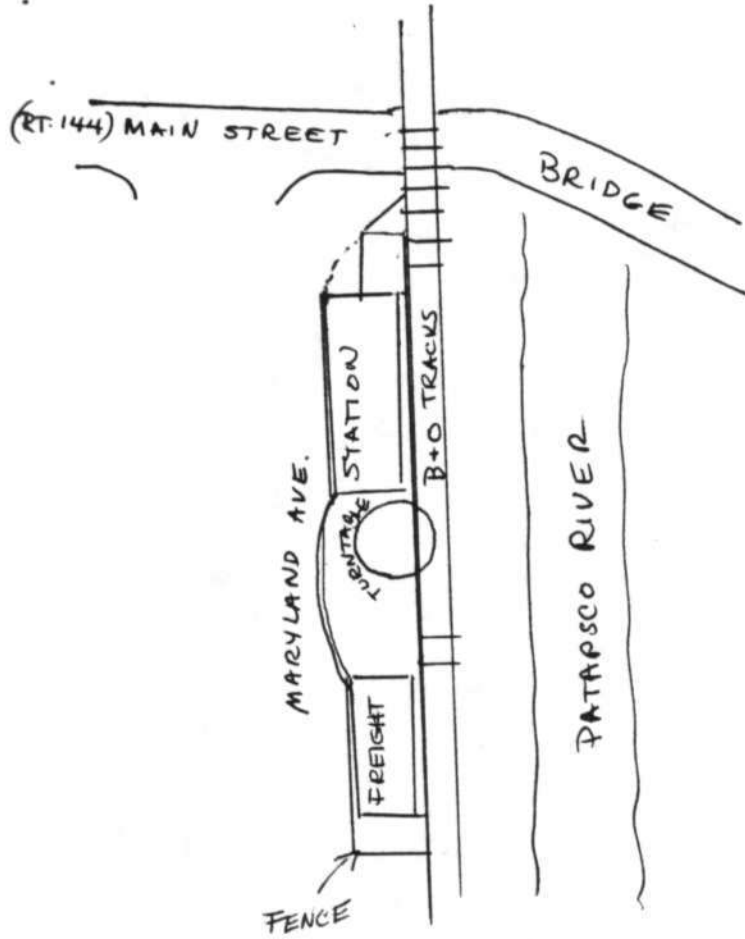
11. Geo. Ellicott House
12. St. Paul's Catholic Ch.
13. Quaker Meeting House



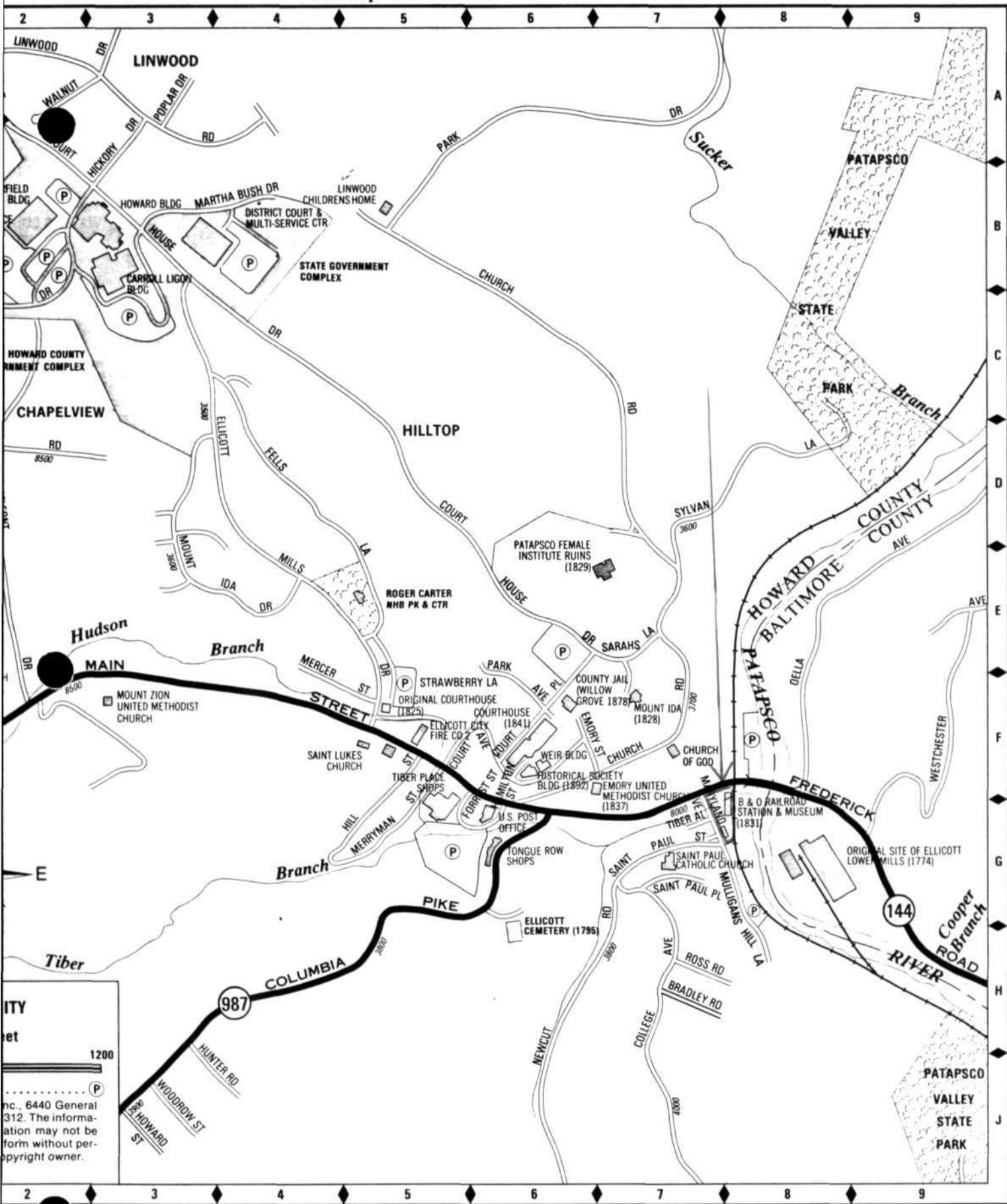
ELLICOTT'S MILLS, MARYLAND.

The Railroad Hotel can be located in this etching, dated cir. 1840.

FROM E. C. JOURNAL



B & O STATION



ITY
et
1200
nc., 6440 General
312. The informa-
tion may not be
form without per-
popyright owner.

Linwood Rd A-2
Main St E-2
Martha Bush Dr B-3
Maryland Ave F-7
Mercer St E-4
Merryman St G-5
Millican Hill La G-8

Tiber Al G-7
Walnut Dr A-2
Westchester Ave F-9
Woodrow St J-3

ROUTE

GOVERNMENT FEATURES

County jail F-6
County Police B-1
Courthouse F-6
District Court B-4

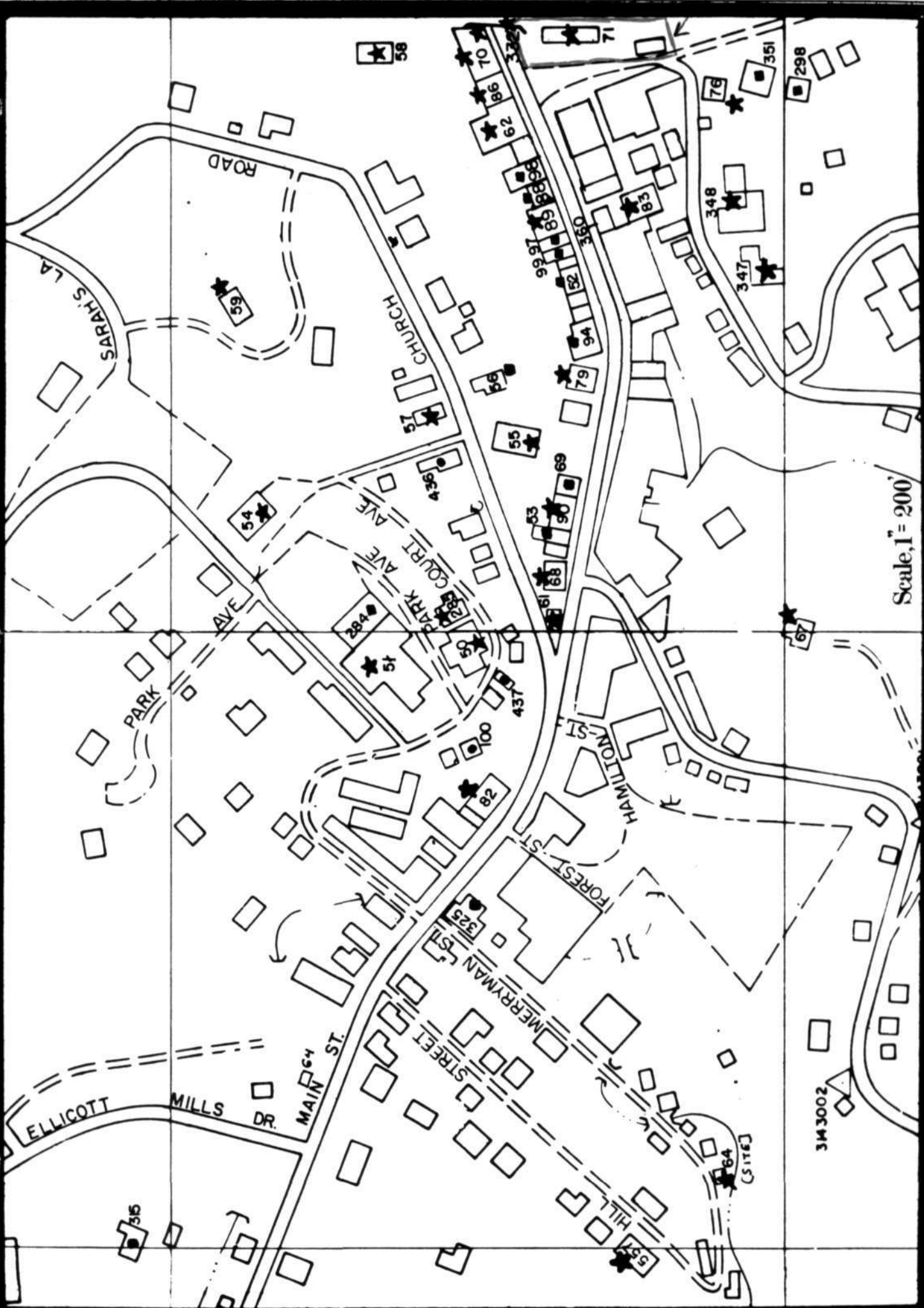
PARKS

Patapsco Valley Stte Pk
A-9, J-9
Roger Carter NBHD Pk E-5

PLACE

POINTS OF INTEREST

B & O Station & Museum G-8
Ellicott Cemetery G-6
Original Courthouse F-5
Patapsco Female Inst Ruin E-6



Scale, 1" = 200'



ELLICOTT CITY
(BM 233)

CATONSVILLE

Ellicott City Station
U.S.G.S. 7.5' series map
Ellicott City, Maryland
Quadrangle

UTM

18.345120.4347770

PATAPSCO

STATE PARK

Ilchester

Interior-Geological Survey, Washington D.C. - 1967

(SAVAGE)
56x2 III NE
SCALE 1:24,000



CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION

Heavy-duty	—————	Light-duty	—————
Medium-duty	—————	Unimproved dirt
○ Interstate Route	○ U.S. Route	○ State Route	



ELLICOTT CITY, MD.
SE/4 ELLICOTT 15' QUADRANGLE
N3915-W7645/7.5

1953
PHOTOREVISED 1966
AMS 5662 IV SE-SERIES V833

PLIES WITH NATIONAL MAP ACCURACY STANDARDS
GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
POGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

