APPENDIX D.6

CONSULTANT REPORTS – ARCHAEOLOGICAL

Phase IA Archaeological Assessment of the Coppin State University Public Safety Facility

Baltimore City, Maryland

Prepared for:

MW Studios

10839 Philadelphia Road

White Marsh, Maryland 21162

Prepared by:

APPLIED ARCHAEOLOGY AND HISTORY ASSOCIATES, INC.

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Draft

September 2022

AA HA APPLIED ARCHAEOLOGY & HISTORY ASSOCIATES

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September 2022

ABSTRACT

In September 2022, Applied Archaeology and History Associates, Inc. (AAHA) conducted a Phase IA archaeological assessment at two locations (Project Sites) for the Coppin State University Public Safety Facility in Baltimore City, Maryland. The overall objectives of the archaeological assessment were to assess the probability that archaeological resources exist within a designated area that may be eligible for inclusion in the National Register of Historic Places (NRHP) and, to the extent possible, to determine the possible effects of proposed ground disturbing activities on those resources. The Phase IA archaeological assessment included an intensive background investigation and pedestrian reconnaissance to provide a determination of archaeological probability for the property.

The Project Sites are located in southwestern Baltimore and are divided into two distinct areas: Project Site # 1 and Project Site # 2. Project Site # 1 is located at the intersection of Baker Street and North Warwick Avenue and consists of 2.8 acres. Project Site # 2 is bordered by West Lafayette Avenue and Jordan Street to the north, Braddish Avenue to the east, Rayner Avenue to the south, and Ashburton Street to the west and consists of 6.33 acres. The Project Sites fall within Maryland Archaeological Research Unit 14, the Patapsco-Back-Middle Drainage.

The archaeological assessment of Project Site # 1 revealed that rowhomes had been constructed within the Project Site by 1914. Prior to this, there is no evidence of historic occupation within the Project Site. The rowhomes were demolished between 2011 and 2013 and the property was subsequently filled and leveled. Project Site # 1 is located on the edge of a ridge spar overlooking a filled stream valley that would have provided fresh water and food resources to precontact populations, but the disturbance from construction, demolition, infilling, and leveling would dramatically impact the integrity of precontact sites within Project Site # 1. Project Site # 1 is considered to have a low probability for potentially significant precontact archaeological resources and a low probability for potentially significant historic archaeological resources. **No further archaeological investigation is recommended in Project Site # 1.**

The archaeological assessment of Project Site # 2 revealed that a dwelling structure and a large frame structure were present within the Project Site by 1914. Prior to this, there is no evidence of historic occupation within the Project Site. The Lutheran Hospital, which occupied the southern portion of the Project Site, appears to have been constructed between 1944 and 1953 and was demolished between 2007 and 2008. The parking lot associated with this hospital was constructed between 1957 and 1981 using techniques that do not appear to have significantly impacted underlying soils. Project Site # 2 is located within a filled stream valley, which are typically not considered high probability for precontact occupation. Project Site # 2 is considered to have a low probability for potentially significant precontact archaeological resources and a moderate probability for potentially significant historic archaeological resources. **Archaeological monitoring is recommended during ground disturbing activity in Project Site # 2 to document construction impacts on potential intact archaeological resources.**

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1. INTRODUCTION

In September 2022, Applied Archaeology and History Associates, Inc. (AAHA) conducted a Phase IA archaeological assessment of two locations for the Coppin State University Public Safety Facility (Project Sites) in Baltimore City, Maryland. The overall objectives of the archaeological assessment were to assess the probability that archaeological resources exist within a designated area that may be eligible for inclusion in the National Register of Historic Places (NRHP) and, to the extent possible, to determine the possible effects of proposed ground disturbing activities on those resources. The Phase IA archaeological assessment included an intensive background investigation and pedestrian reconnaissance to provide a determination of archaeological probability for the property.

All work was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and the Maryland Historical Trust (MHT) *Standards and Guidelines for Archaeological Investigations in Maryland* (Shaffer and Cole 1994) and, where appropriate, *Technical Update Number 1* (Revised 2005). Fulfillment of this study was intended to satisfy compliance requirements by the Maryland Environmental Policy Act, the Maryland Archeological Resources Act, and Section 106 of the National Historic Preservation Act of 1966, as amended and implemented in 36 CFR Part 800. The background research was conducted by Jasmine Gollup, RPA. Jeanne A. Ward served a principal investigator and W. Brett Arnold served as project manager.

Study Area Description

The Project Sites are located in southwestern Baltimore City and are divided into two distinct areas: Project Site # 1 and Project Site # 2 (Figure 1-1 and Figure 1-2). Project Site # 1 is located at the intersection of Baker Street and North Warwick Avenue and consists of 2.8 acres (Figure 1-3). It primarily incorporates manicured lawn with a temporary graveled area for tractor trailer parking in the northeastern corner, accessed from Presbury Street.

Project Site # 2 is bordered by West Lafayette Avenue and Jordan Street to the north, Braddish Avenue to the east, Rayner Avenue to the south, and Ashburton Street to the west and consists of 6.33 acres (Figure 1-4). There are currently no standing structures on the property, but remnants of asphalt pavement related to former structures is still present. Scattered trees or brush are located along the northwestern, eastern, and southeastern borders of the property. The Project Sites fall within Maryland Archaeological Research Unit 14, the Patapsco-Back-Middle Drainage (Figure 1-5).

Organization of the Report

This report presents four (4) chapters and a list of references cited. Following this introduction, which includes a brief description of the project, Chapter 2 provides an overview of the environmental conditions. Chapter 3 discusses the cultural context and previous research within the Project Sites, as well as the results of the background investigation. Chapter 4 summarizes the findings and provides recommendations. References cited are followed by an appendix listing the Qualifications of the Investigators (Appendix A).

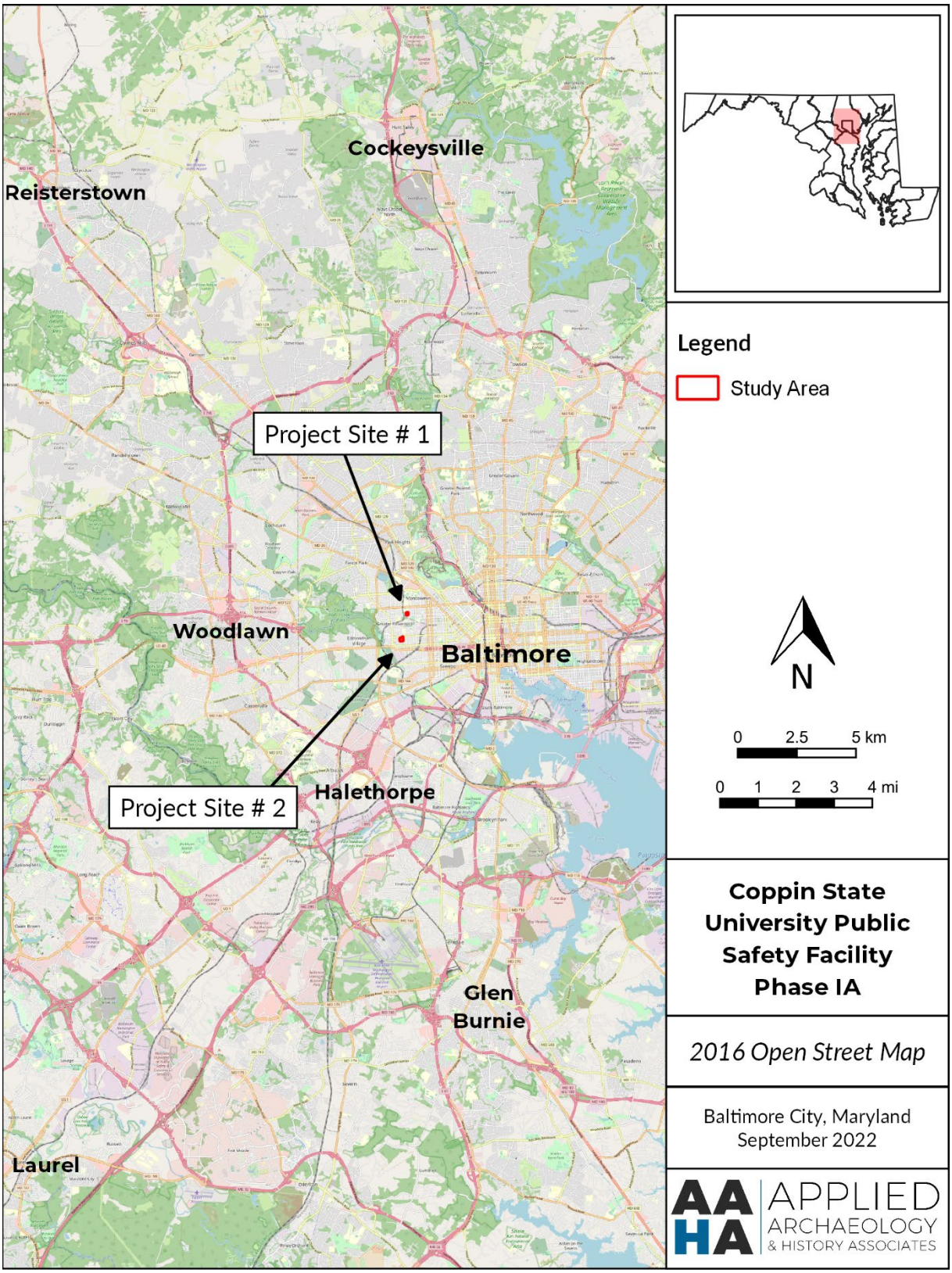

Figure 1-1. Location of the Project Sites on the Open Street Map (Open Street Map 2016).

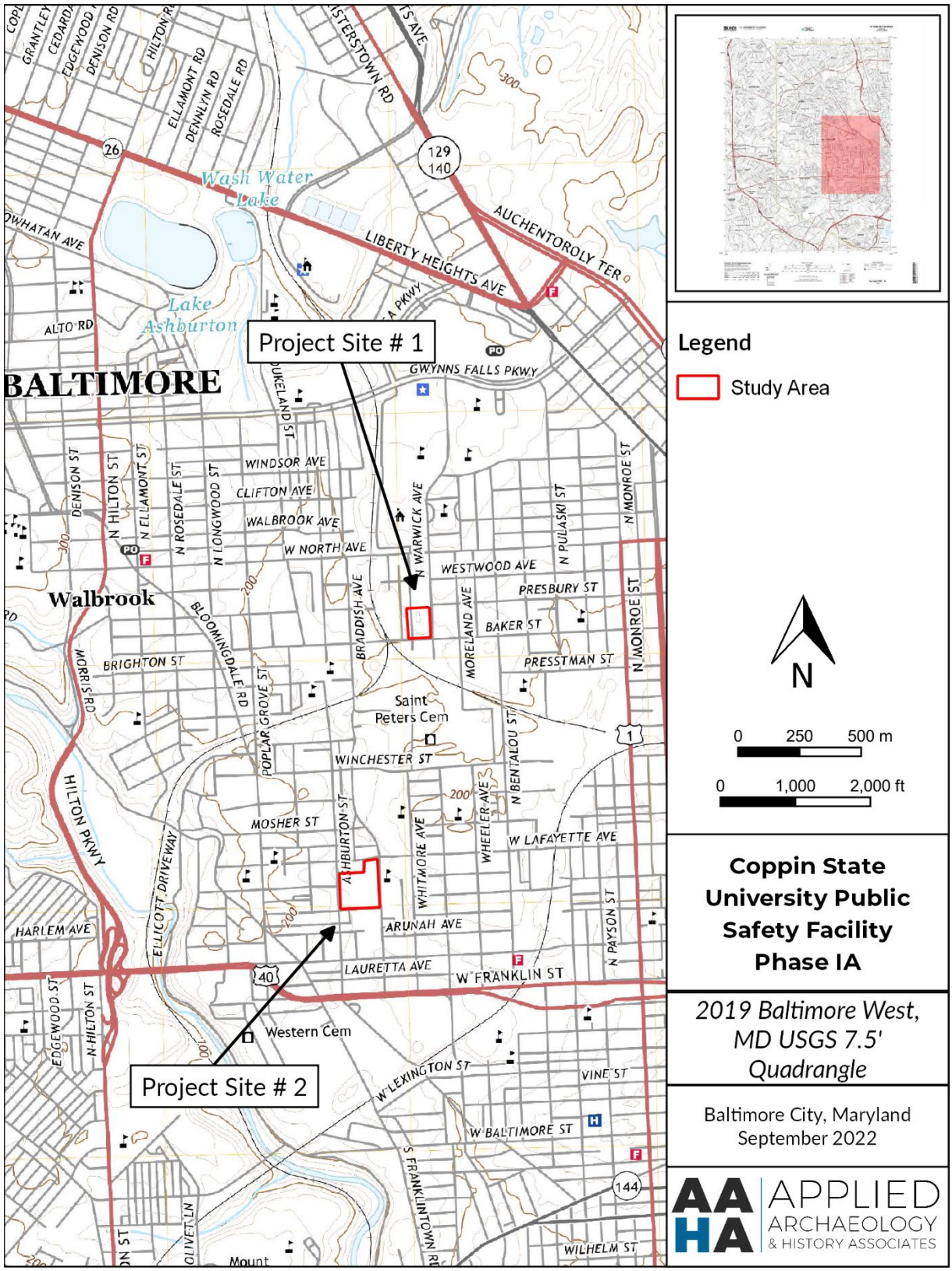

Figure 1-2. Location of the Project Sites on a detail of the USGS 2019 *Baltimore West, MD* 7.5-minute quadrangle (USGS 2019).

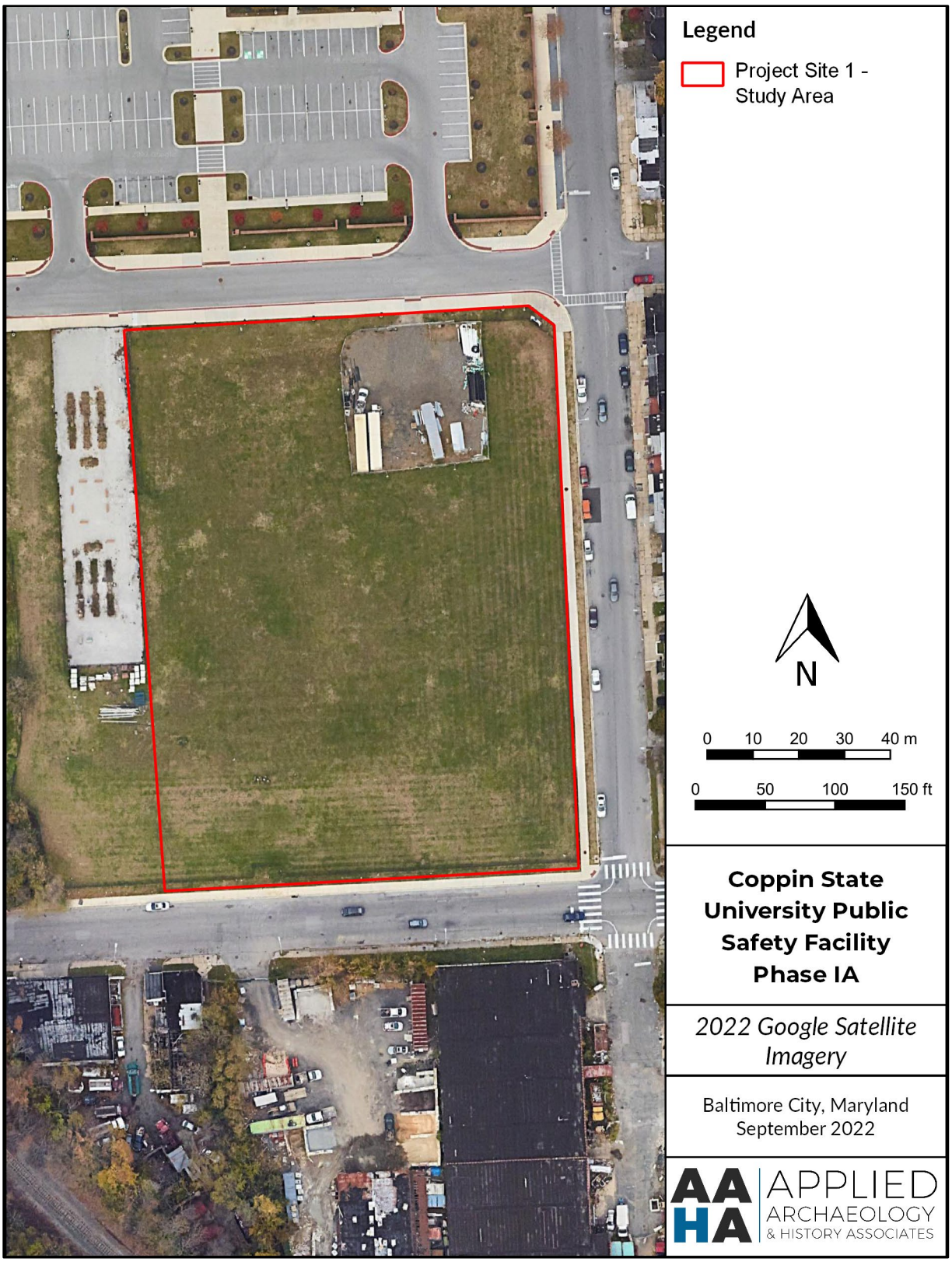

Figure 1-3. Aerial photograph showing the existing conditions of Project Site # 1.

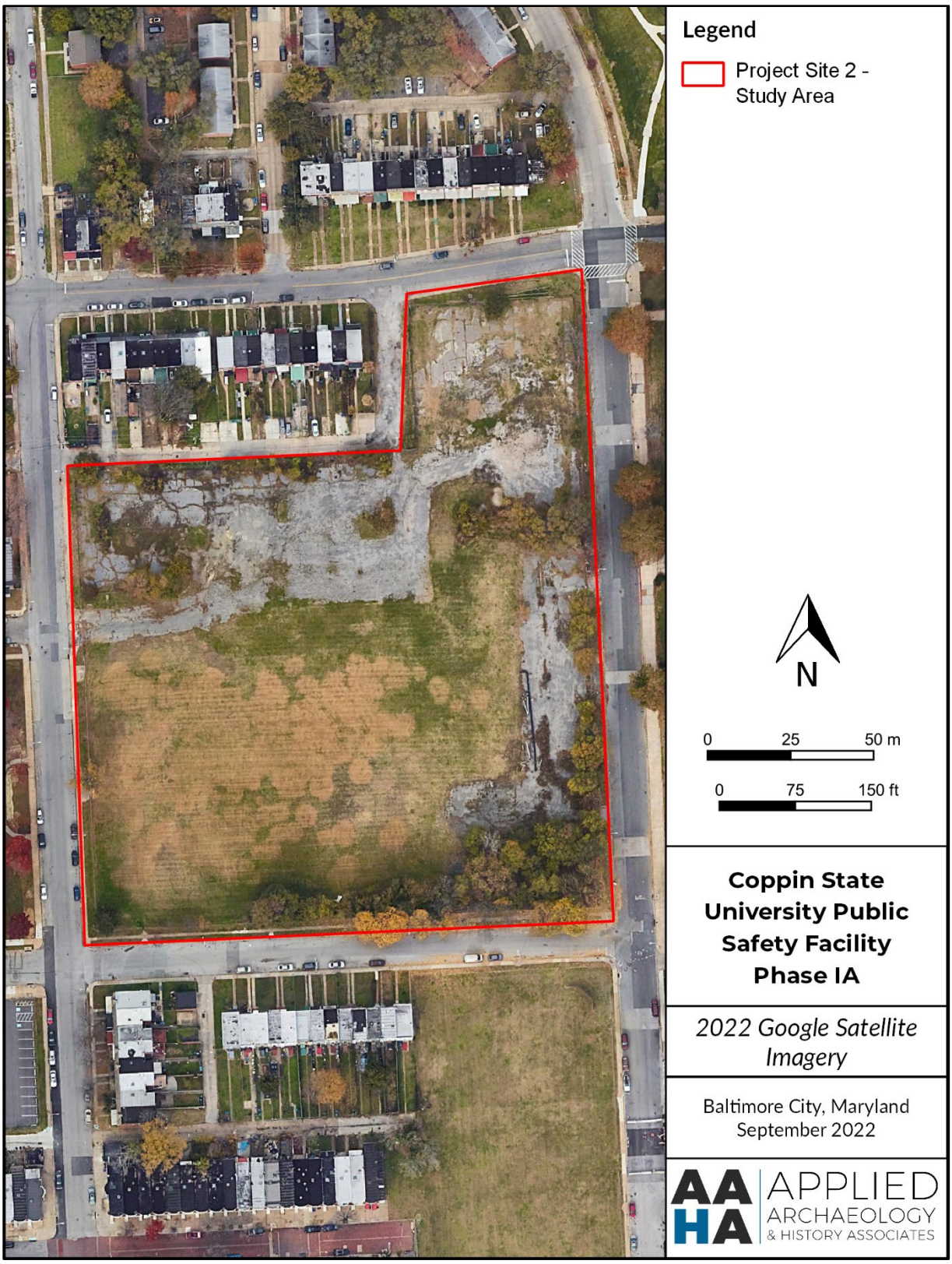

Figure 1-4. Aerial photograph showing the existing conditions of Project Site # 2.

