

B&P Tunnel Replacement Program

Historic Properties Construction Protection Plan: Demolition Activities

10/24/2022

Note:

Specific contact information will be provided prior to construction.

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1.0 Introduction

1.1 Baltimore & Potomac (B&P) Tunnel Replacement Program

To improve rail service and reliability on the Northeast Corridor (NEC), the Federal Railroad Administration (FRA) has funded engineering and environmental studies for the National Railroad Passenger Corporation's (Amtrak) proposed replacement of the Baltimore & Potomac (B&P) Tunnel. Opened in 1873, the B&P Tunnel is one of the oldest structures on the NEC and has become a major bottleneck of rail traffic due to its tight curvature and need for frequent repairs of its structural degradation. The 1.4-mile-long tunnel, located between Baltimore Penn Station and the West Baltimore Maryland Area Regional Commuter (MARC) Station, provides service to Amtrak, Maryland's MARC Commuter Rail passenger trains, and Norfolk Southern Railway.

The proposed B&P Tunnel Replacement Program (Program) will extend four miles along the NEC from Baltimore Penn Station to the Gwynns Falls Bridge along a new curving alignment north of the present B&P Tunnel (see Figure 1). The major feature of the Program will be the construction of two new tunnel tubes, named the Frederick Douglass Tunnel in honor of the late Maryland native, along with new roadway and railroad bridges, new rail systems and track, a new ADA-accessible West Baltimore MARC station, new north and south portals, three new ventilation facilities, modifications to the overhead power and signal structures, utilities, and other site work.

1.2 Purpose of the Historic Properties Construction Protection Plan: Demolition Activities

This Historic Properties Construction Protection Plan: Demolition Activities (CPP) was developed to guide Amtrak, including its contractors and subcontractors, on how to conduct demolition activities in a manner that will protect historic properties. **This CPP, which is to be included in all relevant construction and bidding documents, only addresses demolition work associated with the proposed B&P Tunnel Replacement Program; construction activities will be covered in a supplemental plan.**

Historic properties include buildings, structures (including bridges), districts, sites, objects, and archaeological resources that have been listed in or determined eligible for inclusion in the National Register of Historic Places (NRHP). The NRHP is the official federal list of properties recognized for their significance in American history, architecture, archaeology, engineering, and culture. Archaeological resources are the remains of past human activity and are usually below ground. They may be pre-contact—meaning they pre-date contact with European settlers—or may be from the post-contact period.

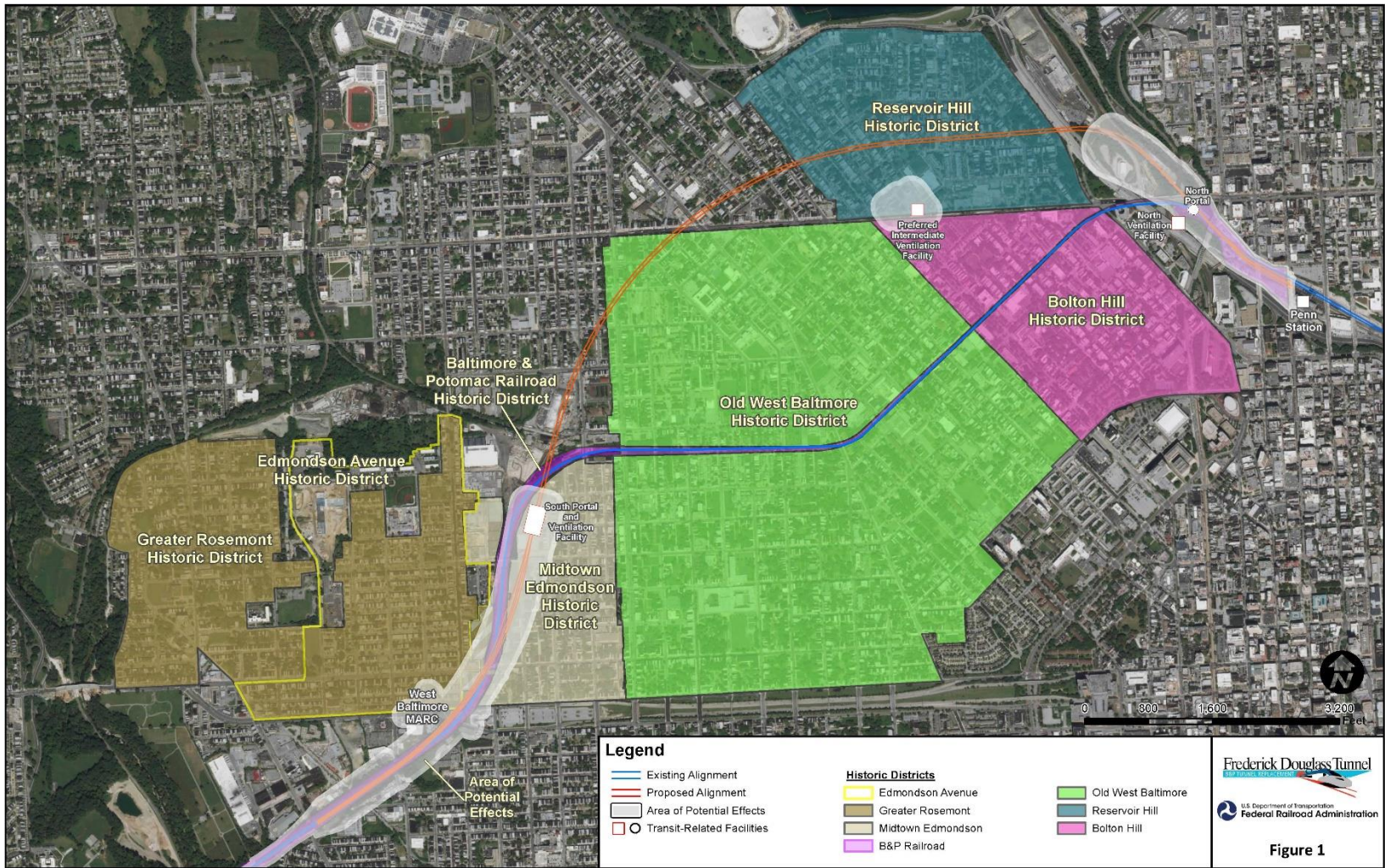


Figure 1: Program Corridor Overview

For the B&P Tunnel Replacement Program, protecting historic properties consists of:

- Protection of the built environment surrounding the demolition site, including buildings and structures. As explained in Section 3 of this document, the area affected by the Program includes several historic districts; therefore, all surrounding buildings and structures should be considered potentially historic and warranting protection.
- Protection of potential archaeological resources that may be located within the demolition site. Regardless of whether or not the building being demolished is considered historic, the site it is located on may contain significant archaeological resources. Section 4 of this document provides an evaluation of the likelihood for each demolition site to contain archaeological resources and explains the steps necessary based on the site evaluation. In addition, Appendix A contains an *Unanticipated Discoveries Plan (UDP)* to explain the necessary steps to be taken if an archaeological resource is discovered during the demolition activities.

1.3 Cultural Resources Requirements

1.3.1 Federal Law

Section 106 of the **National Historic Preservation Act** of 1966, as amended (Section 106), requires that projects that receive federal funding or require federal permits, licenses or other federal approvals, incorporate the necessary planning to avoid, minimize, or mitigate a project's adverse effects to historic properties. In accordance with Section 106, Amtrak and FRA determined that the Program would have adverse effects on historic properties. Because of this, FRA implemented a legally binding Programmatic Agreement (PA) for this Program, entitled *Project Programmatic Agreement Among the Federal Railroad Administration, Maryland State Historic Preservation Officer, National Railroad Passenger Corporation, and Preservation Maryland Regarding the Baltimore & Potomac Tunnel Program, Baltimore City, Maryland*, that includes a detailed compliance process for mitigating the Program's impacts to historic properties. Stipulation V.D. of the PA requires development and implementation of this CPP.

It is important that all contractors are aware of the locations of all historic properties because unanticipated impacts may result from demolition activities near historic properties. Historic properties' settings, which may include landscape features and hardscape, often contribute to their significance, and should also be considered when making decisions about demolition, construction, and protection methods. Amtrak is committed to avoiding adverse effects whenever possible, and the Program team's proactive planning and diligence is essential to protecting our irreplaceable historic properties.

1.3.2 Risk

In ordinary construction, the risk of damage to buildings and structures can be avoided or minimized, and if damage occurs, either architectural or structural, the damage can be replaced or repaired. With historic buildings and structures, even if repaired, the historic integrity may be compromised, so all operations and construction around them must be conducted with a higher degree of precision and safety to avoid any incidents that could cause damage to the historic properties.