HO-71

HO-71

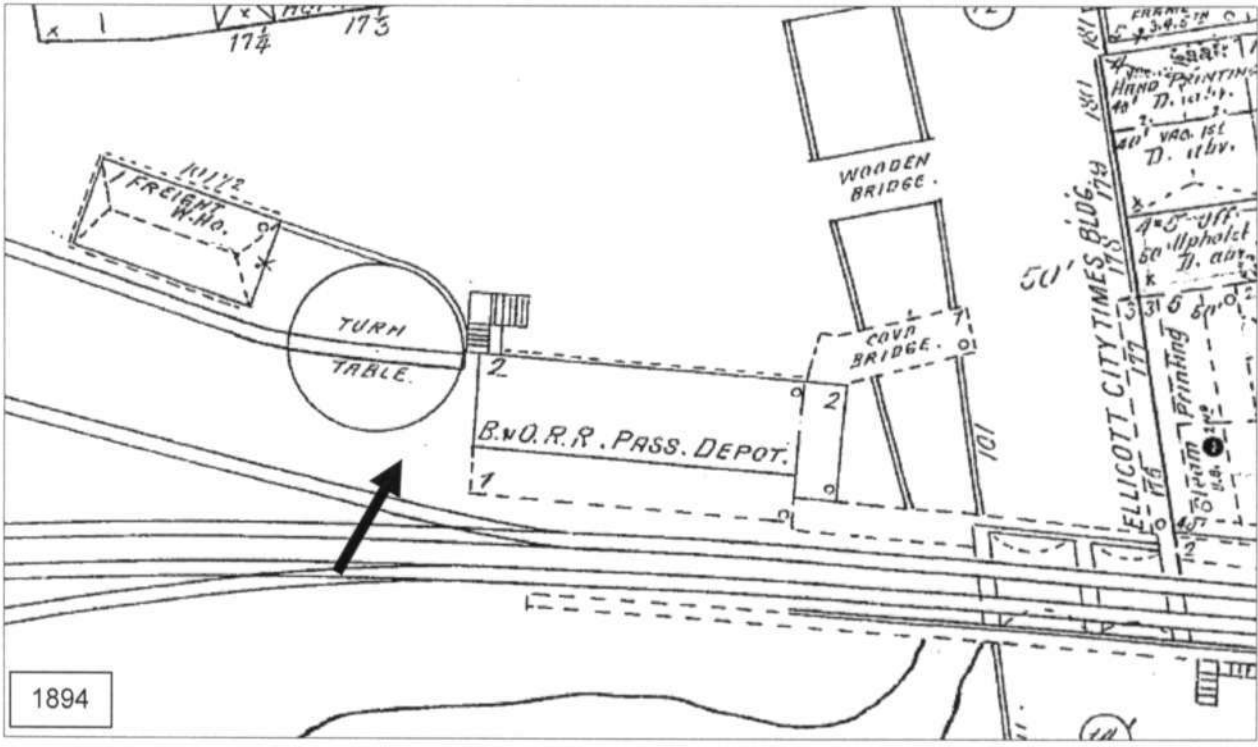
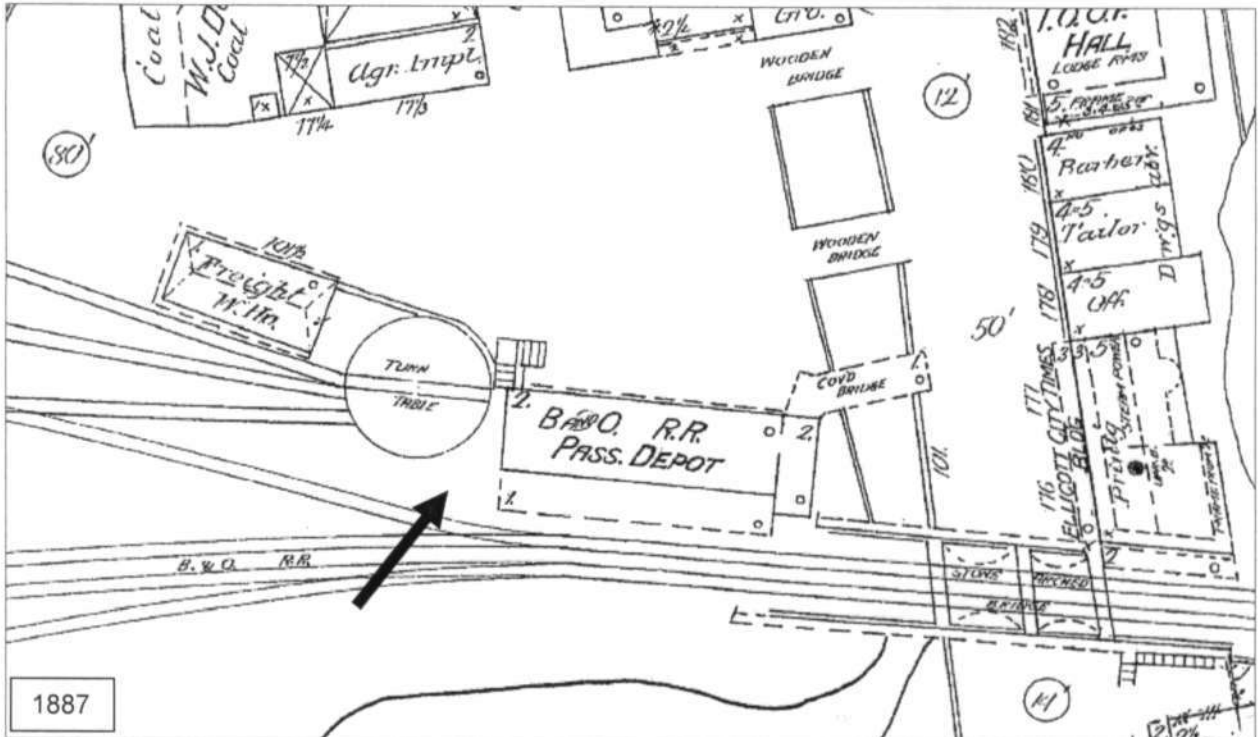
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Martenet's Map of Howard County Maryland, 1860



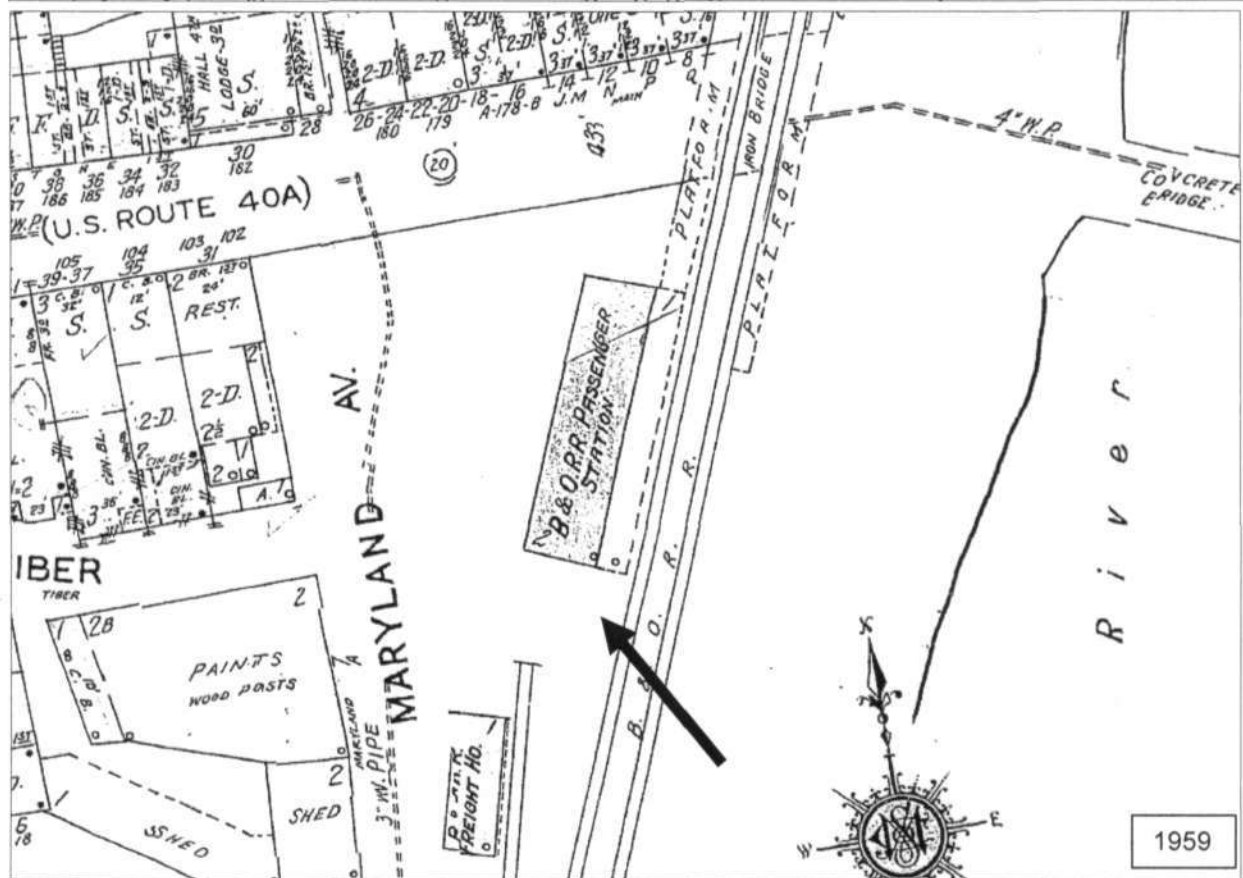
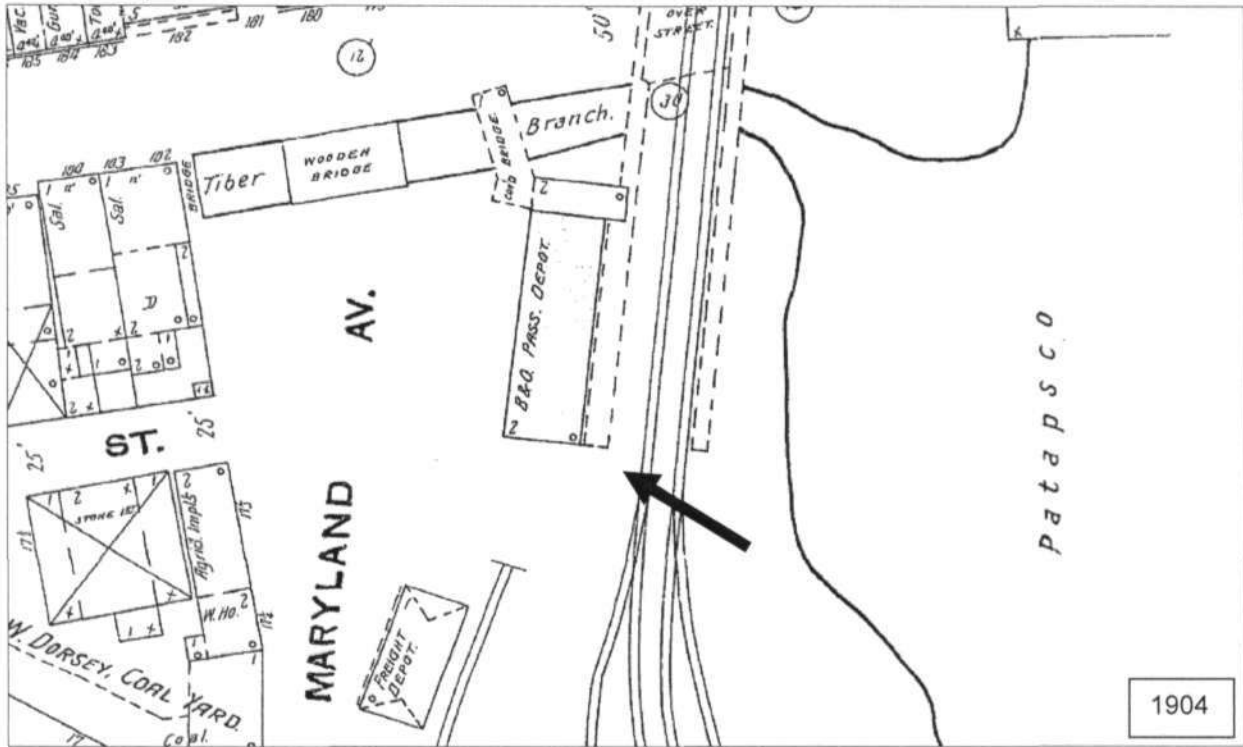
G.M. Hopkins Atlas of Howard County, Maryland, 1878



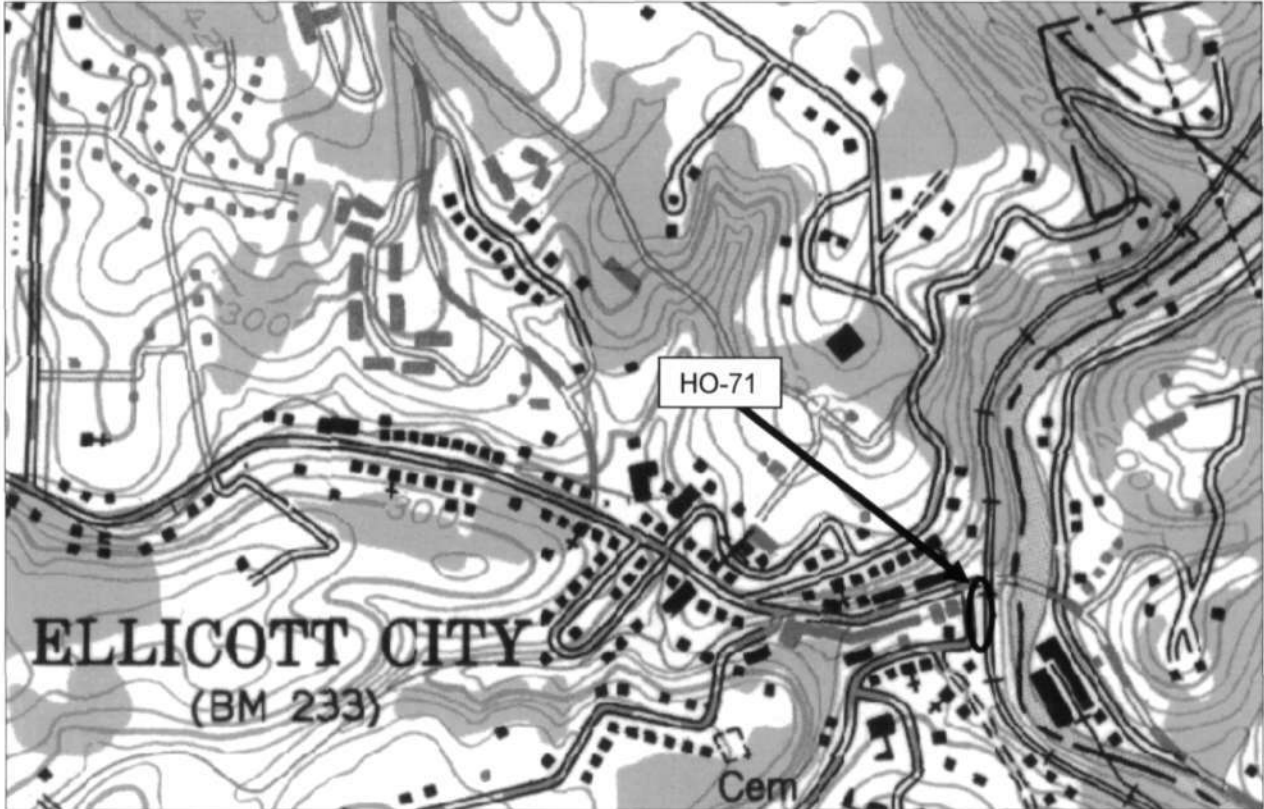
HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Sanborn Maps



HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Sanborn Maps

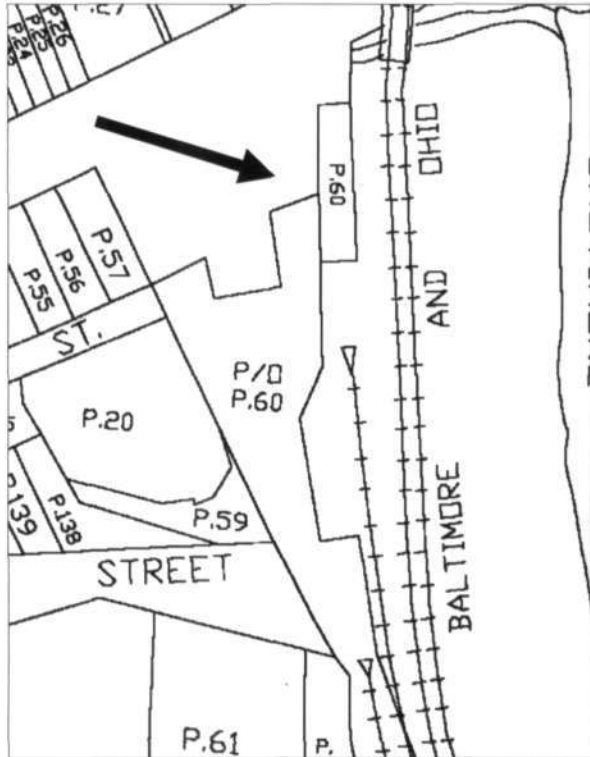


HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Ellicott City quad 1953, Photorevised 1966 and 1974



Tax Map 25A, Parcel 60

National Web Map Service 6" Orthophoto Map, c. 2010



HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Photos by Jennifer K. Cosham, 12/5/2012
Main building, northwest elevation



Main building, southwest elevation



HO-71
Ellicott City B&O Railroad Station, Freight Building, and Turntable
2711 Maryland Avenue, Ellicott City
Photos by Jennifer K. Cosham, 12/5/2012
Freight building, southwest elevation





HO-71

Ellicott City

134

B&O ~~Freight~~ Station

J. Hannon

3/1975

Ho-71

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
COUNTY	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON: B + O. Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
MAIN ST + MARYLAND AVE

CITY OR TOWN:
ELlicott City

STATE: Md. 21043	CODE	COUNTY: Howard	CODE
---------------------	------	-------------------	------

3. PHOTO REFERENCE

PHOTO CREDIT: J HANNON

DATE OF PHOTO: FEB 1975

NEGATIVE FILED AT:
MHT (enclosed)

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

MARYLAND AVE. side of station - curved stone wall encloses turntable. Scaffolding in place for restoration work. (Western side of station) camera pointed toward Main St.)