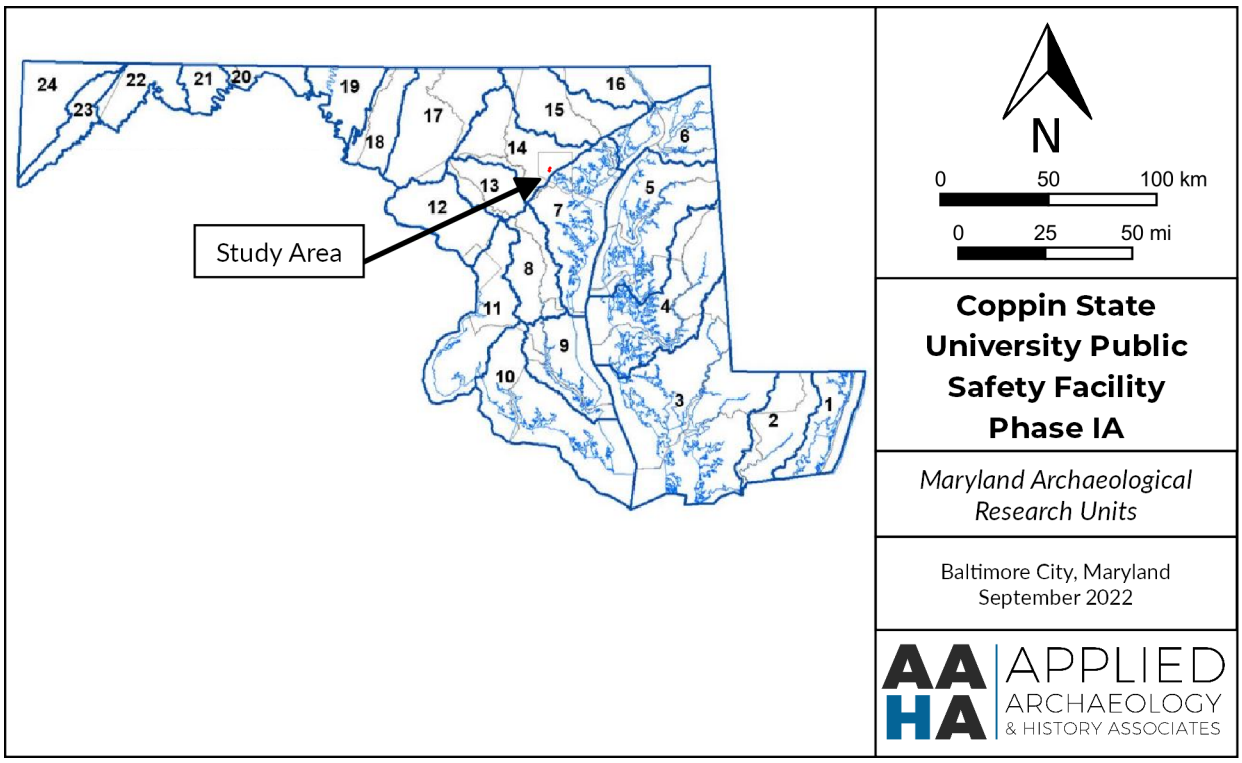

Figure 1-5. Location of the Project Sites on a map of Archaeological Research Units in Maryland.

2. ENVIRONMENTAL CONTEXT

The Project Sites are located in southwestern Baltimore City and is divided between two areas designated Project Site # 1 and Project Site # 2. Project Site # 1 is located at the intersection of Baker Street and North Warwick Avenue and consists of 2.8 acres on the western edge of a heavily modified interfluvial ridge. The ridge is reinforced by the construction of a railroad berm. Elevations in Project Site # 1 range from 68 m to 75 m above mean sea level (223 to 246 ft). Project Site # 2 is bordered by West Lafayette Avenue and Jordan Street to the north, Braddish Avenue to the east, Rayner Avenue to the south, and Ashburton Street to the west and consists of 6.33 acres within a former stream valley that has been filled to accommodate urban development. Elevations in Project Site # 2 range from 42 m to 51 m above mean sea level (137 to 167 ft) (MDiMap Topography Viewer 2022).

Physiography and Geology

The Project Sites are located in the Eastern Piedmont physiographic province, which generally consists of a gently rolling landscape overlying bedrock formations that vary widely in age and composition (Figure 2-1). Rivers and streams follow courses through narrow valleys that usually cut into the bedrock. Rock outcroppings are also common, particularly along the slopes of floodplains and stream valleys. The Fall Zone, which separates the Eastern Piedmont from the Atlantic Coastal Plain, is located a short distance to the east. The Fall Zone is characterized by a rapid decrease in elevation and the transition from the Piedmont's narrow, rocky stream valleys to the broad, shallow tidal rivers and estuaries feeding the Chesapeake Bay.

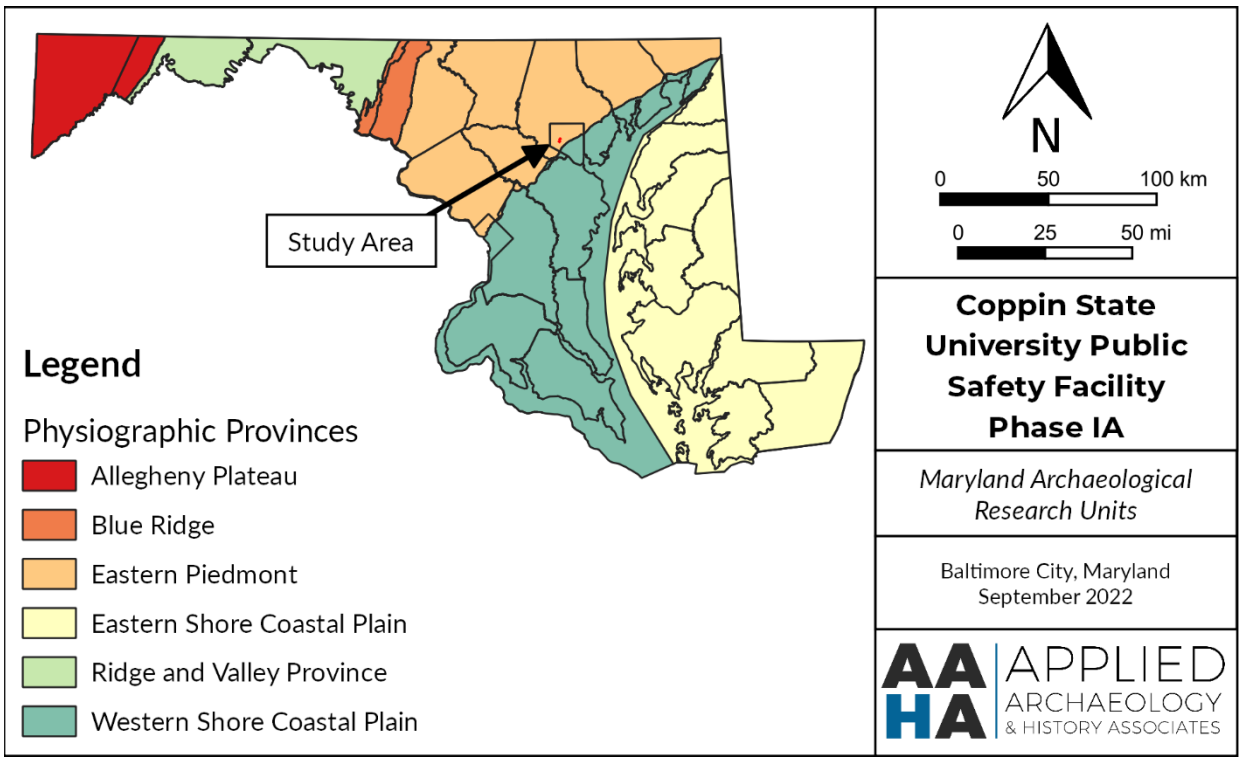

Figure 2-1. Location of the Project Sites on a map of the physiographic provinces of Maryland.

Geological strata underlying Project Site # 1 are included within the Relay Quartz Diorite Formation and are composed of quartz diorite and gneiss. This formation formed in the Cambrian epoch of the Paleozoic era and is probably associated with James Run subduction events and/or the collision of the James Run arc with North America. Geological strata underlying Project Site # 2 are included within the James Run Gneiss and Setters Formations. James Run Gneiss is composed of amphibolite, gneiss, schist, and metabasalt. These deposits also formed in the Cambrian epoch and were part of a volcanic island arc offshore from North America in the Iapetus Ocean. The Setters Formation is composed of quartzite, gneiss, and schist. These deposits also formed in the Cambrian epoch and are deposits offshore from the Iapetus Ocean.

Though quartz, quartzite, and rhyolite predominate on many western Coastal Plain and Eastern Piedmont precontact sites, cherts and jaspers are not uncommon. In many areas of the Eastern Piedmont, jaspers occur principally in secondary deposits of stream cobbles (Custer and Galasso 1980). Rhyolite distributions on archaeological sites have been thoroughly documented by Stewart (1989) for areas in central and eastern Maryland. Stewart's studies include an examination of trends in rhyolite usage at various distances from outcrops. The use of rhyolite is evident in assemblages from the Late Archaic in the Coastal Plain and the Piedmont, when the first clear evidence of trade is found in the region.

Soils

Soils within the Project Sites were identified using the USDA Web Soil Survey (WSS) as depicted in Figure 2-2 and Figure 2-3. Project Site # 1 incorporates soils from the Urban land-Legore soil complex (19UB, 0-8% slopes). Project Site # 2 incorporates soils from the Legore-Urban land complex (18UC, 8-15% slopes) and the Jackland-Urban land complex (12UB, 0-8% slopes). Urban land complexes have been disturbed by urban development and are characterized by the partial or complete removal of the upper soil column, which is most likely to contain archaeological resources. It has generally been cut and/or filled to reach its current grade. Urban land is often impervious to water and has a very high runoff classification. It can include a mix of textural constituents but is most often clay because clay is stable enough to support large and/or densely arranged structures. Urban land is typically compacted and often contains gravel inclusions.

Paleoenvironment

Approximately 15,000 years ago, sea levels began rising and transgressing the exposed Atlantic continental shelf. By 10,000 BP ocean waters extended to the Cape Charles paleochannel located at the mouth of the Chesapeake Bay (Dent 1995:75). During this same time period, the vegetational landscape consisting of coniferous forests associated with the late Pleistocene was being displaced by a mixed coniferous-deciduous forest with reduced open character (Owens et al 1974:399-400). Pollen cores obtained from the Dismal Swamp in the southern margins of the Chesapeake region show a transition from pine and spruce trees to oak, chestnut, and hickory around 8,200 years ago (Whitehead 1972:308). After 3,500 years ago the local flora and fauna assume a relatively modern character.

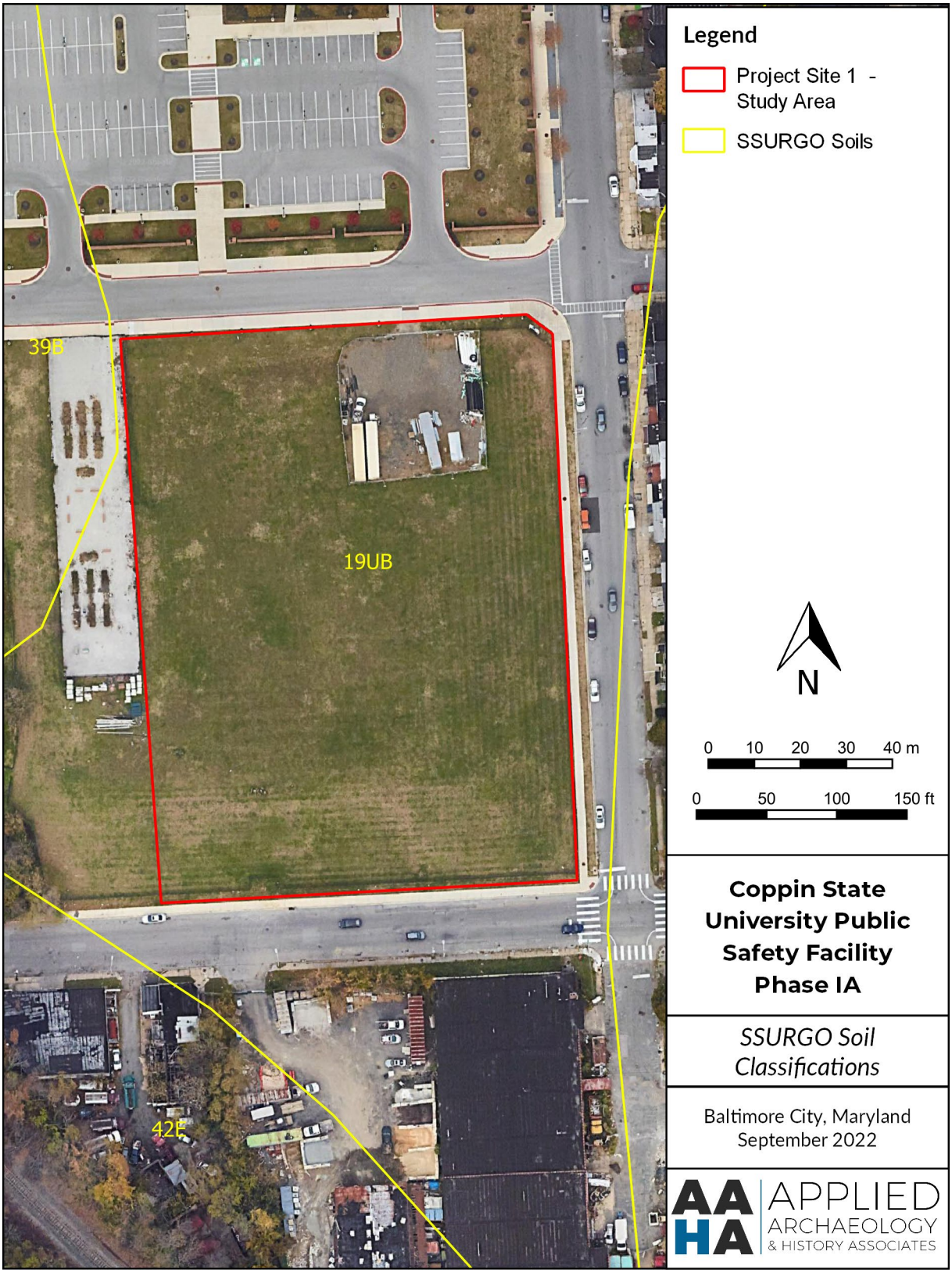

Figure 2-2. Aerial photograph showing soils and soil complexes in Project Site # 1.

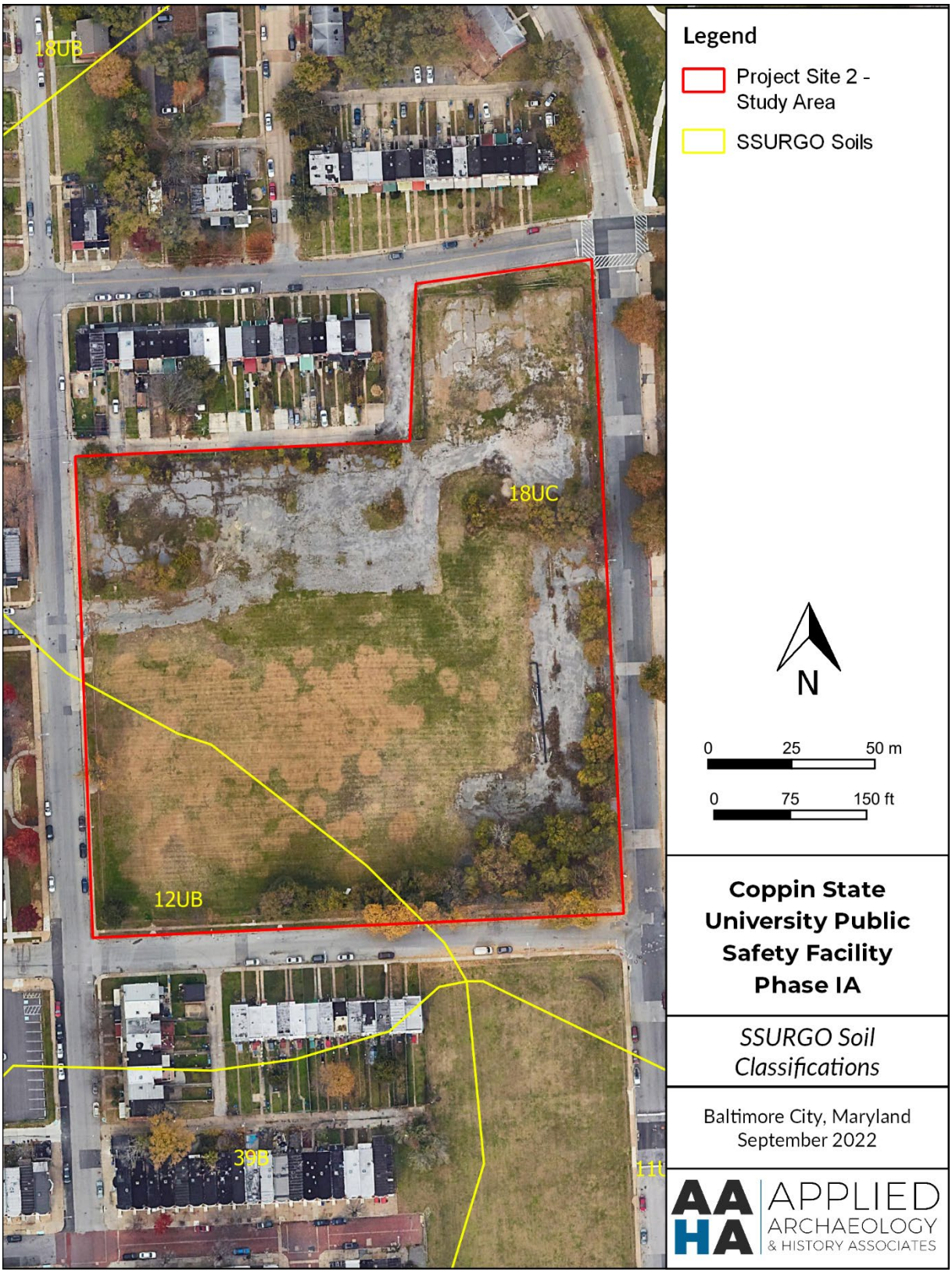

Figure 2-3. Aerial photograph showing soils and soil complexes in Project Site # 2.

Before the arrival of Europeans, the environment was primarily wooded in deciduous hardwoods (Hall 1973:73). The dominant tree species included red and white oak, sweetgum, swamp maple, holly, beech, white cedar, and bald cypress. Following European settlement, the area gained an evergreen component, including Virginia, shortleaf, and loblolly pines. Dominant species in this habitat included white and southern red oak, tulip poplar, loblolly pine, American holly, sweet pepper bush, arrowwood, Japanese honeysuckle, poison ivy, and Virginia creeper. Food sources available to precontact inhabitants in the late summer, fall, and early winter of this region include fruits, seeds, greens, and tubers (Steponaitis 1986:79). Tubers, fruits, greens, and seeds would have been available in the spring, summer, and fall seasons, with dominant species of silky dogwood, bald cypress, seaside alder, narrow-leaved cattail, spotted touch-me-not, buttonbush, sedges, and skunk cabbage.

Flora and Fauna

Animal life along the Chesapeake Bay region reported by early explorers at the time of contact included deer, squirrels, badgers, opossums, rabbits, bears, beavers, otters, foxes, martens, minks, weasels, and numerous fish and bird species (Hughes 1980:66). At present, the region is characterized by three different habitats: terrestrial, wetland, and aquatic. Wildlife commonly found in the terrestrial habitats includes songbirds, red fox, white-tailed deer, woodchuck, raccoon, gray squirrel, eastern chipmunk, Virginia opossum, and black rat snake. The aquatic and wetland habitats are home to a variety of birds (great blue heron, mallard, wood duck, red-winged black bird), muskrat, bullfrog, common musk turtle, and northern water snake. Freshwater streams provide a spawning environment for migratory fish species such as white and yellow perch, herring, and alewife. Resident species include largemouth bass, chain pickerel, and blue spotted sunfish. Seasonally abundant species such as migratory waterfowl were also common.