All demolition work requires compliance with the procedures in this protection plan; Amtrak and its Project Engineer will monitor work sites to ensure that procedures included in this plan are followed.

The Project Engineer is Amtrak's designated representative to monitor and manage contractor and sub-contractor efforts, provide guidance, and approve submittals.

Liability for damage to any historic property will be the sole responsibility of the contractor. Failure of contractor or its employees to comply may result in removal from the Program and/or imposition of fees to cover the costs of damages and any related fines.

Contractors are encouraged to contact Amtrak's Project Engineer to discuss concerns or questions about this manual's content by calling **XX at XXX-XXX-XXXX.**

At no time and under no conditions should the Contractor provide information or comment to the media regarding any Program-related activities. All media inquiries should be referred to:

**Amtrak Media Relations
202-906-3860
MediaRelations@amtrak.com**

2.0 Contractor's Responsibilities

The demolition contractor is responsible for obtaining City Demolition Permits and complying with all requirements of the City of Baltimore Demolition Permit, the demolition specifications, and this document.

Before initiating any demolition activities, the contractor shall:

1. Thoroughly review this document and become familiar with its provisions.
2. In accordance with Section 3.2, identify any historic properties in the vicinity of the demolition activity and plan for their protection.
3. In accordance with Section 013233 of the demolition specifications, prepare Photographic Documentation of surrounding properties.
4. Review the demolition specifications to identify architectural features to be salvaged prior to demolition, and remove the salvaged items from the building or structure to be demolished.
5. Confirm with Amtrak the hotline telephone number that the public can use to report concerns about a threat or damage to historic properties that are not planned for demolition. The contractor must post the hotline number and its purpose in a prominent, publicly visible location at the work site. Amtrak will also post the hotline on the project website. Amtrak will handle any calls to the hotline in accordance with Section 5 of this CPP.
6. Develop a work plan to protect historic properties, and submit the plan to the Amtrak Project Engineer for review and approval.
7. Ensure that all persons working on the demolition are aware of the surrounding historic properties and the measures named in the work plan to protect surrounding properties and any potential archaeological resources.
8. Shield vulnerable architectural elements in accordance with Section 3.2.5.

During demolition activities, the contractor shall:

1. Comply with all protection measures identified in the work plan and in Sections 3.2, 3.3, and 4.0 of this protection plan.
2. Monitor the efficacy of the protective measures. If needed, explore and implement additional corrective steps, with approval from the affected property owner(s) and the Project Engineer.

3.0 Built Historic Properties

As part of the Program planning, Amtrak established the Program’s Area of Potential Effects (APE), which is the area that may be directly or indirectly affected by the proposed demolition and construction activities and subsequent facility operation. Effects can include demolition or physical alterations/damage caused by the Program. Other effects include noise, vibration, dust, rodent migration, ground displacement, and drainage issues, among others, resulting from the Program’s construction or operation.

Within the Program’s APE, Amtrak identified eight historic districts, six consisting of a mix of residential, commercial, and industrial buildings, and two railroad lines that form linear historic districts. The Baltimore and Ohio (B&O) Railroad, Baltimore Belt Line Historic District, located at the northern end of the APE, is not included in this protection plan due to its distance from any proposed demolition.

The National Park Service’s National Register Office defines a historic district as a geographic area that “possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”

The contractor should assume that individual features within a historic district, such as buildings, a property’s landscaping features, and a rail line’s bridges, catenary structures, and signal bridges, are historic when working within or in close proximity to a historic district.

For each historic district, this section includes:

- Brief summary of the district’s boundaries and characteristics.
- List of proposed demolitions known at the time of the development of this plan, with key related issues identified.
- Maps that depict the district boundaries, identify especially significant buildings that are individually eligible for inclusion in the NRHP (shown in blue on Figure 3), and locate buildings and structures proposed to be demolished.

Table 1, at the end of this section, lists all demolitions known at the time this plan was prepared, their associated historic districts, and key related issues. The contractor is responsible for identifying all areas of potential damage to historic properties; the list provided here should not be considered comprehensive.

3.1 Historic Districts

3.1.1 B&P / PHILADELPHIA, BALTIMORE, AND WASHINGTON RAILROAD HISTORIC DISTRICT (#B-5164)

The NEC alignment is located on the rail line historically developed as the Baltimore & Potomac (B&P) / Philadelphia, Baltimore, and Washington Railroad. The segment of the rail line between Baltimore Penn Station and the Baltimore city/county line, which has been determined eligible for inclusion in the NRHP, will be impacted by the demolition of the following bridges: the bridges carrying West Lafayette Avenue (partial demolition) and Edmondson Avenue over the NEC, and the bridges carrying the NEC over North Warwick Avenue, West Mulberry Street, and West Franklin Street (see Figure 2). For the demolition of the bridges located within a historic district,

any building located adjacent to or near a bridge being demolished needs to be protected. In addition, the stone abutments of the bridge carrying the B&P / Philadelphia, Baltimore, and Washington Railroad over West Franklin Street will remain as part of the retaining walls and will need to be protected.

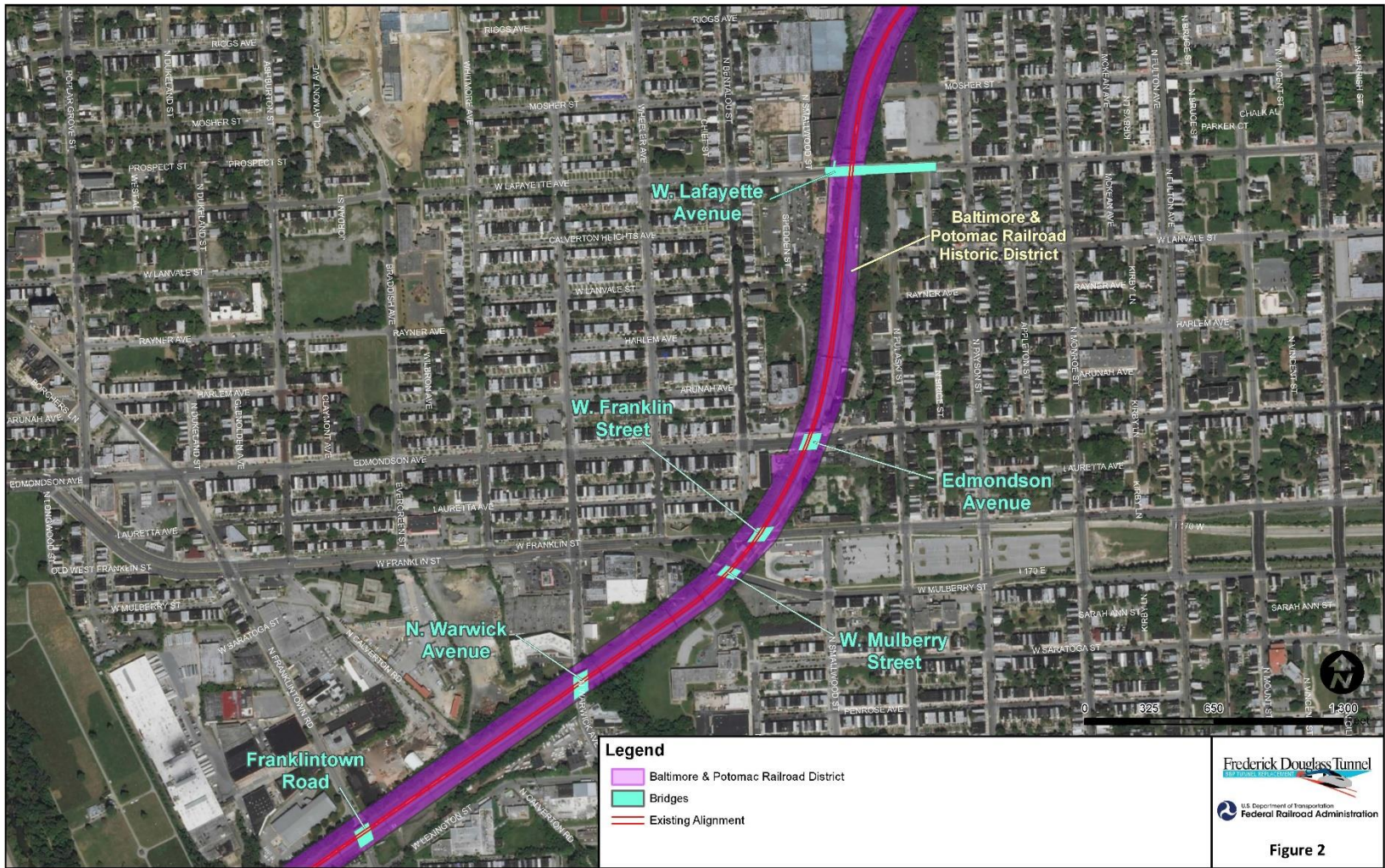


Figure 2: Bridges Along the B&P Rail Line (Southern End)

3.1.2. MIDTOWN EDMONDSON HISTORIC DISTRICT (#B-5118)

The Midtown Edmondson Historic District (also known as the Monroe Riggs Historic District) includes property on both sides of the NEC from approximately the southern portal of the existing B&P Tunnel at Fulton Street southward to West Franklin Street (see Figures 3 and 4). As shown on Figures 3 and 4, the area on the western side of the NEC overlaps with property that is located within the Greater Rosemont Historic District.