136



B+C STATION

E. SIDE

HC-71

137

J. Hammer

7/19/75

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

COUNTY

FOR NPS USE ONLY

ENTRY NUMBER

DATE

1. NAME

COMMON: B+O Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

MAIN ST. + MARYLAND AVE

CITY OR TOWN:

ELLIOTT CITY

STATE:

Md 21043

CODE

COUNTY:

HOWARD

CODE

3. PHOTO REFERENCE

PHOTO CREDIT: J. HANNON

DATE OF PHOTO: Feb 75

NEGATIVE FILED AT:

MHT (enclosed)

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

EAST side of Station - camera facing NE Showing scaffolding + protective fence installed for restoration. Turn table area on left inside fence.

139



FREIGHT STATION

140

B + C - W. SIDE

J. Hammer

2/19/75

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

COUNTY

FOR NPS USE ONLY

ENTRY NUMBER

DATE

1. NAME

COMMON: B + O. Freight Station
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:

Main St. + Maryland Ave.

CITY OR TOWN:

ELlicott City

Type text here

STATE:

Md. 21043

CODE

COUNTY:

Howard

CODE

3. PHOTO REFERENCE

PHOTO CREDIT:

J. HANNON

DATE OF PHOTO:

Feb. 1975

NEGATIVE FILED AT:

MHT (enclosed)

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

West side (Maryland Ave side) of Freight Station - B + O
Station (East side enclosed by fence - picture not possible)
Freight Station undergoing restoration

Addendum 12: Minutes HPC-18-46, September 2018 Meeting



HOWARD COUNTY HISTORIC PRESERVATION COMMISSION

ELlicott City Historic District ■ LAWYERS HILL Historic District

3430 Court House Drive ■ Ellicott City, Maryland 21043

Administered by the Department of Planning and Zoning

VOICE 410-313-2350

FAX 410-313-3042

September Minutes

Thursday, September 6, 2018; 7:00 p.m.

The September meeting of the Historic Preservation Commission was held on Thursday, September 6, 2018 in the Banneker room located at 3430 Court House Drive, Ellicott City, MD 21043. Ms. Tennor moved to approve the June minutes. Mr. Roth seconded. The motion was unanimously approved.

Members present: Allan Shad, Chair; Eileen Tennor, Vice-Chair; Drew Roth, Secretary; Erica Zoren; Bruno Reich

Staff present: Beth Burgess, Samantha Holmes, Renee Novak, Lewis Taylor, Lisa Kenney

OTHER BUSINESS

1. Ellicott City Design Guidelines Update

PLANS FOR APPROVAL & ADVISORY COMMENTS

Consent Agenda

1. HPC-17-29c – 4730 Sheppard Lane, Ellicott City, HO-907

Regular Agenda

2. HPC-18-41 – 6195 Lawyers Hill Road, Elkridge, HO-749
3. HPC-18-42 – 8086 Main Street, Ellicott City
4. HPC-18-43 – 15081 Roxbury Road, Glenelg, HO-123
5. HPC-18-44 – Parking Lot D, Ellicott City
6. HPC-18-45 – Multiple Properties in the Ellicott City Historic District, Ellicott City
7. HPC-18-46 – Multiple Properties in the Ellicott City Historic District, Ellicott City
8. HPC-18-47 – 8390 Main Street and Ellicott Mills Drive right of way, Ellicott City

away from the buildings under it, which have a nice streetscape. Mr. Roth said there is more of a benefit for a mural on the Group B buildings.

Mr. Shad swore in Joel Hurewitz. Mr. Hurewitz said that he generally came to make comments on the rock, but a few things came up during the presentation. He likes the concept of faux art, showing what was there on the interior of the building. He said if the buildings on lower Main Street are lost, there is an opportunity to depict some of the things that will be lost, such as painting the Caplan's building on the wall of 8129 Main Street. Mr. Hurewitz provided some history of other monuments considered for placement on the rock.

Mr. Shad swore in Karen Gordes. Ms. Gordes said she is in opposition of the proposal as written. She said there is no plan for long term maintenance and explained how the existing mural at Old Columbia Pike has worn poorly. Ms. Gordes would like to see funds set aside for maintenance. Ms. Gordes commented on the historic nature of the building proposed for murals.

Mr. Shad clarified that the Applicant will be returning for approval for specific art in specific locations. Mr. Shad asked if anyone else in the audience wanted to give testimony and no one spoke up.

Motion: The Commission had no motion, as the application was for Advisory Comments, which was reflected through the testimony.

HPC-18-46 – Multiple Properties in the Ellicott City Historic District, Ellicott City

Advisory Comments for Alterations in the Ellicott City Historic District.

Applicant: Phil Nichols, Howard County Government

Background & Scope of Work: This application is for Advisory Comments/Pre-Application Advice for alterations in the Ellicott City Historic District. The application explains, "the purpose of this application is to update the Commission on the proposed alterations to the Ellicott City Historic District due to the recent flooding on May 27, 2018. This flood event has shifted the conversation and we must focus on life-safety issues, while preserving the town. Changes will have to be made to adapt to a new future with a threat of continued, high-intensity, short-duration storms."

Please note this application is NOT for a Certificate of Approval for any alterations at this time and is strictly for Advisory Comments/Pre-Application Advice to update the Commission on the Plan and obtain advice.

The buildings subject to primary discussion include the row of buildings constructed over the stream on the south side of the street, from 8125 Main (Caplans) east down to 8049 Main Street (the Phoenix). Photos of each building after the 2018 flood are shown below:

8125 Main Street/Caplans/former Miss FIT



8109-8113 Main Street



8095 Main Street/Shoemaker Country



8085 Main Street/Portalli's



8081 Main Street/Tea on the Tiber



8069 Main Street/Great Panes and Joan Eve





8059 Main Street/Bean Hollow



8055 Main Street/Discoveries



8049 Main Street/The Phoenix



On August 23, 2018, the County released *The Ellicott City Flood Mitigation Plan*. The Plan provides background information on the 2016 and 2018 flooding in Ellicott City and the engineering analysis that has been done to date, including a study known as the Hydrologic and Hydraulic Analysis (H&H). The Plan explains the various models that were examined in the H&H Analysis. The Plan states that modeling shows the plan will result in “a significant reduction in the floodwaters compared to existing conditions, and demonstrates the most improvements in water depth, water velocity and the risk to life safety.” The Plan states, “as the models demonstrate, the acquisition and relocation/demolition of 10 buildings that currently constrict the stream channel will provide the most immediate and impactful benefit in reducing the life safety risk on Lower Main Street...The County will make every effort to preserve the key

historical elements of these structures so that they may be re-used in the Historic District to safeguard their legacy for the years to come.”

Page 12 of the Plan outlines some of the next steps that will need occur as related to historic preservation. The Plan states:

“In addition to community input, the Master Plan itself and specifically any proposed removal of structures within the Historic District require the Historic Preservation Commission (HPC) to review. A Certificate of Approval will need to be obtained by the HPC before the County can proceed with these plans. Projects that have any federal/state permitting or funding must include a Section 106 Review where the County will identify and determine the impact and any adverse effects of the historic resources within the identified area. The County will work with state agencies, such as Maryland Historical Trust in this review process.”

Staff Comments: The ten buildings on lower Main Street include structures that extend over the Tiber Branch stream. This is the only stream channel exiting from the drainage area of the Historic District to the Patapsco River, after collecting three stream branches into one. The past two storms, in 2016 and 2018, had water depths in the Tiber Branch that exceeded the capacity of the stream channels. As a result, stormwater broke through the first floor walls and flooring of these structures, causing structural instability. Entire floors of buildings have washed out, as shown with the photo above of 8055 Main Street (Discoveries) and 8125 Main Street (Caplans).

The oldest of these buildings is 8081 Main (Tea on the Tiber), which is a granite building that dates to 1834 and is a contributing structure to the Historic District. The newest structure, which is not a contributing building, is 8095 Main (Shoemaker Country). It was constructed in 2000, when the previously existing historic building was destroyed by fire. The neighboring building at 8085 Main (Portalli’s) was damaged in the same fire and required substantial interior reconstruction.

The buildings in this row vary in age as they do not date to one particular time frame. They also vary in historic significance as some buildings have had their interiors extensively modified (either due to modernization, flood repairs or fire repair) and no longer contain any historically significant interior features. Storefronts on some of the buildings have been altered through the years, and no longer retain their original appearance. However, some buildings have significant historic features that should be retained, such features could be used on other buildings or in appropriate locations as determined by the Master Plan.

These structures have experienced repetitive loss and they are the most vulnerable to collapse in a future catastrophic flood, which could endanger lives and nearby buildings. Prior to an application for Certificate of Approval to remove or deconstruct any buildings, Staff recommends a comprehensive review of each building to evaluate the remaining historic architectural features and create a plan to deconstruct, salvage or relocate historic material as feasible. While the buildings were documented by the County Architectural Historian and the Maryland Historical Trust following the 2016 and 2018 flood, Staff recommends additional documentation for any historic buildings being removed or deconstructed.

The Plan correctly explains the next steps that will need to take place as related to historic preservation. A Certificate of Approval is required for the demolition or relocation of structures in a historic district. Section 300 of the Commission’s Rules of Procedure guide the Commission in review of proposals to demolish or relocate a structure within a historic district. As explained in Section 300, the Certificate of Approval for the demolition or relocation of any structure must “include a plan for treatment of the site after the structure is removed. The Certificate of Approval must also include the new location for a relocated building if the location is within a historic district in Howard County.” The Rules of Procedure

also indicate that before the Commission acts on an application for demolition or relocation, they shall determine whether the building is a Structure of Unusual Importance. Structures of Unusual Important follow different procedures.

The Plan also correctly explains the next steps that will need to take place pursuant to Section 106 Review. The HPC process is separate from Section 106 review, and the Section 106 reviewing agencies will make their own separate determinations according to their process. The County has met with the Maryland Historical Trust to initiate discussions about the Section 106 Review process.

Testimony: Mr. Taylor entered the Ellicott City Flood Mitigation Plan and the 2016 Ellicott City Hydrology and Hydraulic study prepared by McCormick Taylor into the record by reference.

Mr. Shad swore in Phil Nichols and Mark DeLuca from Howard County Government, who presented an adaption of the PowerPoint presented at the September 4, 2018 Council work session. The presentation gave an overview of the history of flooding in Ellicott City, and explained the two different types of floods– bottom up and top down. Mr. Nichols explained that the last few years have been top down floods. Mr. DeLuca described the conditions that make Ellicott City vulnerable to flooding -its history as a mill town, manipulation of waterways and building construction over the waterways. Mr. DeLuca also showed a slide from the National Weather Service highlighted the significant flash floods in the region in 2018 and noted that certain storms, such as one in Catonsville, could have caused significant damage to Ellicott City if they were centered there. Mr. Nichols testified that the head of the National Weather Service in the Sterling location expects such a lingering rain pattern to continue and increase in the coming years.

Mr. Nichols detailed the damage to buildings on lower Main Street. Mr. DeLuca explained the hydraulic and hydrology analysis that was performed. He explained that the Tiber Hudson is a very small 3.7 square mile watershed, that is really a sub watershed comprised of smaller drainage areas - the Tiber, the Hudson and the New Cut/Autumn Hill Branch.

Mr. DeLuca explained that the County asked McCormick Taylor to model the 2016 flood, a 100-year event and a 10-year event and see how the watershed responds to those events. The County requested that McCormick Taylor determine if it was possible to bring a 100-year event down to a 10-year event, since they conveyance system (channels and culverts) could hold more than a 10-year storm. Mr. DeLuca discussed the projects identified to be Phase 1 of implementation and the constraints associated with building facilities on public land. In 2016 the County said there were no constraints, and looked to see where projects could be done and how much could be done in terms of building storm water facilities. The H&H study recommended 18 structural projects for about 80 million dollars.

Mr. DeLuca reviewed the various model scenarios and explained that McCormick Taylor looked at other studies as well. These studies showed that some areas could be dried out, some would stay wet, but regardless lower Main Street was not improved at all. The County considered various options for lower Main Street, such as opening up the first floor of the buildings to allow water to pass through, removing the additions of the buildings, keeping just the facades, removing the buildings entirely, adding culverts under Maryland Avenue, and expanding the stream channel. They also looked at creating a floodplain, since there is no floodplain for the water to go.

Mr. DeLuca said that the July 30 model was peer reviewed by the Army Corps of Engineers and the Corps agreed with the construction of the model and the methodology used. Their conclusions gave the County confidence in the model.

Mr. DeLuca explained the issue of water velocity and that the water on lower Main Street moves over 20 feet per second. The velocity of the water causes the damage by carrying projectiles through the water. The goal is to slow the water down to mitigate the effects of the high velocity. Mr. DeLuca explained the model also looked at shear stress, and concluded it is highest at Caplans (due to the New Cut Stream), which corresponds to the devastation of the building. Mr. Reich asked if Caplans location is where the building start to be constructed over the stream. Mr. DeLuca confirmed that was correct.

