



President Street Station Special Resource Study

Public Meeting

August 18, 2022
6:00 pm Eastern (in person)

Project website:
parkplanning.nps.gov/PresidentStreet

National Park Service Staff:

Martha Droge
Park Planning and Special Studies Division
Portfolio Manager, Philadelphia, PA



President Street Station, original 'front door'

Source: NPS



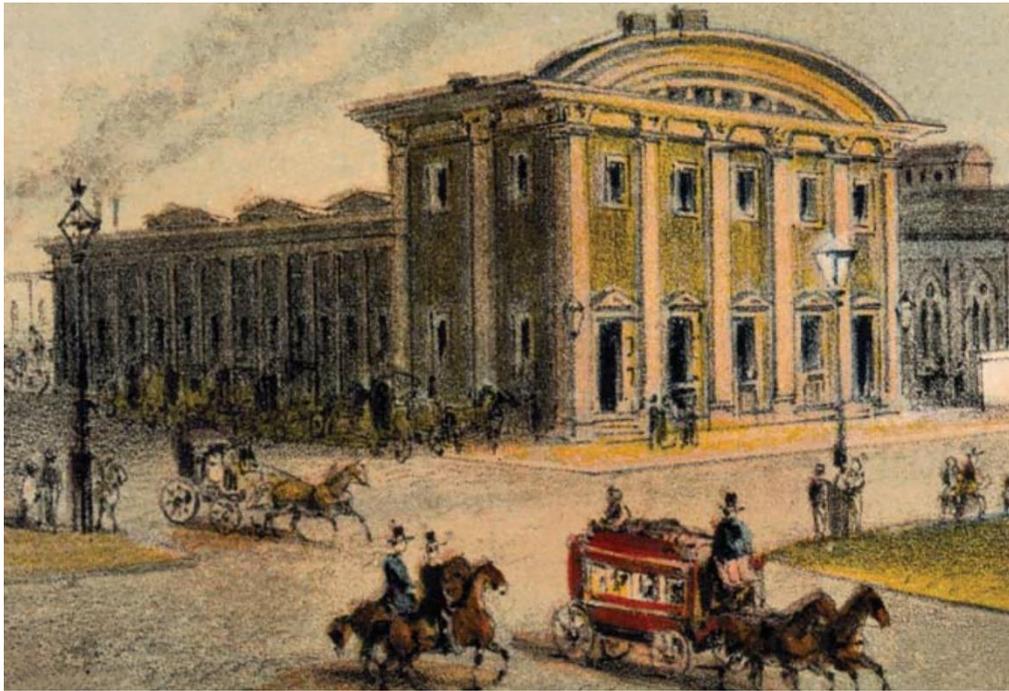
National Park System

There are over 400 national park units managed by the National Park Service

The northeastern region of the United States currently includes over 80 national park units



Goals of this Meeting & Agenda



President Street Station c. 1861, Source: Library of Congress

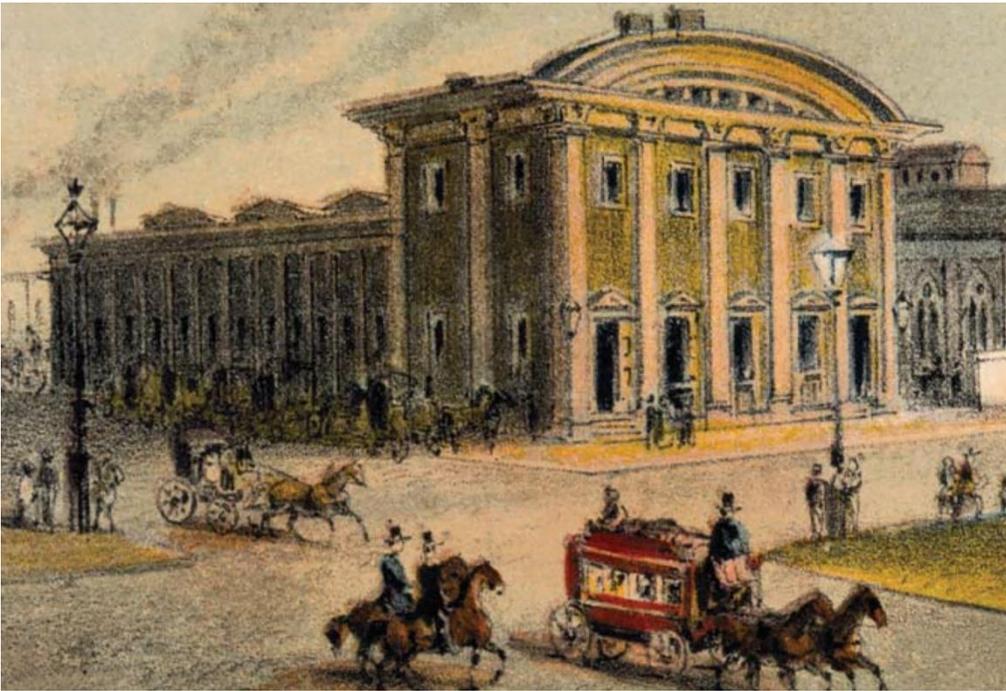


President Street Station 2019, Source: NPS

- **Introduce** special resource studies – purpose, authorities timeline, and evaluation criteria
- **Describe** the ‘study area’ and the NPS’ research efforts
- **Questions and answer session**
- **Invite** you to share feedback – learn how you can contribute



What is a Special Resource Study?



President Street Station c. 1861, Source: Library of Congress



President Street Station 2019, Source: NPS

- **Purpose:** Provide Congress with information about “resources” within a “study area,” including their eligibility to be designated as a unit of the national park system (e.g. a national park, shrine, battlefield, seashore, etc.)
- **The study does not create a new national park.** – that can only be done by Congress or the President.

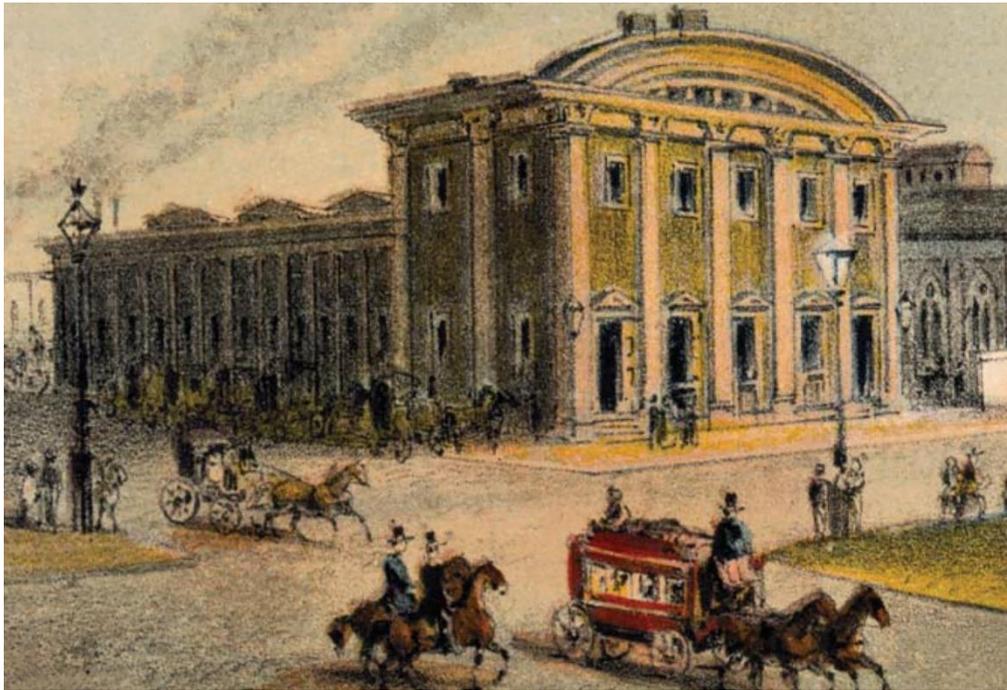


Special Resource Study Criteria

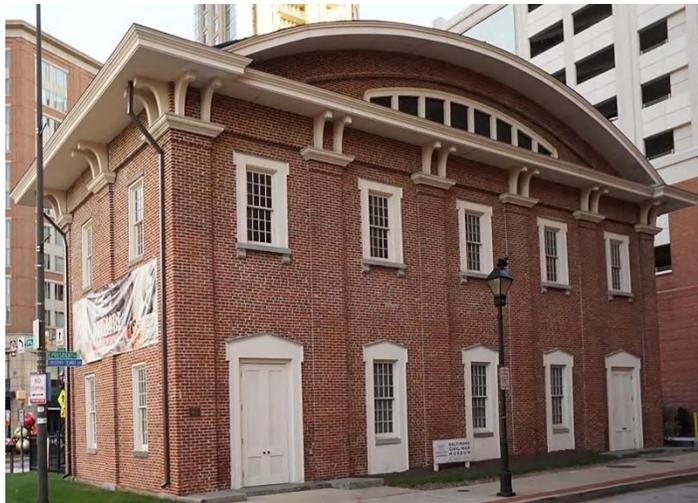
Congressional legislation and National Park Service policy require that special resource studies use the following criteria:

1. **Contain nationally significant cultural and/or natural resources** – *this determination is closely aligned with **National Historic Landmark** criteria*
2. **Be suitable** – *represent a resource type not already adequately represented in the national park system*
3. **Be feasible** – *in terms of size and configuration for visitor use, resource protection, and efficient NPS administration at a reasonable cost*
4. **Need to be managed by the NPS** – *the National Park Service is the most effective and efficient management alternative for visitor enjoyment and resource protection.*

The 'study area' must meet all four criteria for the study to find that it can be considered eligible for consideration as a new unit of the national park system.