Modern Climate

Baltimore, Maryland experiences an average of 42.3 inches (in) of precipitation per year. Snowfall averages 18.5 in (U.S. Climate Data 2022). Average daily maximum temperature is 74 degrees Fahrenheit and the average daily minimum temperature is 52 degrees Fahrenheit (United States Department of Agriculture 1998). The growing season lasts for an average of 201 days (WeatherSpark 2022).

3. CULTURAL CONTEXT

Precontact Context

The precontact chronology of eastern North America traditionally has been divided into three major cultural/temporal periods: Paleo-Indian, Archaic, and Woodland. These broad designations in turn have been divided into various sub-periods. The generalized periods approximately correspond to differing cultural configurations that became manifest because of adaptations to natural and social environments at a particular time. The following section briefly outlines the cultural and environmental changes associated with the prehistoric and contact period cultures of the Middle Atlantic region.

Paleoindian populations (ca. 12,000-8,000 BC) began to migrate into the region at the end of the Late Glacial to early Post Glacial climate episodes. Climatic conditions at that time differed significantly from those of today, and Paleoindian people would have adapted to a tundra or Jack Pine-Spruce forest (Hatch et al. 1986:100). The traditional view of Paleoindians has been of highly mobile hunters who tracked the large game that inhabited the region, but research in recent decades have shown that they exploited a wide variety of food resources (Ebright 1992:410).

It has been suggested, based on the current distribution of Paleoindian materials, that upland areas were preferred for occupation. The prevalence of Paleoindian artifacts in upland settings may, however, be due to contemporaneous sea levels, which were approximately 30 m above their Late Glacial levels, causing riverine or estuarine Paleoindians sites to become inundated. Most documented sites that have yielded Paleoindian material consist only of isolated fluted projectile points, which is the prime diagnostic artifact of the period (Funk 1969; Gardner 1974; Adovasio et al. 1977; Dent and Kauffman 1978). These points are almost always recovered from the surface of plowed fields.

Stratified Paleoindian materials have come to light in recent years in Anne Arundel County (Ebright 1992), Prince George's County (Gibb 2004), and on the Delmarva Peninsula (Lowery et al. 2010). Along with similarly stratified Clovis sites in Virginia (e.g., Cactus Hill; Wagner and McAvoy 2004), these sites have contributed significantly to scholarship on the earliest peopling of the Mid-Atlantic Coastal Plain.

The beginning of the Archaic Period (ca. 8,000-1,000 BC) is approximately coeval with the shift from cool, wet Pleistocene climates and environments to those of the essentially modern Holocene. Climatic conditions did fluctuate during the period, however, resulting in changes in the forest composition and faunal communities. By ca. 3,000 BC, essentially modern climatic conditions were established with the onset of the Sub-Atlantic episode, although minor fluctuations persisted. Archaic groups modified their adaptive strategies in response to environmental changes. These changes are reflected in the archaeological record by the appearance of more diverse tool styles. Included among these are specialized tools such as manos, metates, and pitted stones that indicate a more intensive exploitation of edible plant foods, and netsinkers and fishhooks, which signify a greater dependence on anadromous fish resources (Bryan 1980:363; Thomas 1980: II-5). These peoples also procured an increased quantity of

smaller mammals, as well as birds. Diagnostic projectile point forms are recognized for the Early, Middle, and Late Archaic periods, that include notched-, bifurcated-, and stemmed-base styles.

The appearance of ceramic technology traditionally has marked the beginning of the Woodland Period (ca. 1,000 BC-Contact) (Gardner 1980:3). The Early Woodland Period was characterized by a continuation of terminal Late Archaic settlement/subsistence systems, but with added capacity for food storage and preparation afforded by pottery. The earliest ceramic vessels on the Coastal Plain were tempered with crushed steatite and are thought to copy forms from Late Archaic steatite bowls (Klein 1997).

A period of rapid experimentation was followed by the widespread adoption of sand-tempered wares in the Coastal Plain that continued into the subsequent Middle Woodland Period. Expanding populations during this period became increasingly sedentary, likely following a fusion-fission settlement model with populations that consolidated and dispersed based on the time of year. The Coastal Plain's rivers and estuaries became the primary focus of settlement. Shell middens, which have recently been shown to date as far back as 2,800 BC in the Chesapeake region (Rick and Waselkof 2015), began appearing along Maryland's rivers in great numbers during the Early Woodland. This indicates an increased reliance on marine food sources, most notably oyster.

The Middle Woodland is marked by an expansion of regional and extra-regional exchange networks and the apparent development of ethnic boundaries based on regional variations in pottery styles. Extra-regional exchange systems are seen in the prevalence of exotic lithic materials such as rhyolite in the Coastal Plain during this period.

Archaeologists in Maryland generally identify two phases of Middle Woodland development, the first being characterized by a sand-tempered ceramic ware called the Popes Creek series and the second being characterized by a shell-tempered ware called the Mockley series (Sperling 2008:26). Mockley ceramics are widely distributed across the Coastal Plain from Delaware to Virginia, as well as in parts of the Piedmont, suggesting frequent contact among Middle Woodland groups in the Mid-Atlantic region. The slow transition toward sedentism continued during this period, with major settlements tending toward low-lying wetland and estuarine environments (Sperling 2008:25).

By the Late Woodland Period (ca. AD 900-1630) there is evidence for the cultivation of corn, beans, and squash, and also for the establishment of semi-permanent villages. Despite this, the long-range trade between the Coastal Plain and the Ohio Valley seems to have broken down by this point. Horticulture played a major role in subsistence, and while gathering and fishing remained important, these activities were scheduled around the horticultural cycle (Hatch et al. 1986:103).

During this period, settlements were generally positioned to take advantage of productive agricultural soils on floodplains, with smaller satellite camps established near waterways and wetlands to exploit deer, fowl, fish, and shellfish (Strickland et al. 2015:63). Some village sites were fortified with stockades, and smaller hamlets were usually dispersed no more than a few kilometers from the main village. This pattern of land use was observed at the time of European

contact. Material culture influences during this time reflect the development of ceramic and cultural traditions specific to localized geographic areas.

The three centuries preceding sustained European contact may have witnessed the development of political organizations spanning multiple Native American groups. Oral traditions recorded by the Colonial government in 1660 indicate that the Piscataway paramount chiefdom, which dominated the Potomac Drainage when European settlers arrived, may have united under an Eastern Shore ruler as early as AD 1300 (Strickland et al. 2015:15-16). This roughly coincides with the appearance of ossuary burials in the Potomac Drainage, a mortuary practice that originated on the Eastern Shore.

Additionally, pottery types prevalent in the Maryland and Virginia Piedmont began appearing in Coastal Plain settlements concurrent with the abandonment of palisaded villages in that region. It has been suggested that these changes in material culture in the latter half of the Late Woodland Period reflect mass migration into the Potomac Drainage from the Piedmont, the Eastern Shore, or both (Potter 1993).

After AD 1500, there was an increase in social and political action among native tribes in Maryland and Virginia. Spanish missionaries may have explored parts of southern Maryland during the sixteenth century, but it was not until John Smith's voyages on the Potomac in 1608 that documented contact occurred between Europeans and Native Americans in the region. At this time, the material culture of the natives began to shift away from stone and bone tools, toward brass arrow points, glass trade beads, and other iron and brass objects.

The relations between Native Americans and Europeans in Maryland were strained and deteriorated as colonists continually encroached upon the land of the natives. By the beginning of the eighteenth century most local Native American tribes had either migrated out of Maryland or had been decimated by disease.

Historic Context

In 1588, Captain Vincente Gonzales, believed to be the earliest European to enter the Chesapeake Bay, sailed from Florida to survey areas thought to be English settlements. While none were observed in the Chesapeake, Gonzales did locate the remnants of the Roanoke Colony along the Carolina Outer Banks (Quinn 1977). In 1608, John Smith sailed along the Chesapeake Bay and documented the surrounding land and a number of Native American villages. Trade was established with these groups, most of which spoke Algonquian languages.

The Susquehannocks, an Iroquoian-speaking group, dominated the upper Chesapeake Bay and Susquehanna River. By the late seventeenth and the early eighteenth centuries, the combined effects of internal conflict and externally introduced diseases and destabilizing influences resulted in the significant reduction in the Native American population and many Native Americans chose to relocate from the Chesapeake Bay area (Jennings 1968). Those that remained in Maryland typically assimilated into European society. There are three state-recognized Native American groups in Maryland, two of which are associated with the Piscataway of southern Maryland and one of which is associated with the Accomac of Virginia.

The colony of Maryland was established in 1634, when 150 English colonists settled at St. Mary's City in the lower tidewater area of Maryland (Fausz 1984:12). Cecilius Calvert, second Lord Baltimore, was proprietor of the colony. In 1632, he inherited the charter for the region from his father, George Calvert, who had secured the Maryland grant from Charles I. The success of tobacco cultivation in the colony of Virginia encouraged early Maryland colonists to adopt this agricultural focus, requiring a large labor force of indentured servants and slaves.

The first recorded European exploration of what is now Baltimore County and the Project Sites was by Captain John Smith in the first years of the seventeen century. The county of Baltimore was formed ca. 1660 by the executive power of the Lord Proprietary. Early settlement centered on the areas to the north and east, near the mouth of the Susquehanna River. Between 1650 and 1667, settlement in the county greatly increased, with most estuarine sites occupied by 1664 (Wesler et al. 1981). A gradual shift in settlement during the eighteenth century from the northern and eastern portions of the county to the south and west favored the growth of Baltimore (Scharf 1971:40). Baltimore County was divided into four parishes in 1766 and 13 districts in 1779. Baltimore County grew rapidly during the eighteenth and nineteenth centuries; population tripled between 1790 and 1840, from roughly 39,000 to 135,000 (Hopkins 1878).

The Town of Baltimore was established in 1729 on the north side of the Inner Basin of the Patapsco River. The original town consisted of 60 one-acre lots with an economic focus on tobacco trading. Growth was initially slow, with only 25 buildings constructed within the town by 1752. The growth of the wheat markets in the mid- to late eighteenth century transformed the Baltimore County countryside and the nascent port of Baltimore (McGrain 1990:3). Wharves and warehouses transformed the harbor and roads were built to funnel wheat to the port. Turnpikes were built from Baltimore to Cumberland, connecting the city to the Ohio Valley via the National Road. The economic opportunities presented attracted large numbers of immigrants of various nationalities and classes. In 1797, Baltimore was officially incorporated as a city and by 1827 Baltimore had become the largest flour market in the world (City of Baltimore 2006:20-22).

The economy of Baltimore diversified as the city grew. Textile mills were constructed in the early nineteenth century along with shipyards, brick kilns, copper and iron works, and glass factories. The "Baltimore Clipper" ship type was one of the fastest available at the time and has been credited with helping American merchants break British naval blockades during the American Revolution and War of 1812. During the War of 1812, Baltimore was threatened by the British after the burning of Washington, D.C. (City of Baltimore 2006:23). The defense of Fort McHenry during the Battle of Baltimore on September 13-14, 1814 stopped the attempted British invasion of Baltimore and inspired Francis Scott Key to write a poem that would become the U.S. national anthem: The Star-Spangled Banner (National Park Service 2020).

Baltimore City continued to see tremendous growth throughout the first half of the nineteenth century. By 1820, Baltimore was the second largest city in the United States and featured urban improvements such as a water system, gas street lighting, and a garbage collecting system. The threat to Baltimore's economic hegemony posed by the construction of the Erie Canal and subsequent canal systems linking the Midwest to northeastern sea ports led to the creation of the Baltimore & Ohio (B&O) Railway Company in 1827.

By 1852, the B&O connected Baltimore to Wheeling, Virginia (now West Virginia) (City of Baltimore 2006:24-25). Technological advances kickstarted by the development of the railroad led to innovations and increases in large-scale manufacturing and metal manufacturing during the mid to late nineteenth century. Other notable industries in Baltimore at this time included oyster farming and shipping, fruit and vegetable canning, and clothing, umbrella, and fertilizer manufacturing. By 1888, Baltimore had expanded from 10 to 30 square miles, with previously suburban or rural areas connected to the city by horsecar and, later, streetcars (City of Baltimore 2006:28-29).

By 1900, Baltimore was a large, industrial city with a population of over half a million. A fire in 1904 decimated much of downtown Baltimore, burning 140 acres and destroying thousands of buildings. Within 10 years, downtown was completely rebuilt with significant improvements to the layout of the area and stricter fire codes enforced throughout the city. In 1918, Baltimore was again expanded, now encompassing almost 80 square miles. Baltimore was hit hard by the Great Depression; the dissolution of numerous companies and banks left tens of thousands of city residents unemployed.

The onset of World War II helped restart the United States and Baltimore economy. The end of the war saw the population of Baltimore decline as suburbanization led both people and companies to vacate the downtown area. Major public works projects reshaped the city with the construction of expressways, new schools, public housing, and a revitalization of downtown Baltimore featuring modernized office buildings, hotels, restaurants, residences, theaters, and plazas. These changes continued through the late twentieth century with the creation of the Inner Harbor, an area featuring museums, hotels, marinas, parks, and restaurants catering to both tourists and residents (City of Baltimore 2006:32-42).

Historic Maps

To determine possible locations of historic period archaeological sites, documentary research examined historical maps that could reveal signs of former historic occupation. Evidence on historic maps included the location of transportation routes, buildings and structures, cemeteries, and other cultural features. In addition to maps, aerial photographs, which can track developments in a region and show the location of previous historical properties through vegetation patterns and structure locations, were examined. The following historic maps show changes in the Project Sites and their vicinities.

On the 1608 *Map of Virginia* by John Smith, the Project Sites vicinity is depicted west of the “Chesapeack Bay” (Chesapeake Bay) and north of the “Bolus flu[men]” (Patapsco River), near an area labeled “Downes dale” (Figure 3-1). While no Native American settlements are noted in the vicinity of the Project Sites, numerous settlements are depicted to the south along the “Pawtuxunt flu[men]” (Patuxent River) and “Patawomeck flu[men]” (Potomac River). Augustine Herrman’s 1673 *Map of Virginia and Maryland* depicts “Baltemore County” along the western shore of the Chesapeake Bay near the Patapsco River (Figure 3-2). The Project Sites vicinity is located north of the river. The Dennis Griffith 1795 *Map of Maryland* depicts Baltimore City shortly after the establishment of the United States (Figure 3-3).

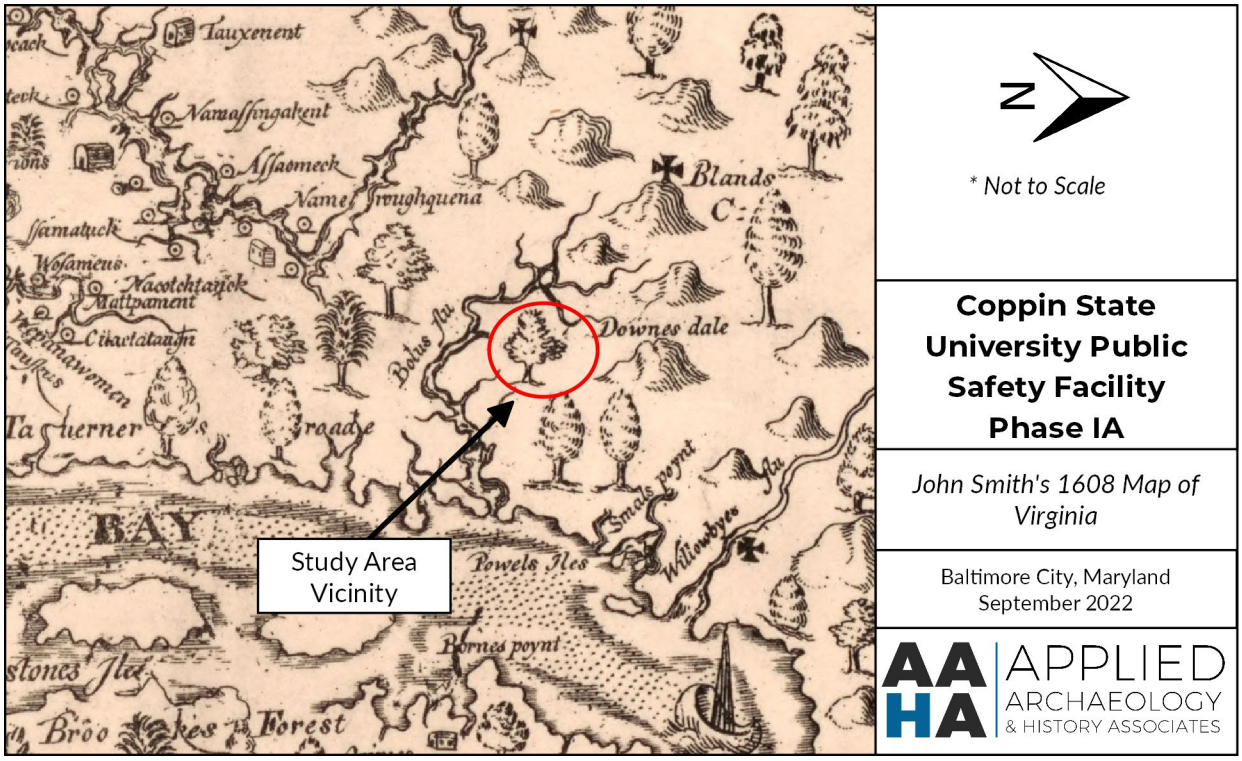

Figure 3-1. Detail of the 1624 edition of John Smith's map of *Virginia*, showing the Project Sites vicinity (Hole and Smith 1624).

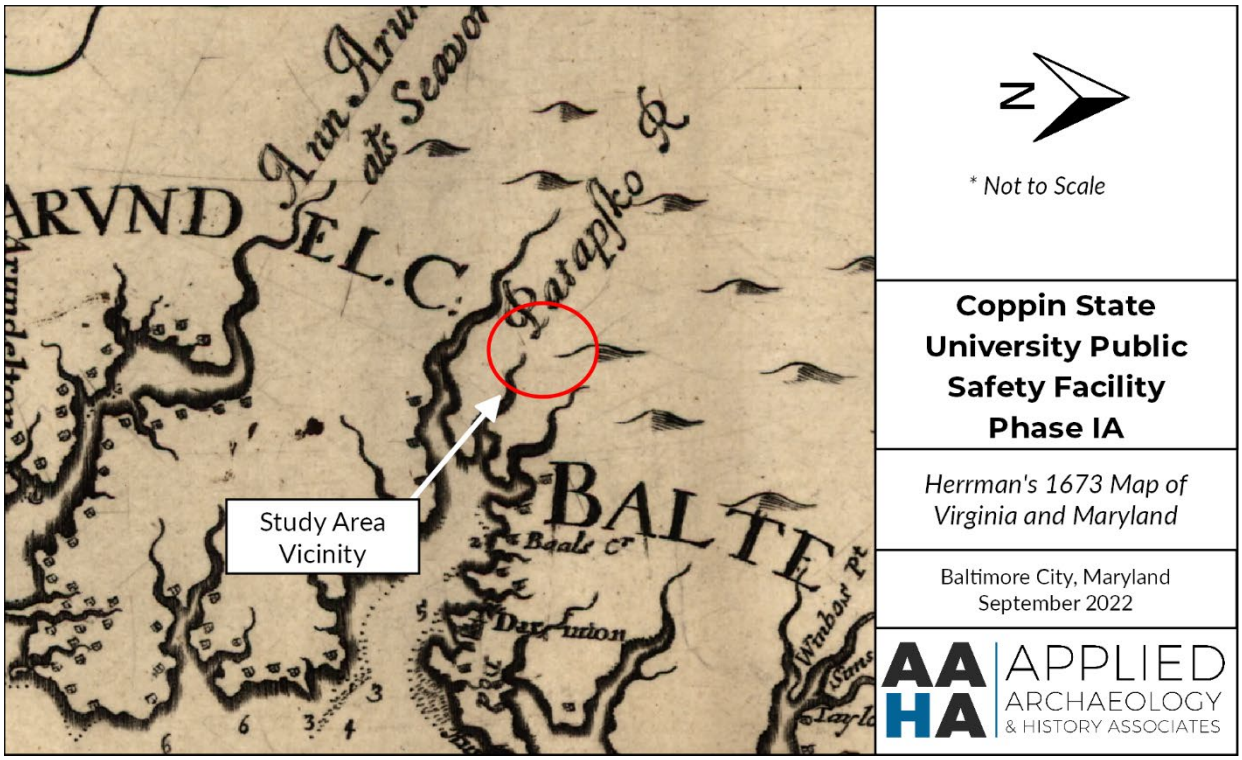

Figure 3-2. Detail of the Herrman 1673 *Map of Virginia and Maryland* showing the Project Sites vicinity (Herrman 1673).