The Midtown Edmondson Historic District is predominantly residential in character with the exception of a strip of industrial development along the railroad tracks that defines the northwestern edges of the district. Approximately 1500 of the buildings within the historic district are considered historically significant. The Midtown Edmondson Historic District will be impacted by demolition of buildings located within or in close proximity to the historic district, demolition of the Edmondson Avenue and West Franklin Street bridges, and the partial demolition of the West Lafayette Avenue bridge.

The buildings to be demolished in or adjacent to the Midtown Edmondson Historic District include, but are not limited to, those on the following list. The list below, arranged in geographic order from south to north, notes the building locations (see Figure 4).

- 501 North Bentalou Street, an automotive garage located in close proximity to historic rowhouses along Laretta Avenue and adjacent to the historic firehouse at 2249 Edmondson Avenue.
- 2235 Edmondson Avenue, a commercial building located near the western edge of the Midtown Edmondson Historic District and in close proximity to historic properties along Edmondson Avenue, including buildings to the west that are within the Edmondson Avenue Historic District.
- 2237 Edmondson Avenue, a commercial building located immediately adjacent to the City of Baltimore Fire Department Engine House No. 36 (B-5112-4), a historic property individually eligible for inclusion in the NRHP. In addition, 2237 Edmondson Avenue is near the western edge of the Midtown Edmondson Historic District and in close proximity to historic properties along Edmondson Avenue, including buildings to the west that are within the Edmondson Avenue Historic District.
- 2150 Harlem Avenue, a warehouse located immediately adjacent to a historic building at 2126 Edmondson Avenue and in close proximity to historic buildings along Edmondson Avenue, Harlem Avenue, and North Pulaski Street.
- 700 North Pulaski Street, Faith Christian Worship Center, located in close proximity to historic rowhouses along Rayner Street, Harlem Avenue, and North Pulaski Street.
- 740 North Pulaski Street, a storage warehouse located in close proximity to historic rowhouses along Rayner Street and North Pulaski Street.
- 2022-2038 West Lanvale Street, rowhouses in close proximity to other historic rowhouses along West Lanvale Street, North Brice Street, and North Payson Street.
- 2100 West Lanvale Street, Living Word Church of Deliverance, located in close proximity to historic rowhouses along West Lanvale Street, North Brice Street, and Rayner Street.
- 813 North Pulaski Street, a church building located in close proximity to rowhouses along North Brice Street.

- 812, 814, & 816 North Brice Street, rowhouses located across the street from historic rowhouses along Brice Street and in close proximity to historic rowhouses along West Lanvale Street.
- 2031-2039-2041 West Lafayette Avenue, a church building located in close proximity to rowhouses along North Brice Street.
- 2000 West Lafayette Avenue, a large commercial building located in close proximity to historic rowhouses along North Payson Street, West Lafayette Avenue, and Mosher Street.
- 2020 Mosher Street, a warehouse located approximately one block away from historic rowhouses along North Payson Street and Mosher Street.
- 1000-1030 North Payson Street rowhouses and 1034 North Payson Street garage, located across the street from historic rowhouses along North Payson Street and in close proximity to historic rowhouses along both Riggs Avenue and Mosher Street between North Payson Street and Appleton Street.

3.1.3 EDMONDSON AVENUE HISTORIC DISTRICT (#B-5187)

The Edmondson Avenue Historic District (see Figures 3 and 4) includes property on the west side of the NEC from approximately Winchester Street southward to West Franklin Street, with the portion of the district south of West Lafayette Avenue being in the closest proximity to the NEC. The district primarily consists of rowhouses dating from the late nineteenth century to the 1950s, with some industrial and commercial buildings.

The district will potentially be affected by demolition of the Edmondson Avenue and West Franklin Street bridges, and the demolition of several buildings.

The buildings to be demolished in or adjacent to the Edmondson Avenue Historic District include, but are not limited to, those on the following list. The list below, arranged in geographic order from south to north, notes the building locations (see Figure 4).

- 2301 & 2303 Laurretta Avenue, located adjacent to and across the street from historic rowhouses along Laurretta Avenue, and in close proximity to the historic City of Baltimore Fire Department Engine House No. 36.
- 2335 West Franklin Street, a warehouse located outside of a historic district, but immediately across West Franklin Street from historic rowhouses within the Edmondson Avenue Historic District.

3.1.4 GREATER ROSEMONT HISTORIC DISTRICT (#B-5112)

The Greater Rosemont Historic District (see Figures 3 and 4) includes property on the west side of the NEC from approximately Winchester Street southward to West Franklin Street, with the portion of the district south of West Lafayette Avenue being in the closest proximity to the NEC. As shown on Figures 3 and 4, the area at the eastern edge of the historic district (just to the west of the NEC) overlaps with property that is located within the Midtown Edmondson Historic District.

The Greater Rosemont Historic District primarily consists of rowhouses dating from the late nineteenth century to the 1950s, with some industrial and commercial buildings. The district will potentially be affected by the demolition of several buildings, the Edmondson Avenue and West Franklin Street bridges, and the partial demolition of the West Lafayette Avenue Bridge.

The buildings to be demolished in or adjacent to the Greater Rosemont Historic District include, but are not limited to, those on the following list. The list below, arranged in geographic order from south to north, notes the building locations (see Figure 4).

- 2301 & 2303 Laretta Avenue, located adjacent to and across the street from historic rowhouses along Laretta Avenue, and in close proximity to the historic firehouse.
- 2335 West Franklin Street, a warehouse located outside of a historic district, but immediately across West Franklin Street from historic rowhouses within the Greater Rosemont Historic District.