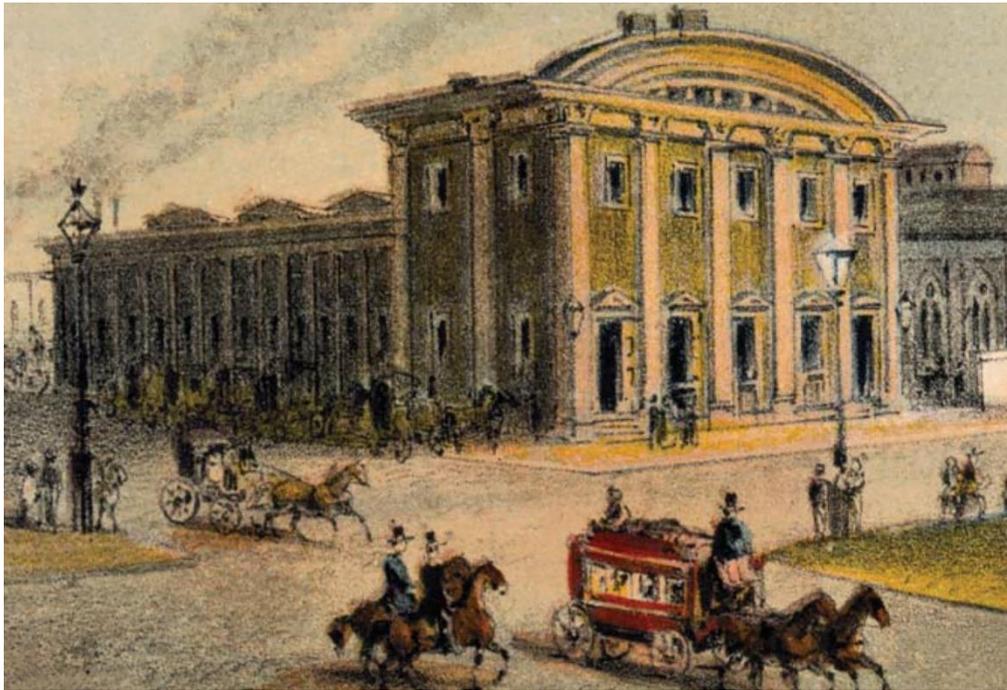
President Street Station c. 1861, Source: Library of Congress



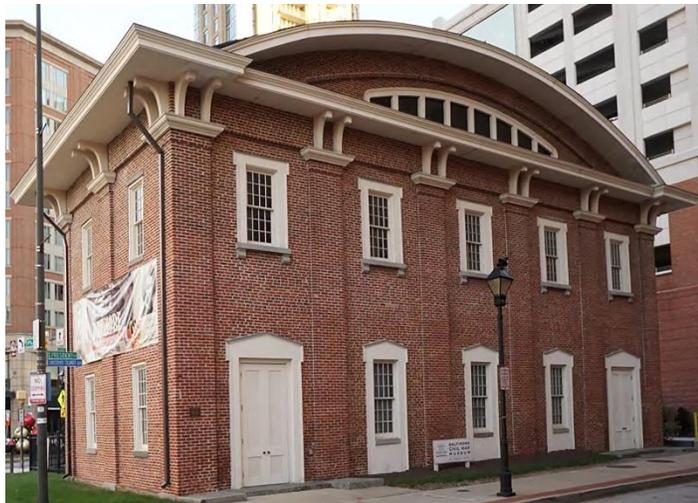
President Street Station 2019, Source: NPS



Authority for This Special Resource Study



President Street Station c. 1861, Source: Library of Congress



President Street Station 2019, Source: NPS

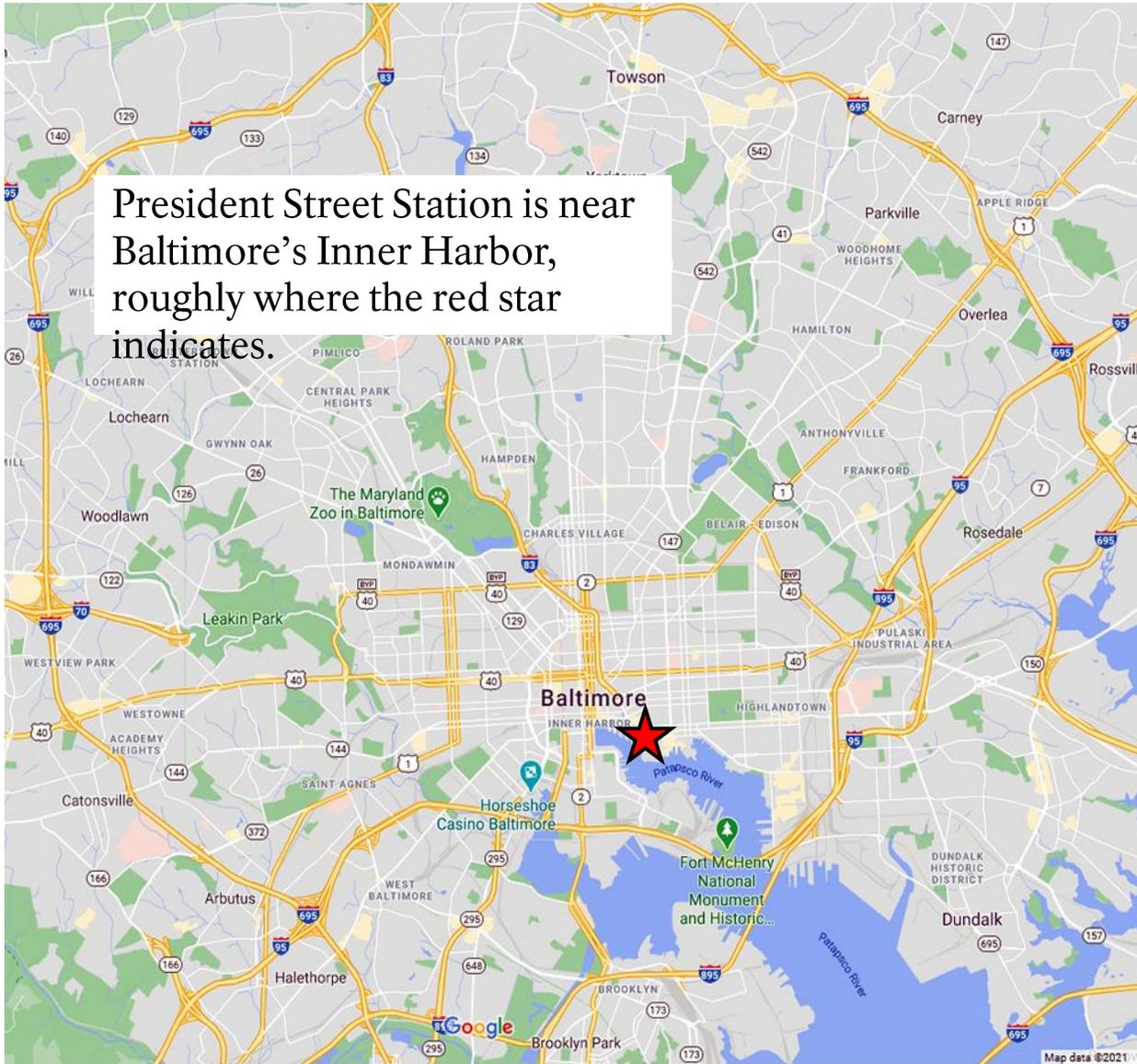
PUBLIC LAW 116-9, Section 2003 - John D. Dingell Jr. Conservation, Management, and Recreation Act (Signed March 2019)

Sec. (a) Definition of Study Area – “the term “study area” means the President Street Station, a railroad terminal in Baltimore, Maryland, the history of which is tied to the growth of the railroad industry in the 19th century, the Civil War, the Underground Railroad, and the immigrant influx of the early 20th century.”