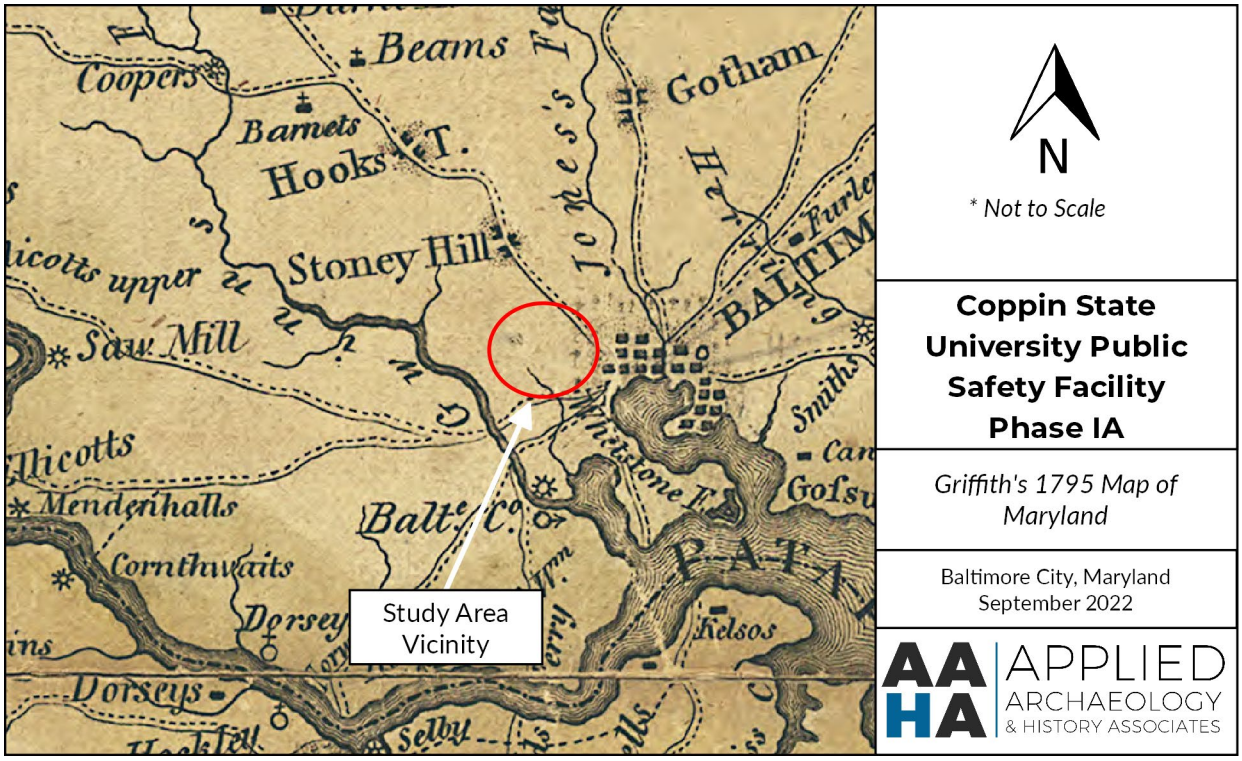

Figure 3-3. Detail of the Griffith 1795 *Map of Maryland* showing the Project Sites vicinity.

The City of Baltimore is located on the Patapsco River, with the Project Sites shown just outside of the city limits between Gwinns Falls to the west and Jones Falls to the east. They lie along a historic road leading northwest from the city, which roughly corresponds with the current route of MD-129. A village called Stoney Hill is depicted along this road to the northwest.

The 1857 *Map of the City and County of Baltimore* by J.C. Sidney shows the Project Sites within the Third District of Baltimore County, northwest of the City of Baltimore (Figure 3-4). The Project Sites are located between Gwinns Falls to the west and Jones Falls to the east in an area marked as Clearmont and Poplar Grove. Individual landowners are named on the map as well as community and industrial structures, including mills and an almshouse in the vicinity of the Project Sites. The *Atlas of Maryland* by Simon Martenet (1865) shows the Project Sites vicinity in an area known as Calverton Mills to the west of the city limits of Baltimore (Figure 3-5). The Baltimore County Alms House is noted in the southwestern Project Sites vicinity.

Project Site # 1

The 1899 *Baltimore, MD* 15-minute USGS Quadrangle shows Project Site # 1 within the Baltimore city limits, west of the urban downtown area (Figure 3-6). The Western Maryland Railroad runs from the north into Baltimore to the immediate southwest of Project Site # 1. A road bisects the southern portion of the Project Site and three structures are shown in the vicinity. Increased development is evident on the 1904 *Baltimore, MD* 15-minute USGS Quadrangle (Figure 3-7), with new roadways and structures depicted within Project Site # 1.

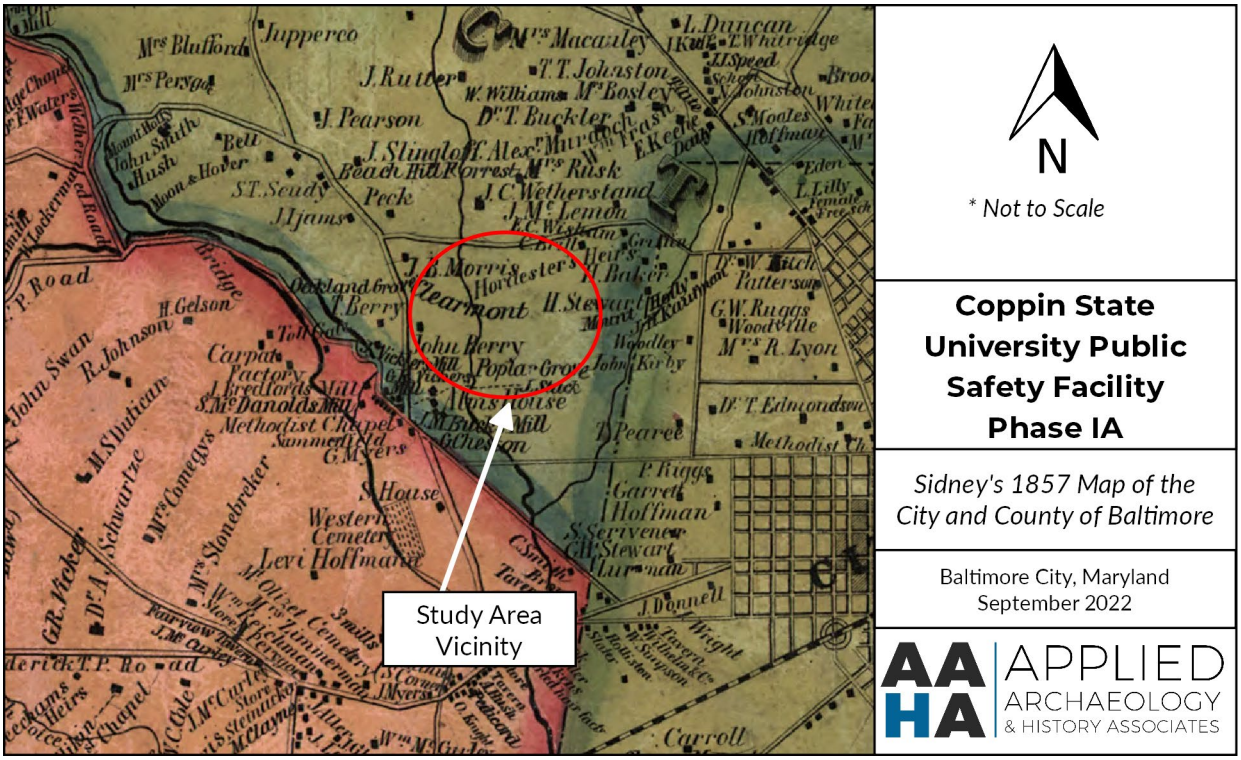

Figure 3-4. Detail of Sidney's 1857 *Map of the City and County of Baltimore* showing the Project Sites vicinity (Sidney 1857).

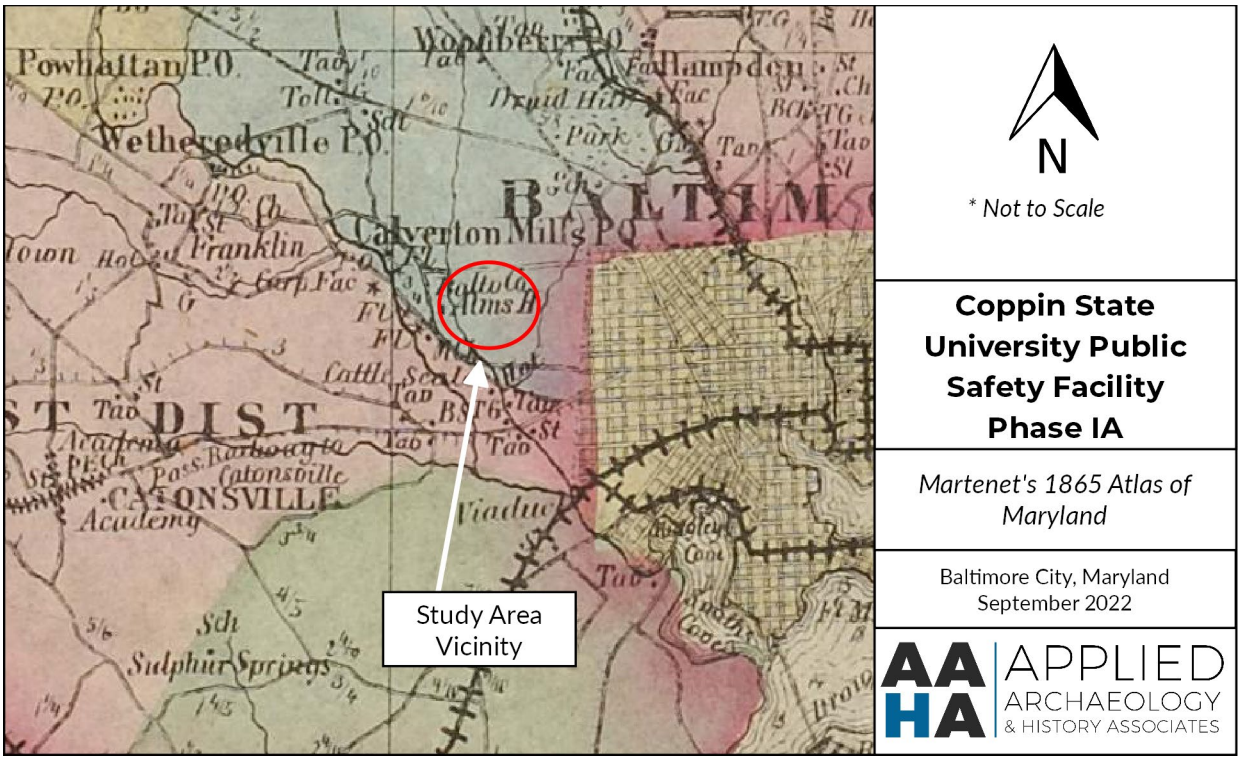

Figure 3-5. Detail of the Martenet 1865 *Atlas of Maryland* showing the Project Sites vicinity (Martenet 1865).

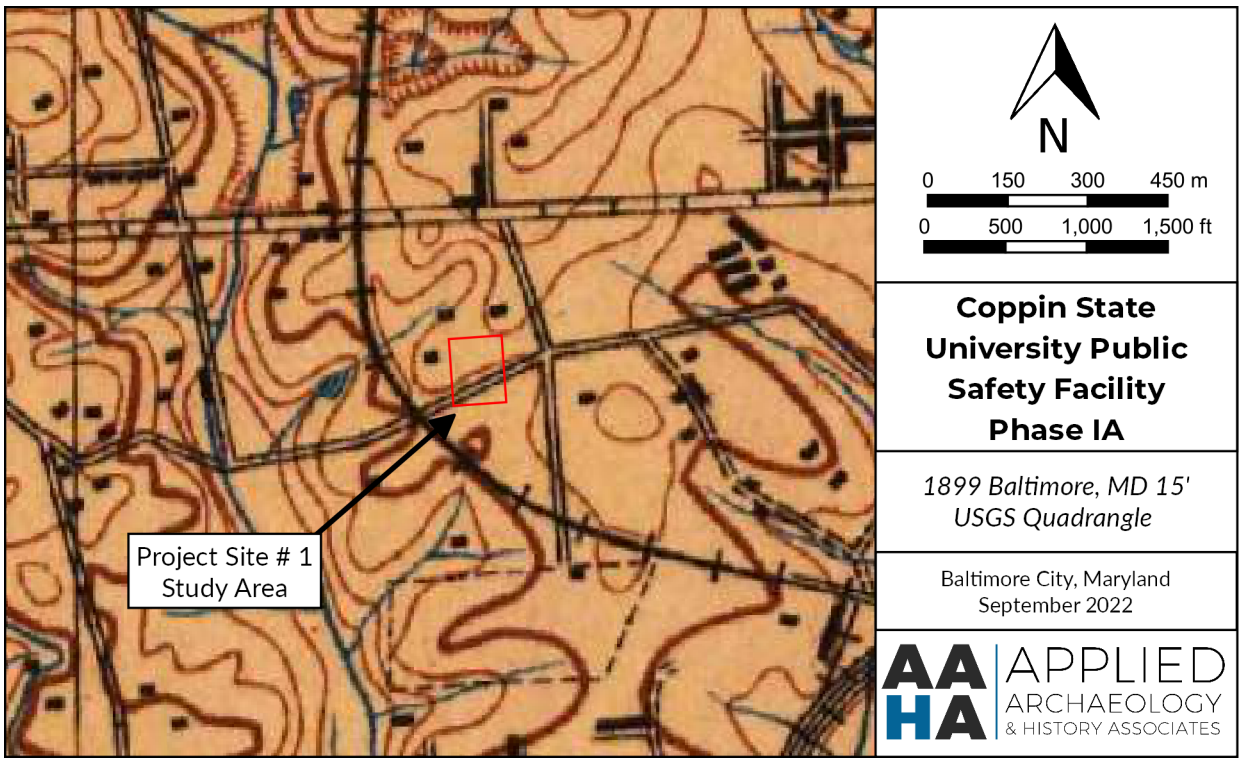

Figure 3-6. Detail of the USGS 1899 *Baltimore, MD* 15-minute quadrangle showing the Project Site # 1 Study Area (USGS 1899).

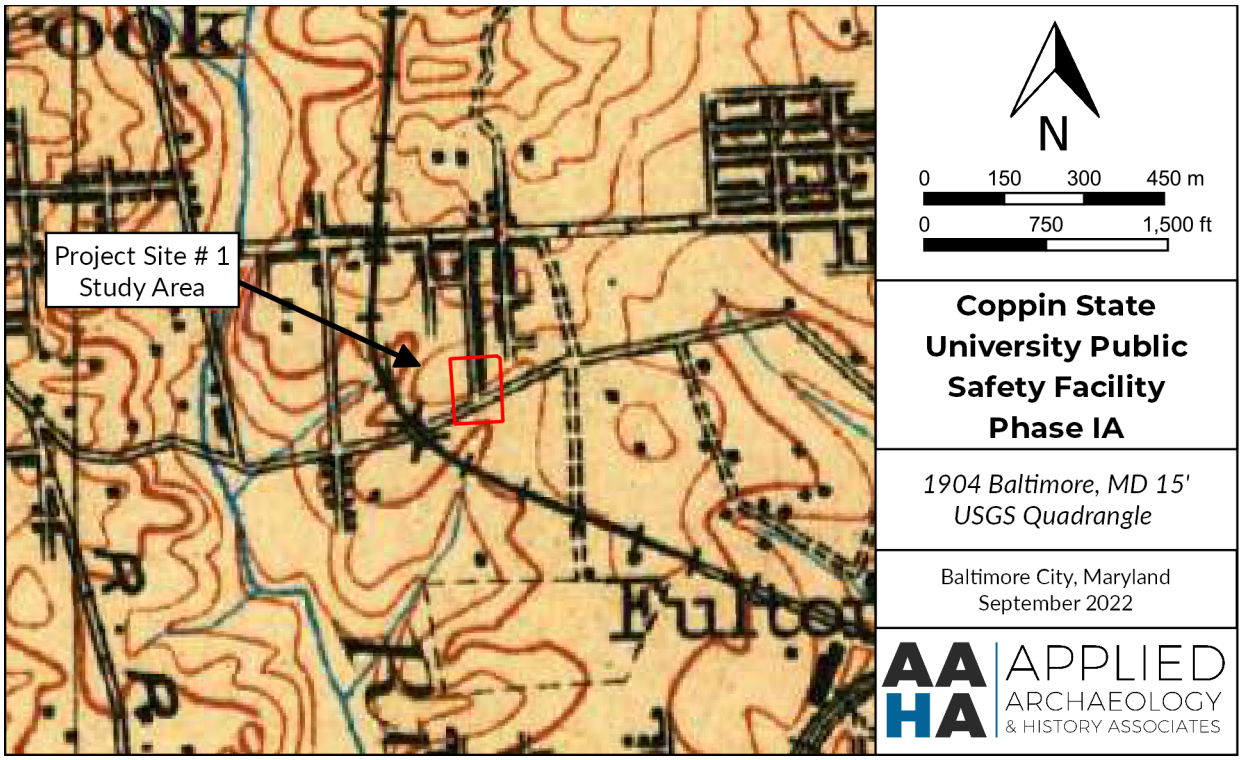

Figure 3-7. Detail of the USGS 1904 *Baltimore, MD* 15-minute quadrangle showing the Project Site # 1 Study Area (USGS 1904).

The 1914 Sanborn *Fire Insurance Map of Baltimore* (Figure 3-8) depicts residential development in the eastern portion of Project Site # 1. The road shown on the 1899 map, now labeled Windsor Mill Road, bisects the southern portion of Project Site # 1 and a new road, Thomas Ave, bisects the western portion. Dozens of row homes are depicted fronting on Warwick and Thomas Avenues. The Hudson Coal Company owns much of the property to the west adjacent to the Western Maryland Railroad right-of-way.

Additional structures are shown on the 1928 Sanborn *Fire Insurance Map of Baltimore* (Figure 3-9). Windsor Mill Road is no longer present, with residences now shown in a solid block along Warwick and Thomas Avenues to Baker Street. Nearby industries include the Hudson Building Supply Company, the Consolidated Engineering Company, and the Harrison and Rouse Coal Company. Two auto repair shops are noted within the Project Site along Baker Street.

In the 1944 *Baltimore West* 7.5-minute USGS quadrangle, Project Site # 1 is shown within an area of increased development (Figure 3-10). While structural detail is not provided within urban areas, population increases are reflected by the expanding urbanization in the vicinity. The Western Maryland Railroad continues to operate and several community buildings, including St. Peters Cemetery, a hospital, and several schools are depicted. The 1953 *Baltimore West* 7.5-minute USGS Quadrangle (Figure 3-11) shows continued growth in the area. Coppin State Teachers College is depicted to the northwest of the Project Site, while Easterwood Park is located to the southeast and St. Peters Cemetery to the south. The Western Maryland Railroad continues to operate.

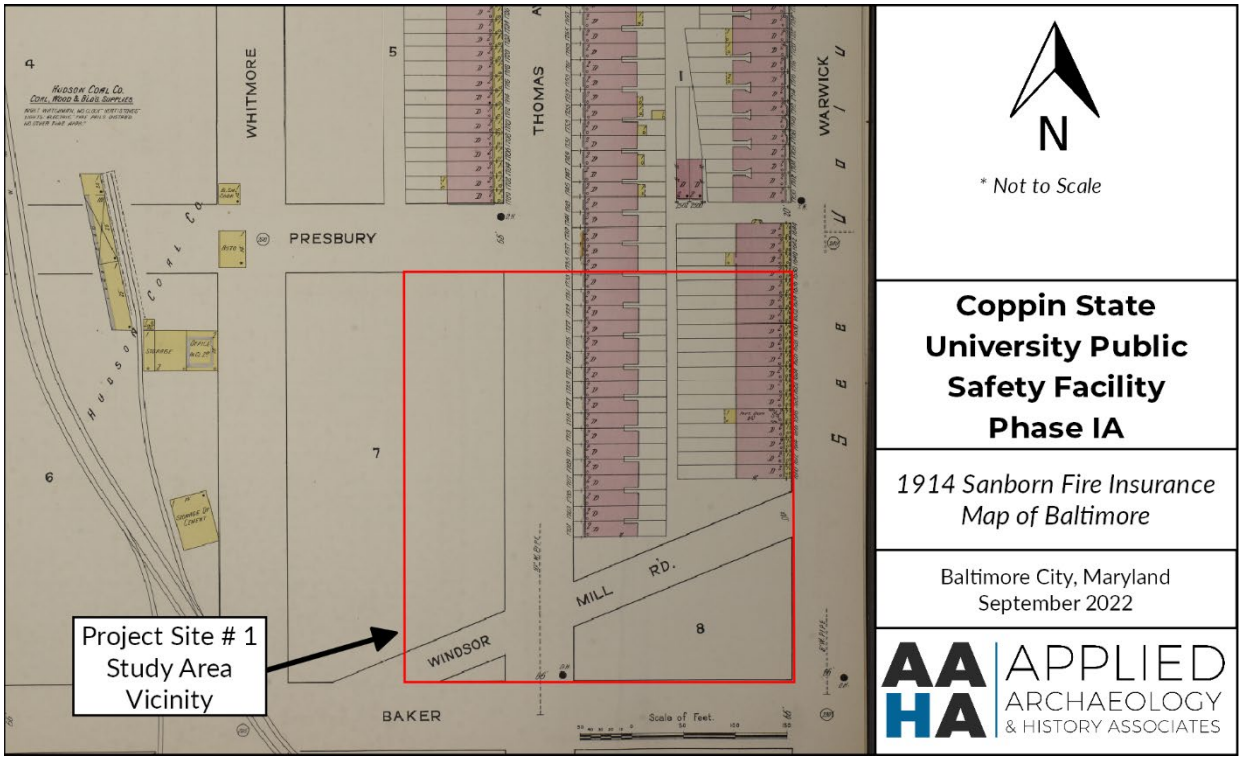

Figure 3-8. Detail of the 1914 Sanborn Fire Insurance Map of Baltimore showing the Project Site # 1 Study Area vicinity (Sanborn Map Company 1914).

