

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Ellicott Driveway Inventory Number: B-1314

Address: Ellicott Driveway City: Baltimore City Zip Code: 21223

County: Baltimore City USGS Topographic Map: Baltimore West, MD

Owner: Baltimore City

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: Proposed Phase 2 Gwynns Falls Pathway Agency: Maryland State Highway Administration

Site visit by MHT Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Is the property located within a historic district? no yes Name of district: Ellicott Driveway (proposed)

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in: Eric L. Holcomb, Historic Preservation Analyst, Commission for Historical and Architectural Preservation, *Historic Ellicott Driveway In the Gwynns Falls Valley, Baltimore, MD, October 1994.*

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Ellicott Driveway is located in the southwestern section of Baltimore City and parallels the north side of Gwynns Falls stream. It is a gently undulating road of medium grade. The width of the driveway is approximately twenty-three feet. The paving is asphalt, curbs are concrete, and there are no sidewalks adjacent to the paving. The road follows the former "Three Mills Race" from Frederick Road to the head of the Race just south of the Edmonson Avenue Bridge. It passes under the east arch of the bridge about sixty feet below the grade of Edmonson Avenue, continuing to Franklin Road. It intersects at a point about 200 feet east of the Western Maryland Railroad, and ends at its intersection with Poplar Grove Street in the Rosemont neighborhood. Most of the area along the drive is heavily wooded with overgrown vegetation. The portion of the driveway north of Baltimore Street is in poor condition with only remnants of paving and curbing while the driveway south of Baltimore Street is in good condition.

Ellicott Driveway is eligible for listing in the National Register of Historic Places under Criterion A because the historic district illustrates the vision of the City Beautiful Movement. It was designed during the late nineteenth and early twentieth-centuries as a scenic, public space and is part of a wave of planning activity in American cities that took place at that time.

Ellicott Driveway is not eligible for listing in the National Register of Historic Places under Criterion B because it is not associated with the productive years of a person of importance on the local, state, or national level.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G None
Comments: _____

Andrew Lewis
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR program

05/03/01
Date

5/10/01
Date

Date

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1

Ellicott Driveway is eligible under Criterion C because its design is an excellent example of the concept of "natural" landscape exposed by the Olmsted Brothers Landscape architectural firm in the 1904 report "Development of Public Grounds of Greater Baltimore." Ellicott Driveway was designed in harmony with Olmsteds' vision of the park.

Ellicott Driveway is not eligible for listing in the National Register under Criterion D because the driveway and its environs are unlikely to yield new information in terms of archeological study of the area.

In March 2001, a Maryland Inventory of Historic Properties application was submitted by Ward Bucher and Tad Davidovich, of Ward Bucher Architects. The inventory application is included in and accompanies *An Identification and Evaluation of the Historic Properties within the Proposed 3.03-Mile Phase 2 Gwynns Falls Pathway Located in Baltimore City Maryland: A Determination of Effect for the Overall Cultural Resource Investigation*, also submitted to the Maryland Historical Trust by Ward Bucher Architects. In the inventory form, Ellicott Driveway was found to be eligible for the National Register under Criterion A and C.

Prepared by: Ward Bucher, Lisa Johnson,
Megan Shilling

Date Prepared: March 2001

CAPSULE SUMMARY

Ellicott Driveway

MIHP Number: B-1314

Approximate construction date: 1917

Town/vicinity: Baltimore City, Maryland

Access: Public

Brief description of the resource:

Ellicott Driveway is located in the southwestern section of Baltimore City and parallels the north side of Gywnns Falls stream. It is a gently undulating road of medium grade. The width of the driveway is approximately twenty-three feet. The paving is asphalt, curbs are concrete, and there are no sidewalks adjacent to the paving. The road follows the former *Three Mills Race* from Frederick Road to the head of the race, south of the Edmonson Avenue Bridge, passing under the east arch of the bridge about sixty feet below the grade of Edmonson Avenue, continuing to Franklin Road, which it intersects at a point about 200 feet east of the Western Maryland Railroad, and ends at its intersection with Poplar Grove Street in the Rosemont neighborhood. Most of the area along the drive is heavily wooded with overgrown vegetation. The portion of the driveway north of Baltimore Street is in poor condition with only remnants of paving and curbing while the driveway south of Baltimore Street is in good condition.