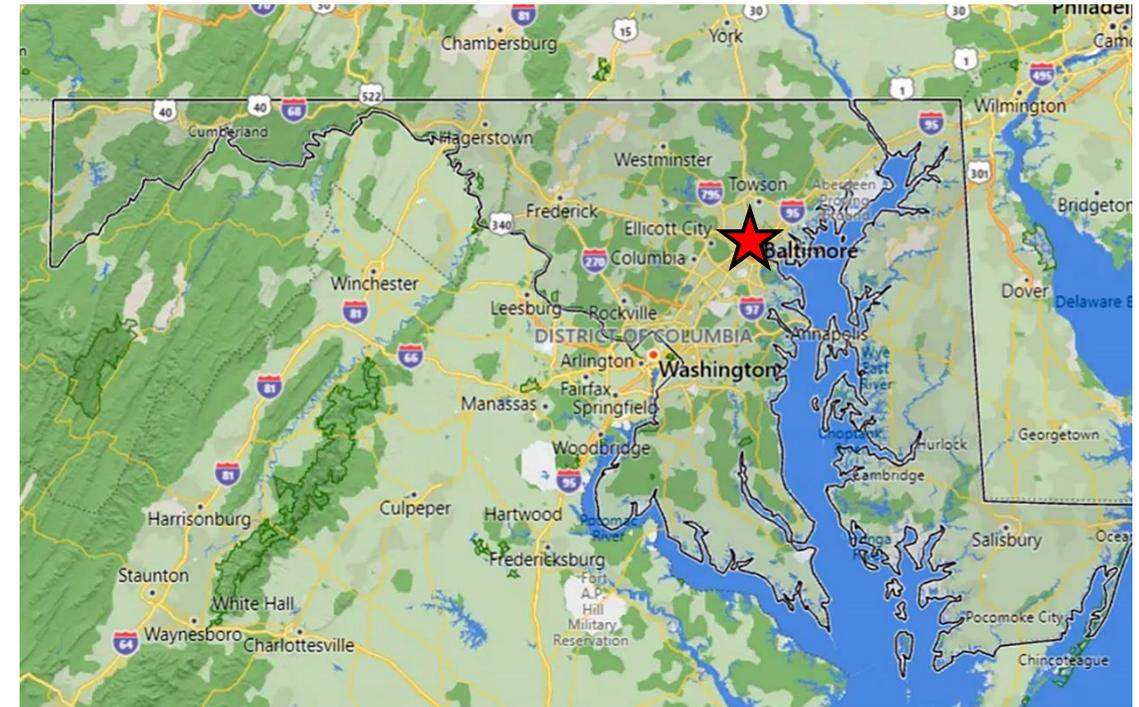
Sec. (b)(1) - The Secretary shall conduct a special resource study of the study area.



Location of the study area

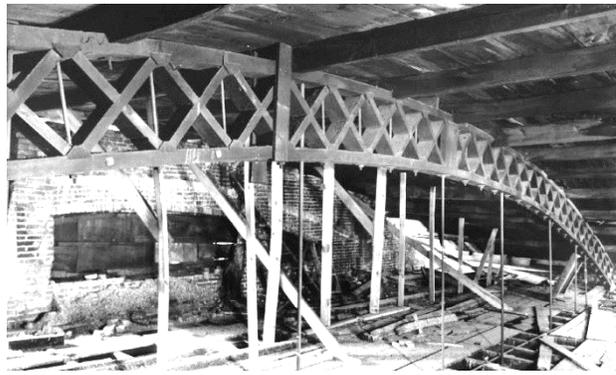


Map of Baltimore showing study area location
Source: Google Maps, 2021



Map of Maryland showing Baltimore's location
Source: Bing Maps, 2022

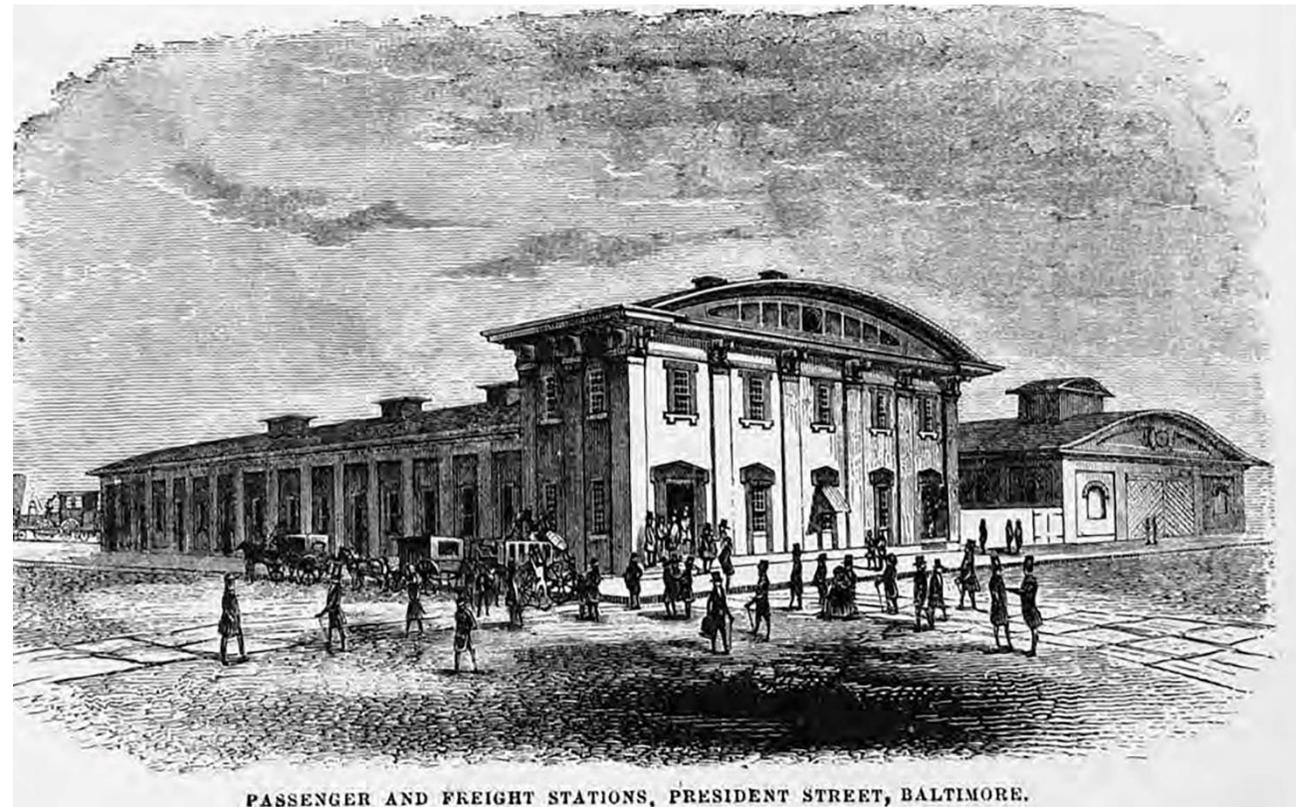
1850's



Site History

1849-1850

- Philadelphia, Wilmington and Baltimore Railroad (PW&B) builds the station as its Baltimore Terminus.
- It is important in American railroad history. Maryland created the first railroad in the U.S. President Street Station is the 2nd oldest train station in Baltimore and the oldest surviving element of a U.S. large city railroad terminal.
- Designed by PW&B railroad engineer, George A. Parker, in Italianate style.
- The station's design included a relatively new curved arch roof using a unique trussing system patented in 1840 by William Howe.
- The station encompassed three city blocks and included the surviving head house (66' x 28') as well as elements no longer standing, including a passenger station, freight station, and rail yard with carpenter and car shops.
- One of the first stations in the nation to take the traditional station form incorporating a huge train shed.



President Street Station, c. 1856 from original President Street, facing southeast
Source: Baxter Engraving, National Register of Historic Places: Philadelphia, Wilmington & Baltimore Railroad Station, B-3741).