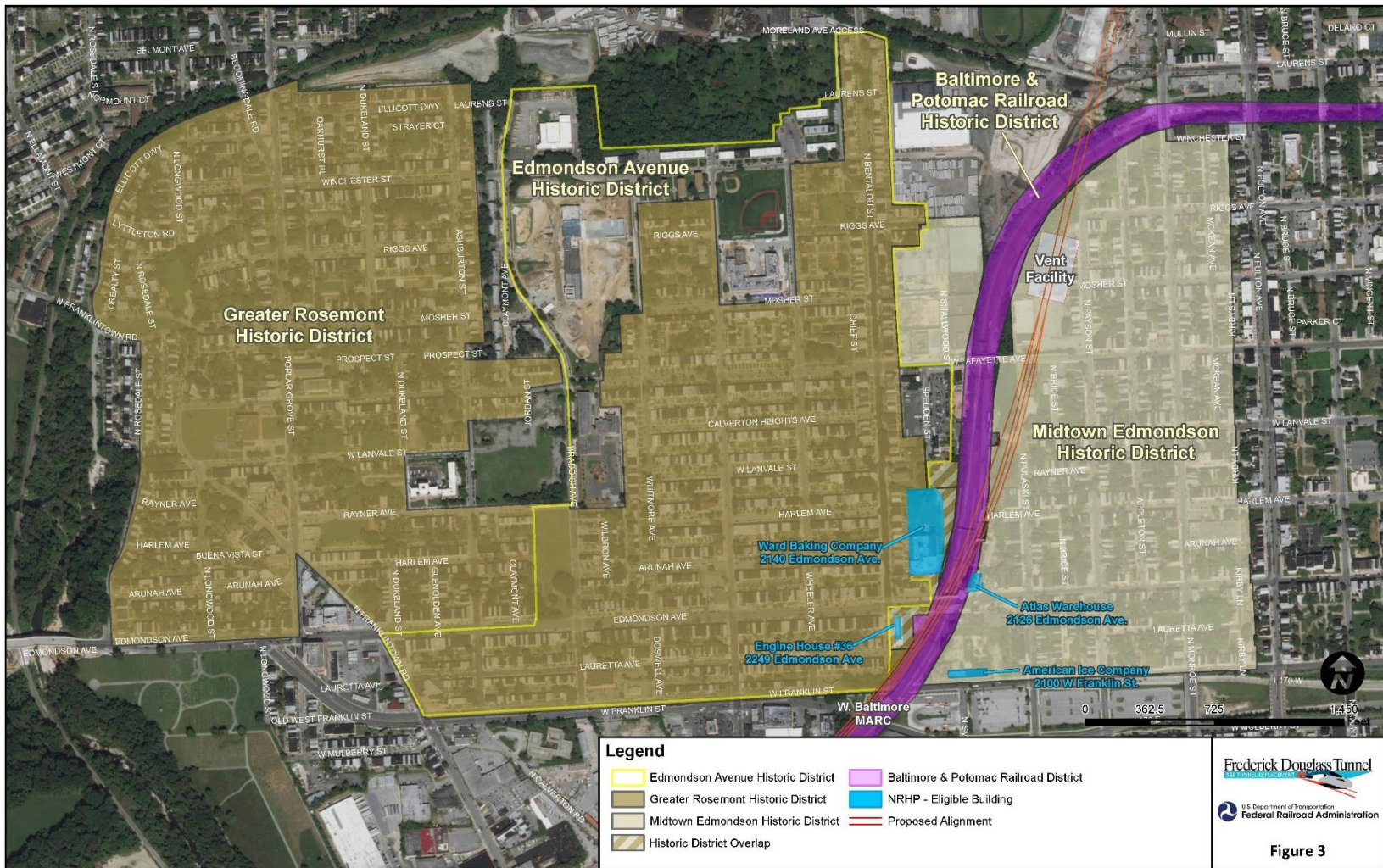


Figure 3: Historic Districts and Properties (Southern End)

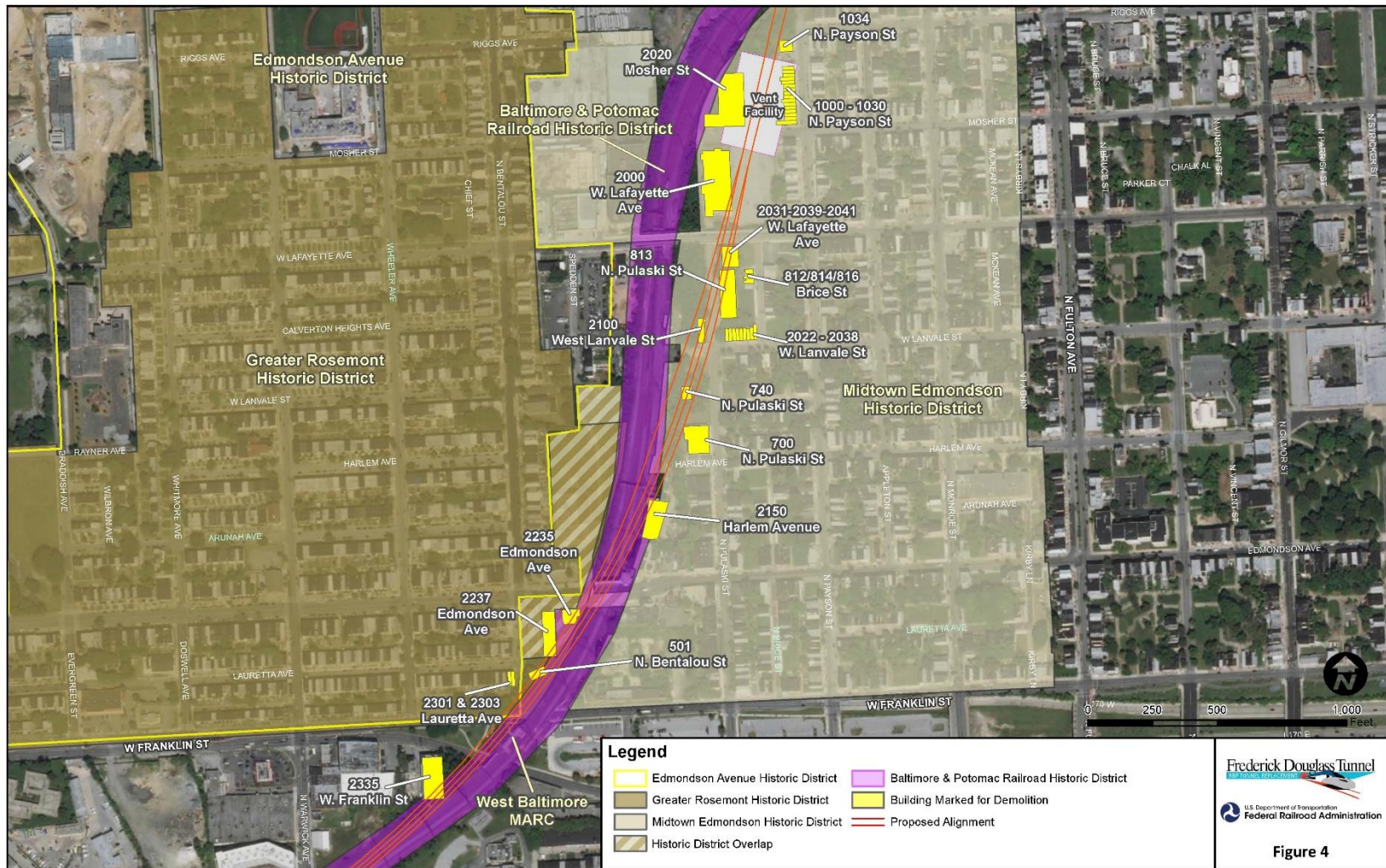


Figure 4: Buildings Proposed for Demolition (Southern End)

3.1.5 OLD WEST BALTIMORE HISTORIC DISTRICT (#B-1373)

Located approximately between West Franklin Street to the south and West North Avenue to the north and between Fulton Street to the north and Morris Street to the east, the National Register-listed Old West Baltimore Historic District primarily consists of rowhouses with some commercial and religious buildings (see Figure 5). No building demolition is anticipated either in this historic district or within close proximity to it.

3.1.6 BOLTON HILL HISTORIC DISTRICT (#B-64)

Located south of West North Avenue, the Bolton Hill Historic District is located immediately across West North Avenue from the site of the proposed intermediate ventilation facility. This National Register of Historic Places (NHRP)-listed historic district consists of 20 blocks of residential buildings, primarily dating to the late nineteenth and early twentieth centuries (see Figure 5). The district will potentially be affected by the demolition of 900-908 West North Avenue and 2000 Linden Avenue, which includes a portion of the former 910 West North Avenue (see Figure 6) for the construction of the new ventilation facility.

3.1.7 RESERVOIR HILL HISTORIC DISTRICT (#B-1379)

Located north of West North Avenue, the Reservoir Hill Historic District contains the site of the proposed intermediate ventilation facility and is located above a portion of the proposed new tunnel. This NRHP-listed historic district consists of 32 blocks of primarily late nineteenth to early twentieth century rowhouses, with some mansions, apartment buildings, and religious and commercial buildings (see Figures 5 and 6). The district will potentially be affected by the demolition of several commercial buildings for the construction of the new ventilation facility.

The buildings to be demolished in or adjacent to the Reservoir Hill Historic District include, but are not limited to, those on the following list. The list below, arranged in geographic order from east to west, notes the building locations (see Figure 6).

- 2000 Linden Avenue, a commercial building located in close proximity to historic rowhouses along Linden Avenue and Eutaw Place, and across West North Avenue from the Bolton Hill Historic District. This L-shaped building includes a portion of the former 910 West North Avenue, located at the western end of the commercial row of 900-908 West North Avenue.
- 900-908 West North Avenue, a row of commercial buildings located in close proximity to historic rowhouses along Linden Avenue and Eutaw Place, and across West North Avenue from the Bolton Hill Historic District.
- 920 West North Avenue, located in close proximity to historic rowhouses along Eutaw Place. There is a concrete block wall between 920 West North Avenue and the adjacent rowhouse at 2205 Eutaw Place.