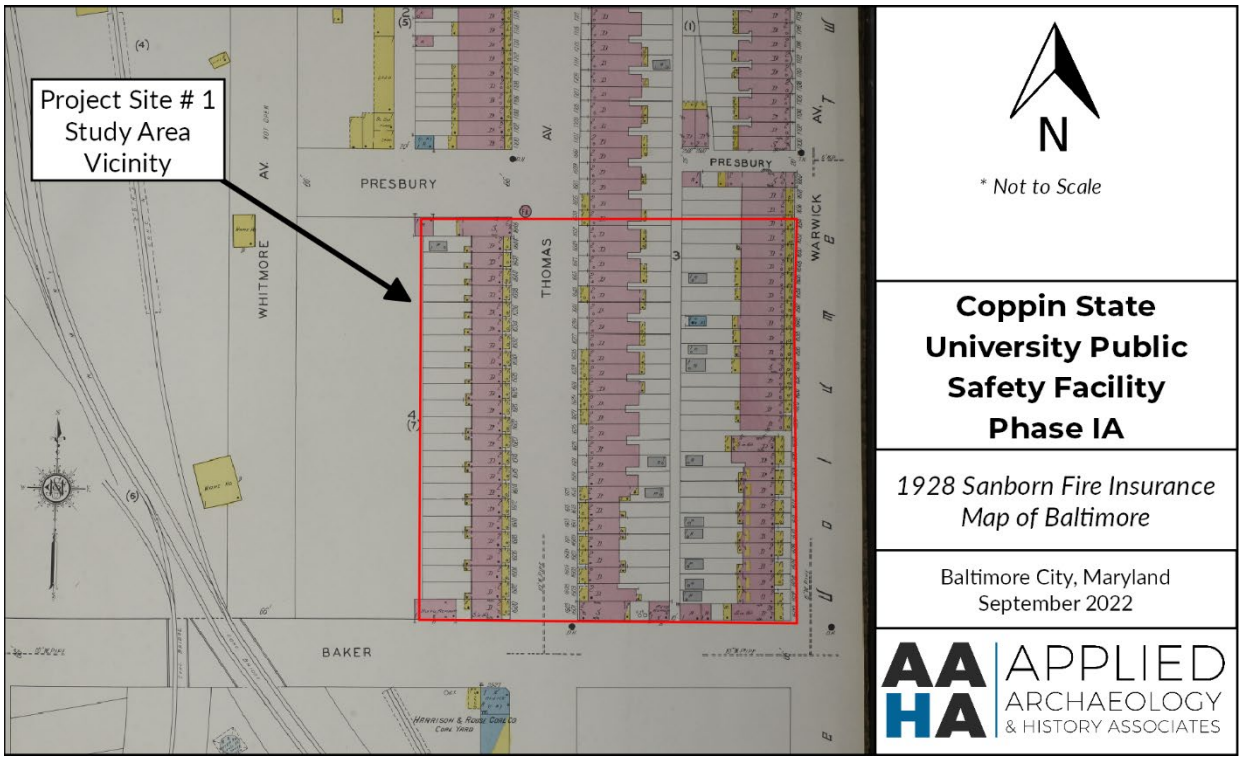

Figure 3-9. Detail of the 1928 Sanborn Fire Insurance Map of Baltimore showing the Project Site # 1 Study Area vicinity (Sanborn Map Company 1928).

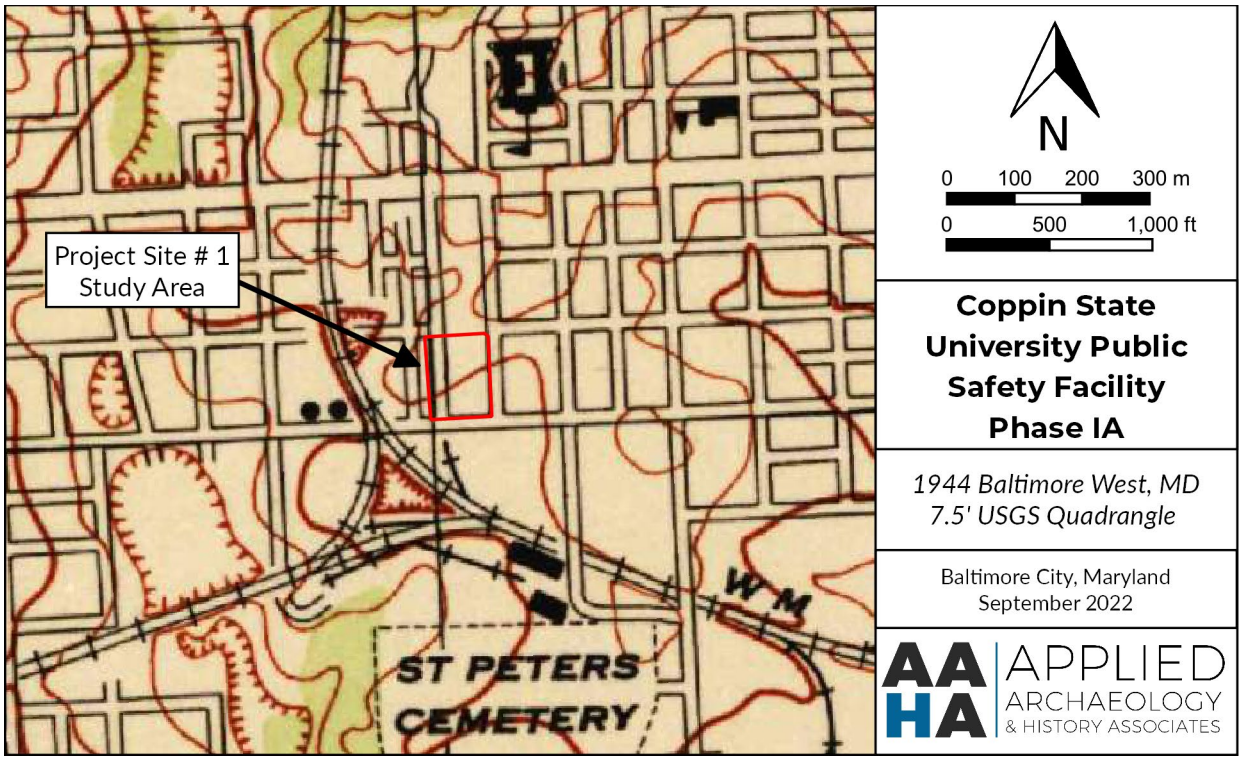

Figure 3-10. Detail of the USGS 1944 *Baltimore West, MD* 7.5-minute quadrangle showing the Project Site # 1 Study Area (USGS 1944).

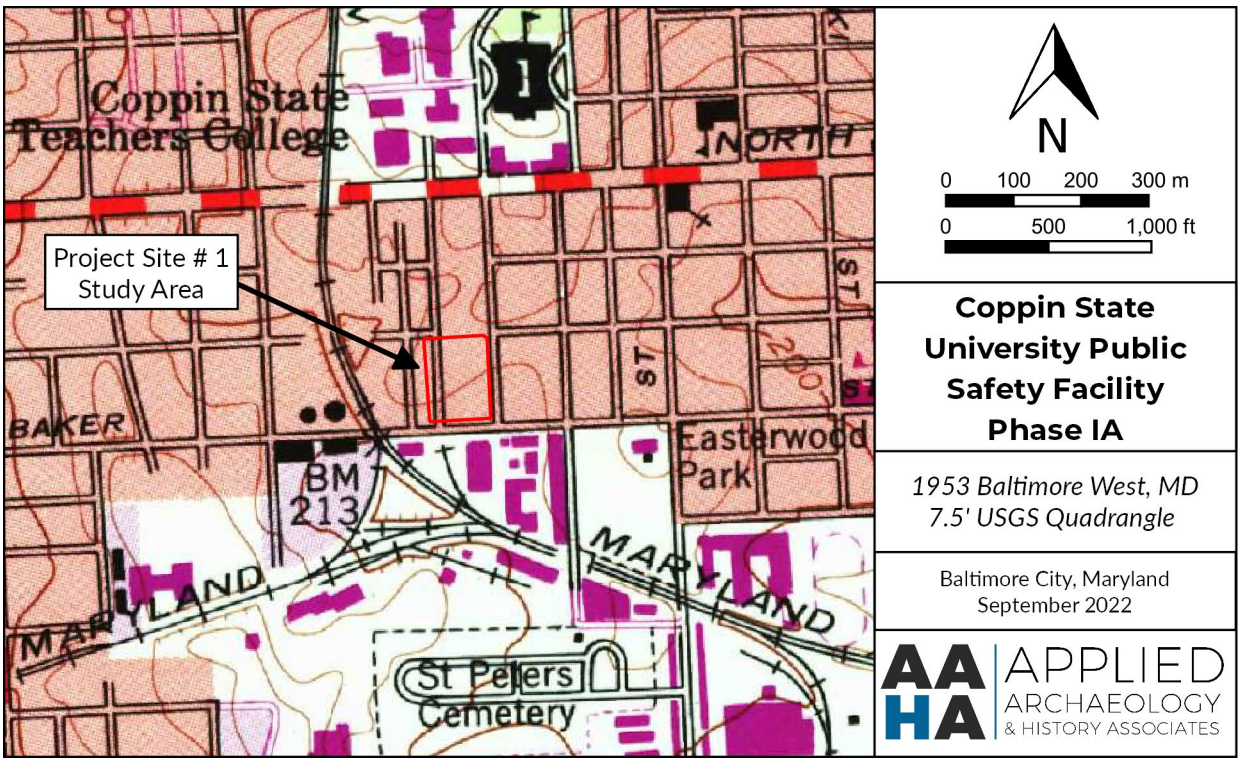

Figure 3-11. Detail of the USGS 1953 *Baltimore West, MD* 7.5-minute quadrangle showing the Project Site # 1 Study Area (USGS 1953).

Historic aerial photographs are available beginning in 1957 (Figure 3-12). At that time, Project Site # 2 was filled with tightly packed row homes and a paved street ran through the western portion of the Project Site. Little changed in Project Site # 1 throughout the remainder of the twentieth century, though the area to the immediate west was transformed from a recreational area to a commercial area. The domestic structures were demolished between 2011 and 2013 (Figure 3-13 and Figure 3-14), with current conditions visible by 2017 (Figure 3-15).

Project Site # 2

The 1899 *Baltimore, MD* 15-minute USGS quadrangle shows Project Site # 2 within the Baltimore city limits, west of the downtown area (Figure 3-16). The Project Site is in an area of concentrated development known as Calverton Heights and the Penn Railroad (Baltimore and Potomac Division) is visible to the south. Gwynn Falls is located to the west. Increased development is evident on the 1904 *Baltimore, MD* 15-minute USGS quadrangle (Figure 3-17), with new roadways and structures are depicted in the Project Site.

The 1914 Sanborn *Fire Insurance Map of Baltimore* (Figure 3-18) depicts minimal development in the Project Site. W. Lafayette Avenue and Rayner Ave are form the northern and southern borders of the Project Site. Albert Street is depicted to the east and W. Lanvale street bisects Project Site # 2. Gwynns Run is shown along the eastern boundary of Project Site # 2, which contains isolated domestic structures. The 1928 Sanborn *Fire Insurance Map of Baltimore* (Figure 3-19) is similar to the 1914 map, but Jordan Street is shown bisecting the Project Site from north to south.

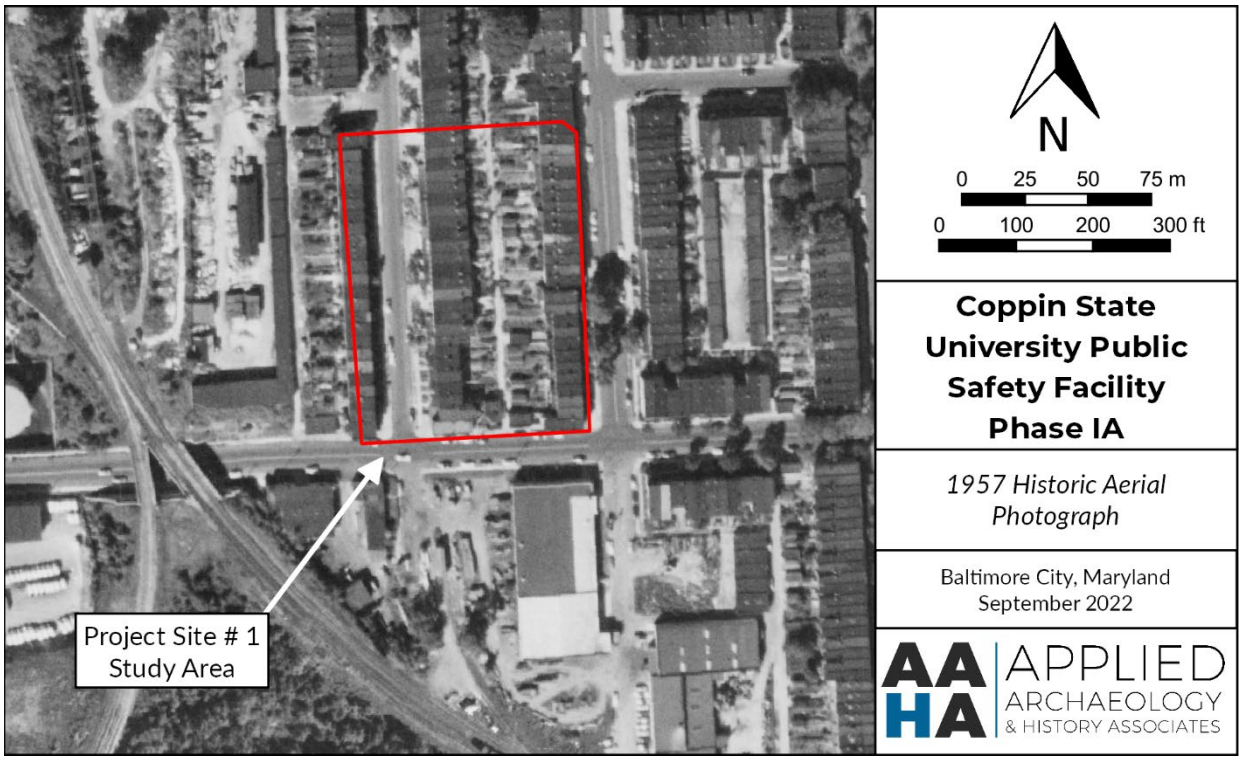

Figure 3-12. Aerial photograph from 1957 showing the Project Site # 1 Study Area (historicaerials.com 1957).

Figure 3-13. Aerial photograph from 2011 showing the Project Site # 1 Study Area (historicaerials.com 2011).

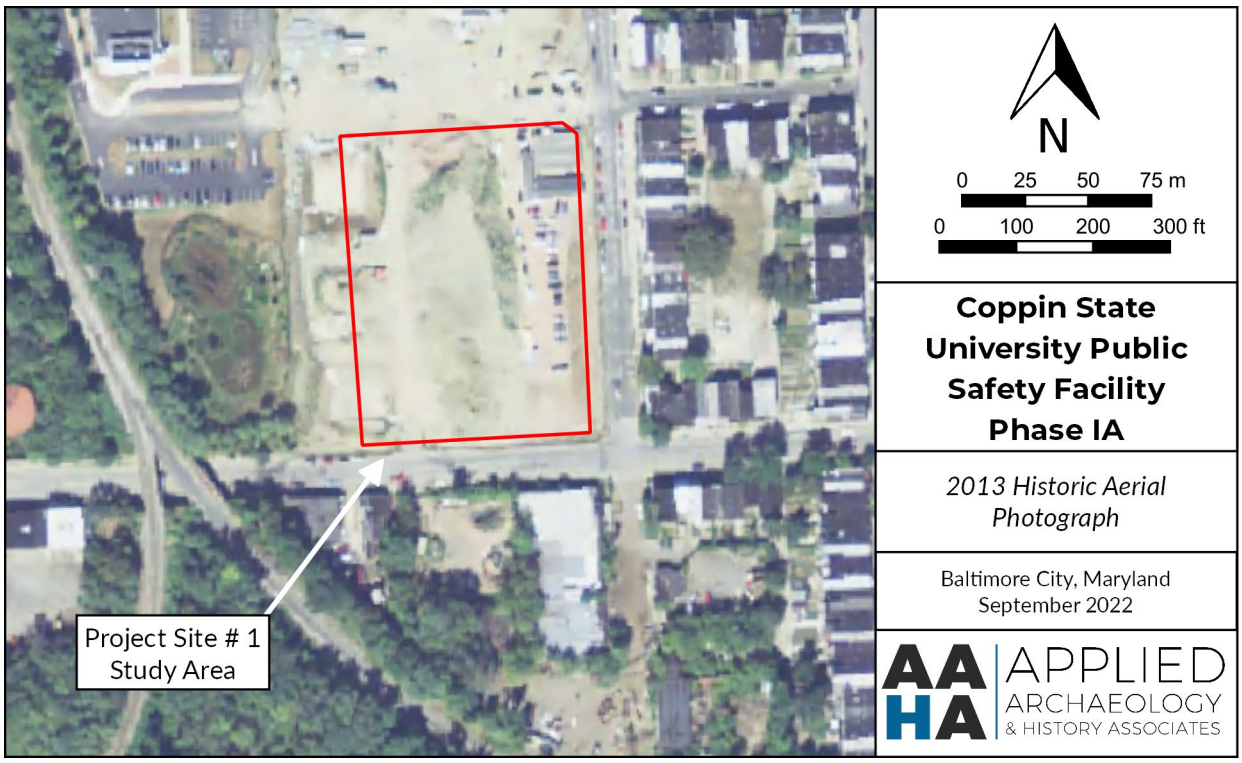

Figure 3-14. Aerial photograph from 2013 showing the Project Site # 1 Study Area (historicaerials.com 2013).

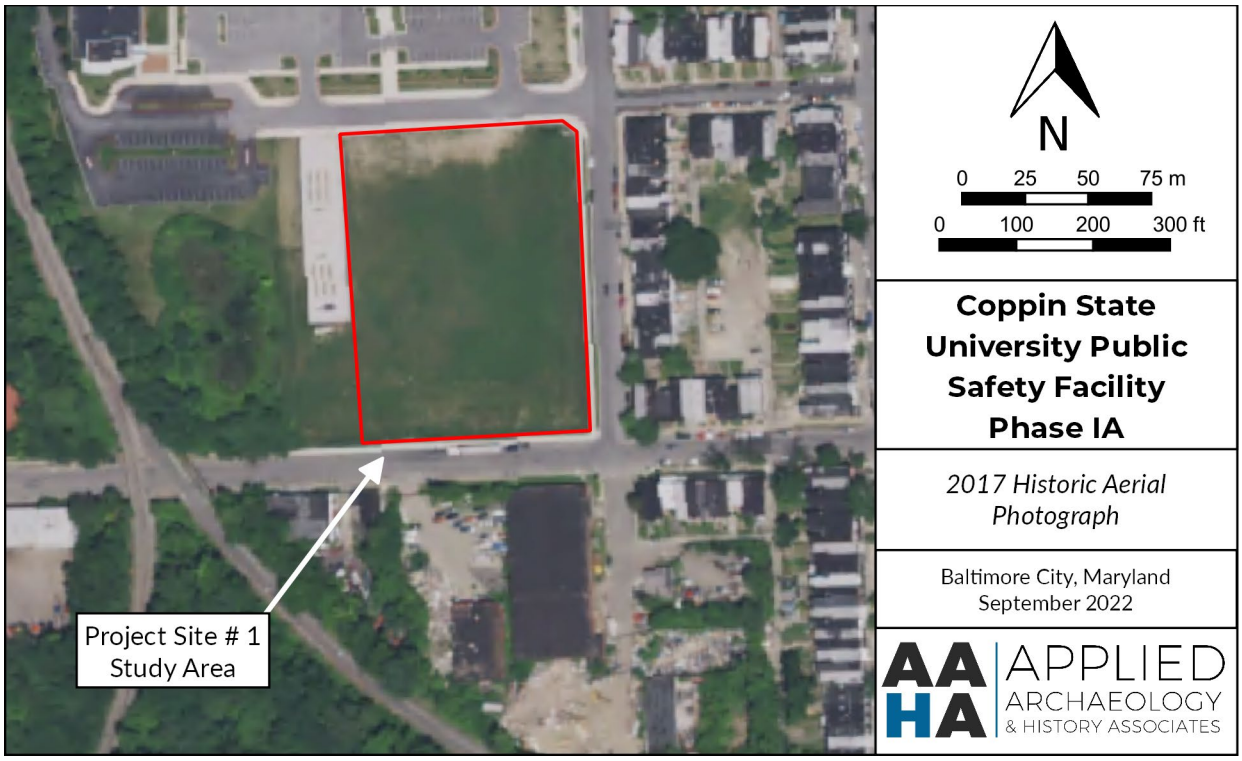

Figure 3-15. Aerial photograph from 2017 showing the Project Site # 1 Study Area (historicaerials.com 2017).