1860's



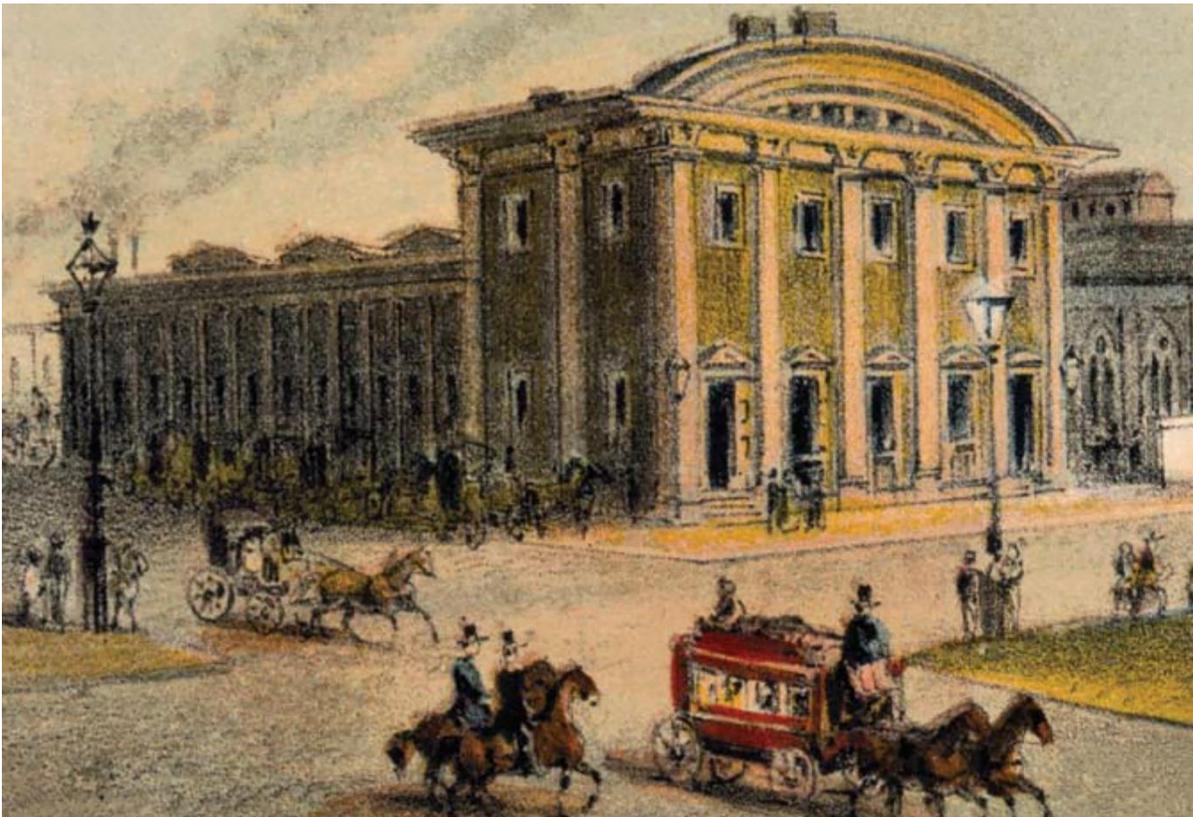
Site History

History of slavery and self-emancipation

- The station is a documented site of the NPS Underground Network to Freedom.
- Several people escaped from slavery on trains using President Street Station, including Frederick Douglass.

History of the Civil War

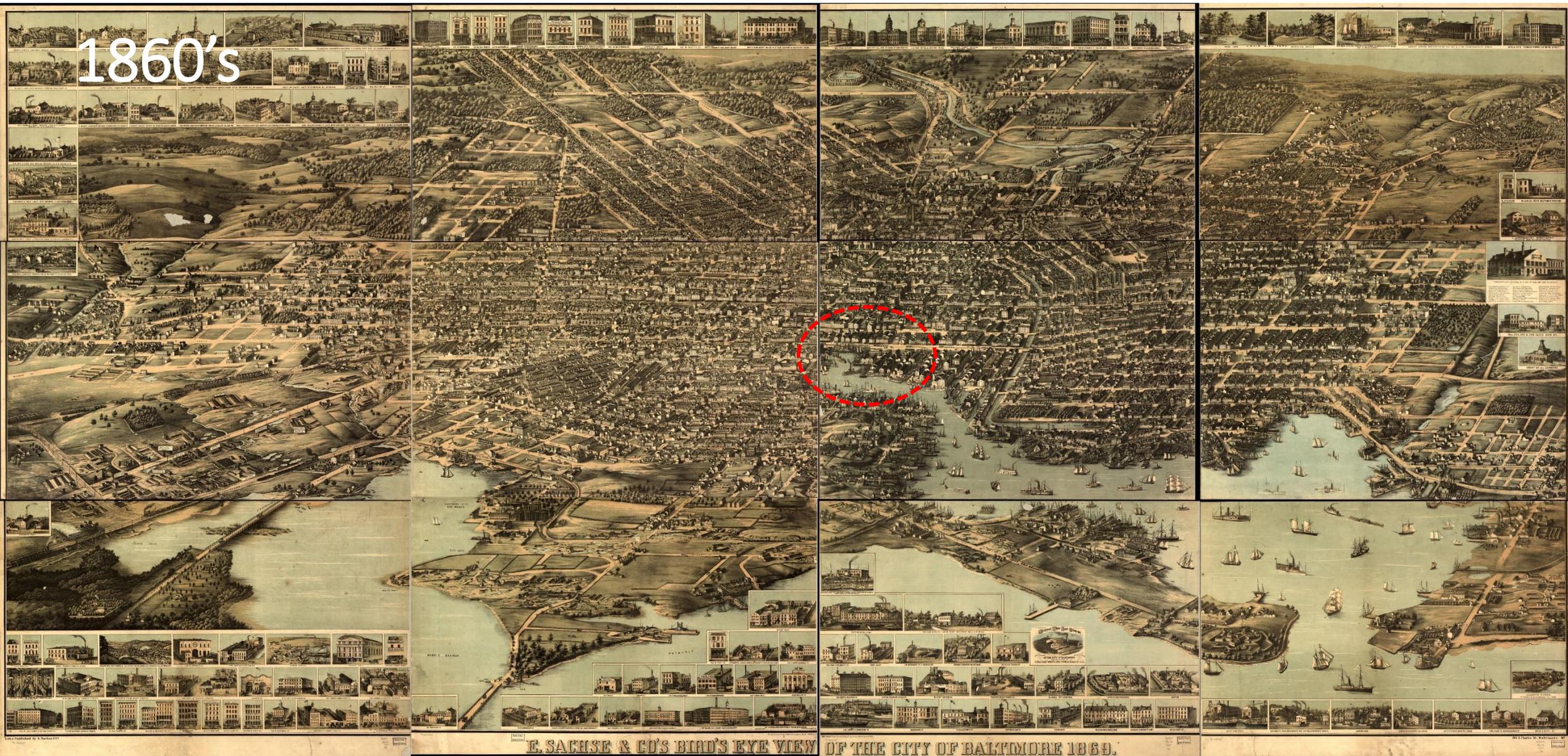
- On April 19th, 1861, the first casualties of the Civil War. A mob attacked the Sixth Massachusetts Regiment marching from President Street Station to Camden Station on the other side of the Inner Harbor.
- The Baltimore Riot of 1861, also known as the Pratt Street Riots or Massacre, incurred the first deaths by hostile action in the Civil War.



President Street Station, c. 1861, view from original President Street, facing southeast

Source: Library of Congress

1860's



President Street Station, E. Sachse, & Co.'s bird's eye view of the city of Baltimore, 1869.