Summary Statement of Significance:

Ellicott Driveway is eligible for listing in the National Register of Historic Places under Criterion A:

Property is associated with events that have made a significant contribution to the broad patterns of our history because the historic district illustrates the vision of the City Beautiful Movement, and Criterion C: *Property embodies the distinctive characteristics of a type, period, or method of construction...* because its design is an excellent example of the concept of "natural" landscapes exposed by the Olmsted Brothers' landscape architectural firm in their report *Development of Public Grounds of Greater Baltimore*.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-1314

1. Name of Property (indicate preferred name)

historic Ellicott Driveway

other _____

2. Location

street and number Ellicott Driveway not for publication

city, town Baltimore City vicinity

county N/A

3. Owner of Property (give names and mailing addresses of all owners)

name Baltimore City, Department of Public Works, Bureau of Transportation

street and number 417 E. Fayette Street telephone (410) 369-6802

city, town Baltimore City state MD zip code 21201

4. Location of Legal Description

courthouse, registry of deeds, etc. Abel Wolman Municipal Building liber N/A folio N/A

city, town Baltimore City tax map N/A tax parcel N/A tax ID number N/A

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: Historic Ellicott Driveway In the Gywynns Falls Valley, Baltimore, MD, CHAP

6. Classification

Category	Ownership	Current Function		Resource Count	
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>0</u>	<u>0</u> buildings
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>3</u>	<u>2</u> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> transportation	<u>1</u>	<u>0</u> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>4</u>	<u>2</u> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input checked="" type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>1</u>	

7. Description

Inventory No. B-1314

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Physical Description

Ellicott Driveway is located in the southwestern section of Baltimore City and parallels the north side of Gywnns Falls stream. It is a gently undulating road of medium grade. The width of the driveway is approximately twenty-three feet. The paving is asphalt, curbs are concrete, and there are no sidewalks adjacent to the paving. The paved portion of Ellicott Driveway ends at the West Baltimore Street Bridge. The original length of the driveway follows the former *Three Mills Race* from Frederick Road to the head of the Race just south of the Edmonson Avenue Bridge, passing under the east arch of the bridge about sixty feet below the grade of Edmonson Avenue, continuing to Franklin Road, which it intersects at a point about 200 feet east of the Western Maryland Railroad (CSX), and ends at its intersection with Poplar Grove Street in the Rosemont neighborhood.

Most of the area along the drive is heavily wooded with overgrown vegetation. The boundaries of Ellicott Driveway beyond West Baltimore Street and the West Baltimore Street Bridge are unrecognizable because of neglect, overgrowth, and the effects of hurricane Agnes. The paving and boundaries of the portion of Ellicott Driveway from Frederick Avenue to West Baltimore Street and the West Baltimore Street Bridge are recognizable and are in good condition.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-1314

Ellicott Driveway
Continuation Sheet

Number 7 Page 1

DESCRIPTION (continued)

Proposed Boundaries

The proposed boundaries for the Ellicott Driveway Historic District are as follows: West Baltimore Street and the West Baltimore Street Bridge to the north; the western boundary of the Gwynns Falls Park to the west; Frederick Avenue to the south; and the eastern edge of the wooded land flanking Ellicott Driveway to the east.

To the west of Ellicott Driveway is the Gwynns Falls stream and valley. From the driveway the valley steeply descends to Gwynns Falls. Looking from the driveway across the stream, one can get majestic views of the Gwynns Falls valley. On the opposite, or east side of Ellicott Driveway, the adjacent topography rises sharply. Ellicott Driveway's isolated setting purposely limits urban views of the surrounding Baltimore City.

Local streets that connect to Ellicott Driveway traveling north are Frederick Avenue, Baltimore Street, Edmonson Avenue, and Poplar Grove Street. "The driveway passes under the Edmonson Avenue bridge about 60 feet below the grade of Edmonson Avenue so that it is necessary to construct an upper or connecting drive which will allow traffic to reach Edmonson Avenue from the Ellicott Driveway. This upper drive leaves the Ellicott Driveway about 1,000 feet north of the bridge and winds around the side of the valley, intersecting Edmonson Avenue at Rosedale Street, or about 200 feet east of the bridge."¹

¹ Municipal Journal, *Formal Opening of Ellicott Driveway on June 1: Interesting History of the Interesting Picturesque Territory it Traverses*, January 14, 1916.



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Ellicott Driveway
Continuation Sheet

Number 7 Page 2

DESCRIPTION (continued)

Traveling north along Ellicott Driveway one passes a variety of resources that include a stone pillar monument at the south Frederick Avenue entrance of the driveway, Pennsylvania Railroad Viaduct, West Baltimore Street Bridge.