Mr. DeLuca showed a depiction of the existing conditions during the July 30 storm and explained the graphics and colors shown on map. He explained that the lower main stream areas is very deep and showed how the water shoots out on to Main Street from the channels and contributes to the flooding. Mr. DeLuca discussed the open first floor model and explained that mitigation is minor and this scenario results in 6-8 feet of water traveling down Main Street. Further, the piers holding up the second floors of the buildings could become debris collectors, so in a real scenario water levels may not actually diminish. Mr. DeLuca testified that the buildings would cause life safety issues concern from a Fire and Rescue perspective. Mr. Nichols explained that the velocity was 11.1 feet per second and in this open floor scenario the velocity is minimally reduced to 8.2 feet per second, which is still a destructive force that comes with that water. Mr. DeLuca and Mr. Nichols reviewed other scenarios, such as a culvert in lower Main and only facades along the street. In both scenarios, the water depths and velocities were still high and Fire and Rescue expressed safety concerns with the structural integrity of the facades during flood and fire situations.

Mr. DeLuca explained the other modeling scenarios. The expanded stream channel scenario, which removes all the buildings from Caplans east to Maryland Avenue and expands the stream channel, resulted in significant reductions in depth, now 4 to 6 feet, and the velocity dropped to 6.7 feet per second. The full model plan considers other stormwater management elements of the McCormick Taylor and master planning study, such as the Route 40/29 pond, Quaker Mill pond, West End conveyance improvements, Ellicott Mills culvert, the Hudson Bend plan and Big Pipes. Mr. DeLuca explained how several of these conveyance and other improvements would function and that they provide an area wide solution.

Mr. DeLuca described other components of the plan, such as the proposed Hudson Bend improvements. Mr. Nichols explained that constructing all 18 projects would take a significant amount of time, whereas the current proposal can be accomplished in a much shorter timeframe. Mr. DeLuca discussed the design goals and improvements of the 5-year flood mitigation capital improvements plan with the most important goal being protecting lives and the second being a sense of urgency. He testified that the County has been studying this flooding issue for years and there is now a sense of urgency that is now a key component that everything is measured through. Mr. DeLuca explained that the County could look at a series of projects that will take decades, due to permitting, funding, acquisition, design engineering, and constructability issues. He stated this plan meets the criteria of four points: that protecting lives, urgency, feasibility constructability and cost effective. This plan meets the criteria and that any other plan needs to be looked at against those criteria.

Mr. Nichols provided background information on the ten structures proposed to be removed. He explained that many of the structures have been rebuilt over time due to flood, fire, and modernization. Mr. Nichols said the County Executive established a Historical Structures Review Committee that will be working with the County to identify which pieces of the buildings can be reused. Mr. Nichols also stated that the property owner of 8081 Main Street is looking at relocating the structure.

Concurrent with the Historical Structural review Committee, the Master Plan will continue and the flood mitigation plan will be rolled into that process. The expansion of the stream channel will involve MDE,

Army Corp, and Section 106 review process. A bill to fund the first portion of the plan is before County Council and the public hearing will be September 17. The County will finalize negotiations with property owners and then return to HPC for a Certificate of Approval.

Mr. Shad asked if the Commissioners had any questions. Mr. Roth stated he read both documents and had no questions yet. Mr. Reich asked regarding feasibility, how much has been done to study the actual costs of this project and timelines. Mr. DeLuca said if the first step would be to start at bottom and work up. Some projects can happen in tandem and some should have designs complete this year. He said funding is set aside and encumbered and projects are moving forward at different rates.

Mr. Reich and Mr. DeLuca discussed various components of the plan. Mr. Reich and Mr. DeLuca discussed the size of the pipes that are shown going under Maryland Avenue. Mr. Reich asked why the pipes don't go from the Patapsco all the way to Caplans so that they don't have to demolish the buildings to relieve the water. Mr. DeLuca asked what elevation the pipes would be placed at. Mr. Reich said they would go through the mountain and be 30 -40 feet below the structures and the granite would serve as the pipe. Mr. Reich suggested that would be a lot less expensive than tearing everything down and creating terraces. Mr. DeLuca explained that the elevation is an issue. Ms. Tennor requested Mr. DeLuca show the Board sections that depict what he and Mr. Reich discussed. Mr. Reich asked what level of detail is available. Mr. DeLuca indicated cross sections of the channel and 30% concept drawings could be shown, Mr. Reich reiterated a desire for the Commission to see them.

Mr. Shad asked if the stream widening is part of this model Mr. DeLuca confirmed it was. Mr. Shad asked if an increased depth is part of the model as well. Mr. DeLuca said there may be a one-time increase in depth. Mr. DeLuca explained that the stream depth couldn't be lowered too much, based on outfall into the Patapsco. He explained that the stream enters through the bridge, and they have to maintain an elevation there, so that there is a fall along the entire stream section and they don't create a pool in the stream. Mr. DeLuca explained that storms move silt and rocks around all the time, which requires continual maintenance of a natural process. MDE does not like the stream manipulated too much, however, they have allowed the County to clean the streams during this process because they were so blown out. Mr. Shad suggested increasing the depth in addition to the width, to lower the velocity, could be another option and save a few of the buildings. Mr. Nichols said the County could take a look at that recommendation but wasn't sure if it would be enough capacity to keep some structures over the stream.

Public Testimony

Mr. Shad swore in Ms. Lori Lilly. Ms. Lilly testified in support of the County's flood mitigation plan and submitted testimony with an additional 125 stakeholder names supporting the plan. Ms. Lilly noted that that she has been working on behalf of the Tiber Hudson watershed for 7 years. She said that she is the Founder and Director of Ecoworks and briefly explained their work in Ellicott City and the watershed. Ms. Lilly recognized this watershed is broken, citing the New Cut Branch as the biggest issue in lower Main, and explained some of the issues with the watershed. She cited Mr. Peter's videos which show that 20 feet of water will not fit under the buildings with 10 feet of clearance. She spoke about the benefits of the proposals and said that the lower Main buildings are supported by questionable and vulnerable river channel walls. She said that if any of those building walls fail, there could be a disaster.

Mr. Shad swore in Ms. Lexi Milani, representing the Ellicott City Partnership (ECP). Ms. Milani stated the ECP's mission supporting the historic district. She said the Board voted unanimously to support the 5-year mitigation plan and funding legislation. She stated the County's extensive analysis suggests this is the right option and will reduce life safety risk and allow the town and its constituents to recover. Ms. Milani explained the 2018 flood impact on businesses and that many merchants plan to relocate out of

Ellicott City. She stated she has spoken with shop and restaurant owners who report decreased sales and that delayed actions will result in further decline or even closures of businesses. She explained that many of the businesses have already experience the cost of lost business and incurred significant remediation and renovation costs twice in the past two years. She said that removing buildings will reduce risk, allowing the town to recover. She said that leaving the buildings to stand in their current state is a visual reminder and safety concern. Implementing Phase 1 between the holiday season and next years rainy season, would be ideal as this is a matter of great urgency. Ms. Milani stated it is the people and businesses that make Ellicott City what it is and not just the streetscape.

Mr. Shad swore in Ms. Elly Cowan, representing Preservation Maryland who did not support demolition. Ms. Cowan expressed concern about the current proposal to demolish a large portion of historic structures and her belief that there are other feasible options. She stated Ellicott City is one the most historic and unique places in Maryland, a character maintained thanks to historic preservationists. Preservation Maryland fully supports the efforts to protect lives but believes there are feasible alternatives to provide remediation, rather than the demolition of historic buildings. She said that demolition is not a proven strategy of flood remediation, and Preservation Maryland does not believe flood remediation has been adequately studied in Howard County to understand its hydrological impact. Ms. Cowan stated the removal of the buildings could result in new flood patterns and affect the B&O Railroad Station, which would sit in a more vulnerable location. Preservation Maryland is willing to pledge funds to study alternatives.

Mr. Shad swore in Mr. Michael Smith, a resident of the Historic District. Mr. Smith stated the challenge is the need to bring vibrancy back to Ellicott City as soon and as safely as possible without compromising the historic uniqueness of town. He said that removing a prominent row of storefronts would diminish the commercial ambience and healthy retail is needed on both sides of the street. Mr. Smith stated that replacing the buildings with a stormwater drainage swale of uncertain design, that will run dry for many months, will challenge the economic viability of the remaining buildings. He inquired about the effects to B&O Railroad Museum if it becomes an island and requested that every alternative to demolition is analyzed. Mr. Smith discussed the benefits of constructing a large tunnel that would not require demolition. He said the Commission and County should work with Preservation Maryland who offered funding.

Mr. Shad swore in Ms. Shelley Wygant, an Ellicott City resident. Ms. Wygant testified in opposition to demolition of buildings. She stated that demolition is the option of last resort and does not believe every option has been exhausted to this point. Ms. Wygant said the demolition plan was presented very quickly and she created a group called "Working to Save Ellicott City" that contains members from all over the world. She does not believe this is an emergency because the 5-year plan does not address real mitigation until 2021. She said that if the lower Main Street is so dangerous, the County should not have allowed the opening of lower Main buildings where people are currently gathering.

Mr. Shad swore in Mr. Len Berkowitz, a business owner in the Historic District, who testified in support of the plan. Mr. Berkowitz said he is the owner of the only historic stucco building in Ellicott City, which is proposed to be removed. Mr. Berkowitz discussed some of the history of the district, regarding the 1984 fire when seven buildings burned down and were demolished and in 1999, when a six-alarm fire destroyed six buildings and seven businesses. He discussed the Rosenstock building, which was torn down due to fire and rebuilt to modern building standards and FEMA Code, but did not survive the three floods of 2011, 2016 and 2018. In 2011, 8069 Main Street experienced 4-feet of water in the basement. He said FEMA covered the damage to the granite support walls to his basement and river at the approximate cost of \$25,000. He explained that after the 2016 flood he wanted to remove his stucco and restore the façade, but found there was nothing left to the original building.

Mr. Shad swore in Mr. James Massey Sr. of Woodbine. Mr. Massey stated he understood the intense desire to save the buildings, but supported the County's plan. He called for something to be done in the essence of public safety and asserted the time for studies is over. He said that many building have been condemned and in order to restore them, they won't retain the historical significance that they once had. Mr. Massey believes the County study did not go far enough, using the example of Hurricane Agnes in 1972 when the Patapsco flooded 30 feet deep along River Road. He stated the County needs to study a scenario with the Patapsco flooding, in addition to the storms where water is coming from the top down. Mr. Massey stated that in the late 1970s, Race Road in Elkridge flooded and the County condemned properties and torn the homes down, but years later development was allowed in that same floodplain and that needs to be taken into account.

Mr. Shad swore in Ms. Sherry Berkowitz, a business owner in the Historic District. Ms. Berkowitz explained that she was part of an arts coalition in 2014 to do a mural at Old Columbia Pike of the former gas station at that location. She said the history of that building still lives on even without the physical building. She expressed hope that her building and business will be part of that same legacy. The buildings don't deny or change the history of the town. Ms. Berkowitz expressed a desire to see history continue rather than remembering a town where people lost their lives because the community felt the buildings were more important than the business owners and residents. She said the town is changing, but it has always been changing. She noted that there are no longer mills along the river even though it is known as a mill town and the steam engines are no longer running on the tracks, but the events are remembered. She asserted that Mr. Weinstein and Mr. Kittleman's plan has not been rushed because the storms are on the owners minds every day. She referenced her tenant's photos of a 2-story wave coming at her building in 2016; how Joan Eve escaped the building in 2018; and how it only took 30 minutes for Main Street to become a raging river.

Mr. Shad swore in Ms. Marjorie Valin of Columbia, who testified in opposition to the flood mitigation plan. In 1995, she started a marketing agency in Oella and had a second office in Ellicott City. She worked with National Trust for Historic Preservation where she saw firsthand how towns lost their identity. She doesn't believe saving lives and saving buildings should be diametrically opposed. She said bulldozing should be a last resort since it can't be reversed. She referenced a radio interview that suggested the tearing down of the buildings was a done deal. She questioned why the buildings are being torn down at the bottom of the hill when the river flows down from upstream sources. She called for urgent steps to be taken now to reduce the velocity and volume of water upstream to save history downstream.

Mr. Shad swore in Joel Hurewitz of Columbia, who testified in support of removing the buildings over the channel. Mr. Hurewitz said he has been researching the 1868 flood and made some corrections regarding the history of flood. He stated the buildings are not really useable at this point. He said focus of the HPC is not the comprehensive plan, but rather the HPC is to deal with each individual building and whether it is a structure of unusual importance, which he believes there are only four: The Phoenix, the Easton Sons façade, the Tea on the Tiber, and Caplans. He said moving Tea on the Tiber is a good idea. He said the County did not anticipate the 2018 storm and should provide a warning system in town to deal with life safety risk.

Mr. Shad swore in Mr. Edward Cochran of Columbia. He shared his family ties to Howard County and stated his opposition to this plan. He said all but one of the buildings proposed to be demolitions is older than him and his father. He quoted a section of the Guidelines on demolition where its states that "buildings are irreplaceable resources..." Mr. Cochran provided three points. First, demolition will not enhance life safety as the proposed demolition is by July 2019, but the proposed plan has no action on

vacant lots until FY21 and FY22. He expressed concern that the County's models show no mitigation and that the removal of buildings is not justifiable to make lower Main Street safe when the water depth and speed are unchanged. Second, he questioned if all possible alternatives have been examined, such as the tunnel proposed by McCormick Taylor that starts at the Tiber Hudson confluence. He said the County should only be considering demolishing buildings after all the studies have been done and when the flood mitigation plan is ready to be implemented. Third, there is no real plan proposed for how the building will be replaced.

Mr. Shad swore in Ms. Liz Walsh, a resident of the Historic District, testified in opposition to demolishing the 10 buildings on lower Main. She stated that she appreciates the Applicants seeking advice and noted that the request is for an advisory opinion, not for a Certificate of Approval and per the Rules of Procedure 104.A.4, the request for Advice should have been submitted 22 days prior to this meeting. She questioned if this request was timely and said that the procedural rules should be followed. She noted it was not presented as an emergency measure nor did she think it could be. Ms. Walsh requested that all possible alternatives to preserve, rather than to demolish, the building should be considered and exhausted. Mr. Shad confirmed that the application was submitted in a timely manner. Ms. Burgess stated the application was submitted on Wednesday, August 15th which was the application deadline for this meeting.