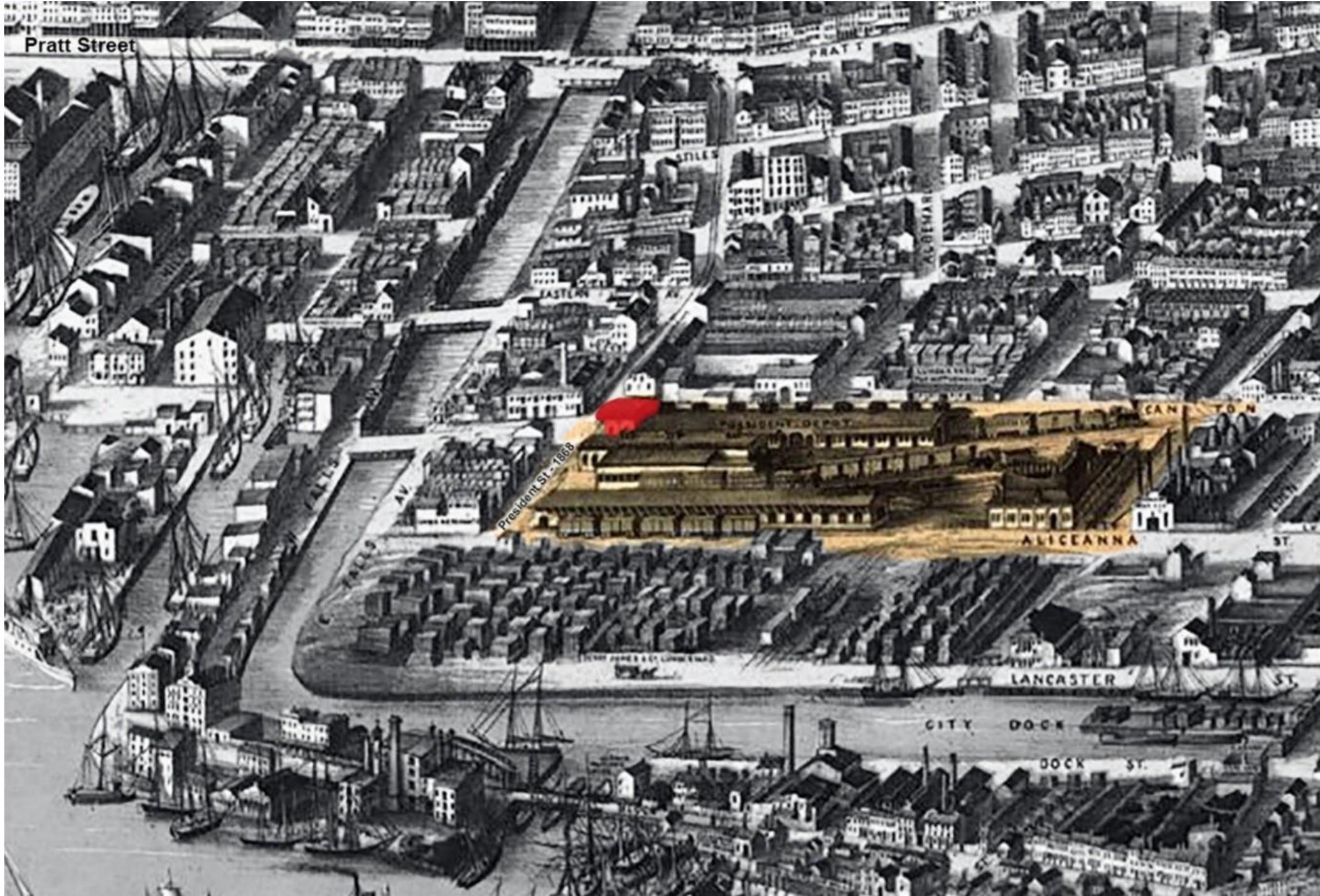
Source: Library of Congress

1860's

Close up of President Street Station

In E. Sachse, & Co.'s
bird's eye view of the
city of Baltimore,
1869

Source: *Library of Congress*



1860's

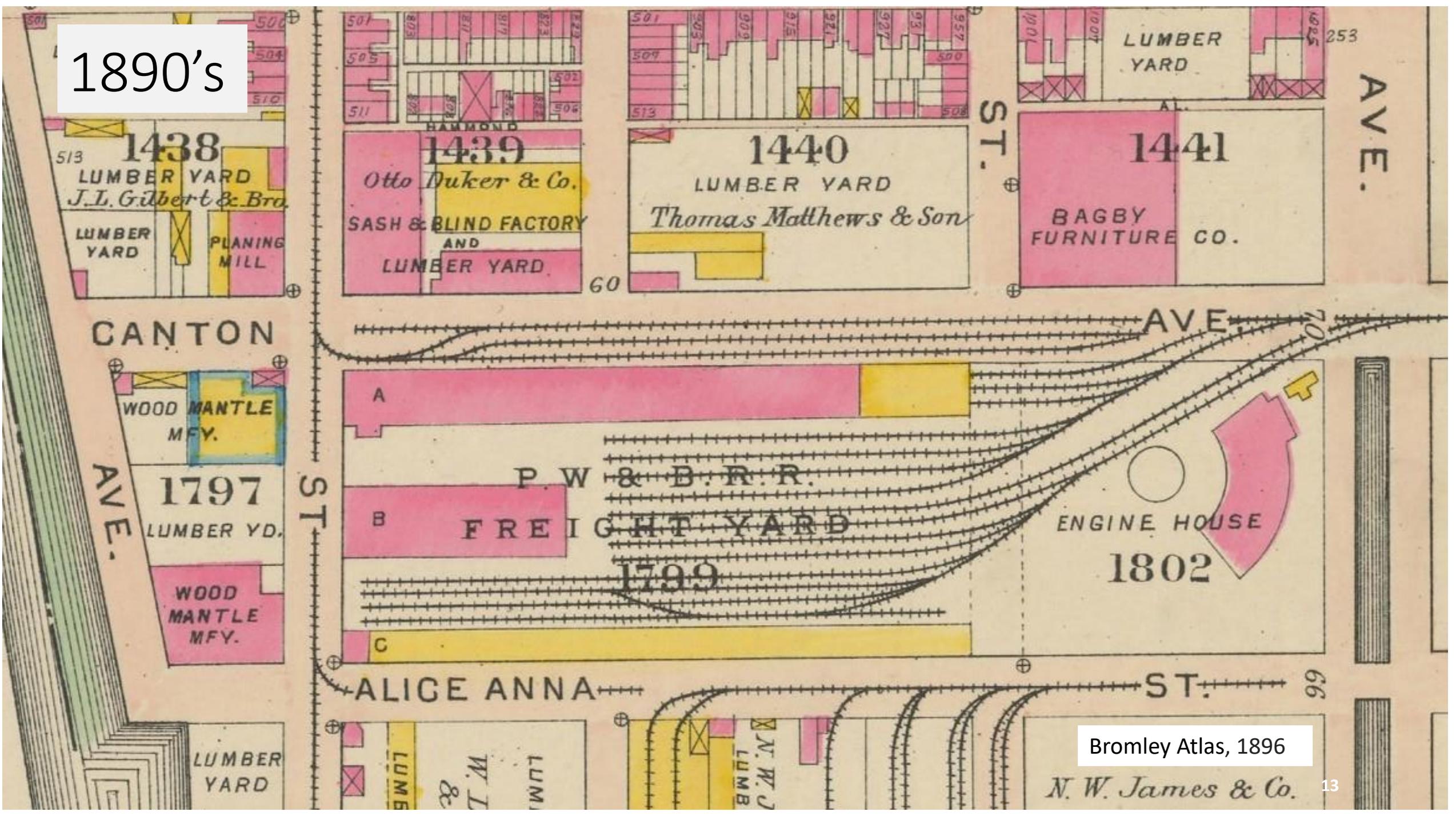


Site History



Border inset drawing showing of President Street Station, view from original President Street, facing southeast, from E. Sachse, & Co.'s bird's eye view of the city of Baltimore, 1869. *Source: Library of Congress*

1890's



1438
LUMBER YARD
J.L. Gilbert & Bro.

1439
Otto Duker & Co.
SASH & BLIND FACTORY
AND
LUMBER YARD

1440
LUMBER YARD
Thomas Matthews & Son

1441
BAGBY
FURNITURE CO.

CANTON

AVE

WOOD MANTLE
MFY.

A

P.W. & B.R.R.

B

FREIGHT YARD

ENGINE HOUSE

1797
LUMBER YD.

1799

1802

WOOD
MANTLE
MFY.

C

ALICE ANNA

ST.

LUMBER
YARD

LUMBER
&
W.L.

N.W.J
LUMBER

N. W. James & Co.

Bromley Atlas, 1896

1916



President Street Station, c. 1916, view from original President Street, facing southeast

Source: Robert Williams collection

1970's



- President Street Station, c. 1970's, view from original President Street, facing southeast
- Used as a trucking terminal
- In the 20th century the 1850 train shed was replaced (long building on the left behind the head house)

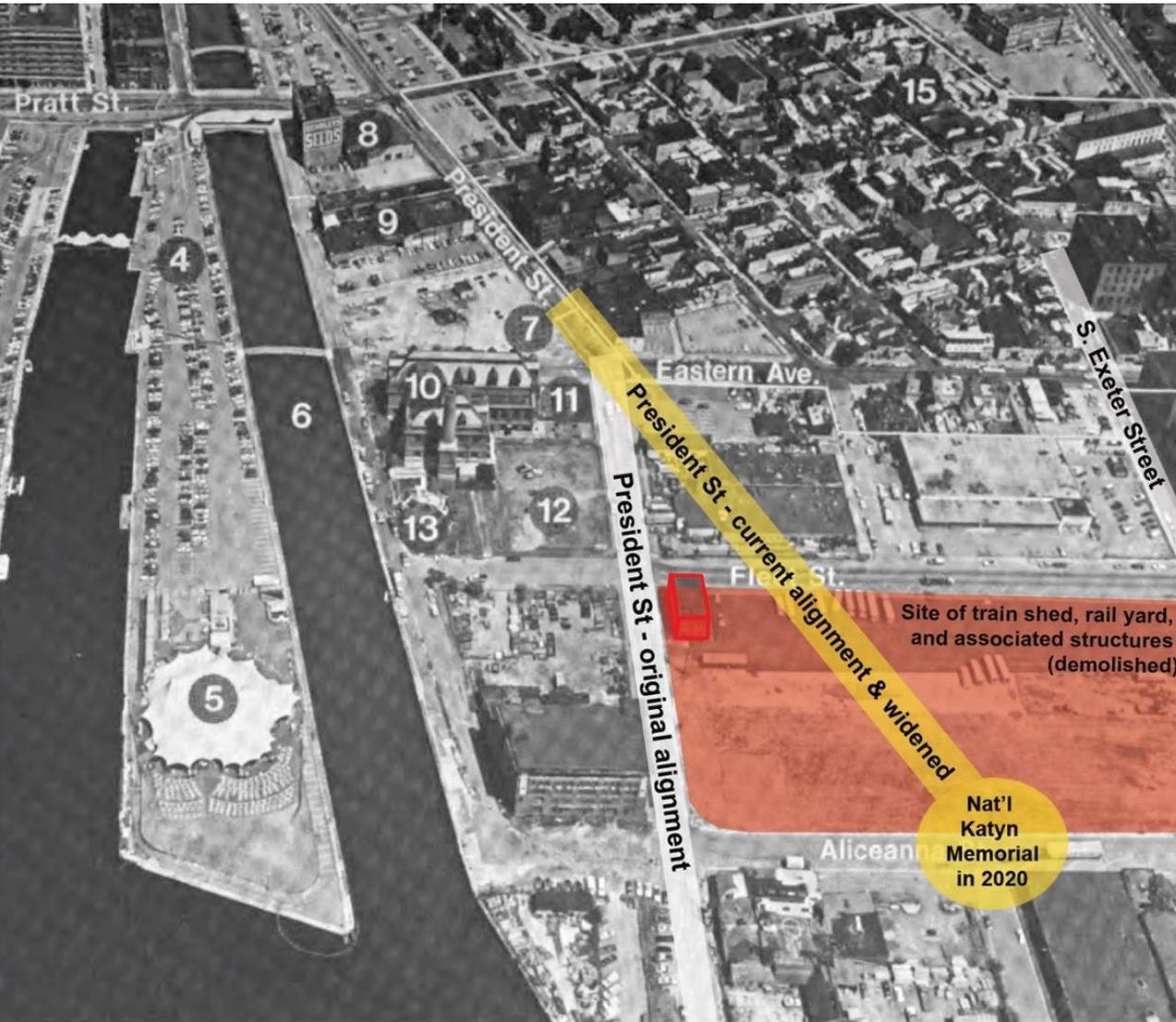
Source: Library of Congress and Wikipedia

1980's



Site History

- Realignment of President Street during I-83 project.
- President Street was straightened
- Now the 'front door' to the building faces west instead of east



Source: Illustration and text NPS 2020

Source: Black and white base image: FHA / MD State Highway Administration, Final EIS / I-83 Corridor Improvements from Gay St to I-95 Exhibit III-6, May 1983

2022

View from current day President Street, facing south. The original front doors faced right (east) while the new front door faces left (west) *Source: NPS*



1992 National Register of Historic Places

- Period of Significance 1849-1850, and 1861.
- Baltimore's vigorous commercial and manufacturing growth in the mid-nineteenth century was sustained by a network of railroads.
- By 1861 Baltimore was an important railroad center in the country.
- The property is locally significant in the areas of Commerce, and Military.