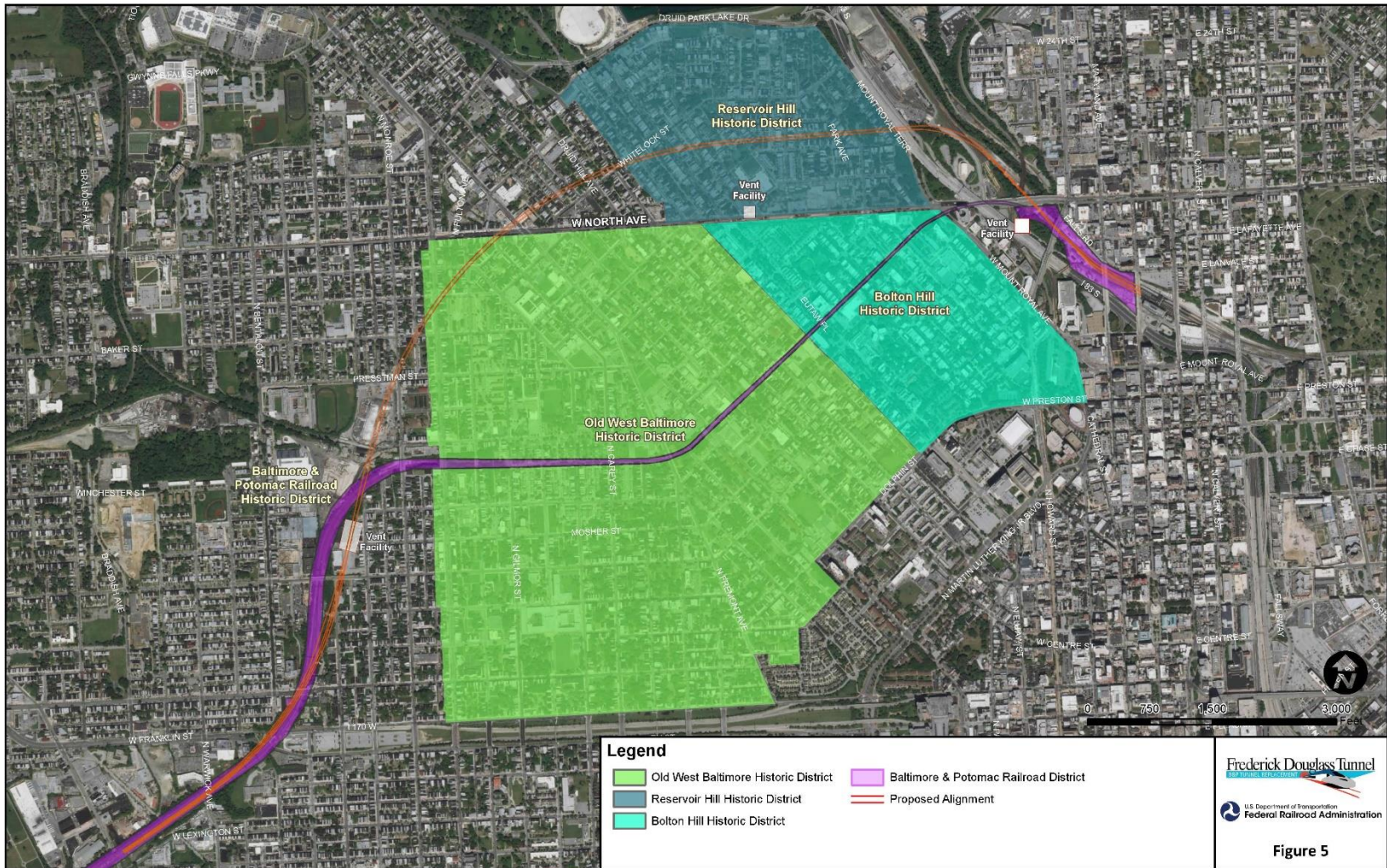


Figure 5: Historic Districts (Northern End)



Figure 6: Buildings Proposed for Demolition (Northern End)

Table 1. Demolitions Affecting Historic Buildings and Structures

Properties to be Demolished	Historic Properties Potentially Affected	Map Reference
West Lafayette Avenue Roadway Bridge (eastern approach span)	Baltimore & Potomac / Philadelphia, Baltimore, and Washington Railroad Historic District (B&P HD)	Figure 2
Edmondson Avenue Roadway Bridge	B&P HD	Figure 2
West Franklin Street Bridge	B&P HD	Figure 2
West Mulberry Street Bridge	B&P HD	Figure 2
North Warwick Avenue Bridge	B&P HD	Figure 2
2335 West Franklin Street (warehouse)	Greater Rosemont Historic District (GRHD), especially historic rowhouses in 2300 block of Lauretta Avenue and 2400 block of Franklin Street.	Figure 4
2301-2303 Lauretta Avenue (rowhouses)	GRHD, especially historic rowhouses in 2300 block of Lauretta Avenue, including party wall with 2305 Lauretta Avenue. Close proximity to historic firehouse.	Figure 4
501 North Bentalou Street (commercial building)	GRHD & Midtown Edmondson Historic District (MEHD); historic rowhouses along Lauretta Avenue; adjacent to historic firehouse.	Figure 4
2235 Edmondson Avenue (commercial building)	GRHD & MEHD; adjacent to historic firehouse.	Figure 4
2237 Edmondson Avenue (commercial building)	MEHD & GRHD; immediately adjacent to historic firehouse.	Figure 4
2150 Harlem Avenue (warehouse)	MEHD, immediately adjacent to 2126 Edmondson Avenue.	Figure 4
700 North Pulaski Street (converted commercial building)	MEHD, especially historic rowhouses on North Pulaski Street and Harlem Avenue.	Figure 4

Properties to be Demolished	Historic Properties Potentially Affected	Map Reference
740 North Pulaski Street (warehouse)	MEHD, especially historic rowhouses on Rayner Avenue; near historic rowhouses on West Lanvale Street.	Figure 4
2022-2038 West Lanvale Street (rowhouses)	MEHD, especially historic rowhouses on south side of West Lanvale Street, and on north side of West Lanvale Street between North Brice Street and North Payson Street.	Figure 4
2100 West Lanvale Street (converted commercial building)	MEHD, especially historic rowhouses on West Lanvale Street.	Figure 4
813 North Pulaski Street (converted commercial building)	MEHD, especially historic rowhouses along North Brice Street.	Figure 4
812-816 North Brice Street (rowhouses)	MEHD, especially historic rowhouses on east side of North Brice Street and historic rowhouses on West Lanvale Street.	Figure 4
2000 West Lafayette Avenue (commercial building)	MEHD, especially historic rowhouses located one block away along North Payson Street, West Lafayette Avenue, & Mosher Street.	Figure 4
2020 Mosher Street (warehouse)	MEHD, especially historic rowhouses located one block away along North Payson Street & Mosher Street.	Figure 4
1000-1030 North Payson Street (rowhouses)	MEHD, especially historic rowhouses on east side of North Payson Street; in close proximity to historic rowhouses along Riggs Avenue and Mosher Street.	Figure 4

Properties to be Demolished	Historic Properties Potentially Affected	Map Reference
1034 North Payson Street (warehouse)	MEHD, especially historic rowhouses on east side of North Payson Street; in close proximity to historic rowhouses along Riggs Avenue.	Figure 4
900-908 West North Avenue (commercial)	Reservoir Hill Historic District (RHHD), especially historic rowhouses on Linden Avenue; historic properties across West North Avenue within Bolton Hill Historic District (BHHD).	Figure 6
920 West North Avenue (commercial)	RHHD, especially historic rowhouses on Eutaw Place; historic properties across West North Avenue within BHHD. Special care needed for wall between 920 West North Avenue and 2205 Eutaw Place.	Figure 6
2000 Linden Avenue (commercial)	RHHD, especially historic rowhouses on Linden Avenue; historic properties across West North Avenue within BHHD.	Figure 6

3.2 Pre-Demolition Preparation

The contractor is responsible for undertaking the following pre-demolition planning steps and activities.

3.2.1 Architectural Salvage

Review the demolition specifications to identify architectural features to be salvaged from the building prior to demolition. If advised that architectural elements of the building or structure to be demolished are to be salvaged, the contractor shall take the following steps prior to initiating any demolition activities:

- Remove elements to be salvaged in easily managed sections to avoid potential damage. If the element is part of a structural support system such as a load bearing wall or column, provide a proposed method of removal and secure written approval from Project Engineer before removing any portion of the element. Install temporary bracing, if necessary, to prevent structural collapse.
- Clean only loose debris from salvaged historic items unless more extensive cleaning is indicated on the project drawings or specifications.
- Measure and document the dimensions of the element to be salvaged.
- Pack or crate the element after cleaning and measuring it; cushion it against damage during handling and storage. Label the contents of containers.
- Contractor must transfer salvaged items to owner's off-site storage area as soon as possible following removal of the items. Storage area may be designated by Amtrak Project Engineer and/or indicated on drawings. If the contractor elects to temporarily store any items prior to transferring them to Amtrak's designated storage area, the contractor is responsible for ensuring that during the temporary storage, the salvaged items are stored in a weathertight, secure area.
- Protect items from damage, theft, weather, etc. during transport and storage.