Mr. Shad swore in Mr. Craig Stewart, a resident of the Historic District and business owner in the historic district for 36 years. He said the County's study falls short in fulfilling the statement that "the County must focus on life safety issues while preserving the town." He said the concept of preserving the town, which is an irreplaceable historic asset, seemed to be absent from the plan. He said the plan needs to demonstrate what can be done to preserve whatever portion of structures is possible. He agreed with Mr. Reich that the two 10-foot in diameter culverts seemed inadequate and questioned if they can extend further upstream and preserve the facades to maintain the character of town. He said the study should include efforts to preserve the architecture.

Mr. Shad swore in Ms. Leanna Massey of Frederick, who testified in opposition to demolishing the buildings. She shared that her parents still live on Hill street and that they had a tree fall on their home from the rain. She said this plan is irreversible once buildings are torn down and she doesn't believe the County has exhausted all options. She agreed that it is of utmost importance to save lives, but found it insulting that to say people are more interested in saving buildings than lives.

Mr. Shad swore in Mr. Thomas Harman, a resident of the Historic District. Mr. Harman is the Director for the Center of Accelerating Innovation for the Federal Highway Administration and suggested the County take advantage of their CHANGE program (Collaborative Hydraulics Advancing to the Next Generation of Engineering), which is free and available to the County. This program could provide a free second opinion. He said other models are available besides the Army Corps models and the County could take advantage of international experts to slow the conveyance. He encouraged the County to reach out at a Federal level and mentioned a \$1 million dollar grant available to help with innovation and offering resources.

Mr. Shad swore in Mr. Steven McKenna, a resident of the Historic District, who testified in opposition to the demolition plan. He expressed a belief that there has been a lack of transparency and that no plan is going to mitigate the safety. He said there are a lot of alternatives that have not been pursued. He said the County's plan is too focused on hydraulics and not enough on hydrology with further upstream forms of mitigation. Mr. McKenna asserted that the problem is manmade, with natural aspects to it. He said the overall structure of the town will be changed and could result in unintended consequences.

Mr. Shad swore in Mr. Charles Kyler, a resident of the Historic District. Mr. Kyler detailed his involvement assisting with rebuilding after the 2016 flood. Mr. Kyler acknowledged safety concerns and that no one should have the fear of being trapped in a building or have anxiety attacks from the floods, but found that the 5-year plan did not resolve a single portion of Main Street. He said there will still be 1-4 feet of water until the plan is pushed out decades to show the results of non-flood water levels. He said the County needs a plan that takes care of flooding and ensures all lives. If that plan requires demolition then it should be considered, but the plan needs to be seen first, rather than demolishing first.

Mr. Shad swore in Ms. Mary Catherine Cochran, who shared her preservation experience in the County and her family history. She stated that the demolition of the buildings will irrevocably change the face of the National Historic District. She said the Commission needs to understand the impact on the surviving buildings. The funds will demolish the buildings now, but the plan does nothing to mitigate the site until FY 21/FY22 and if this occurs again before that time all of the water will go to the B&O Railroad Museum. She questioned why, if this is an emergency/plan of last resort, a decision should be made today for something that has no impact for three years. She said that even with mitigation of the channel, modeling shows water 2 to 8 feet deep in front of the B&O Railroad Museum. She expressed concern that the modeling still shows swift water velocity of 6.7 feet per second, which is four times faster than the National Fire and Protection Association's definition of swift water. She requested better models, including velocity models, to evaluate the risk of the B&O Museum and for human life. Ms. Cochran expressed concern for the economic impacts if the lower quarter of Main Street is removed. Ms. Cochran asked if the facades can be saved or if the original buildings be saved (not the additions over the river).

Mr. Shad swore in Ms. Grace Kubofcik, representing Patapsco Heritage Greenway (PHG). Ms. Kubofcik stated the PHG mission and their role managing entity of the Patapsco Valley Heritage Area. Ms. Kubofcik supported the urgent and compelling need to provide safety of those in Ellicott City. The ongoing challenge of water retention and conveyance lies within the history of the town. She said the major projects for water retention are needed immediately and should have been started many years ago. She noted an effective streetscape along the National Road, and stated that Main street is rare and invokes much of the towns charm and attracts visitors. She empathized with those making difficult decisions due to the flash flood threat, and said PHG supports the County to obtain the ten buildings on Main Street. She also recognized the importance of the ten buildings and found that nine contribute to the historic character of the district. She expressed hope and desire that the acquisition process will provide critical time for questions to be answered for possible alternative solutions. Ms. Kubofcik stated that PHG is concerned about the future of B&O Railroad Museum and that they welcomed the opportunity to explore options with the Administration, consultants and other partners.

Mr. Shad swore in Ms. Nancy Pickard of Rockville. Ms. Pickard stated that she had been a 22-year resident of the county. She stated her concern about the demolition of ten structures that make up a significant portion of lower Ellicott City. She explained that these structures have long and varied history, some as early as the 1830s, and that individually they have varying degrees of architectural and historical significance to local historic district. Ms. Pickard requested detailed historical and architectural documentation of the buildings, and the timeline for reuse of the site to avoid a vacant cavity in heart of the historic district.

Mr. Shad swore in Ms. Tara Simpson, an Ellicott City resident, who testified in opposition to demolishing the buildings. She said that her home has flooded twice, and she has seen Main Street friends and neighbors in danger and understands the need for safety. Ms. Simpson said that if this was truly the only option she would be supportive. She said that altering or removing may be the option, but the

mitigation plan need to start now with more thought and time put toward solutions. She requested the County demolish with care and removal of buildings need to be thought through.

Mr. Shad swore in Ms. Kathy Howell, an Ellicott City resident, who testified in opposition to the County's plan. She asked if the plan could have two-phases; one to buy out the owners now as a first step without plans for demolition. She stated the plan is rushed and questioned whether other towns, that have been through this, have done this as a solution.

Testimony concluded and the Commission provided the following comments:

Mr. Reich stated the County needs to come up with a plan that does not demolish the buildings. The buildings are an iconic part of Main Street and it would be devastating to lose them. He requested the historic background of each building. He stated that he was on flood workgroup and was surprised to see this proposal because it is not in the McCormick Taylor studies he previously saw. He said this plan is too rapid and does not solve all the problems. Mr. Reich suggested moving and lengthening the pipe as a viable option and noted that the McCormick Taylor study showed that tunnel removes all of the water on Main Street. Mr. Reich suggested hardening the buildings to keep the historic character of town. He said that since many of them are wood frame, they could be fitted to have concrete floors. He suggested adding additional egress. He stated that he is in favor of the County purchasing the buildings to help these owners, but suggested the County could harden the buildings and rent them out to save the historic fabric of the town. Mr. Reich mentioned bypass options that other cities have done. He said that this has taken place too without a lot of data supporting it. He asserted that further study is needed.

Ms. Zoren concurred with Mr. Reich's comments. Ms. Zoren said that she has read every report done to date. She is concerned that it is actually 20% of Main Street vs. 5% of the District that is proposed to be demolished. She requested more information regarding how the County has exhausted every option before looking at demolition as the sole solution. Ms. Zoren asked if there have been any secondary opinions. She said the plan lacks creative solutions, and that once the buildings are lost, they are lost forever. She said the problem is coming from up the hill and she is concerned that not enough measures are being taken uphill. She requested studies look at ecology, the B&O, and said that maybe this has been done, but it hasn't been presented as factual information. She would like other options considered, such as more culverts or the removal of three or four buildings, instead of ten.

Mr. Roth stated that he agreed with Mr. Reich and Ms. Zoren's comments. He stated that based on information presented in McCormick Taylor report, he would not be in favor of a Certificate of Approval to take down any buildings at this time due to the need for more information. He said that tearing down the ten buildings would not have prevented the death in 2018. He said that other towns deal with risk using sirens and signs, rather than tearing buildings down. He said the flood mitigation plan starts with assumption of water levels and volumes of the 2016 flood, but doesn't give consideration to the reduction in hydrology that would result in the proposed mitigations plans for stormwater management. He suggested reducing development that creates more impervious surfaces and that the County buy parking lots to see if that will help. He said that he hasn't seen any consideration in reducing impervious surface in the watershed to keep flood waters from coming down in the first place. Mr. Roth suggested it would be reasonable for County to buy the buildings and stabilize them until such as time as other mitigations have been put in place but they should not be torn first. He further emphasized the need to add in pervious surfaces in watershed.

Ms. Tennor said her comments are based on the character of downtown and the disastrous effect that removal of that block of buildings would have driving down Main Street. She said that the ten buildings are the most visible. She appreciates the suggestions of salvaging or moving the most significant

buildings, but said the importance of these buildings are in the location they reside. She concurred with unintended consequences and the need to study more before destroying. Demolition should only take place when all other mitigation efforts have been eliminated through study.

Mr. Shad concurred with the other Commissioners. He disagreed that all options have been thoroughly vetted or reviewed, however, he agreed that it would be a good idea for County to buy the properties in question. He said the County shouldn't rush to start tearing things down, rather look at how these buildings can be stabilized. Mr. Shad suggested taking a serious look at the root cause of the problem, not only weather changes, but the overdevelopment in Tiber watershed area. He said that all of these factors have some impact on the water in the Tiber Hudson watershed area and that it has a cumulative effect.

Mr. Nichols said the County researched several other examples of towns and had communications with locations such as Waterbury, CT; Boone, NC; Big Thompson Creek, CO; Charleston, West Virginia; Indonesia and even Germany. Mr. Nichols shared during the CAG process there were ideas about the acquisition of buildings and that was included as part of the CAG report.

Mr. Nichols updated the Commission on the warning system - the FHWA program was mentioned earlier and the County did communicate back in September 2017 about that program, but was also working with Department of Homeland Security with their Flood Apex Program that has specific knowledge with these significant challenges. Prior to the May 2018 storm, the County was working with Homeland Security to understand the main issue of the impacts of these new storms on the watershed. The plan has been to install 48 stream gages throughout the watershed. He said the County has been working with the National Weather Service, and explained that County has been working with and coordinating with other National agencies to try and figure out the significant problem we have.

Mr. Nichols will provide information and more ideas as they are developed.

Mr. Nichols addressed the B&O Museum concerns points out the presentation provided to compare the modeling difference between no mitigation further up in the watershed compared to an expanded stream channel in the surrounding area around the B&O, there is very limited difference between the two so as far this increased threat, that is not something the models show. But Mr. Nichols says they will continue to work on the site of the B&O and what can be done.

Mr. Roth points out that the proposal to add a tunnel upstream would reduce the risk of the B&O and any approaches that reduce the amount of water from coming downstream would have a huge impact.

HPC-18-47 – 8390 Main Street and Ellicott Mills Drive right of way, Ellicott City

Certificate of Approval for exterior alterations.

Applicant: John Seefried, Howard County Department of Public Works

Background & Scope of Work: This property is located in the Ellicott City Historic District. The Applicant seeks retroactive approval for the removal of six trees greater than 12 inches diameter in breast height between 8444 Main Street and 8390 Main Street. The trees included three spruce and three hardwood trees. The application explains that the pipe under Ellicott Mills Drive failed during the May 27, 2018 flood. The three spruce and two hardwood trees were removed from the Wine Bin property because they contributed to the failure via piping and excess and dynamic load. One hardwood tree near the former Court House was removed because of its contribution to failure via piping and hydraulic overtopping. The application further explains,

Addendum 13: Minutes HPC-19-48, October 2019 Meeting



HOWARD COUNTY HISTORIC PRESERVATION COMMISSION

ELlicott City Historic District ■ LAWYERS HILL Historic District

3430 Court House Drive ■ Ellicott City, Maryland 21043

Administered by the Department of Planning and Zoning

VOICE 410-313-2350

FAX 410-313-3042

October Minutes

Thursday, October 3, 2019; 7:00 p.m.

The August meeting of the Historic Preservation Commission was held on Thursday, October 3, 2019 in the C. Vernon Gray room located at 3430 Court House Drive, Ellicott City, MD 21043. Mr. Roth moved to approve the September minutes. Mr. Reich seconded. The motion was unanimously approved.

Members present: Allan Shad, Chair; Eileen Tennor, Vice-Chair; Drew Roth, Secretary; Bruno Reich; Erica Zoren

Staff present: Beth Burgess, Samantha Holmes, Lewis Taylor, Kaitlyn Clifford

PLANS FOR APPROVAL

Regular Agenda

1. HPC-19-48 – Ellicott City Safe and Sound Plan
2. HPC-19-49 – 3799 Church Road, Ellicott City
3. HPC-19-50 – 8429-8433 Main Street, Ellicott City
4. HPC-19-51 – 3820 Old Columbia Pike, Ellicott City

OTHER BUSINESS

1. Administrative Updates

REGULAR AGENDA

HPC-19-48 – Ellicott City Safe and Sound Plan

Advisory Comments/Pre-Application Advice.

Applicant: Howard County Department of Public Works

Request: The applicant, Howard County Department of Public Works, requests Advisory Comments/Pre-Application Advice on the flood mitigation projects from the Ellicott City Safe and Sound Plan for properties within the Ellicott City Historic District.

Background and Site Description: This area covered within the Safe and Sound Plan is located in the Ellicott City Historic District. The Ellicott City Historic District, HO-78, is both a local historic district and a National Register Historic District. The B&O Railroad Ellicott City Station, HO-71, is listed as a National Historic Landmark.

Scope of Work: The applicant requests Advisory Comments/Pre-Application Advice on the flood mitigation projects from the Ellicott City Safe and Sound Plan for properties within the Ellicott City Historic District. The application states that the flood mitigation projects are currently in various stages of development, from concept through schematics. For the purpose of the current Advisory application, the applicant will:

- Provide an introduction of the *EC Safe and Sound Plan*
- Provide an overview of the flood mitigation projects associated with the selected option, 3G7.0, which involves the removal of four buildings, the stabilization of six other buildings along Lower Main Street, and infrastructure improvements to include a tunnel, ponds, culverts and road improvements.
- Provide an overview of the Section 106 process.
- Provide an update on the Master Plan process and how the Master Plan ties in with these efforts.
- Provide a rough time frame/sequence for implementation.
- Request guidance on future presentations for Advisory Comments or Certificate of Approval.

HPC Review Criteria and Recommendations: The goal of this application is to provide the Commission with an update and overview of future projects and processes and seek advice on what type of information the Commission would like to see in future applications. As a result, there is no specific proposal for Staff to comment on. The demolition and partial demolition of buildings was mentioned in the scope of work. The following County Code statute and rules from the HPC's Rules of Procedure apply to this discussion.