2009 Baltimore City Landmark

President Street Station Special Resource Study

August 2022

National Park Service
U.S. Department of the Interior



Image credit: E. Sachse & Co. E. Sachse, & Co.'s bird's eye view of the city of Baltimore. 1870. Map. <https://www.loc.gov/item/75694535/>

The National Park Service (NPS) is pleased to announce the launch of a special resource study of President Street Station located at 601 S President St, Baltimore, Maryland. By the mid-19th century, a growing network of rail lines supported Baltimore's vigorous commercial and manufacturing industries. Constructed between 1849 and 1850, the station is the second oldest train station building in Baltimore and the oldest surviving large city rail terminal in the United States.

The station was designed by Philadelphia, Wilmington, and Baltimore Railroad engineer, George A. Parker, in Italianate style with a curved arch roof using a unique trussing system patented in 1840 by William Howe. The station encompassed three city blocks and included the head house, a passenger station, freight station, and rail yard with carpenter and car shops. All that remains today is the head house, which offered the traveling public waiting rooms, ticket booth, telegraph office, and offices.

The John D. Dingell, Jr. Conservation, Management, and Recreation Act of 2019 (Public Law 116-9, Section 2003) directed the Secretary of the Interior to conduct a special resource study of President Street Station. The purpose of the study is to evaluate the site resources' national significance and determine the suitability and feasibility of designating them as a unit of the national park system.

As we begin the special resource study, we would like to engage the public in discussions about President Street Station. The health and safety of our visitors, employees, volunteers, and partners is our priority. The National Park Service is working with the federal, state, and local authorities to closely monitor the novel coronavirus (COVID-19) situation. A public meeting will be held to receive the public's ideas and opinions about the site. Information about the public meeting will be posted on the NPS study website.

The National Park Service will evaluate the property using congressionally established criteria for national significance, suitability, feasibility, and need for direct NPS management. Based on the analysis, the National Park Service will determine whether the site meets the criteria for inclusion in the national park system and will prepare the study for the secretary of interior. The secretary will then submit the findings and a recommendation to Congress.

We hope you will take time to let us know your thoughts and ideas through the NPS study website. More information and project updates can be found at <https://parkplanning.nps.gov/PresidentStreet>.

Project Newsletter



The National Park Service's President Street Station special resource study team has also created a four-page newsletter summarizing the project and the special resource study process.

It can also be downloaded from the project website here: parkplanning.nps.gov/PresidentStreet under the '**Document List**' tab.

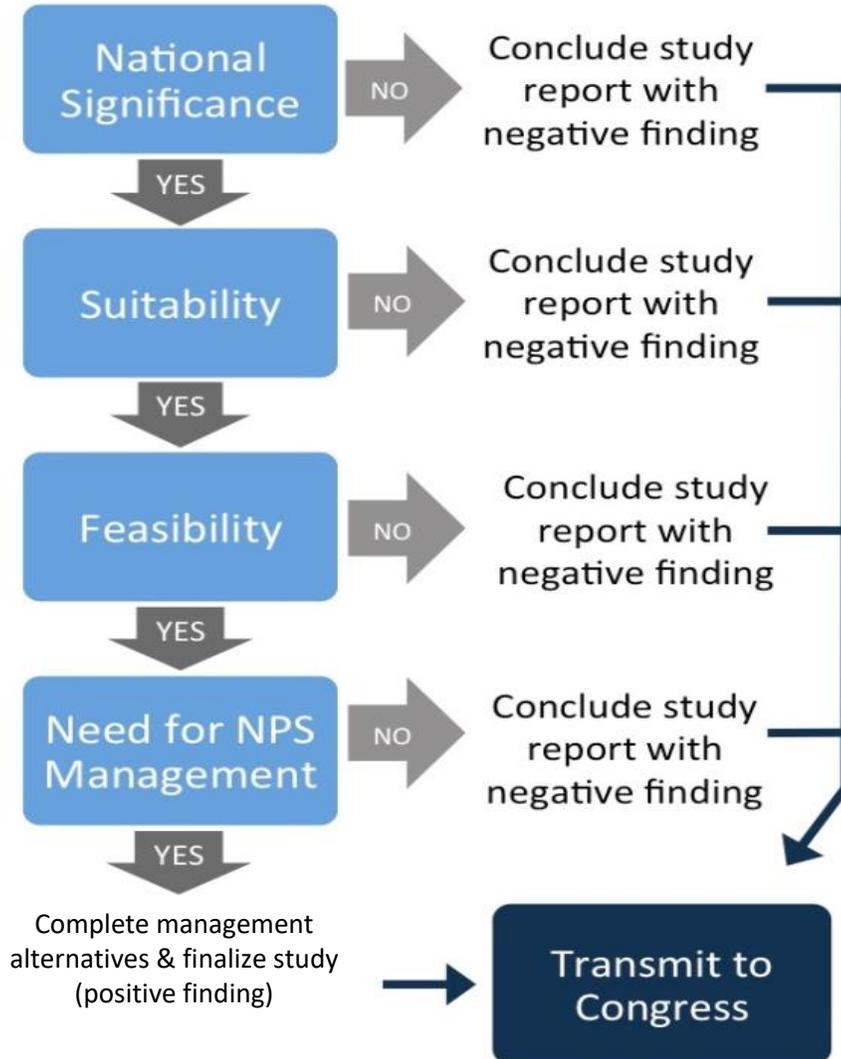
Study Timeline



Time Frame	Task
March 2019 – Fall 2019	Authorizing legislation signed; initiate study
November 2019	NPS orientation visit to President Street Station / tour of building / introductory meetings with City government and Friends of President Street Station
December 2019 - March 2020	Two NPS research visits to Baltimore
Spring 2020 – Summer 2022	Data Gathering (public comment phase postponed due to COVID-19)
August-September 2022	<p>Public Outreach - WE ARE HERE</p> <ul style="list-style-type: none"> • August 15: Public comment period opens • August 18: Public meeting (in person & virtual) • September 30: Public comment period closes
Fall 2022-Winter 2023	Analysis of the study criteria and preparation of the study
Winter 2023	NPS Agency Review of Study Findings, including revisions
Spring-Summer 2023	Finalize Study Findings and report preparation