3.2.2 Identification of Historic Properties

Review the existing conditions plans and this document to locate any historic properties that are within the demolition site or in close proximity to it, including, but not limited to, those buildings or structures adjacent to or across the street from the site. Many of the buildings to be demolished are within a historic district; the contractor should assume that all buildings within a historic district are significant and warrant protection.

3.2.3 Documentation of Existing Conditions

Document the existing condition of historic properties adjacent to or in close proximity to the demolition site. Be sure to check adjacent blocks as historic properties across a street from a demolition site can be affected. Identify fragile exterior architectural elements warranting extra protection, including ornamental windows of stained glass, leaded glass, curved glass, woodwork; metalwork; and masonry. Also identify areas of existing damage and potential weaknesses. Additional information about Photographic Documentation of existing conditions is provided in Section 013233 of the demolition specifications.

3.2.4 Preparation of a Work Plan

Develop a work plan ("Work Plan") to protect historic properties in close proximity to the demolition site and submit the Work Plan to the Project Engineer for review and approval. The

Work Plan must address the provisions for protecting historic buildings and structures that are included in Section 3 of this CPP and the provisions for protecting potential archaeological resources that are included in Section 4, including preventing intrusion into adjacent properties and securing the work site.

Prior to the initiation of demolition activities, the contractor shall ensure that all persons working on the demolition are aware of the surrounding historic properties and the measures necessary to protect them, as well as the treatment measures to protect archaeological resources.

3.2.5 Shielding of Architectural Elements

The contractor must shield from damage exterior architectural elements of adjacent properties that have been identified as significant and potentially vulnerable to damage, via the following steps:

- Obtain written permission from a property owner before entering a property or adding protective features to adjacent or nearby historic buildings or other structures. Should the property owner, in writing, refuse to allow such protection to be installed, then contractor has made a good faith compliance with this provision; however, contractor must avoid damages to adjacent properties and will be responsible for repairs and rehabilitation should any damages occur despite contractor's best effort.
- Utilize approved rigid or flexible covering materials to protect the identified elements.
- Temporarily cover and/or seal openings that have the potential to allow harmful dust or debris to enter an adjacent property's interior.
- Use the least damaging methods to attach protective materials and leave protective materials in place until any potential for damage to the historic property by the project is over.
- At the end of the project, carefully remove the protective materials so as to avoid damaging historic surfaces.
- Repair in-kind inadvertent damage from protection measures.
- Protect bridge abutments that are to be re-used (i.e., Franklin Street) by utilizing approved rigid or flexible covering materials to protect the surface and integrity of the abutments.

3.3 Protection Measures

3.3.1 General Measures

The contractor shall take the following steps when implementing the demolition:

- Do not stack or lean construction materials, products, or supplies against or within falling range of other properties.
- Cover adjacent surfaces to avoid damage from airborne masonry particles.
- Take extra care when using cranes, hoists, or other means to carry materials near other properties.
- Use concrete cutters on pavement surfaces instead of pavement breakers, where practical.
- Direct debris chutes away from historic properties.
- Secure and/or seal windows, rooftop doors and any other openings that are made accessible or are exposed by the demolition activity.

- Install proper mufflers on equipment and maintain all motorized equipment in a state of good repair to limit wear-induced vibration.
- Confine all work to the pre-established Limits of Disturbance (LOD) for the Program.
- Protect historic properties from falling objects.

3.3.2 Protection of Adjacent Historic Properties

Protective and monitoring measures shall be in place during demolition and construction activities for any excavation that could result in settlement to an adjacent historic building. This includes any slope settlement or ground displacement that may cause shifting or settlement. The slope settlement evaluation shall include consideration of the effects of site groundwater and anticipated construction vibration.

Structural support elements shared by a building that is to be demolished and an adjacent building that is to remain shall be identified, inspected, monitored, protected, and reinforced as required to protect the structural integrity of the property that is to remain. Protective and monitoring measures shall be in place during demolition and construction activities, and they shall not be removed until after all such activities have been completed. Structural support elements shall be inspected immediately prior to removal of any temporary reinforcements and must be deemed safe in writing by the Project Engineer.

The contractor shall ensure compliance with the following special provisions for demolishing buildings that share structural elements with adjacent buildings that are to remain:

- Protect all adjacent buildings not part of this demolition contract from structural damage and any other conditions that may undermine the remaining structural elements' ability to provide adequate support to the remaining building.
- When an adjacent building will remain post-demolition, contractor will not remove all material to the property line, but will leave shared walls, railings and porch roof supports located along the property line.
- Brick faces shared with adjacent remaining buildings will be saw cut before removal.
- Comply with requirements in demolition specifications, including for backfill and grading.
- Where foundations are integral with remaining buildings, use methods that will minimize vibrations to remaining adjacent structure.
- Comply with post-demolition waterproofing requirements in the Demolition Permit.
- Construct a structural concrete block wall next to the exposed party wall of the building to remain to assist in supporting the building and to prevent structural failure. This new support wall shall be constructed following City of Baltimore structural specifications.
- When the remaining building is a rowhouse in a historic district, the following additional specifications shall apply:
 - The exposed side of the new support wall shall have four (4) pilasters that divide the wall surface into three (3) equal bays.

- All exposed surfaces of the new support wall, including pilasters, shall be finished with off-white smooth stucco, with the exception of the pilaster that will form the corner connection with the existing façade, which will receive special treatment.
- Where the existing rowhouse to remain has a brick façade finish that matches the demolished adjacent rowhouse brick, the special treatment of the front corner pilaster will consist of utilizing matching salvaged brick to construct, or veneer, the front corner pilaster. This front corner pilaster shall also project a minimum of twelve inches above the front façade parapet.
- In cases where the existing rowhouse to remain has a façade finish other than brick, or if matching salvaged brick is not available, the contractor shall include the proposed treatment in the Protection Plan that is submitted to the Project Engineer for review and approval (see Section 3.2.1.D).
- The parapet of the new support wall shall not be sloped, but it shall be stepped down from front to back in three (3) equal sections that align with the three (3) bays created by the four (4) pilasters. There shall be an eight (8)-inch rectangular cornice projecting one and one half (1½) inches at each parapet section. This cornice may incorporate metal coping as needed (matching the off-white color of the stucco) to protect from water penetration.

3.3.3 Vibration and Noise

Many older buildings and structures are susceptible to either architectural or structural damage caused by construction vibration. Preliminary evaluations for the Program, conducted in accordance with FTA's *Transit Noise and Vibration Impact Assessment* (May 2006), indicated that demolition and construction-related vibration levels would likely stay below a peak particle velocity (PPV) of 0.5 inches per second; this threshold must not be exceeded. In addition, the contractor shall identify in the work plan any buildings or architectural features that are more fragile and therefore require reducing the threshold to a maximum PPV of 0.12 inches per second in order to limit damage. Contractor shall comply with all requirements in specifications Sections 026000 Construction and Demolition Vibration Control and 026500 Construction and Demolition Noise Control.

When conducting demolition adjacent to historic properties, Amtrak recommends the contractor avoid using impact equipment such as jack hammers, wrecking balls, or pavement breakers, that could harm noise- and vibration-sensitive buildings. There will be no blasting during demolition. The contractor should establish the minimum distances that bulldozers and other equipment can be used within proximity to historic buildings, and should receive the Project Engineer's written approval of the minimum distances. The contractor shall use alternative low-impact techniques adjacent to historic properties. Inspect regularly for new cracks and changes to surrounding buildings and report any issues to your supervisor and the Project Engineer. Whenever possible, locate delivery entry and exit points as far as possible from the historic properties to reduce vibrations caused by increased vehicular traffic.

Avoid, where practical, the use of vibratory rollers and compactors near sensitive areas.

During demolition and construction, the contractor will monitor the vibration levels at the closest historic buildings or structures to ensure that exceedances of the damage risk criteria do not occur.

Comply with hours of work authorized in the City Demolition Permit and with Construction Noise Control specifications.

3.3.4 Dust and Small Particle Debris

The contractor should also be mindful of the effect dust and small particle debris may have upon the historic properties. On identified and inventoried nearby properties, and with owner approval, seal windows, HVAC ducts and all other openings with tape or temporarily seal with clear polyethylene sheets.

- Contain any debris such as pavement chips and dust.
- For asbestos or lead paint remediation, ensure that exhaust from a sealed building is filtered and vented away from historic and adjacent properties and that lead paint chips are gathered and removed.