Demolition

Section 300 of the Historic Preservation Commission Rules of Procedure

Section 301 of the Rules of Procedure outlines the process and information needed in an application for demolition. Section 301 explains that documentary evidence must be submitted to support the demolition request and outlines the information that should be provided in an application. The Rules of Procedure also state that before the Commission acts on an application for demolition, they shall determine whether the building is a Structure of Unusual Importance, which is defined by Section 302 (page 15) of the Rules of Procedure as:

- 1) Structures deemed by the Commission to be of unusual importance to the Nation, State or County, whose loss would cause great damage to the character and integrity of the historic district.

- 2) Determination that a structure is a Structure of Unusual Importance shall be based on criteria in its adopted guidelines, the testimony of expert witnesses or other documentary evidence presented to the Commission.

If the Commission determines the structure is a Structure of Unusual Importance, the process to be followed is described in Section 303 of the Rules, *Demolition of Structures of Unusual Importance*.

Section 16.608(d) of the County Code, Structures of Unusual Importance, states, "The Commission may approve the proposed alteration, moving or demolition of a structure of unusual importance despite the fact that the changes come within the provisions of subsections (a) through (c) of this section, if:

- 1) The structure is a deterrent to a major improvement program which will be of substantial benefit to the County;
- 2) Retention of the structure would be a threat to public safety;
- 3) Retention of the structure would cause undue financial hardship to the owner; or
- 4) Retention of the structure would not be in the interest of a majority of the persons in the community.

If the Commission determines the structure is not of Unusual Importance, the process to be followed is described in Section 304 of the Rules of Procedure, under *Demolition of Other Structures*. Section 304.A states that if the Commission determines the structure is not a Structure of Unusual Importance, they shall vote to approve or deny the application based on the standards in Section 16.607 of the Howard County Code and its adopted Guidelines. The standards for review in Section 16.607 are:

- 1) The historic, architectural, or archeological value or significance of the structure and its relationship to historic value of the surrounding area.
- 2) The relationship of the exterior architectural features of such structure to the remainder of the structure and to the surrounding area.
- 3) The general compatibility of exterior design, scale, proportion, arrangement, texture and material proposed to be used.
- 4) Whether the requested action is necessary to protect against threats to public safety.
- 5) Any other factors, including aesthetic factors, which the Commission deems to be pertinent.

There is also an alternative process as established in Section 304.B where the Commission can ask the applicant if they are willing to have the Commission assist in trying to develop an economically feasible plan to retain the structure or explore alternatives to demolition.

Staff Recommendation to the HPC: Staff recommends the HPC provide guidance on the type of application submission materials they would like to see in a future application, based on the various topics discussed.

Testimony: Mr. Shad swore in the applicant Robert Z. Hollenbeck from the Department of Public Works. Mr. Hollenbeck showed a PowerPoint to the Commission to illustrate the Ellicott City Safe and Sound plan and process, focusing specifically on conveyance projects within the Historic District. Mr. Hollenbeck explained that Option 3G.7.0 had been selected by the County Executive as the plan to move forward with after having public meetings and receiving feedback. This option includes the removal of four buildings: 8049, 8055, 8059, and 8069 Main Street and the stabilization of six buildings: 8081, 8085, 8059, 8111, 8113, and 8125 Main Street (shown on pages 5 & 6 of the PowerPoint). The stabilization would include removing a portion of the back of the six buildings that extend over the stream channel, but leave the streetscape facades. The removal and alteration of these buildings is required to have an adequate means to convey stormwater into the proposed 10-foot culverts.

Mr. Reich asked if there would be two ten-foot diameter pipes placed. Mr. Hollenbeck confirmed there would be two culverts. Mr. Hollenbeck explained that the culverts would need to be conveyed as depicted because the bridge just past Maryland Avenue creates restrictions and majorly impacts the flow of water to the Patapsco.

Mr. Hollenbeck showed the routing alignment of the proposed North Tunnel for diagrammatic purposes on page 8 of the PowerPoint. DPW is working with the tunnel design to define the alignments and how the alignment will take place to accomplish the drainage goal for the site. DPW will be coming back for advisory comments and a Certificate of Approval for the entrance and discharge points of the tunnel as well as for the Maryland Avenue culverts, removal of the four buildings and alterations to the six buildings.

Mr. Hollenbeck discussed the improvements to be made on the West End of Main Street. The culvert at 8600 Main Street will be expanded and grading and culvert work between 8534-8552 Main Street will occur to increase conveyance capacity to keep the water within the stream channel. Mr. Hollenbeck said that the design features of grading and culvert work would need to come before the Commission at a later date for some alterations to the structures in this location. DPW does not know at this point what structures would be moved or removed as they are not far enough in the process to determine that.

Mr. Reich said the issue with the tunnel in that area is that the tunnel is about 200 feet long and has gotten smaller with relining efforts. Mr. Reich asked if there was a plan to replace the culvert. Mr. Hollenbeck said there is a plan to replace the culvert. Mr. Reich said in order to replace the culvert with a tunnel, the whole area where the work would occur would need to be exposed. Mr. Hollenbeck explained that the street between the orange and teal points on page 10 of the PowerPoint would need to be torn up. Mr. Hollenbeck said he was not sure if the structures would need to be demolished.

Mr. Hollenbeck said the bulk of the projects overviewed in the PowerPoint would need to come back for individual Advisory Comments and a Certificate of Approval. Mr. Hollenbeck gave an overview on the Section 106 requirements, NHPA 1966, and explained the United States Army Corps of Engineers (USACE) would be the lead agency for the Federal Review Process. The Section 106 process has been officially initiated and the USACE is determining the undertaking of the projects. DPW has identified interested parties related to the Ellicott City Safe and Sound project. Mr. Hollenbeck said there will be public meetings as part of the Section 106 process.

Mr. Roth asked what caused the EC Safe and Sound plan to be under the Section 106 process. Mr. Taylor explained that the Section 106 process is a major federal action that may impact historic resources under the National Historic Preservation Act, the USACE will have to issue Federal permits to allow work in the waterway. Mr. Roth asked for clarification on the process, asking if part of the Section 106 process is determining what the historic resources are and if the process is independent of the HPC's work. Mr. Hollenbeck said yes, the USACE will determine historic resources and DPW wants to get both USACE and the Commission on the same page to address any issues DPW may run into with historic resources, as the Commission's role is separate.

Mr. Hollenbeck said that DPZ is working to schedule a briefing for the Commission specifically for the Master Plan as it effects the Historic District. Mr. Hollenbeck noted there is a Master Plan Public Workshop on October 15, 2019 that the Commission can attend. The DPZ briefing for the Commission will provide an update on the process for the Master Plan going through the Commission, County Council and possibly as an amendment to the General Plan Update. Mr. Hollenbeck said the time frame for the EC Safe and Sound project would take about five years. DPW is going with a bottom up approach

starting the work at Maryland Avenue and then working west. Mr. Hollenbeck said it will take about a year to get the federal regulatory approval. DPW will then have to work with CSX and their regulations/restrictions and there may be some funding limitations DPW runs into as the work progresses, which account for the five-year estimation to complete work.

Mr. Hollenbeck asked the Commission for feedback and comments for future Advisory Comment submissions and stressed DPW will be back for the Master Planning Process, and preliminary design work for Maryland Avenue culverts, the four building removals and stabilization of the six buildings. Mr. Reich said the biggest thing the Commission is looking for is the amount of information/detail. Mr. Reich explained the previous Caplan's application, prepared by Mr. Hollenbeck, had all of the needed details and was a great standard. Mr. Reich said the more detail submitted the better. Mr. Reich did not like the diagrammatic stormwater information that was presented to the Commission last year. Mr. Reich said when presenting the culverts and the removal or alterations of the Main Street streetscape, he would like to see complete civil engineering drawings, grading, landscape paving, colors, materials used and perspective drawings so the Commission can get the entire picture.

Mr. Reich asked how DPW will be able to give the Commission details if the plans will be curtailed by the Section 106 process. Mr. Hollenbeck said DPW will proceed in consultation with the Section 106 team and wants to have a collaborative process with the Section 106 team and the Commission.

Mr. Shad swore in Mark Richmond from the Department of Public Works, Bureau of Environmental Services, Stormwater Management Division. Mr. Richmond provided further clarification of the Section 106 process. Mr. Richmond said that the engineering regarding the size of the culvert and location of utilities is not going to change. Mr. Richmond explained that DPW would like to get the HPC comments on the design treatments, such as what the headwalls look like and what the public will see, before the plans are complete. Mr. Richmond said there will be final construction drawings around the one-year timeframe, but he would like to get the Commission's Advisory Comments before DPW completes the plan. Mr. Richmond said that they could come to the Commission with 75 to 80% of the plan completed. Mr. Reich discussed what the Master Plan will be covering which is more extensive than the EC Safe and Sound stormwater management projects. Ms. Tennor asked if there will be any time constraints that are legally binding as far as bringing the process full cycle. Mr. Richmond said DPW met with Maryland Historic Trust and USACE to ask them how long the Section 106 process normally takes. The leads said the normal process takes about a year. Mr. Richmond said that it is not a hard and fast one year where everything has to be approved after the permits are applied for, just guidance that the process itself could take about a year.

Ms. Tennor expressed she was pleased with Mr. Hollenbeck's previous submissions before the Commission and said if future submissions were just as clear, that the Commission would appreciate that amount of detail.

Mr. Roth referenced Chapter 12 of the Demolition and Relocation section of the Ellicott City Design Guidelines and noted that any kind of demolition or relocation requires a Certificate of Approval from the Commission. Mr. Roth noted the potential impact on the B&O site with the turntable specifically being an integral part of the site and hopes that the turntable will not be impacted more than the station house or warehouse. Mr. Roth said the site has had remarkable integrity for when it was built and there is nothing comparable to that site anymore. Any impact to that site would be extremely significant and of great concern. Mr. Roth said that the turntable is integral to the B&O historic site.

Mr. Roth said that DPW would need a Certificate of Approval from the Commission to demolish the bridge that spans over the Tea on the Tiber to Great Panes. The Commission needs to discuss whether

the bridge is historic. Mr. Roth referenced Chapter 12 of the Design Guidelines, noting specifically that the Commission will only review demolition of buildings after all possible alternatives to preserve the structures are exhausted. Mr. Roth said that any justification for demolition should be based on the conditions post mitigation, after mitigation has been implemented. He said that it would not be convincing to argue that buildings need to be taken down because of the amount of flooding that occurred in 2016, without consideration to the extent that flooding might be reduced by implementation of the mitigation. Any justification for demolition has to use the baseline conditions once mitigation has been implemented. Second, justifications also need to include alternatives to keep the water from coming down to the bottom of Main Street to begin with. Mr. Roth said that would include restoration of pervious surfaces and removal of impervious surface; and include information as to what extent that would keep water from coming down in the first place. Mr. Roth advised the applicants that any applications to tear down buildings need to include arguments of alternatives and why the alternatives would not work

Mr. Reich said it would help the Commission if DPW could provide the engineering that got the County to where they are with their choice in Option 3G.7.0; such as providing information pertaining to what route got the County to their decision, the engineering, the sequence of decisions, why the County arrived with the need to take down four buildings and other provisions that were considered if it is in the best interest of the public.

Mr. Reich suggested DPW consider adding another tunnel on the south side of the road and that could take care of tearing down the buildings. Mr. Reich reiterated the Commission needs to understand how the County arrived with this plan.

Mr. Roth said he did not want to give the applicants the impression that they could not tear down a structure, but explained the Commission needs to have the alternatives on the table to have the discussion of demolition. Mr. Reich said he has not seen any detailed history of the buildings that are proposed for demolition. Mr. Reich asked why the buildings are not significant historically. Mr. Reich said the buildings proposed for demolition are significant to the appearance and character of Main Street. He said the Commission needs to understand the historic background the County has on these buildings. The Phoenix has had important history. Bean Hollow has quality architecture with a limestone façade. Mr. Reich said the buildings proposed for demolition have been called “the more modern” buildings, but he was not in agreement.

Ms. Tennor said that the structures proposed for demolition, even if they are not deemed of unusual importance, still have a great impact on the streetscape itself. She said that part of the Old National Road is extremely valuable, and the County needs to keep as much of it as possible.

Mr. Hollenbeck said the County wants to salvage Bean Hollow. Mr. Reich asked what the County intends to salvage. Mr. Hollenbeck clarified that portions of the building will be salvaged, relocated or repurposed to some other area throughout the town. Mr. Reich said that the Commission does not know what salvage means at this point and that Mr. Hollenbeck is saying the County may want to pursue the salvage of the building at some point. Mr. Roth said relocation will detract from the integrity of a historic structure and its site and will require strong justification.

Mr. Shad echoed the same comments on demolition and said that had not yet heard a convincing argument for the demolition of the buildings on lower Main Street. Mr. Shad does not believe the buildings need to be demolished to build the tunnel. Mr. Shad reminded the applicants that the Section 106 process is not going to eliminate the need for the Commission’s approval and the other

stakeholders need to understand that as well. Mr. Hollenbeck agreed the Commission will have to give approval on demolition and building permits.

Mr. Reich said there were some positives to the EC Safe and Sound proposal as the river itself is a huge part of Ellicott City but has never been made an attraction. Mr. Reich said the best thing would be to tear off the back of the buildings proposed for demolition rather than removing the entire four buildings.

Mr. Reich and Mr. Richmond discussed the West End culvert repairs. Mr. Richmond explained that that the additional conveyance would be through a second series of pipes that run perpendicular through the road and run parallel to the outside of the road. Mr. Reich asked if this approach could avoid demolition of the structures. Mr. Richmond said that it could avoid the demolition, but DPW is finding more utilities in the roadway, affecting the design.

Mr. Richmond asked for clarification regarding DPW's future submissions to the Commission, for what stage the plan should be in before submittal. Mr. Richmond said DPW makes plans at 30, 60, and 90% complete before the final plan. Sixty percent finished means not having the engineering completed but knowing where the pipes will be located, the grading, and the disturbance. The design will not be finalized. Mr. Reich said that 60% complete plan would be a good time for DPW to come in for Advisory Comments. Mr. Reich said DPW will need to make the case for the buildings coming down at that point. Mr. Shad agreed with 60% complete, but noted that Ellicott Mills plans came in at 60% design and then the plan did not come back in until it was constructed, and the Commission had to grant retroactive approval. Mr. Shad said he does not want that process to repeat itself.

Mr. Shad allowed for public testimony.