SRS Completion Pathways



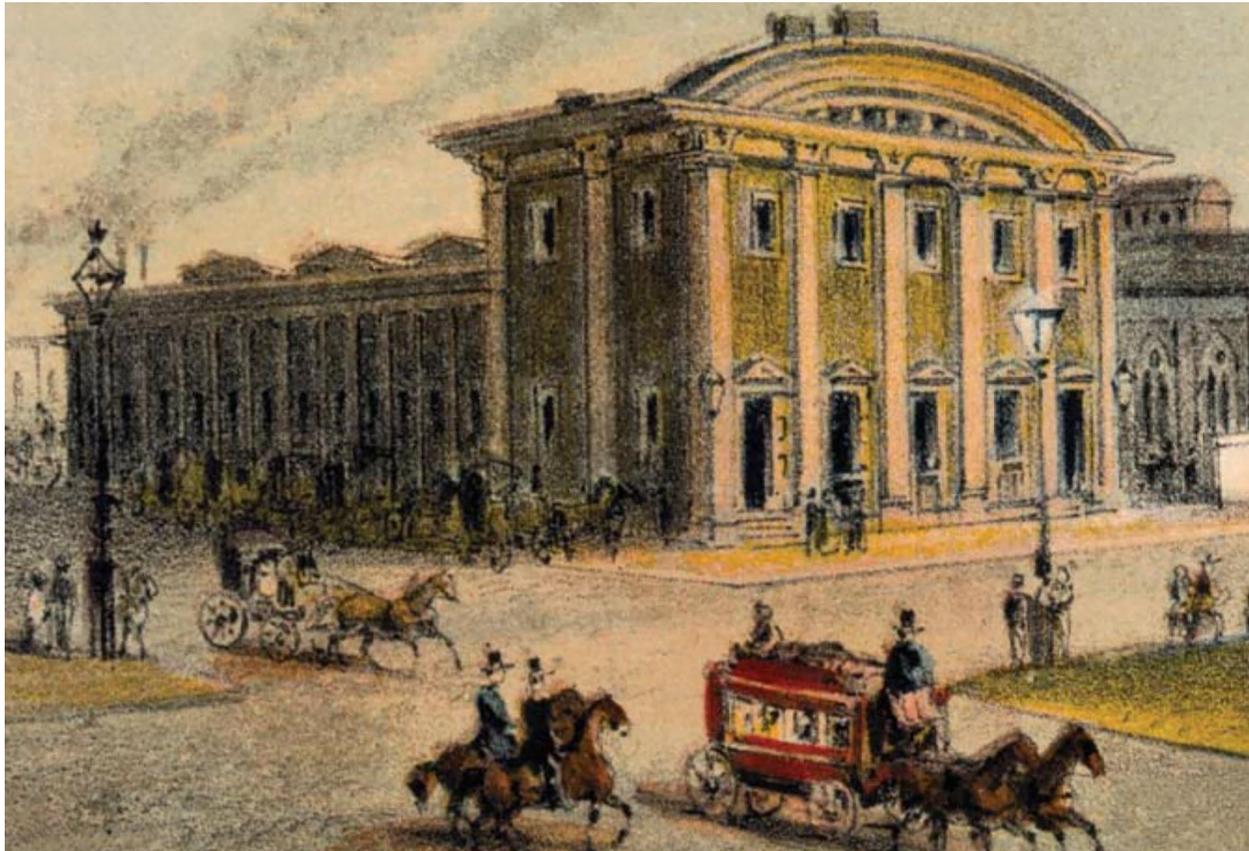
Study Process

During the study process, the study area must meet all four SRS criteria to demonstrate an overall positive finding.

*Only **Congress** or the **President** has the authority to designate a new National Park Service unit.*



Criterion 1 - National Significance



President Street Station, c. 1861, view from original President Street, facing southeast

Source: *Library of Congress*

- Contains **nationally significant natural and/or cultural resources**
- For cultural resources, **National Historic Landmark criteria** are applied to determine whether a site is nationally significant



Inset, E. Sachse, & Co.'s bird's eye view of the city of Baltimore, 1869. *Source: Library of Congress*

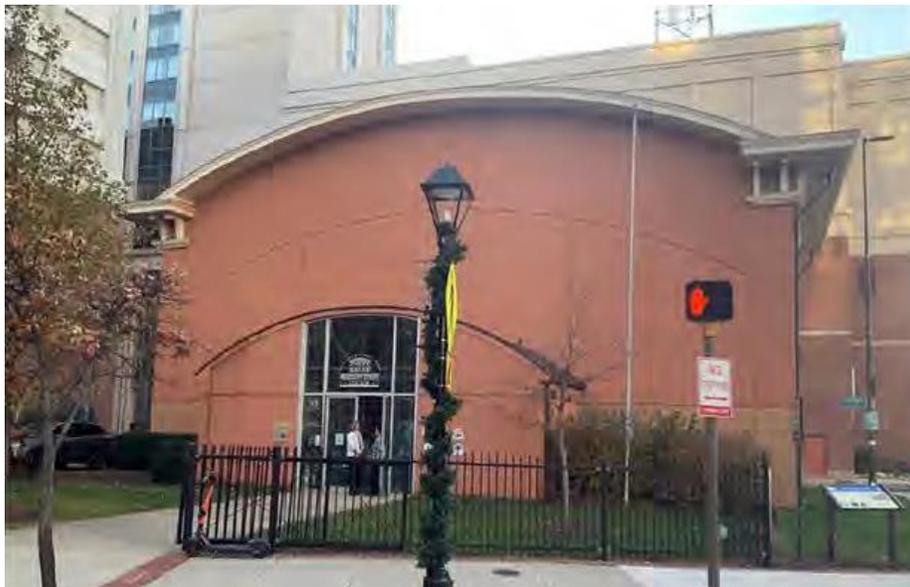
Criterion 2- Suitability

- Represents a natural or cultural resource that is **not already adequately represented** in the national park system *or*
- Is **not comparably represented and protected** for public enjoyment by another land-managing entity



Criterion 3 - Feasibility

- **Sufficient size and appropriate configuration** to ensure long-term protection of the resources and visitor enjoyment
- Capable of **efficient administration** by the National Park Service at a **reasonable cost**
- Other important **feasibility factors** include:
 - Landownership
 - Acquisition costs
 - Life cycle maintenance costs
 - Access
 - Threats to the resource
 - Staff / development requirements
 - Level of public support for a new potential park unit



President Street Station 2019, Source: NPS



Criterion 4 - Need for NPS Management



United States Supreme Court, Washington DC

- **Requires direct National Park Service management** that is clearly superior to other management approaches



We want to learn more about...



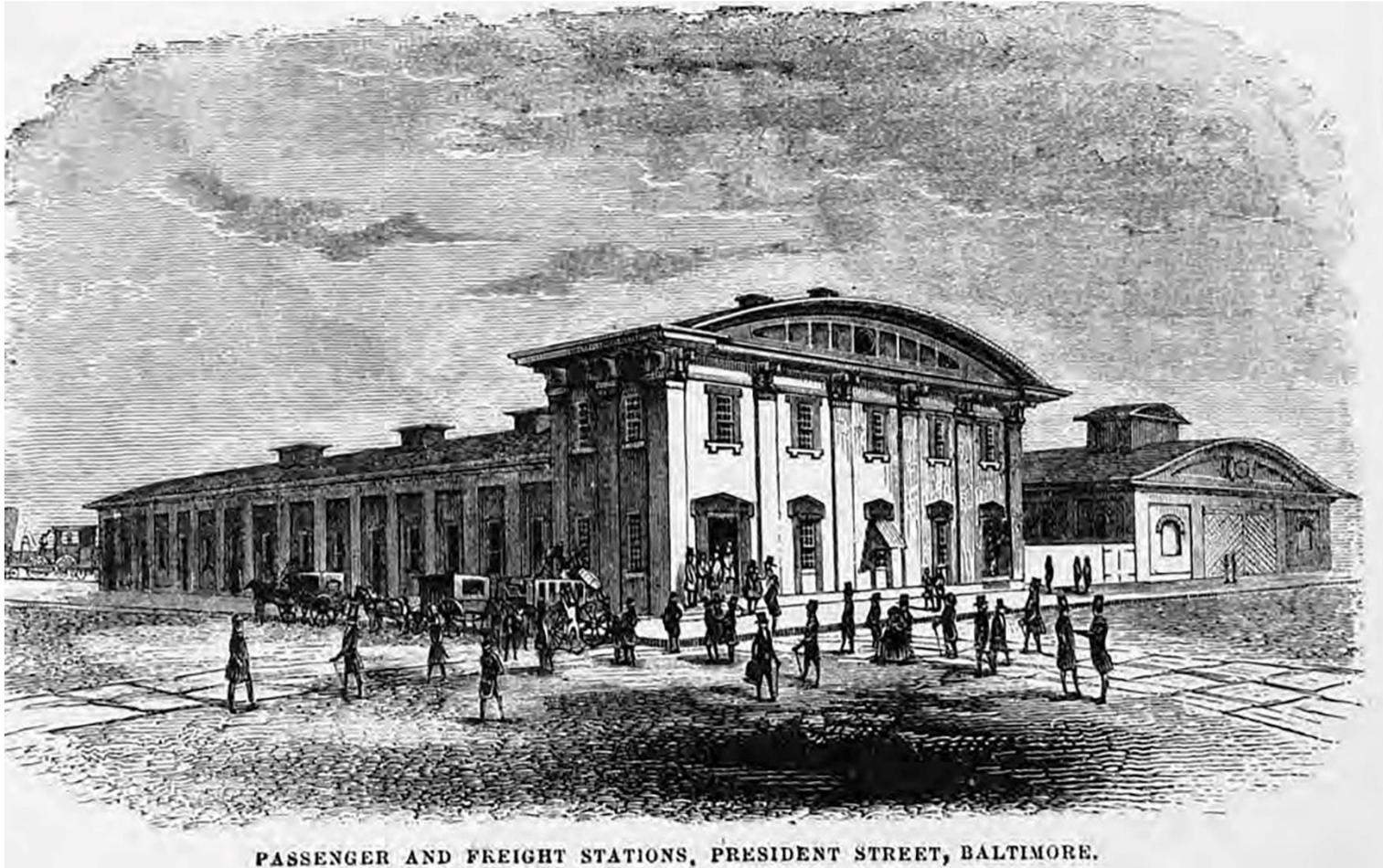
Lots of things. We need the public's help.

President Street Station, c. 1856 from original President Street, facing southeast

Source: *Baxter Engraving, Library of Congress*



We want to learn more about...