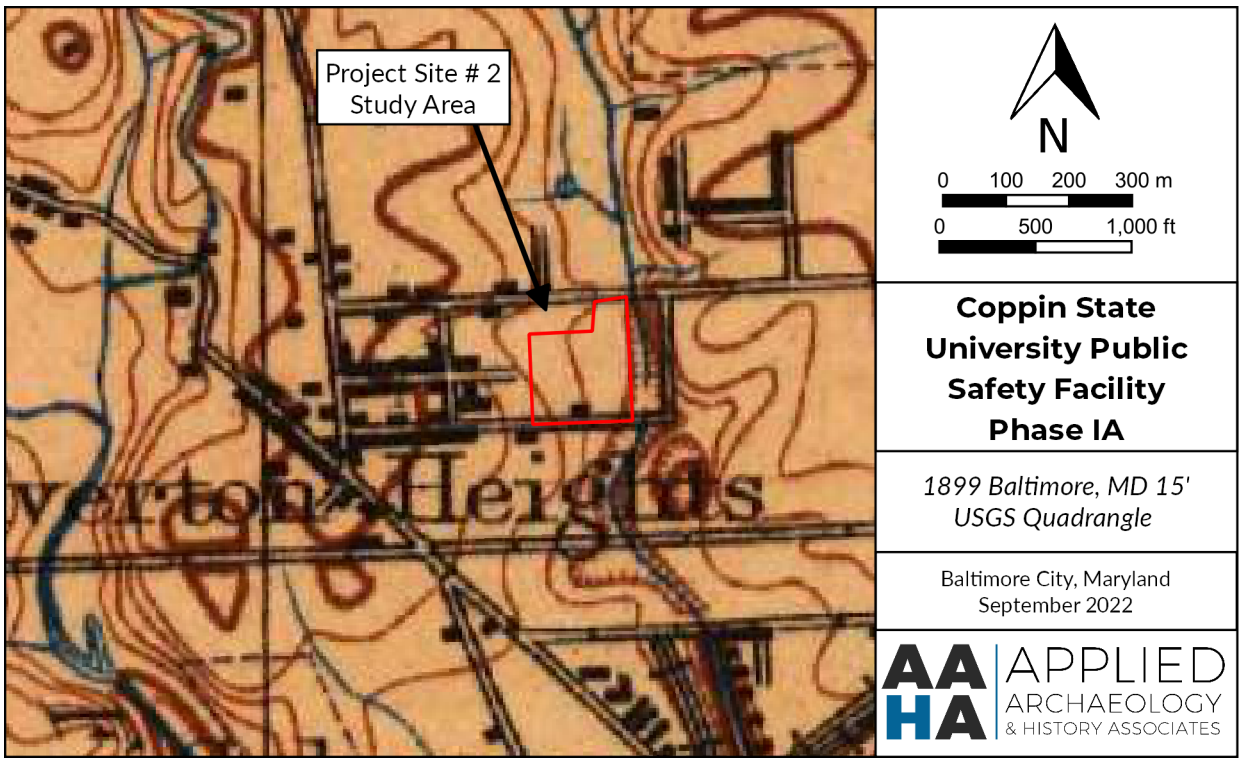

Figure 3-16. Detail of the USGS 1899 *Baltimore, MD* 15-minute quadrangle showing the Project Site # 2 Study Area (USGS 1899).

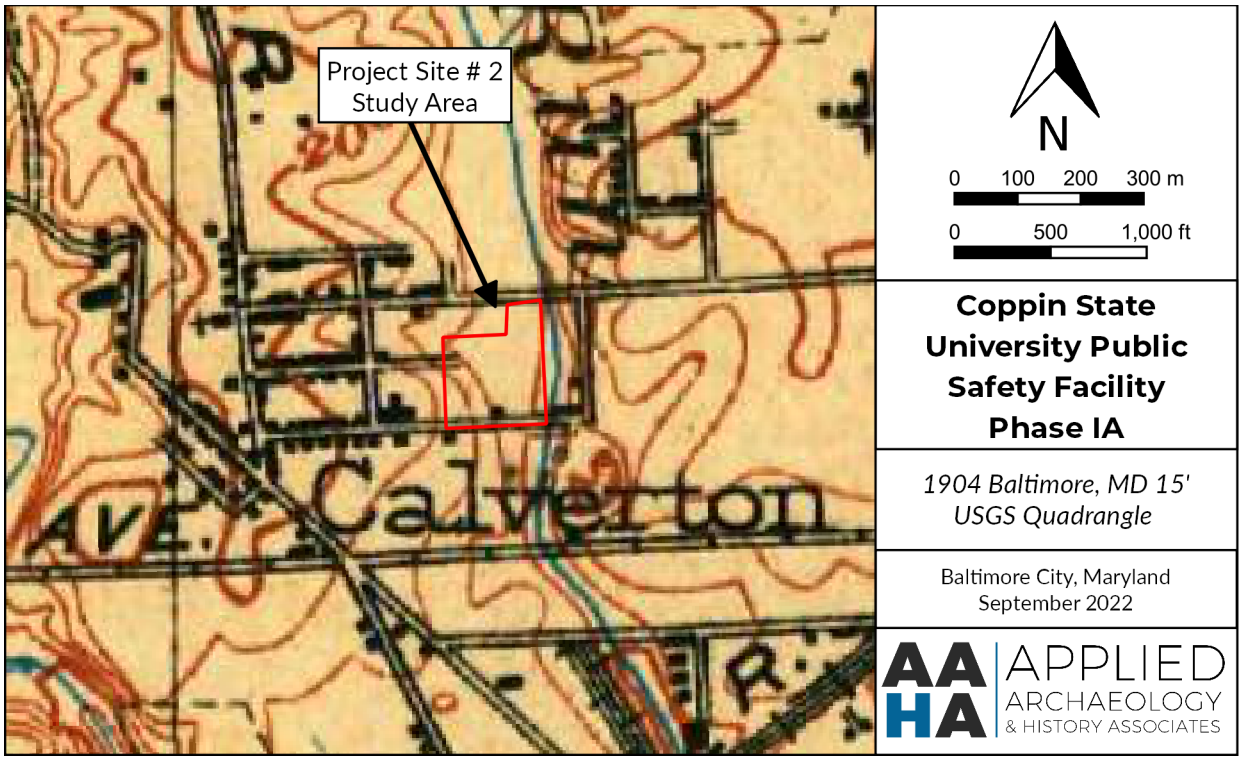

Figure 3-17. Detail of the USGS 1904 *Baltimore, MD* 15-minute quadrangle showing the Project Site # 2 Study Area (USGS 1904).

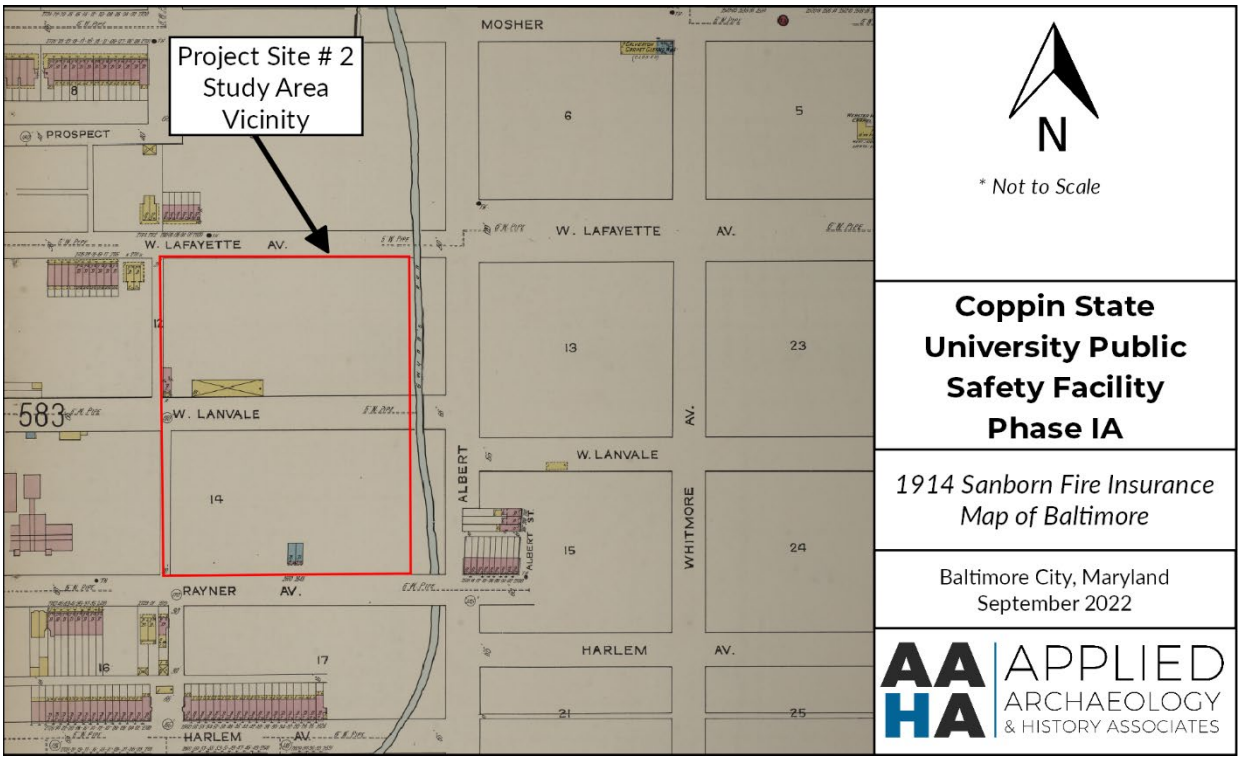

Figure 3-18. Detail of the 1914 Sanborn Fire Insurance Map of Baltimore showing the Project Site # 2 Study Area vicinity (Sanborn Map Company 1914).

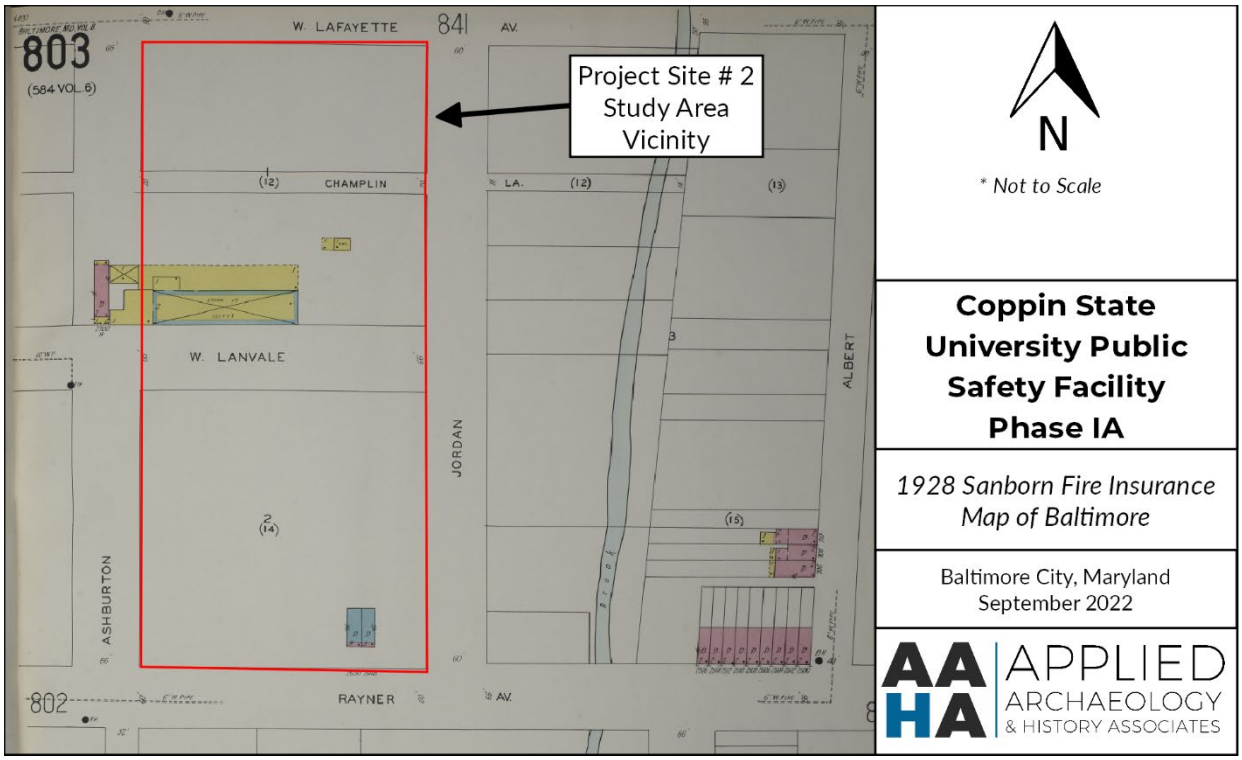

Figure 3-19. Detail of the 1928 Sanborn Fire Insurance Map of Baltimore showing the Project Site # 2 Study Area vicinity (Sanborn Map Company 1928).

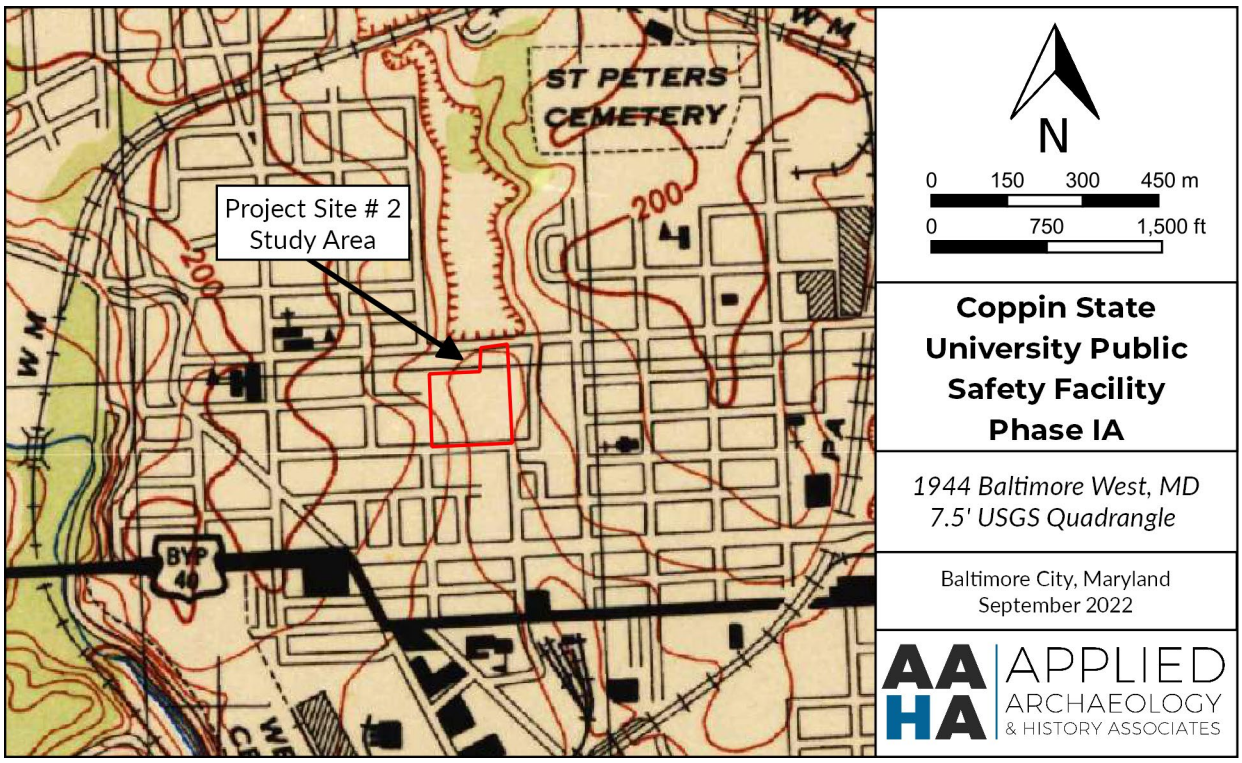

Figure 3-20. Detail of the USGS 1944 *Baltimore West, MD* 7.5-minute quadrangle showing the Project Site # 2 Study Area (USGS 1944).

In the 1944 *Baltimore West* 7.5-minute USGS Quadrangle, Project Site # 2 is located within an area of increasing development (Figure 3-20). While structural detail is not provided, intensive population increase is reflected by the urbanization of the area. The Project Site is located south of an undeveloped area near St. Peters Cemetery. Community buildings such as churches and schools are noted throughout the area. The Penn Railroad continues to run to the south of the Project Site, with highways Route 40 and Route 1 operating to the south and east, respectively.

The 1953 *Baltimore West* 7.5-minute USGS Quadrangle (Figure 3-21) shows continued growth in the area. While structural detail is not provided within the urban areas surrounding Project Site # 2 or within the Project Site boundaries, intensive population increase is reflected by the urbanization of the area. The Project Site contains the Lutheran Hospital. Other community structures in the area include churches, cemeteries, schools, and parks. St. Peter's Cemetery is shown to the north.

Historic aerial photographs of Project Site # 2 are available beginning in 1957 (Figure 3-22). The majority of the Project Site is shown as lightly wooded, with a structure and manicured lawn in the southwestern corner. Additional buildings and parking lots were added through the 1960s and 1970s until the development reached its farthest extent, visible in a 1981 aerial photograph (Figure 3-23). By this time, the entire parcel was developed. All structures were demolished between 2007 and 2008 (Figure 3-24 and Figure 3-25). No structures have been constructed on the parcel since 2008.

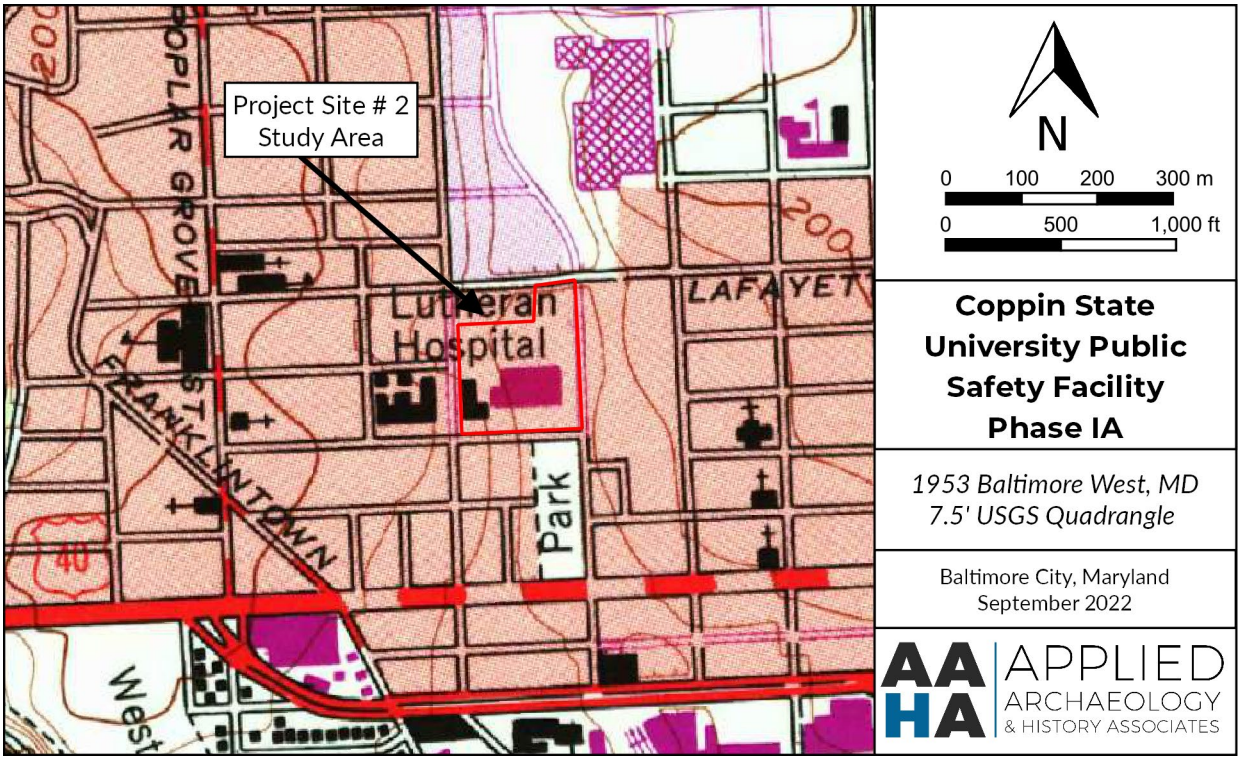

Figure 3-21. Detail of the USGS 1953 *Baltimore West, MD* 7.5-minute quadrangle showing the Project Site # 2 Study Area (USGS 1953).