Public Testimony

Mr. Shad swore in Craig Stewart. Mr. Stewart said the tunnel culverts under Maryland Avenue are 10 feet in diameter. Mr. Stewart asked how deep the tunnels are placed below the roadway and said he is concerned about the depths under Maryland Avenue or the possibility of demolishing the turnaround at the B&O Station. He said he did not understand the methodology of constructing the tunnel and the CSX requirements. Mr. Stewart asked what the fate of the turnaround was. Mr. Reich said Mr. Roth spoke about the turnarounds at the beginning of the testimony. Mr. Shad said the tunnels, per his understanding would be drilled and nothing above the ground would be disturbed. Ms. Burgess said the turntables are falling apart and were taken down to be repaired and replaced. The Department of Recreation and Parks are determining what repairs were needed.

Commission Discussion

Mr. Reich discussed his concept of extending the tunnel up to Tea on the Tiber, 8081 Main Street, and saving the buildings proposed for demolition. The Commission members asked DPW if the demolition of less significant buildings was looked at or if DPW had considered saving the front half of the four lower Main buildings. Mr. Richmond said he did not have an exact answer, but that it may have had something to do with the hydraulics and size of the pipes. Mr. Reich suggested providing the McCormick Taylor data to the Commission members, so the HPC can understand why certain engineering decisions were made. Mr. Reich suggested extending the tunnels an extra 100 feet and preserving the face of the front of the buildings proposed for demolition. Mr. Richmond said that he will have an answer for the Commission when they return with another application.

Ms. Tennor suggested DPW present some sections and elevation drawings in the future.

Public Testimony

Mr. Shad swore in Joel Hurewitz. Mr. Hurewitz said he generally agreed with removing some of the backs of the buildings. Mr. Hurewitz suggested taking off part of Tea on the Tiber and sealing the back with stone and then building a flood wall behind the building. Mr. Hurewitz provided a summary of his findings regarding the historic significance of the lower Main buildings: the historic significance of Great Panes is uncertain for him due to the parging on the back of the building; he said there is nothing architecturally significant except for the façade of Easton and Sons funeral home, but that it is not in great condition; Discoveries has been gutted and the Phoenix has historic significance as it frames the streetscape. Mr. Hurewitz suggested removing the Easton and Sons building (Bean Hollow) and Discoveries, and preserve the Phoenix building.

Motion: There was no motion as this case was for Advisory comments.

HPC-19-49 – 3799 Church Road, Ellicott City

Certificate of Approval for sign installation.

Applicant: Richard Blood

Request: The applicant, Richard Blood, requests a Certificate of Approval to install a sign at 3799 Church Road, Ellicott City.

Background and Site Description: This property is located in the Ellicott City Historic District. According to SDAT the church building at 3799 Church Road dates to 1900.

Scope of Work: The applicant proposes to install a new double-sided wood sign. The sign will be located in the front yard of the church, next to the small wood retaining wall, as depicted in the provided plot plan. The application provides the follow description of the sign:

The sign will be rectangular in shape, supported by two cedar posts (painted white) with a closed pediment top to match the church doorways. The red Methodist flame and black cross will be centered in the pediment area. The sign structure will be white in color. The top sign board will be a white background with the church name, worship time and minister's name in 3" tall black (changeable) letters. The lower informational signboard will be a black background with 2" tall white (changeable letters).

The dimensions will be 6' tall by 4'-8" wide with a 2'x 4' open area below the sign. The sign letter area will be approximately 3' tall by 4' wide, containing 4" black letters for the name, 3" black letters for the worship time and 2" white letters for community information and 3" white letters for the theme.

The lower informational sign board will be an enclosed bulletin board, which is for outdoor use and is built with a seal tight rubber gasket.

HPC Review Criteria and Recommendations:***Chapter 11: Signs***

- 1) *Chapter 11 recommends:*
 - a. *"Use simple, legible words and graphics."*
 - b. *"Keep letters to a minimum and the message brief and to the point."*

Addendum 14: Minutes HPC-20-74, October 2020 Meeting



HOWARD COUNTY HISTORIC PRESERVATION COMMISSION

ELlicott City Historic District ■ LAWYERS HILL Historic District

3430 Court House Drive ■ Ellicott City, Maryland 21043

Administered by the Department of Planning and Zoning

VOICE 410-313-2350

FAX 410-313-3042

October Minutes

Thursday, October 1, 2020; 7:00 p.m.

The October meeting of the Historic Preservation Commission was held on Thursday, October 1, 2020. Due to the State of Emergency and to adhere to social distancing measures, the meeting was not held at 3430 Court House Drive, Ellicott City, but was conducted as a virtual web meeting/conference call.

Ms. Grace Kubofcik and Ms. Lisa Wingate registered to testify on HPC-20-74, Maryland Avenue Culvert advisory comments case. No one else registered or otherwise contacted the Commission about testifying for any of the following applications.

Mr. Reich moved to approve the September minutes. Ms. Tennor seconded. The motion was unanimously approved.

Members present: Allan Shad, Chair; Eileen Tennor, Vice-Chair; Drew Roth, Secretary; Bruno Reich; Erica Zoren

Staff present: Beth Burgess, Samantha Holmes, Lewis Taylor, Kaitlyn Harvey

PLANS FOR APPROVAL

Regular Agenda

1. HPC-20-69 – 3585 Church Road, Ellicott City
2. HPC-20-70 – 3748 Church Road (aka 3691 Sarah's Lane), Ellicott City, HO-59
3. HPC-20-71 – 3896 Old Columbia Pike, Ellicott City, HO-328
4. HPC-20-72 – 8396 Park Drive, Ellicott City
5. HPC-20-73 – 4824 Montgomery Road, Ellicott City, HO-422
6. HPC-20-74 – 8049, 8055, 8059, 8061 and 8069 Main Street, Vicinity/East of 3711 Maryland Avenue, Ellicott City

OTHER BUSINESS

1. Rules of Procedure Update – Vote on proposals to update Rules to specifically address virtual hearings.
2. Section 106 Review: 8360 Court Avenue, Ellicott City

HPC-20-74 – 8049, 8055, 8059, 8061 and 8069 Main Street, Vicinity/East of 3711 Maryland Avenue, Ellicott City

Applicant: Robert Z. Hollenbeck, Department of Public Works

Request: The Applicant, Howard County Department of Public Works, requests Advisory Comments/Pre-Application Advice on the Maryland Avenue Culvert Project (including the removal of four buildings), at 8049, 8055, 8059, 8061 and 8069 Main Street, Vicinity/East of 3711 Maryland Avenue, Ellicott City, associated with the Ellicott City Safe and Sound plan.

Background and Site Description: These properties are all located in the Ellicott City Historic District.

The buildings have the following dates of construction:

- 1) 8049 Main Street (Phoenix) – brick building circa 1851, frame building circa 1870s
- 2) 8055 Main Street (Discoveries) – block building circa 1920s-30s
- 3) 8059 Main Street (Easton and Sons/Bean Hollow) – stone and frame building circa 1930s
- 4) 8069 Main Street (Great Panes) – stone building circa 1841, brick rebuilding potentially circa 1885-1910
- 5) 3711 Maryland Avenue (B&O Railroad Station) – stone building circa 1830. Listed on the Historic Sites Inventory as HO-71, also individually listed as National Historic Landmark, and contains a Maryland Historical Trust Easement.

Scope of Work: As stated in the application, the Department of Public Works is “requesting Advisory Comments related to the planned construction of a project to improve the stream channel and install an underground culvert in the vicinity of Main Street and Maryland Avenue” and requests “the Commission provide advisory comments on the built and visible exterior changes of the proposed project” and a list of topics outlined on pages 2-3 in the narrative portion of the application. The application also explains the project will be referenced as the “Maryland Avenue Culvert.” The application contains some background on the plan, recent flash floods, and Option 3G7.0, which was selected as the option to proceed with in terms of flood mitigation. The application states that notable differences from the previous plan in the last administration to this one include “the preservation of six buildings originally slated to be demolished as well as inclusion of the North Tunnel, intended to divert flood waters from the western end of Main Street, directly to the Patapsco River.”

The application also explains that the flood mitigation projects work together as a system to collectively mitigate flash flooding, and that “in order to be most effectively implemented, significant constrictions in the conveyance system need to be alleviated. The Maryland Avenue Culvert project will provide significant additional stormwater conveyance from the Tiber/Hudson Branch to the Patapsco River, while mitigating a significant constriction to water flow.” The application states that “along with two other upstream water retention projects, the Maryland Avenue Culvert project is fully funded and slated to start construction upon receipt of all local, state and federal approvals.”

Regarding the proposed demolition of the four lower Main Street buildings, the application explains that DPW reviewed and evaluated many individual and collective project to mitigate flooding, and said that the US Army Corps of Engineers has peer reviewed the plans. The application provides the following statement on the proposed demolition of the four buildings:

This project includes the demolition of four buildings, located at 8049, 8055, 8059 and 8069 Main Street. The decision to remove these buildings is necessary to implement the water conveyance improvements. The construction of these structures likely contributed to the conveyance constrictions inhibiting the flow of stormwater to the Patapsco. The Maryland Avenue Culvert project will make an appreciable improvement by facilitating conveyance of flood water to the Patapsco.

HPC Review Criteria and Recommendations:

Rules of Procedure, Section 302, Demolition and Relocation of Structures in Historic Districts;

Classification of Structure

- 1) *Section 302 states, "Before acting on an application for demolition or relocation, the Commission shall determine whether the structure is a Structure of Unusual Importance. Structures of Unusual Importance are structures deemed by the Commission to be of unusual importance to the Nation, State or County, whose loss would cause great damage to the character and integrity of the historic district. Determination that a structure is a Structure of Unusual Importance shall be based on criteria in its adopted guidelines, the testimony of expert witnesses or other documentary evidence presented to the Commission.*

Sec. 16.607. - Standards for Review.

(a) Elements for Consideration. In reviewing an application for a certificate of approval, the Commission shall give consideration to:

- (1) The historic, architectural, or archeological value or significance of the structure and its relationship to historic value of the surrounding area.*
- (2) The relationship of the exterior architectural features of such structure to the remainder of the structure and to the surrounding area.*
- (3) The general compatibility of exterior design, scale, proportion, arrangement, texture and materials proposed to be used.*
- (4) Whether the requested action is necessary to protect against threats to public safety.*
- (5) Any other factors, including aesthetic factors, which the Commission deems to be pertinent.*

Section 300 of the Commission's Rules of Procedure provide information on the process for reviewing applications for demolitions in the historic district. The entire section is relevant to this Advisory application, and is incorporated by reference, rather than copying and pasting three pages of procedures. This section also references 16.607, the Standards for Review, which is shown above.

The Commission will need additional information to be supplied for any requests for a Certificate of Approval for demolition. In addition to the information requested within the Rules of Procedure, examples of other pertinent information that would be beneficial for the Commission to review includes:

- 1) Interior photographs of each structure, showing the current condition and remaining building material.
- 2) An itemized list of any historic elements remaining in each building.
- 3) A detailed history on each building.
- 4) Information on relocating the historic structures or salvaging important architectural features.
- 5) Information showing that DPW explored all other options for mitigation before deciding on demolition.

Additionally, information on the Section 106 process, and its findings would be beneficial for the Commission. For example, if the National Register nomination form for the Ellicott City Historic District is updated as a mitigation effort, the Commission should have that updated information. Any other relevant documentation related to the history of Ellicott City, the buildings, architectural drawings, current conditions and structural reports, should be provided to the Commission.

Staff Recommendation to the HPC: Staff recommends the HPC provide advisory comments as requested, on the proposed Maryland Avenue Culvert project, the proposed demolition of four historic structures, and the proposed treatment of the site if demolition was to be approved.

Testimony: Mr. Shad swore in Robert Hollenbeck from the Department of Public Works. Mr. Shad advised Mr. Hollenbeck to give his complete presentation and then the Commission would provide their Advisory Comments followed by the two members of the public who signed up for public testimony.

Mr. Hollenbeck gave a presentation to the Commission, providing a brief history on the previous Ellicott City floods, as well as the background and history of the EC Safe and Sound Plan separate from the Ellicott City Master Plan, and the chosen plan Option 3G7.0, the EC Safe and Sound flood mitigation plan. The modeling shows the flood mitigation projects, when installed, would result in a flood depth of 3 feet. In order to develop this plan option, DPW and project engineers analyzed potential options to reduce flood depth and velocity, with preservation in mind. The United States Army Corps performed a peer review of the flood mitigation options and the plan that was selected and concurred with the plan to be effective in meeting the County's goals. Mr. Hollenbeck explained that by reducing flood depth and velocities, other buildings can be flood proofed with non-structural floodproofing. Option 3G7.0 reduces the velocity below 5 feet per second. Mr. Hollenbeck provided background information on the US Army Corps peer review team and explained that 60 hydraulically modeled alternatives were reviewed and only 8 models reduced flooding to acceptable levels.

Mr. Hollenbeck reviewed the Option 3G7.0 plans and site layout with the Commission, identifying various elements such as existing structures, the proposed channel and culvert and the location of buildings proposed for removal. Mr. Hollenbeck reviewed a graphic of the 2016 storm modeling along with the impact of the culvert, which does not involve the other flood mitigation projects in the plan in other part of the watershed. Mr. Hollenbeck said the plans for the culvert have established a good handle on the geometry to convey the water to the culvert, how the culvert would be constructed, the geometry that would be needed to effectively convey the water to the Patapsco river and how the outfall would look.

Mr. Hollenbeck explained the steps taken with CSX to study vibrations of trains on the train station and the turntable with monitoring equipment. The culvert had no planned impact to the turntable as the components of the turntable were removed by Department of Recreation and Parks as the components were deteriorating. Mr. Hollenbeck said he had asked DRP to follow up with the Commission to explain plans for the turntable.

Mr. Hollenbeck gave a brief Section 106 overview and the next steps of meeting with consulting parties, accessing impact to the historic and cultural resources and creating a programmatic agreement.

Mr. Hollenbeck showed a graphic with buildings that contain basements that are located next to the stream channel. The graphic showed that the stream channel gets very constricted at 8055 Main Street and there has been tremendous damage in this area as the water has nowhere to go but up when water gets to this part of the stream. Another graphic showed the proposed channel alignment in conjunction with the buildings to be removed. This project proposes to incorporate a weir wall, which will sit several feet above the elevation of the stream channel and allow stormwater to be directed through the culvert and out to the Patapsco River and augment the existing channel under Maryland Avenue. DPW also proposed to construct new channel walls, as the walls parallel some of the existing interior basement walls.

Mr. Hollenbeck showed a transverse section through the Phoenix building with LiDAR scans. The scan was the structure with added redlines showing major geometry of the building and location of the Phoenix's basement. The current basement space will be opened up to daylight once the buildings are removed and excavated a little bit more, the updated basement will be the entrance to the culvert. A weir wall will be built; when water overtops the weir wall it will be channeled to the culvert during extreme weather events. Mr. Hollenbeck wanted to show that the current basements are congruent with the stream channel.