3.3.5 Water Damage

Water damage is one of the most common sources of harm to historic properties. Demolition work can easily alter or damage a property's water drainage system. Evaluate and anticipate any changes in water flow due to construction, and implement measures to protect historic properties.

Take care to ensure that debris does not flow into sewers and drains. Be careful not to inadvertently seal off or collapse pipes. If blocked pipes are unable to carry water away from a historic or adjacent property, flooding and excessive moisture levels may occur. In addition, do not allow construction site runoff from cleaning and dust suppression activities to flow toward historic or adjacent properties. Wire cages over exposed drainage areas and low-pressure water washes should be used to protect water drainage systems. Monitor any grade changes that may affect site drainage and rectify any changes that might cause run-off water to damage a historic property. Should unanticipated drainage blockages occur, the blockage must be removed immediately.

Employ specific techniques and methods to avoid water damage to historic properties from utility work including:

- Identify the locations of water/utility lines prior to construction/demolition.
- Ensure that water runoff is not directed toward historic properties and that site conditions during and after demolition activities do not allow pooling of water in exposed basements or ground depressions.

3.3.6 Traffic

Whenever possible, locate delivery entry and exit points as far as possible from the historic properties to reduce vibrations caused by increased vehicular traffic. Demolition-related traffic should be directed to routes outside of the historic districts whenever possible, with the exception of major roadways where such traffic is appropriate. Traffic shall only be permitted in residential areas during the period allowable per city ordinance; hours of operation may be further restricted by the demolition permit issued by the City of Baltimore. Drivers of loaded trucks shall be directed to move at slower speeds within all historic districts.

3.3.7 Rodents

To protect historic properties in close proximity to the building being demolished, comply with the rodent control procedures as required by the Baltimore City Demolition Permit.

3.3.8 Fire Protection

The contractor shall protect properties from fire through the following measures:

- Ensure that fuels, rags, brushes, and other flammable items are stored appropriately and not directly adjacent to historic properties.
- Prohibit smoking in or within 20 feet of any historic property. Enforcement of the prohibition shall be a priority responsibility of the contractor or construction manager.
- Open flame cutting, welding, and soldering in or near existing historic buildings should be conducted with adequate supervision, fire watches, and emergency fire protection apparatus to assure that sparks or drops of hot metal do not start fires.

3.3.9 Site Restoration

To restore the site following demolition, the contractor shall:

- Abandon in-place at-grade or below-grade foundation slabs and below-grade foundation walls of demolished buildings. See Structure Demolition Specification 024116 for additional requirements.
- Comply with requirements in the demolition specifications.

4.0 Archaeological Historic Resources

The Section 106 process also requires the identification of archaeological historic resources and the implementation of steps to protect them from adverse effects, including damage or destruction from demolition activities or from compaction of soil. This Demolition CPP includes: 1) consideration of the subsurface archaeological resources associated with the specific historic properties and districts that might be affected by the proposed demolition activities (Section 4.1), and 2) general protection measures to protect archaeological historic resources to the greatest extent possible (Section 4.2).

4.1 Archaeological Sensitivity

Parcels identified with buildings scheduled for demolition were assessed by project archaeologists to identify their potential to contain different types of archaeological resources and to estimate the horizontal and vertical extent of previous ground disturbance. These two factors, and archaeological potential and previous ground disturbance, were used to generate a level of archaeological sensitivity for each site (Table 2).

Table 2. Archaeological Sensitivity for Parcels Scheduled for Demolition Activities

Properties to be Demolished	Historic District	Archaeological Potential	Previous Ground Disturbance	Sensitivity
West Lafayette Avenue Roadway Bridge (Piers and Abutments East of the Tracks)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)	Potential for historic railroad resources	Construction of bridge/abutment and retained fill behind abutments	Very low
Edmondson Avenue Roadway Bridge (West Abutments)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)	Potential for historic railroad resources	Construction of bridge/abutment and retained fill behind abutments	Low
West Mulberry Street Railroad Bridge (Abutments)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)	Potential for historic railroad resources	Construction of bridge/abutment and retained fill behind abutments	Very low
2335 West Franklin Street (Warehouse)	N/A	Potential for pre-1915 historic resources	Construction of the 1915 industrial building	Low
2301-2303 Laretta Avenue (Rowhouses)	Greater Rosemont Historic District (#B-5112)	Potential for historic resources in backyards	Construction of 1924 rowhouses with basements	Moderate
501 North Bentalou Street (Rowhouse)	Greater Rosemont Historic District (#B-5112)	Potential for historic resources in backyard	Construction of 1920 rowhouse with basement	Moderate

Properties to be Demolished	Historic District	Archaeological Potential	Previous Ground Disturbance	Sensitivity
2235 Edmondson Avenue (Commercial)	Midtown Edmondson Historic District	Potential for pre-1910 historic resources	Construction of 1910 railroad station	Very Low
2237 Edmondson Avenue (Commercial)	Midtown Edmondson Historic District	Potential for pre-1910 historic resources	Construction of 1910 commercial/industrial building	Low
2150 Harlem Avenue (Warehouse)	Midtown Edmondson Historic District (contributing element)	Potential for pre-1945 historic resources	Construction of 1945 industrial building	Low
700 North Pulaski Street (Church)	Midtown Edmondson Historic District	Potential for pre-building historic resources	Construction of industrial building	Low
740 North Pulaski Street (Storage/Warehouse)	Midtown Edmondson Historic District (contributing element)	Potential for pre-building historic resources	Construction of 1950 industrial building	Low
2022-2038 West Lanvale Street (Rowhouses)	Midtown Edmondson Historic District	Potential for historic resources in backyard	Construction of 1920 rowhouses with basements	Moderate
2100 West Lanvale Street (Church)	Midtown Edmondson Historic District	Potential for pre-building historic resources	Construction of industrial building	Low
813 North Pulaski Street (Church)	Midtown Edmondson Historic District	Potential for pre-1900s historic resources	Construction of early 1900s industrial building	Low
812-816 North Brice Street (Rowhouses)	Midtown Edmondson Historic District	Potential for historic resources in backyards	Construction of 1920 rowhouses with basements	Moderate

Properties to be Demolished	Historic District	Archaeological Potential	Previous Ground Disturbance	Sensitivity
2031-2039-2041 West Lafayette Avenue (Church)	Midtown Edmondson Historic District	Potential for pre-1940 historic resources	Construction of industrial building	Low
2000 West Lafayette Avenue (Commercial)	Midtown Edmondson Historic District (contributing element)	Potential for pre-1965 historic resources	Construction of 1965 commercial building	Low
2020 Mosher Street (Warehouse)	Midtown Edmondson Historic District	Potential for pre-1941 historic resources	Construction of 1941 industrial building	Low
1000-1030 North Payson Street (Rowhouses)	Midtown Edmondson Historic District	Potential for historic resources in backyards	Construction of 1920 rowhouses with basements	Moderate
1034 North Payson Street (Storage/Warehouse)	Midtown Edmondson Historic District (non-contributing)	Potential for pre-2003 historic resources	Construction of 2003 building	Low
900-908 West North Avenue (Commercial)	Reservoir Hill Historic District (#B-1379)	Potential for pre-1930s historic resources associated with the North Avenue Baptist Church	Construction of early 1900s church and 1930s commercial building	Moderate (Pending site visit)
920 West North Avenue (Office Building)	Reservoir Hill Historic District (non-contributing) (#B-1379) Individually Eligible	Potential for pre-1970 historic resources	Construction of 1970 commercial building	Low
2000 Linden Avenue (Commercial)	Reservoir Hill Historic District (#B-1379)	Potential for pre-1930s historic resources associated with the North Avenue Baptist Church	Construction of 1930s Linden Theater and commercial building addition	Moderate (Pending site visit)

4.2 Archaeological Treatment Measures

This section pertains to the protection of potential archaeological historic resources in close proximity to demolition activity. The level of protection for archaeological resources depends on the evaluation of each site's potential to contain significant intact archaeological resources. Section 4.2 contains general protection measures for archaeological resources, and Table 3 clearly describes what protections are needed for each demolition site in order to protect archaeological resources, if present.