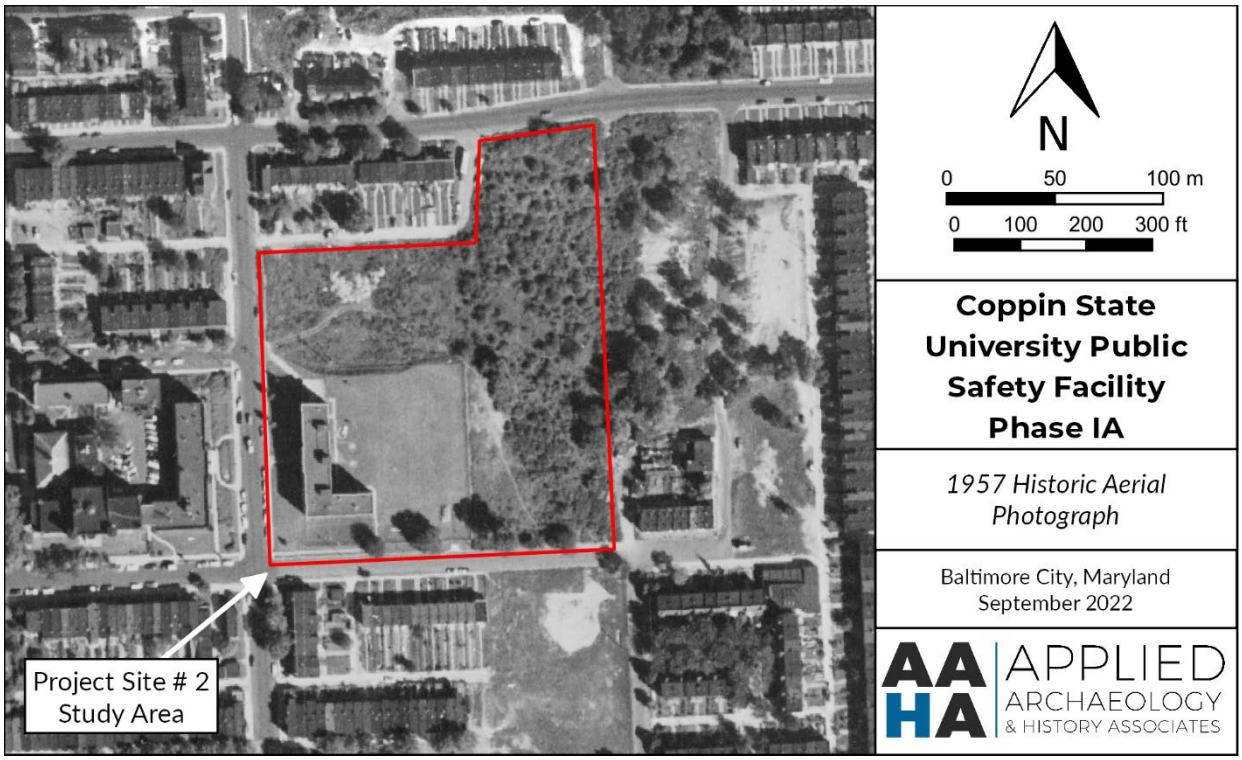

Figure 3-22. Aerial photograph from 1957 showing the Project Site # 2 Study Area (historicaerials.com 1957).

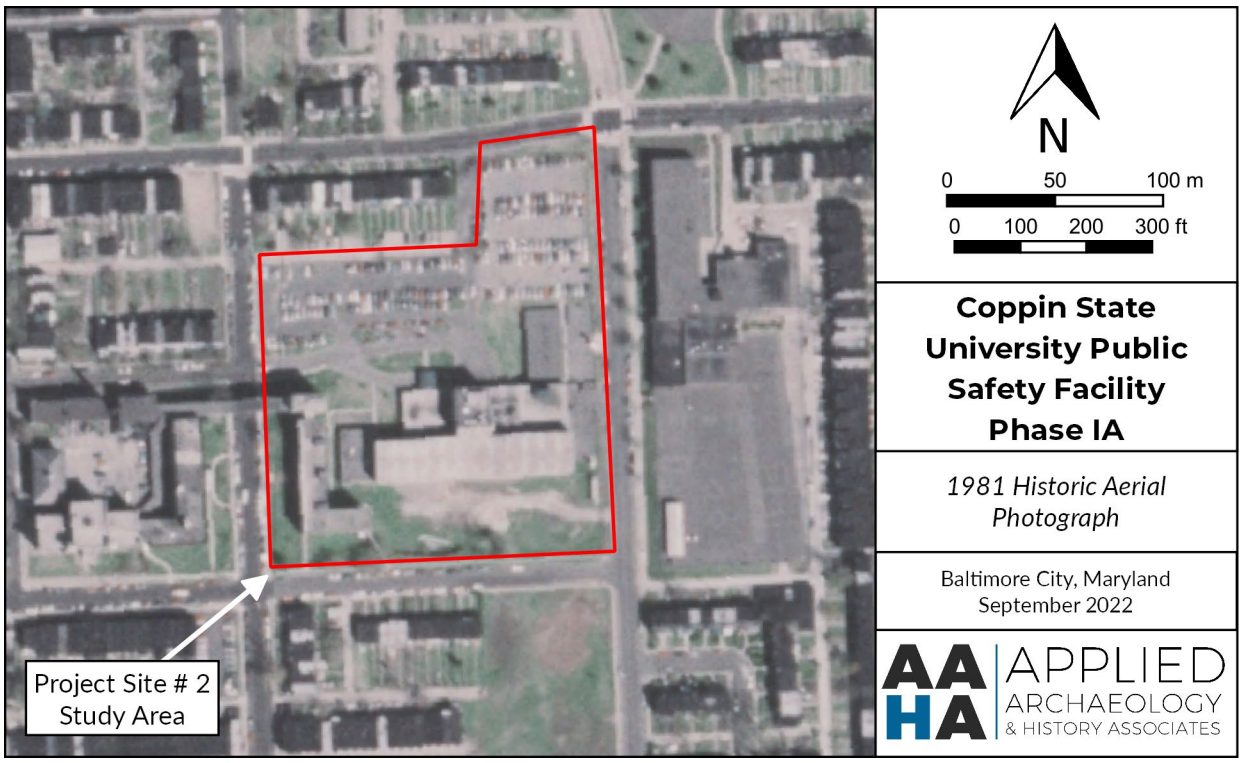

Figure 3-23. Aerial photograph from 1981 showing the Project Site # 2 Study Area (historicaerials.com 1981).

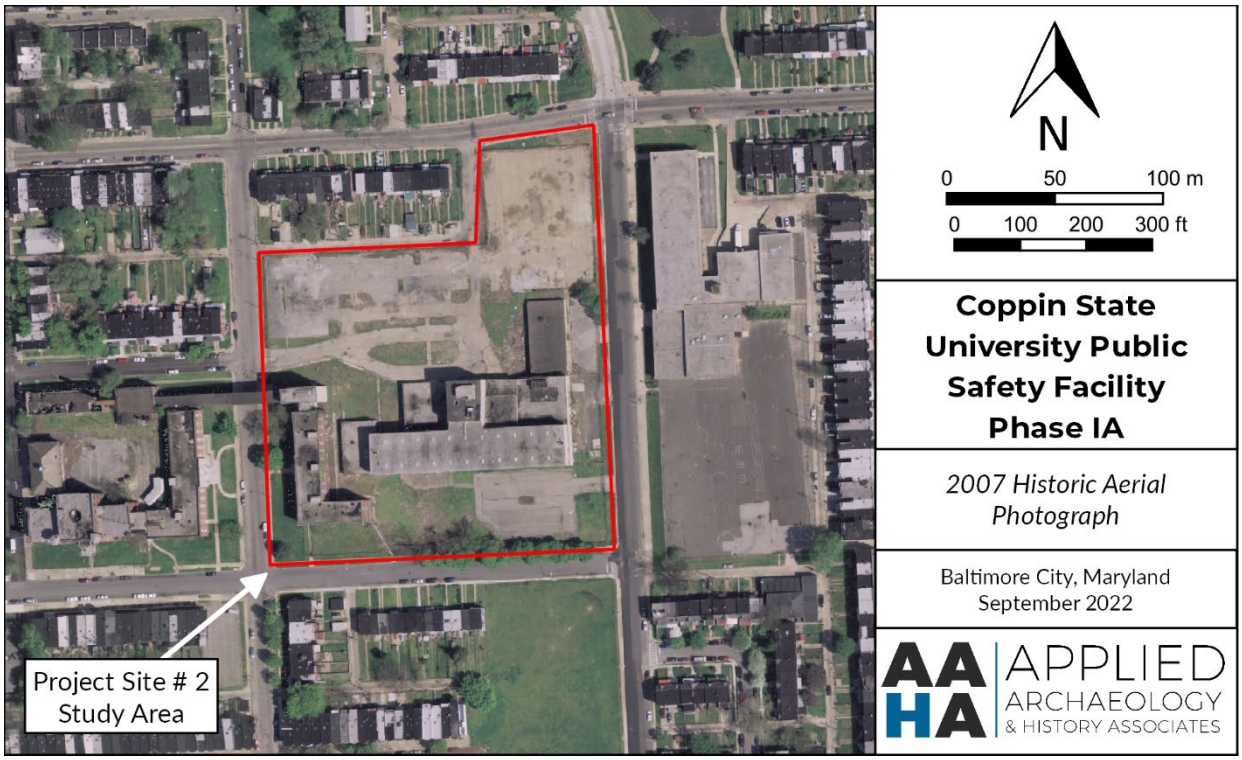

Figure 3-24. Aerial photograph from 2007 showing the Project Site # 2 Study Area (historicaerials.com 2007).

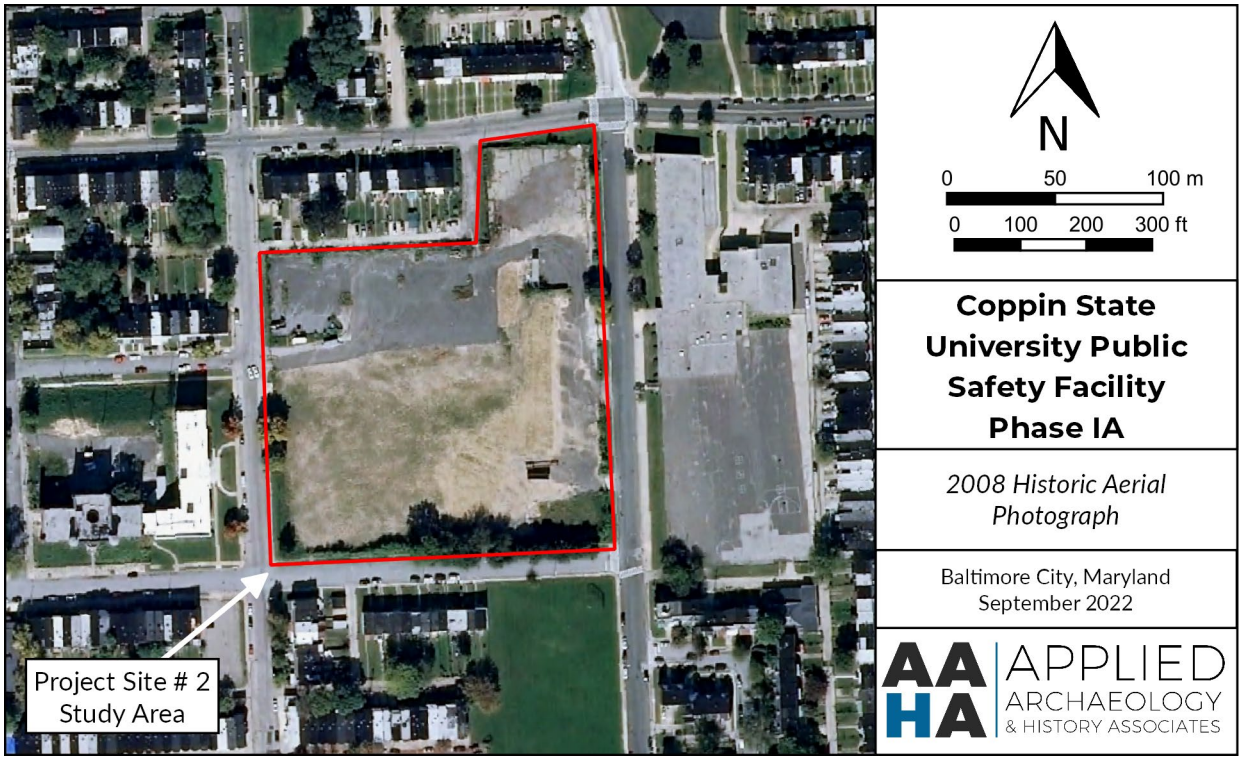

Figure 3-25. Aerial photograph from 2008 showing the Project Site # 2 Study Area (historicaerials.com 2008).

Previous Research and Recorded Sites

Project Site # 1

Eight archaeological surveys have been conducted within one mile of Project Site # 1, none of which are within the Project Site (Table 3-1). The surveys are all located at least 0.9 miles south of the Project Site and are primarily Phase I identification surveys in advance of transportation or infrastructure improvements.

TABLE 3-1. PREVIOUS ARCHAEOLOGICAL SURVEYS WITHIN ONE MILE OF PROJECT SITE # 1.

Call #	Report Title	Author, Year	Company	Survey Type
BC 6	A Phase I Reconnaissance Survey of the Archeological Resources in the Proposed I-595 Corridor Between I-95 and I-170, Baltimore City, Maryland	Dinnel, Katherine J. (1982)	MD Geological Survey, Division of Archeology	Phase I
BC 34C	A Phase I/II Archaeological Reconnaissance Survey for the Gwynns Falls Sewer Interceptor, Baltimore, Maryland	Weber, Carmen A., Robert A. Warnock, and Bruce Bevan (1984)	Baltimore Center for Urban Archaeology	Phase I/II
BC 26	Report of a Preliminary Reconnaissance Survey of the Archeological Resources in the Proposed I-70 Alignment Through Leakin and Gwynns Falls Park	Harrison, Deborah W.	Deborah W. Harrison	Phase I

Call #	Report Title	Author, Year	Company	Survey Type
BC 194	Stage 1 – Phase IB Archeology Interim Report, City of Baltimore & Baltimore County, Maryland.	Ward, Henry, et al. (2015)	Parson Brinckerhoff; Rummel, Klepper & Kahl, EAC/A	Phase I
BC 185	Phase I Archaeological Survey Associated with the Replacement of the Edmonson Avenue Bridge in the City of Baltimore, Maryland.	Kreisa, Paul P. and Jacqueline M. McDowell (2013)	Stantec Consulting Services, Inc.	Phase I
BC 184	State 1 Phase 1B Archeology Technical Report, Red Line Light Rail Transit Project, City of Baltimore and Baltimore County, Maryland.	Ward, H. Henry, Scott A. Emory, Esther Doyle Read, and Robert Wanner (2013)	BP Americas, Inc and RK&K, LLP	Phase I
BC 180	Phase I Archeological Investigations for the Center for Parks and People, Druid Hill Park, Baltimore, Maryland.	Shaw, Travis F., and Joshua S. Roth (2011)	R. Christopher Goodwin & Associates, Inc.	Phase I
BC 126	A Phase I Archeological Survey of the Proposed 3.03 Mile Phase II Gwynns Falls Pathway Located in Baltimore City, Maryland.	Hill, Phillip J. (2000)	Archaeological Testing and Consulting, Inc.	Phase I

Two previously recorded archaeological sites are present within one-mile of Project Site # 1 (Table 3-2). Site 18BC176 features the ruins of a nineteenth century residence and is located 0.8 miles northeast of Project Site # 1. Site 18BC187 is a late nineteenth- through early twentieth-century orphan asylum located approximately 0.7 miles southwest of Project Site # 1. Neither site has been evaluated for inclusion on the NRHP. However, the architectural resource associated with Site 18BC187 (MIHP B-51890) is listed in the NRHP.

TABLE 3-2. PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES WITHIN ONE MILE OF PROJECT SITE # 1

Site #	Site Name	Site Type	Topographic Setting	Investigation Summary	NRHP Status
18BC176	RCGA Druid Hill Locus 1	Historic, 19th century residence	Hilltop/Bluff	Phase I systematic excavation	Not Evaluated
18BC187	Hebrew Orphan Asylum	Historic, late 19th through early 20th century institutional residential	Interior Flat	Phase IA archival research and Archaeological Monitoring	Not Evaluated

One hundred and twenty previously identified historic properties are present within one mile of Project Site # 1. Part of one resource, the Coppin Heights/Easterwood Park Historic District (MIHP B-5224), is located within the Project Site (Table 3-3). The Coppin Heights/Easterwood Park Historic District consists of rowhouses built between 1890 and 1915. Two hundred properties in the Historic District, the structures within Project Site # 1, were recorded in 2014 before they were demolished by Coppin University.

TABLE 3-3. ARCHITECTURAL RESOURCES WITHIN PROJECT SITE # 1

Resource #	Site Name	Date	Type	NRHP Status
B-5224	Coppin Heights/ Easterwood Park Historic District	1890-1915	Historic District	Eligible

Nine of the 120 properties recorded within one-mile of Project Site # 1 are listed in the NRHP (Table 3-4). These include four historic districts, two schools, one commercial property, one residential institution, and one religious institution. The properties date primarily to the mid-nineteenth to early twentieth centuries.

TABLE 3-4. NRHP-LISTED ARCHITECTURAL RESOURCES WITHIN ONE MILE OF PROJECT SITE # 1

Resource #	Site Name	Date	Type	NRHP Status
B-5279	Auchentoroly Terrace Historic District	1895-1925	Historic District	Listed (9/17/2015)
B-5187	Edmondson Avenue Historic District	1906 and 1949	Historic District	Listed (12/27/2010)
B-5180	Hebrew Orphan Asylum	1876 and 1944	Residential Institution	Listed (10/28/2010)
B-3938	Robert W. Coleman School	1903	Education	Listed (6/16/1987)
B-1040	American Ice Company	1911	Commercial	Listed (7/3/2013)
B-56	Druid Hill Park Historic District	1860-1890	Historic District	Listed (5/22/1973)
B-4210	Frederick Douglass High School	1923-1954	Education	Listed (5/18/1988)
B-4501	Shaarei Tfiloh Synagogue	1921 and 1926	Religious	Listed (10/10/1996)
B-1373	Old West Baltimore Historic District	1838-1954	Historic District	Listed (12/23/2004)

Project Site # 2

Seven archaeological surveys have been conducted within one mile of Project Site # 2, none of which are within the Project Site (Table 3-5). The surveys are all located south of the Project Site and are primarily Phase I projects in advance of transportation or infrastructure improvements.