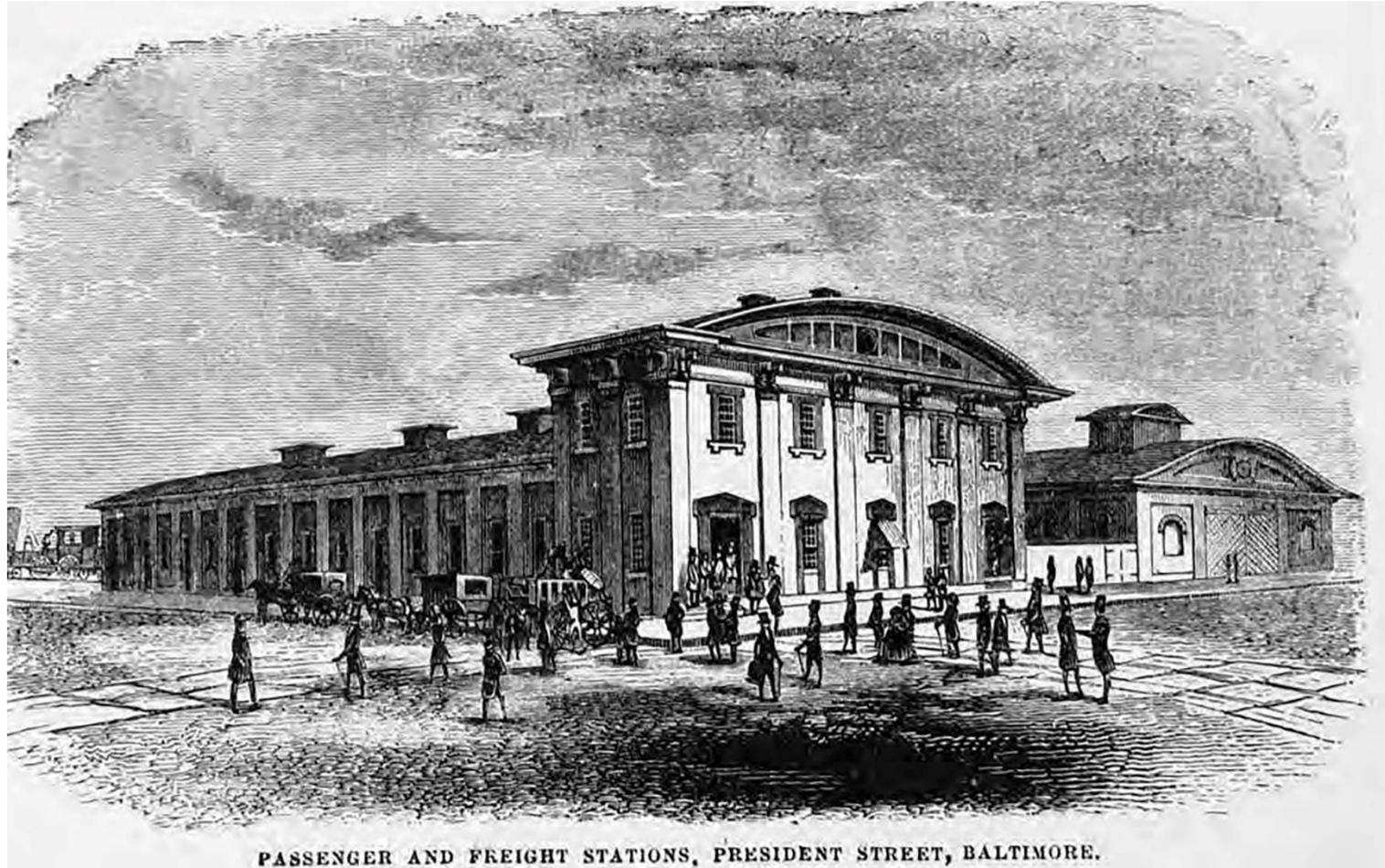
1. How do you feel about President Street Station potentially becoming a **national park unit**?

President Street Station, c. 1856 from original President Street, facing southeast

Source: *Baxter Engraving, Library of Congress*



We want to learn more about...



President Street Station, c. 1856 from original President Street, facing southeast

Source: *Baxter Engraving, Library of Congress*

2. Are there **additional stories and historic resources** at the President Street Station site that the NPS special resource study team should know about?



We want to learn more about...



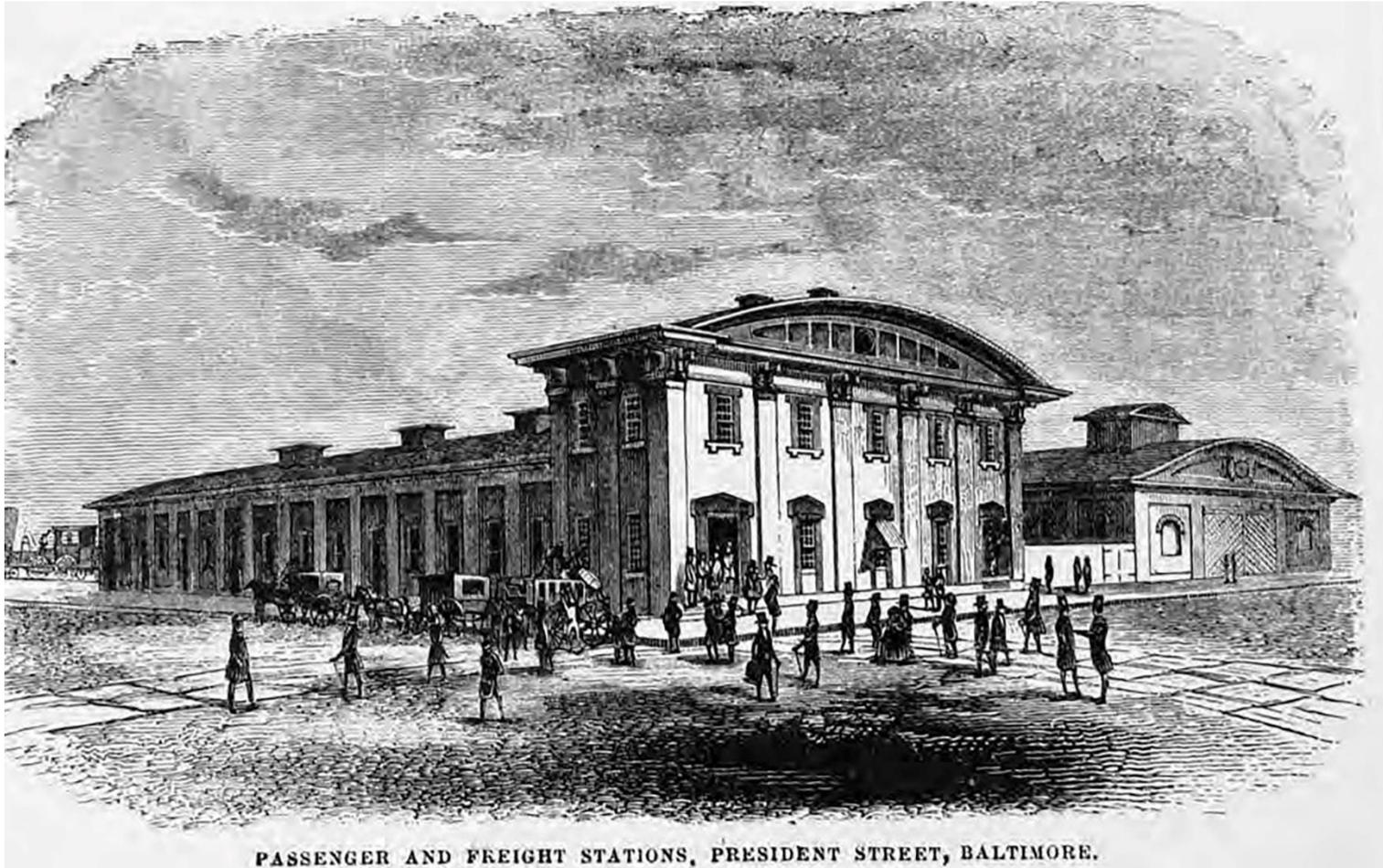
3. Are you aware of **documents** (letters, diary entries, photographs, newspaper articles, etc.) not publicly available that relate to the President Street Station site?

President Street Station, c. 1856 from original President Street, facing southeast

Source: *Baxter Engraving, Library of Congress*



We want to learn more about...



4. Do you have any **other comments**, concerns, or suggestions for this study?

President Street Station, c. 1856 from original President Street, facing southeast

Source: *Baxter Engraving, Library of Congress*



We want to learn more about...



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4. Do you have any **other comments, concerns, or suggestions** for this study?

How should the study affect decisions being made about the building?

The National Park Service recommends that the City and the community not change whatever plans it might have for the study area's resources.

We recommend that all parties continue to make the best decisions for the property and community possible without regard to the potential for a new national park unit. These studies take several years to conduct, the outcome is uncertain, and whether a new national park unit will ever be created is entirely unknown.





Ways to Submit Feedback

1 - Enter comments directly on the **project website** through September 30, 2022 here:

- parkplanning.nps.gov/PresidentStreet
- On the left menu, click either “Open for Comment” or “Document List”
- Click on “President Street Station SRS – Public Comment Questions” to enter comments.

2 – Send written comments by mailing a **letter** to:

National Park Service, Attn: President Street Station Study / Martha Droge,
1234 Market Street, 20th Floor, Philadelphia, PA 19107

3 – Send an email to Martha_J_Droge@nps.gov

4 – Leave a voicemail at 215-597-2136



To learn more and follow the study process, visit the project website:

<http://parkplanning.nps.gov/PresidentStreet>

Thank you for your interest in this study

National Park Service
U.S. Department of the Interior



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President Street Station
Source: NPS