General Protection Measures

The contractor shall take the following steps:

- All activities pertaining to demolition of residential buildings must be conducted from the front / street side of the building to be demolished, pulling the back and side walls of the building toward the front / street side or onto existing paved areas, to the greatest extent possible, to prevent damage to surface and subsurface archaeological features and artifacts in the back and side yards.
- The following treatment pertains to all areas of exposed ground surfaces (unpaved) on the demolition site and adjacent properties to prevent damage to surface and subsurface archaeological features and artifacts in the back and side yards.
 - Use of heavy equipment, either wheeled or tracked vehicles, will be avoided.
 - The stockpiling of architectural debris associated with the demolition will be avoided.
 - The staging of construction equipment (such as dumpsters) or supplies will be avoided.
 - Discarding of debris from lunch breaks, smoke breaks, or other associated personal activities will be avoided.
 - Parking of privately owned vehicles (POVs) or demolition company vehicles will be avoided.

Table 3. Recommended Treatment for Archaeological Sensitivity Levels

Properties to be Demolished	Historic District	Archaeological Sensitivity				Recommended Treatment
		Very Low	Low	Moderate	High	
West Lafayette Avenue Roadway Bridge (East Abutments)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)	X				Unanticipated Discovery Plan (UDP)
Edmondson Avenue Roadway Bridge (West Abutments)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)		X			UDP
West Mulberry Street Railroad Bridge (Abutments)	B&P/Philadelphia, Baltimore and Washington Railroad Historic District (#B-5164)	X				UDP
2335 West Franklin Street (Warehouse)	N/A		X			UDP
2301-2303 Laurretta Avenue (Rowhouses)	Greater Rosemont Historic District (#B-5112)			X		UDP
501 North Bentalou Street (Rowhouse)	Greater Rosemont Historic District (#B-5112)			X		UDP

Properties to be Demolished	Historic District	Archaeological Sensitivity				Recommended Treatment
		Very Low	Low	Moderate	High	
2235 Edmondson Avenue (Commercial)	Midtown Edmondson Historic District	X				UDP
2237 Edmondson Avenue (Commercial)	Midtown Edmondson Historic District		X			UDP
2150 Harlem Avenue (Warehouse)	Midtown Edmondson Historic District		X			UDP
700 North Pulaski Street (Church)	Midtown Edmondson Historic District		X			UDP
740 North Pulaski Street (Storage/Warehouse)	Midtown Edmondson Historic District		X			UDP
2022-2038 West Lanvale (Rowhouses)	Midtown Edmondson Historic District			X		UDP
2100 West Lanvale Street (Church)	Midtown Edmondson Historic District		X			UDP

Properties to be Demolished	Historic District	Archaeological Sensitivity				Recommended Treatment
		Very Low	Low	Moderate	High	
813 North Pulaski Street (Church)	Midtown Edmondson Historic District		X			UDP
812-816 North Brice Street (Rowhouses)	Midtown Edmondson Historic District			X		UDP
2031-2039-2041 West Lafayette Avenue (Church)	Midtown Edmondson Historic District		X			UDP
2000 West Lafayette Avenue (Commercial)	Midtown Edmondson Historic District		X			UDP
2020 Mosher Street (Warehouse)	Midtown Edmondson Historic District		X			UDP
1000-1030 North Payson Street (Rowhouses)	Midtown Edmondson Historic District			X		UDP
1034 North Payson Street (Storage/Warehouse)	Midtown Edmondson Historic District (non-contributing)		X			UDP

Properties to be Demolished	Historic District	Archaeological Sensitivity				Recommended Treatment
		Very Low	Low	Moderate	High	
900-908 W. North Avenue (Commercial)	Reservoir Hill Historic District (#B-1379) (contributing)			X		UDP
920 W. North Avenue (Health Care Building)	Reservoir Hill Historic District (non-contributing) (#B-1379) Individually Eligible		X			UDP
2000 Linden Avenue (Commercial)	Reservoir Hill Historic District (#B-1379) (non- contributing)			X		UDP

5.0 Procedures if a Historic Property is Threatened or Damaged

It is the contractor's responsibility to avoid altering historic properties in any way. Alterations include, but are not limited to, breaking windows, damaging decorative or otherwise character-defining architectural features, removing historic building materials, or altering significant landscape features. **If any damage occurs, cease all work, and notify your supervisor and Project Engineer immediately.**

Repairing damage caused to a historic property is time consuming and costly; it may result in a construction delay. **Workers may be removed from work related to the B&P Tunnel Replacement Program for carelessness.**

If damage occurs:

1. The contractor shall **immediately** cease all construction work in the vicinity and notify the Amtrak Project Engineer.
2. The Project Engineer will determine if the damaged property's structural integrity is in question. If the Project Engineer determines that a building or structure is in immediate danger of additional damage or collapse, the Project Engineer will, in consultation with Amtrak, instruct the contractor as to the necessary steps to secure and stabilize the property to avoid additional damage and injury to others. If needed, Amtrak will notify the Baltimore City Police Department as quickly as possible. The contractor must only take the steps they are instructed to by the Project Engineer.
3. In accordance with PA Stipulation X, "Emergency Situations," Amtrak will inform the PA signatories and other consulting parties of the emergency and consult with them to develop, as appropriate, a treatment plan to address the emergency.
4. The Project Engineer will provide the contractor with the approved treatment plan. Upon written notice from Amtrak, the contractor may begin making the repairs in accordance with the approved plan.
5. A professional Architect or Architectural Historian who meets the National Park Service Professional Qualifications Standards will inspect all repairs to ensure that the work complies with *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (available online at <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>). Work that does not meet these standards or is not compatible with the historic character of the property will need to be executed again in an appropriate manner.

Immediate rescue and salvage operations conducted to preserve life or property are exempt from these provisions.

The public will be able to notify Amtrak of a potential threat or damage to historic properties not subject to demolition. Once a call is received at the hotline, the hotline operator will provide the information to the Project Engineer, who will tell the contractor to cease work in the vicinity, if it is warranted. Amtrak and the contractor will then investigate the issue and implement the above provisions of Section 5, Steps #2-#5. Amtrak will log incoming calls to the hotline and document resolution of concerns.

The contractor will be financially responsible for repairs deemed necessary through consultation per the Program's PA.

How do I Report Historic Property Concerns?

In order to ensure that historic properties are protected during Program construction, Amtrak has established a line of responsibility on the construction site. This line of responsibility will reduce confusion, clarify accountability, and streamline any coordination and approvals that may be needed from Amtrak. To report an issue or concern to Amtrak, call **XX at XXX-XXX-XXXX**.

When in doubt, always contact your supervisor before proceeding!

B&P Tunnel Replacement Program

Addendum #1 to: Historic Properties Construction Protection Plan: Demolition Activities 10/24/2022 Draft

Issued: July 1, 2023

Summary of change:

Section 4.2 (“Archaeological Treatment Measures”) of the “Historic Properties Construction Protection Plan: Demolition Activities” dated October 24, 2022 is being replaced with the following language, with all changed or added language shown in boldface and underlined **thus**. No changes have been made to Table 3, “Recommended Treatment for Archaeological Sensitivity Levels.”

4.2 Archaeological Treatment Measures

This section pertains to the protection of potential archaeological historic resources in close proximity to demolition activity. The level of protection for archaeological resources depends on the evaluation of each site’s potential to contain significant intact archaeological resources. Section 4.2 contains general protection measures for archaeological resources, and Table 3 clearly describes what protections are needed for each demolition site in order to protect archaeological resources, if present.

General Protection Measures

The contractor shall take the following steps:

- **The contractor will conduct all** activities pertaining to demolition of residential buildings from the front / street side of the building to be demolished, pulling the back and side walls of the building toward the front / street side or onto existing paved areas, to the greatest extent possible, to prevent damage to surface and subsurface archaeological features and artifacts in the back and side yards. **In the event that unpaved areas cannot be avoided during demolition activities, the contractor will cover the unpaved areas to be affected with pressure distributing mats. These measures are necessary to prevent soil compaction and protect archaeological features and artifacts.**

- The following treatment pertains to all areas of exposed ground surfaces (unpaved) **that could be affected** on the demolition site and adjacent properties to prevent damage to surface and subsurface archaeological features and artifacts in the back and side yards.
 - Use of heavy equipment, either wheeled or tracked vehicles, **should** be avoided. **If the use of such equipment cannot be avoided, the contractor will cover the exposed ground surfaces that could be affected with pressure distributing mats prior to commencing demolition-related activities.**
 - The stockpiling of architectural debris associated with the demolition **should be** avoided. **If stockpiling of debris cannot be avoided, the contractor will cover the exposed ground surfaces that could be affected with pressure distributing mats prior to commencing demolition-related activities.**
 - The staging of construction equipment (such as dumpsters) or supplies **is prohibited.**
 - Discarding of debris from lunch breaks, smoke breaks, or other associated personal activities **is prohibited.**
 - Parking of privately owned vehicles (POVs) or demolition company vehicles **is prohibited.**