Mr. Hollenbeck also discussed other constraints, such as sewer lines and other project considerations. Mr. Hollenbeck summarized the recordation that is being done with LiDAR laser scans development of architectural drawings (elevations/sections), surveying by the County Architectural Historian, photography in accordance with the MHT standard and there will be a digital or interactive exhibit of the buildings proposed for demolition. DPW wants to work with the Commission for salvaging components identified as character defining elements.

Mr. Hollenbeck provided an overview/summary of each building and architectural components current conditions on each. He explained that the building at 8069 Main Street had stone removed on the façade and is virtually a stud wall, it is considered a bullseye for flooding if a portion of the building is saved. The building at 8059 Main Street has been damaged by fires and part of the third floor was removed in the front; serious damage to the building has been uncovered. The basement walls of the building reduce the stream channel 33 feet wide to 24 feet at 8055 Main Street. The building at 8055 Main Street has an entire floor missing which makes the building open to the channel. The building at 8049 Main Street is a heavily modified building with the basement adjacent to the stream.

Mr. Hollenbeck ended his presentation with an overview of next steps including future Advisory Comments with the Commission to get feedback on the character defining components of the buildings proposed for demolition and an eventual Certificate of Approval.

Ms. Tennor said she would need to have a 3D model to see how all the flood mitigation components fit together.

Mr. Roth referenced slide 16 from the presentation regarding the B&O turntable. Mr. Roth pointed out the turntable is an important component of the B&O complex. While the table is gone, the table on which it sits is still there. He said the culvert will go directly under the turntable and masonry structure of how the turntable turns and asked how DPW intends to build the culvert, whether the culvert be tunneled under Maryland Avenue or a trench constructed to place the culvert and build a fake new turntable on top of it. Mr. Hollenbeck said the portion of the culvert that falls under Maryland Avenue and the turntable will be constructed via jack and bore construction method. Mr. Hollenbeck provided an overview of the construction technique and explained that a large launching pit will be excavated in Maryland Avenue and the portion of the culvert that goes under the turntable will be jacked into the launching pit and then be cast into place under the turntable. He said that construction technique will help to avoid impact to the structure, and said there will be vibration monitoring and other controls in place to monitor impacts.

Mr. Roth clarified that when Mr. Hollenbeck said there will be monitoring of the turntable, he is including the masonry portion of the turntable and the masonry portion will also be protected and not damaged. Mr. Hollenbeck confirmed Mr. Roth's statement to be true.

Mr. Roth said DPW has not provided a justification for building the culvert in the first place. He referenced slide 8 of the presentation, and said that the culvert is included in every option. Mr. Roth

said there needed to be explanations between the selected option with and without the culvert. Mr. Roth referenced slide 14, and said it does not show the flood depth if the other flood mitigation efforts are constructed and the culvert is not. The current presentation does not justify the culvert as being necessary and this leads Mr. Roth to be unable to contemplate tearing down four buildings.

Mr. Shad agreed with Mr. Roth and asked if there is a way to get a model showing the flooding depths if the rest of the flood mitigation is put in place without the culvert. Mr. Hollenbeck said he is aware the plan can remove individual components from the model and show flood depths, however it is important to look at the Maryland Avenue drainage point and the impact this project makes as there are a number of waterways all conveying at this point and the area where the proposed culvert is to go is the bottom of a funnel. Mr. Hollenbeck said he understands the comments and would need to meet with his team.

Mr. Roth said the Army Corps analysis recognizes the issue he brought up, and states that at the end of the peer review, the study notes that an incremental study of each flood mitigation measure should be completed so each mitigation measure can be incrementally qualified. The Army Corps report said it was good practice to do a sensitivity analysis to determine that the Maryland Avenue culvert actually adds value.

Mr. Roth said the Great Panes building has a solid granite wall which is part of the streetscape and asked the basis of dating the Phoenix building to the 1850s. Mr. Roth said based on Joetta Cramm's book and the County Architectural Historian, the building could have been constructed between 1840-1850.

Mr. Reich said his comments were similar to Mr. Roth's. Mr. Reich asked if the Quaker Mill and H7 retention pond constructions were underway yet. Mr. Hollenbeck said the ponds were not under construction yet, but will be in the near future as the design is completed and the H7 project is put out to bid.

Mr. Reich said that besides the two retention ponds that are to be constructed, it appears the first consideration for flood mitigation is to tear down the historic buildings. Mr. Reich did find that demolishing the buildings downstream would solve flooding problems upstream but was concerned about the rush to tear down historic buildings. Mr. Reich said the proposed tunnel will do more for flood mitigation but will probably be the last mitigation effort constructed. Mr. Hollenbeck said the hope is to construct the tunnel, as all the flood mitigation projects work together and are needed to address the flooding problem.

The Commission and the Applicant discussed the modeling and various processes as related to the conveyance and removal of the buildings.

The Commission and the Applicant discussed the basement area of the buildings in relation to the stream channel and storage capacity. Mr. Hollenbeck said the buildings represent a restriction and referenced slide 29. He explained that the stream channel moves through the lower Main buildings differently than those on upper Main. The County could remove the buildings but would need to re-engineer the support of the buildings that would just remove the basement space. Even with the re-engineered basements there would still be a constriction of 2 feet to the channel. The modeling and analysis look at removing the entire construction to get the water depths where Ellicott City Safe and Sound mitigations would want the water to be.

Mr. Reich and the Applicant discussed the elevation of the culvert at the B&O Station and Mr. Reich asked if the stream could be dug out an additional two feet. Mr. Hollenbeck said the Patapsco River slopes under the Baltimore County Line and the river and grade goes down. He explained that the

culvert is intended to go from the higher elevation from the existing culvert down to the flow of the river and there is no good way to remove sediment to lower the water depth and have the water flow naturally.

Mr. Reich said the other six buildings that were previously slated for demolition have been saved and will have a concrete wall on the back to buffer the stream channel. Mr. Reich asked why this was option was not being proposed for 8069 Main Street. Mr. Hollenbeck referenced the modeling and said the building left in its current state represented a bullseye. The building creates a restriction and will allow for to water flow on Main Street. Mr. Reich asked where salvaging and reconstruction of the buildings would take place. Mr. Hollenbeck did not have that information at the meeting, but said but the County was committed to salvaging the buildings. The reconstruction could be part of the Master Plan process.

Mr. Reich said it would be really important to build up the character of the channel and allow for experiencing the stream and channel, if the buildings are removed. He said that the stream is only experienced when walking through the woods and the access is limited in Ellicott City. Mr. Reich liked where Master Plan was aims to make an experience of the stream in Parking Lot D. Regarding lower Main Street, he said the character of the open area is going to be important. Mr. Reich said the stamped concrete floor was completely out of character with Ellicott City. Mr. Reich and Mr. Hollenbeck discussed accessibility of the stream and public safety. Mr. Hollenbeck said that due to public safety, the County does not want to make the stream accessible where someone can walk down and get injured, especially when water levels start to rise. Mr. Hollenbeck said DPW will salvage stone that could be used somewhere else or to patch and blend the area to have the same aesthetic quality of the existing walls.

Ms. Zoren agreed with the other Commissioners comments. Ms. Zoren she has not heard that the culvert would have a tremendous flood reduction impact. Ms. Zoren agreed that the case has not been made for the culvert. Ms. Zoren suggested the following information be provided: in front of each building shown on slide 14, include data showing what the numbers are regarding the reduction of inches, feet or velocity for each location, or have it broken down into a percentage of reduction for the entire process. Ms. Zoren said that information would allow her to gauge the impact of the culvert as it is tremendous to remove the historic buildings.

Ms. Zoren asked what the difference in water depth would be in a flooding situation on Main Street if less buildings were removed. Ms. Zoren said the historic significance needs to be looked at as Main Street as a whole. Ms. Zoren said that buildings built in 1980 make a contribution to the streetscape and are a continuity of Main Street, so the buildings proposed to be removed cannot be disregarded because they are altered. Ms. Zoren said massing and siting need to be considered and asked what is proposed to be constructed in place of the four buildings proposed for removal. The artistic renderings of terraces and trees do not give a realistic idea of what the street will really look like after demolition.

Mr. Shad would like to see more information in the future from slide 17, which references the timeline. Mr. Shad suggested including duration of the building process in future information because once the buildings are removed, they need to know how many years it will take to implement flood mitigation, whether it will take 1.5 years or 5 years to implement flood mitigation.

Mr. Shad said that in the last two to 2.5 years he has failed to hear why the buildings cannot be removed and replaced without basements on top of the constructed culvert. Mr. Shad suggested eliminating the terracing and build the historic buildings 1 or 2 stories high without basements.

Public Testimony

Mr. Shad swore in Lisa Wingate. Ms. Wingate was primarily speaking on behalf of Patapsco Heritage Greenway (PHG), on which she is a board member. Ms. Wingate said the Commission had an opportunity to present a different position than what comes with the Section 106 review. PHG understands public safety and believes and agrees with additional mitigation for lower Main Street structures is warranted if there is no way to save them. The 1998 Guidelines do not talk about the period of significance in the National Register nomination written in the 1970s. If the National Register nomination was written today, the significance would span more than 200 years. While Main Street is changing, there is still significance from 200 years and Ms. Wingate would not like to leave pieces of the street missing.

Ms. Wingate said PHG would like to see the streetscape as it is now on the south side of Main Street and west side of Maryland Avenue, and retain as much as possible of the original Tiber channel walls, and to see full documentation of any changes made to the original walls and changes made be minimized and limited to flanking structures of the bridge and walls. PHG would like to see the Belton block from Tiber Alley returned to its original location. She said the beautiful gothic arch, arch frames, and art deco limestone front of Bean Hollow should be preserved. She said if the feature is removed it will detract from the streetscape. She recommended Easton and Sons be retained in situ to define the edge of Main Street corridor with wooden gothic window frames. PHG agrees with retention of part of Great Panes and understood about the front façade being altered, but said the side walls are clearly early Ellicott City construction. Ms. Wingate suggested retaining some of 8049 Main Street, such as a steel frame like Ben Franklin's house in Philadelphia where the 1851 section could be outlined and the cast iron railings along the side could be retained and incorporated into the culvert overlook right at their original location. Ms. Wingate said PHG is prepared to work with other consulting parties to form a memorandum.

Mr. Shad swore in Grace Kubofcik. Ms. Kubofcik appreciated Mr. Hollenbeck's presentation and noted slide 6 as being critical. Ms. Kubofcik wanted all documents on a website the public can read. Ms. Kubofcik said the most critical holding area for Ellicott City comes down through New Cut Road and it is not shown. She said it will be difficult for the public to say what the impact will be if there is not water being held upstream. Ms. Kubofcik agreed with Ms. Wingate's comments and she thinks that Great Panes façade can be saved. Ms. Kubofcik agreed with other attempts to create some type of vibrancy to the street, but understands now the safety concerns which the Commission should be worried about as people are only going to be able to look over to view the stream. Ms. Kubofcik suggested that DPW keep the stream looking natural. She cautioned that if viewing the stream is all visitors can do that they will not linger long and there needs to be some kind of streetscape created, as that is the reason people come to visit Ellicott City. Ms. Kubofcik said that if big segments of the street are removed it will destroy the atmosphere.

Ms. Kubofcik said the outfall is something no one has talked about in regard to the quantity of water that will go across the Patapsco River and hit the bank on the Baltimore County side where there is another important structure that already receives water from flooding on the bank. It is also extremely important to protect the bank on the other side of the river.

Motion: There was no motion as this case was for advisory comments only.

October 2, 2020

Dear Mr. Robert Z. Hollenbeck, Fellow Commissioners, County Staff, and Attendees from the Community

Given the complexity of last night's cases, the complexity of the final presentation, and the lateness of the hour, I thought that I could again submit Advisory Comments in writing, as the Commission had previously been advised for the Master Plan in August. Per my request for clarification and staff's response in the affirmative, I am submitting these advisory comments in response to DPW's report on their flood mitigation studies, the proposed demolition at the foot of Main Street, and the Maryland Avenue Tunnel. Many of my comments in response to this presentation are similar to the written comments I submitted in reference to the Master Plan presentation in August, 2020.

This is the dilemma from Hell. If the Ellicott Brothers made a deal with the devil 250 years ago, the choice presented to the citizens of Ellicott City today, between preservation of human life and preservation of their cultural heritage, is the tortuous consequence of that deal.

This stretch of Main Street is historically significant not just for the City, or County, or State, but for the Nation, as a rare intact portion of the great National Road. Replacing the buildings now standing there with a vast concrete dead space in the heart of Ellicott City is a horrifying prospect. As I asserted in the meeting, before any decision can be rendered and certainly before any demolition takes place, the DPW needs to present the Commission and the public with a three dimensional architectural model of the proposed holding area at the foot of Main Street and Maryland Avenue where there is now a streetscape of extant buildings. This model can be the focal point for a dialogue about the future of Downtown Historic Ellicott City.

I am not a hydrologist, or civil engineer, or flood control expert. But I have eyes and senses and the power of recall. All of these tell me we must acknowledge the changes in our environment that now bombard us every day. Photos and videos provide ample evidence that we need different responses to the flooding that has plagued Ellicott City for centuries. This threat is new and we must respond responsibly to that evidence. Lives depend on it.

Computer models of variables contributing to flood conditions have been studied in great detail though not yet presented in a way that demonstrates best solutions to the layperson. The illustrated description of the channels beneath these buildings presented last night was very helpful for understanding the path of floodwaters at the foot of Main Street. But as other commissioners have stated, the necessity for, and the benefits of, the demolition of the four targeted structures as a way to allay or prevent flooding in this area, have not yet been demonstrated.

Some concerns have been expressed about possible adverse effects of the Maryland Avenue Tunnel and the North Tunnel on the Patapsco River. My response is that the top-down floodwaters have and will continue to reach the river; the difference will be whether they flow through the town or through the tunnels. As my fellow commissioner Bruno Reich pointed out, the most effective remedy for Main Street flooding, the North Tunnel, has been scheduled last in the timeline of projects. By all means, the county should proceed with the efforts that have been approved and funded, but members of the commission do not want to look back at drastic alteration and destruction to the downtown wishing we had had a sensible horse before the cart of funds, not the other way around.

Please return with clearer evidence of the need to demolish these buildings and a better alternate vision for the heart of Ellicott City.

Eileen Tennor
Commissioner for Historic Preservation