TABLE 3-5. PREVIOUS ARCHAEOLOGICAL SURVEYS WITHIN ONE MILE OF PROJECT SITE # 2

Call #	Report Title	Author, Year	Company	Survey Type
BC 184	State 1 Phase 1B Archeology Technical Report, Red Line Light Rail Transit Project, City of Baltimore and Baltimore County, Maryland.	Ward, H. Henry, Scott A. Emory, Esther Doyle Read, and Robert Wanner (2013)	BP Americas, Inc and RK&K, LLP	Phase I
BC 185	Phase I Archaeological Survey Associated with the Replacement of the Edmonson Avenue Bridge in the City of Baltimore, Maryland.	Kreisa, Paul P. and Jacqueline M. McDowell (2013)	Stantec Consulting Services, Inc.	Phase I

BC 6	A Phase I Reconnaissance Survey of the Archeological Resources in the Proposed I-595 Corridor Between I-95 and I-170, Baltimore City, Maryland	Dinnel, Katherine J. (1982)	MD Geological Survey, Division of Archeology	Phase I
BC 26	Report of a Preliminary Reconnaissance Survey of the Archeological Resources in the Proposed I-70 Alignment Through Leakin and Gwynns Falls Park	Harrison, Deborah W.	Deborah W. Harrison	Phase I
BC 34C	A Phase I/II Archaeological Reconnaissance Survey for the Gwynns Falls Sewer Interceptor, Baltimore, Maryland	Weber, Carmen A., Robert A. Warnock, and Bruce Bevan (1984)	Baltimore Center for Urban Archaeology	Phase I/II
BC 126	A Phase I Archeological Survey of the Proposed 3.03 Mile Phase II Gwynns Falls Pathway Located in Baltimore City, Maryland.	Hill, Phillip J. (2000)	Archaeological Testing and Consulting, Inc.	Phase I
BC 194	Stage 1 - Phase IB Archeology Interim Report, City of Baltimore & Baltimore County, Maryland.	Ward, Henry, et al. (2015)	Parson Brinckerhoff; Rummel, Klepper & Kahl, EAC/A	Phase I

Four previously recorded archaeological sites are present within one mile of Project Site # 2 (Table 3-6). Two sites are located west of the Project Site near Gwynns Falls. Site 18BC177 is a multi-component site featuring a precontact lithic scatter and nineteenth-century artifact scatter, while site 18BC36 is a nineteenth- and twentieth-century artifact scatter. Site 18BC35 is located south of the Project Site and is a late eighteenth- through early twentieth-century mill site. Site 18BC187 is a late nineteenth- through early twentieth-century orphan asylum located to the immediate west of Project Site # 2. Three of the sites have not been evaluated for inclusion in the NRHP while one site, site 18BC177, has been determined not eligible. However, the architectural resource associated with site 18BC187 (MIHP B-51890) is listed in the NRHP.

TABLE 3-6. PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES WITHIN ONE MILE OF PROJECT SITE # 2

Site #	Site Name	Site Type	Topographic Setting	Investigation Summary	NRHP Status
18BC177	AOS #1	Prehistoric lithic scatter; Historic 19th century scatter	High Terrace	Phase I systematic survey	Not Eligible (6/12/2013)
18BC35	Three Mill	Historic 18th-20th century mill	Floodplain and Low Terrace	Phase I non-systematic survey	Not Evaluated
18BC36	Dinnel I	Historic 19th-20th century scatter	Floodplain and High Terrace	Phase I systematic survey	Not Evaluated
18BC187	Hebrew Orphan Asylum	Historic, late 19th through early 20th century institutional residential	Interior Flat	Phase IA archival research and Archaeological Monitoring	Not Evaluated

One hundred and twenty-three previously identified historic properties are present within one mile of Project Site # 2. Part of one resource, the Greater Rosemont Historic District (MIHP B-5112), is located within or immediately adjacent to the Project Site (Table 3-7). The Greater Rosemont Historic District is primarily residential and was constructed during the late nineteenth through mid-twentieth centuries. It has been determined eligible for listing in the NRHP. Six of the 123 properties recorded within one mile of Project Site # 2 are listed on the NRHP (Table 3-8). These include three historic districts, one school, one commercial property, and one residential institution. The properties date primarily to the mid-nineteenth through early twentieth centuries.

TABLE 3-7. ARCHITECTURAL RESOURCES WITHIN PROJECT SITE # 2

Resource #	Site Name	Date	Type	NRHP Status
B-5112	Greater Rosemont Historic District	Late 19th – 1950s	Historic District	Eligible (7/26/2006)

TABLE 3-8. NRHP-LISTED ARCHITECTURAL RESOURCES WITHIN ONE-MILE OF PROJECT SITE # 2

Resource #	Site Name	Date	Type	NRHP Status
B-3610	Franklin Square Historic District	1839 – early 20th century	Historic District	Listed (12/10/1982)
B-5187	Edmondson Avenue Historic District	1906 and 1949	Historic District	Listed (12/27/2010)
B-5180	Hebrew Orphan Asylum	1876 and 1944	Residential Institution	Listed (10/28/2010)
B-3938	Robert W. Coleman School	1903	Education	Listed (6/16/1987)
B-1040	American Ice Company	1911	Commercial	Listed (7/3/2013)
B-1373	Old West Baltimore Historic District	1838-1954	Historic District	Listed (12/23/2004)

Pedestrian Survey

During the archaeological assessment, a pedestrian reconnaissance was conducted within the Projects Sites to document the current surface conditions. The pedestrian reconnaissance included a walk-over and visual inspection of both Project Sites.

Project Site # 1

At the time of the pedestrian reconnaissance, Project Site # 1 consisted of a graded lot mainly covered with a manicured lawn (Figure 3-26). The grade of the Project Site is largely level with Presbury Street, causing it to be elevated 12-14 ft above Baker Street along its southern boundary (Figure 3-27). The rowhomes that occupied the property until the mid-2010s appear roughly level with the rowhomes on the east side of Warwick Avenue on historic StreetViews, indicating that the Project Site has been artificially filled to reach its current grade. A StreetView from September 2014 shows large piles of stockpiled fill in the northern and central portions of the Project Site and large surface deposits of demolition debris along the southern boundary.

Figure 3-26. Manicured lawn characteristic of Project Site # 1, with rowhomes on the east side of Warwick Avenue visible in background and staging area in northeastern portion of the Project Site visible to the left. View to the east.

Figure 3-27. Artificial slopes on the southern boundary of Project Site # 1 showing the property's elevation relative to the level of Baker Street, visible to the left. View to the west.

A fenced staging area is present in the northeastern portion of Project Site # 1 and the southern and eastern edges of the Project Site slope gently down to street level. The western portion of the Project Site slopes downward to allow drainage into an artificial water retention pond, which is located outside the Project Site boundary. Buried utilities are present in the Project Site, evidenced by the presence of electric boxes.

Project Site # 2

At the time of the pedestrian reconnaissance, Project Site # 2 consisted of an abandoned parking lot and a manicured lawn with sporadic concentrations of overgrowth (Figure 3-28). The parking lot appears to have been paved at grade, meaning that potential archaeological resources may not have been disturbed during its construction (Figure 3-29). The remainder of the Project Site appears to have been graded after the demolition of the hospital buildings. Evidence for buried utilities was noted along the entire periphery of the Project Site.

Figure 3-28. Manicured lawns characteristic of the southern portion of Project Site # 2, with trees and overgrowth visible on the southern edge of the Project Site along Rayner Avenue on the left. View to the southwest.

Figure 3-29. Abandoned parking lot in the northern portion of Project Site # 2, showing the gently rolling topography occupied by the pavement. View to the east.

4. SUMMARY AND RECOMMENDATIONS

In September 2022, Applied Archaeology and History Associates, Inc. (AAHA) conducted a Phase IA archaeological assessment of two locations for the Coppin State University Public Safety Facility (Project Sites) in Baltimore City, Maryland. The overall objectives of the archaeological assessment were to assess the probability that archaeological resources exist within a designated area that may be eligible for inclusion in the National Register of Historic Places (NRHP) and, to the extent possible, to determine the possible effects of proposed ground disturbing activities on those resources. The Phase IA archaeological assessment included an intensive background investigation and pedestrian reconnaissance to provide a determination of archaeological probability for the property.

All work was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and the Maryland Historical Trust (MHT) *Standards and Guidelines for Archaeological Investigations in Maryland* (Shaffer and Cole 1994) and, where appropriate, *Technical Update Number 1* (Revised 2005). Fulfillment of this study was intended to satisfy compliance requirements by the Maryland Environmental Policy Act, the Maryland Archeological Resources Act, and Section 106 of the National Historic Preservation Act of 1966, as amended and implemented in 36 CFR Part 800. The background research was conducted by Jasmine Gollup, RPA. Jeanne A. Ward served a principal investigator and W. Brett Arnold served as project manager.

The Project Sites are located in southwestern Baltimore City and are divided into two distinct areas: Project Site # 1 and Project Site # 2 (Figure 1-1 and Figure 1-2). Project Site # 1 is located at the intersection of Baker Street and North Warwick Avenue and consists of 2.8 acres (Figure 1-3). It primarily incorporates manicured lawn with a graveled staging area in the northeastern corner, accessed from Presbury Street.

Project Site # 2 is bordered by West Lafayette Avenue and Jordan Street to the north, Braddish Avenue to the east, Rayner Avenue to the south, and Ashburton Street to the west and consists of 6.33 acres (Figure 1-4). There are currently no standing structures on the property, but remnants of asphalt pavement related to former structures is still present in the northern portion of the Project Site. Scattered trees or brush are located along the northwestern, eastern, and southeastern borders of the property. The Project Sites fall within Maryland Archaeological Research Unit 14, the Patapsco-Back-Middle Drainage (Figure 1-5).

Background research shows that the Project Sites are near important transportation routes in use throughout the nineteenth century and lay outside the limits of urban Baltimore until the end of the nineteenth century. Historic maps indicate that dwelling structures existed in both Project Sites and a hospital was present in Project Site # 2. The residences in Project Site # 1 were demolished between 2011 and 2013 and the hospital structures in Project Site # 2 were demolished between 2007 and 2008. There is high potential for historic archaeological resources. Project Site # 2 is also located in a topographic setting that would have been attractive for precontact occupation, but the construction and demolition of structures has likely impacted precontact archaeological resources that may have existed there.

The pedestrian reconnaissance identified substantial surface evidence for ground modification in both Project Sites, with Project Site # 1 leveled after the demolition of the rowhomes and much of Project Site # 2 graded after the demolition of the hospital structures. This ground modification likely would have impacted archaeological resources that may have existed within both Project Sites. The parking lot in the northern portion of Project Site # 2 was paved at grade, meaning there is a possibility that the pavement did not disturb potential underlying archaeological resources. Historic maps and aerial photographs do not show structures in this part of the Project Site, but unmapped structures may be present.

Recommendations

The archaeological assessment of Project Site # 1 revealed that rowhomes had been constructed within the Project Site by 1914. Prior to this, there is no evidence of historic occupation within the Project Site. The rowhomes were demolished between 2011 and 2013 and the property was subsequently filled and leveled. Project Site # 1 is located on the edge of a ridge spar overlooking a filled stream valley that would have provided fresh water and food resources to precontact populations, but the disturbance from construction, demolition, infilling, and leveling would dramatically impact the integrity of precontact sites within Project Site # 1. Project Site # 1 is considered to have a low probability for potentially significant precontact archaeological resources and a low probability for potentially significant historic archaeological resources. **No further archaeological investigation is recommended in Project Site # 1.**

The archaeological assessment of Project Site # 2 revealed that a dwelling structure and a large frame structure were present within the Project Site by 1914. Prior to this, there is no evidence of historic occupation within the Project Site. The Lutheran Hospital, which occupied the southern portion of the Project Site, appears to have been constructed between 1944 and 1953 and was demolished between 2007 and 2008. The parking lot associated with this hospital was constructed between 1957 and 1981 using techniques that do not appear to have significantly impacted underlying soils. Project Site # 2 is located within a filled stream valley, which are typically not considered high probability for precontact occupation. Project Site # 2 is considered to have a low probability for potentially significant precontact archaeological resources and a moderate probability for potentially significant historic archaeological resources. **Archaeological monitoring is recommended during ground disturbing activity in Project Site # 2 to document construction impacts on potential intact archaeological resources.**

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APPENDIX A:

Qualifications of Investigators

Jasmine Gollup, MA, RPA

Laboratory Director

Jasmine Gollup is the Laboratory Director for Applied Archaeology and History Associates, Inc. (AAHA). Ms. Gollup has 11 years of professional experience in cultural resource management and research projects in the Mid-Atlantic and Northeast regions. Ms. Gollup has conducted archaeological laboratory work for nine years and has been a contributing or primary author on technical reports for five years. Her experience includes cultural material recovered from Phase I through III excavations conducted for compliance surveys for state and federal agencies. Ms. Gollup's professional qualifications meet the U.S. Department of the Interior criteria for archaeologists and historians and she is a Registered Professional Archaeologist. Ms. Gollup excels in the identification of cultural materials, the preparation of collections for curation at state, local, or private repositories, and historic archival research.

Representative Projects

Snow Hill Park Property – St. Mary's County, MD:

Laboratory Director for Phase I archaeological investigations. Conducted background and historical research and laboratory analysis of all recovered artifacts. Prepared artifacts and paperwork for curation. Contributing author for technical report.

FirstLight Northfield Mountain and Turners Falls Project – Franklin County, MA: Laboratory Director for Phase II archaeological investigations at 17 sites along the Connecticut River in Franklin County, MA. Conducted laboratory analysis, historic research, and contributed to technical report. Four precontact sites and two historic sites were recommended eligible for listing in the NRHP under Criterion A and D.

Capon Bridge Replacement – Hampshire County, WV: Laboratory Director for Phase II archaeological investigations prior to the replacement of a bridge by the WV DOH. Conducted laboratory analysis and contributed to technical report. Based on the high density of cultural features and materials, the site was considered to have good research potential and was recommended as eligible for inclusion in the NRHP under Criterion D.

Millville Quarry – Prince Georges County, MD: Laboratory Director for Phase II archaeological investigations at two prehistoric sites within the Millville Quarry complex. Conducted laboratory analysis and contributed to technical report. Created public exhibit boards summarizing the results of the excavations. Due to the absence of subsurface features and poor site integrity, the sites are considered to have limited research value and were not recommended for inclusion in the NRHP or for further study.

Pig Point – Anne Arundel County, MD: Archaeological Laboratory Director for Phase III investigations of the Pig Point prehistoric site on the Patuxent River with Anne Arundel County Department of Planning and Zoning. Included field and laboratory work, as well as supervision of volunteers and interns in the lab.

Historic St. Mary's City/St. Mary's College of Maryland – St. Mary's County, MD: Archaeological Laboratory Director for Phase III level archaeological investigations for St. Mary's College of Maryland. Mitigation of several 17th century sites prior to construction. Tasks included field and laboratory work, as well as supervision of technicians in the lab.

Applied Archaeology and History Associates, Inc.

Education

M.A., 2011, Archaeology, Cornell University

B.A., 2009, Sociology/Anthropology and History, Elizabethtown College

Registrations

Register of Professional Archaeologists #39454409

Skills

Artifact Identification
Curation and Collections Management
Technical Writing
Historic Research

Years of Experience

Total: 11 With Firm: 1

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W. Brett Arnold, MS, RPA

Director of Operations, Senior Project Archaeologist

Applied Archaeology and History Associates, Inc.

Education

MS, 2014, Anthropology, University of Wisconsin--Milwaukee

BA, 2011, Archaeology and German Studies, College of Wooster

Registrations

Register of Professional Archaeologists #28887637

Skills

Project Management
Technical Writing
GIS
Soil Identification
Title Research
American Protestantism

Years of Experience

Total: 10 With Firm: 4

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Mr. William Brett Arnold is a historian and archaeologist. Mr. Arnold has nine years of professional experience, with seven years' experience in cultural resource management and research projects in the Mid-Atlantic region. He has contributed to technical reports and directing archaeological fieldwork for six years. His experience ranges from privately funded research projects to compliance surveys for state and federal agencies. His professional qualifications meet the U.S. Department of the Interior criteria for archaeologists and historians and he is a member of the Register of Professional Archaeologists. Mr. Arnold excels in the collection of historic materials, both primary and secondary sources, required for the preparation of the historic background documentation including historic maps, chains of title that reach back to original land grants, census data, genealogies, military records, tax records, and previous histories. This documentation has informed the recordation of multiple properties on the Maryland Inventory of Historic Places and archaeological studies.

Representative Projects

Frederick County Sanitation Authority Opequon Water Supply Project: Pipeline and Water Treatment Facility Areas Phase I, Frederick County, VA. Project Archaeologist responsible for directing fieldwork and coauthoring report for Phase I survey of a water pipeline connecting Opequon Creek to the site of a proposed water treatment facility in Stephenson, Virginia. The survey included shovel testing along the eight-mile linear pipeline corridor and the treatment plant and metal detection within the boundaries of the First Winchester and Third Winchester battlefields. Survey resulted in the identification of five archaeological sites, including sites 44FK0878 and 44FK0879 in the location of two Civil War camps.

Cultural Resources Survey for the US Route 33 Widening Project, Greene County, VA: Project Archaeologist responsible for directing fieldwork and coauthoring report for a Phase I survey of a road widening project in Ruckersville, Virginia. The survey consisted of shovel testing within the proposed expanded right-of-way and adjacent areas.

Archaeological Survey for the Route 151 & 664 Intersection Improvement Project, Nelson County, VA: Project Archaeologist for an intersection improvement project on Rockfish Valley Highway (VA-151) in Rosedale and Nellysford, Virginia. The Phase I survey included shovel testing along the road, including at an early twentieth-century historic structure located at 12 Rockfish Valley Highway.

Archaeological Survey for the Chatham Bridge Replacement, Fredericksburg, VA: Project Archaeologist responsible for directing fieldwork and coauthoring report for a Phase I survey in support of the replacement of Chatham Bridge over the Rappahannock River in Fredericksburg. The survey included deep shovel testing in urban lots in Fredericksburg and in the floodplain on Scotts Island and identified site 44SP0351, associated with the Old Stone Warehouse, one of the oldest standing structures in Fredericksburg. They survey also included metal detection along the Union Army's avenue of approach to the Battle of Fredericksburg in December 1862.

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APPLIED ARCHAEOLOGY AND HISTORY ASSOCIATES, INC.

EDUCATION

MA, 1985, Anthropology, University of Tennessee

BA, 1978, Anthropology, University of Georgia

MEMBERSHIPS

Register of Professional Archaeologists

Society for Historical Archaeology

Council for Maryland Archaeology

Preservation Maryland

SKILLS

Project Management

Historic Archaeology

NRHP Nominations

YEARS OF EXPERIENCE

Total: 40 With Firm: 25

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JEANNE A. WARD, MA, RPA

President, Principal Investigator

Jeanne A. Ward, a cultural resources management consultant with over 40 years of professional experience, is President of Applied Archaeology and History Associates, Inc. (AAHA). Ward's academic credentials include a B.A. in anthropology from the University of Georgia and an M.A. in anthropology from the University of Tennessee, Knoxville. Her experience encompasses both historic and prehistoric archaeology and historic structure identification and evaluation. Projects have ranged from cultural resource sensitivity studies, through location/identification surveys, evaluations of significance, National Register of Historic Places nominations, and large-scale data recovery excavations. Ward's professional qualifications exceed all U. S. Department of the Interior criteria for archaeologists and historians (36 CFR 61). In addition, she is a Registered Professional Archaeologist (RPA), a national evaluation and certification of professional qualifications. She is the author, co-author, or contributor to over 350 cultural resources management reports and has presented numerous papers at professional conferences.

REPRESENTATIVE PROJECTS

Maryland State Highway Administration Open End Cultural Resource Services (Cultural Resources Specialist 2016 – present). Task 8: Phase I archaeological investigations of multiple previously un-surveyed area along the proposed alignment of additional lanes associated with the DC Beltway. The project included coordinating with M-NCPPC and NPS archaeologists as portions of the project lay on NPS property in the C&O Canal Park and within the Montgomery County parks property. More than 2,000 shovel tests were excavated, and nine sites were identified in Montgomery County.

Southern Maryland Electrical Cooperative (SMECO) (Project Manager 2015-present). Multiple archaeological investigations in advance of proposed substations. AAHA also conducted both Phase I and Phase II level archaeological investigations for the proposed burial of overhead powerlines within Historic St. Mary's City, a National Register-listed historic site. This involved compliance with the specific guidelines of Historic St. Mary's City as well as the Maryland Historical Trust and coordination between all parties.

The Village EUL Site at Perry Point Veterans Administration Medical Center, Cecil County, Maryland (Project Manager and Principal Investigator 2016). Assisted the Veterans Administration with NEPA compliance for the rehabilitation of Perry Point Village, a World War I-era workers village located on their campus. AAHA provided services consisting of the preparation of appropriate sections of the NEPA document, assistance to the VA and the client in consultation with the clients, the Maryland Historical Trust, and possible consulting parties including appropriate tribes, organization, and Federal, state, and local government entities. AAHA assisted with the MOA and the FONSI.

Archaeological Survey of Threatened Cultural Resources, Battle and Hunting Creeks, Calvert County, Maryland (Project Manager 2017). Two grant-funded contracts for archeological surveys of the shorelines of both Battle Creek and Hunting Creek in Calvert County, Maryland. The goal of both projects was the identification of potentially threatened cultural resources and the preparation of recommendations for the treatment of these resources. It resulted in the addition of 13 sites to the previously known five and the recommendation that the Town of Calverton, the first county seat, was in imminent danger.