Contributing resources to the Ellicott Driveway Historic District are the stone monument at the Frederick Avenue entrance, the paved Ellicott Driveway and retaining walls, the Pennsylvania Railroad Viaduct, and the West Baltimore Street Bridge. Noncontributing resources to the Ellicott Driveway Historic District are the Western Maryland Railroad railway (CSX) and the quarry wall located on the western boundary of a portion of the Gwynns Falls.

The Pennsylvania Railroad Viaduct is a three-span reinforced concrete spandrel arch structure. The two main arches in the center of the bridge are comprised of ten arch ribs per span. The resource is located in an area that contains primarily residential and park uses. Ellicott Driveway passes under the eastern arch of the viaduct. The Pennsylvania Railroad Viaduct is eligible for listing in the Maryland Inventory of Historic Properties and the National Register of Historic Places.

The Western Cemetery is located at 3001 Edmonson Avenue just east of Gwynns Falls. The approximately 45-acre cemetery abuts Ellicott Driveway on its western boundary from Baltimore Street to Edmonson

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Historic Properties Form

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Ellicott Driveway
Continuation Sheet

Number 7 Page 3

DESCRIPTION (continued)

Avenue and is separated from it by a sharply rising hillside. The cemetery is on high ground and is not visible from the Ellicott Driveway.

Edmonson Avenue Bridge is a reinforced concrete bridge located at the intersection of Edmonson Avenue and Gwynns Falls.

The West Baltimore Street Bridge carries West Baltimore Street over Gwynns Falls and the CSX Railroad (formally the Western Maryland Railway). The "...sensitive design enhances the beauty of Ellicott Driveway. Designed by H.R. Nash and built by W.C. Briddell CO. Inc., the bridge is a three-span open arched reinforced concrete structure five hundred feet long and forty feet wide. Within each span there are eight open arches symmetrically dispersed..."² The Western Baltimore Street Bridge is listed in the Maryland Inventory of Historic Properties.

Random rubble stone retaining walls are located at several points along the west side of the driveway. Some sections of the retaining walls are dry laid while others are mortared with a grapevine joint.

² Holcomb, Eric L., *Historic Ellicott Driveway in the Gwynns Falls Valley*, Baltimore, MD 1994.

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Maryland Inventory of
Historic Properties Form

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Ellicott Driveway
Continuation Sheet

Number 7 Page 4

DESCRIPTION (continued)

The City of Baltimore's Department of Recreation and Parks and the Department of Planning are constructing a 14-mile hiking trail/bike path that will follow the Gwynns Falls stream. The trail will parallel Gwynns Falls and follow portions of the CSX railroad tracks and Ellicott Driveway.

8. Significance

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Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input checked="" type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1917 Architect/Builder Unknown

Construction dates ca. 1917

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

STATEMENT OF SIGNIFICANCE

Ellicott Driveway is eligible for listing in the National Register of Historic Places under Criterion A: *Property is associated with events that have made a significant contribution to the broad patterns of our history* because the historic district illustrates the vision of the City Beautiful Movement, and Criterion C: *Property embodies the distinctive characteristics of a type, period, or method of construction...* because it its design is an excellent example of the concept of "natural" landscapes exposed by the Olmsted Brothers' landscape architectural firm in their 1904 report *Development of Public Grounds of Greater Baltimore*.

History and Support

Ellicott Driveway was opened on June 1, 1917, as a 8,160-foot (approximately 1-1/2 miles) scenic pleasure drive through Gwynns Falls Park, Baltimore, Maryland. The Upper portion of Ellicott Driveway, from Franklinton Road to the West Baltimore Street Bridge, has not been in use as a road since 1972 when it was greatly impacted by the floodwaters of Hurricane Agnes. The lower section of the drive, from Frederick

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Ellicott Driveway
Continuation Sheet

Number 8 Page 1

SIGNIFICANCE (continued)

Avenue to the West Baltimore Street Bridge, has not been in use since November 1998 due to the construction of the West Baltimore Street Bridge over Gwynns Falls. It will remain closed to automobile traffic upon completion of the Gwynns Falls Trailway, a hiker/biker path.

Before the area became a park, it was an important industrial area. The first known settlement within the Valley occurred in the mid-18th century and consisted of a stone house and a fort located at the junction of Gwynns Run and Gwynns Falls. In the late-18th century, the Ellicott's bought property along the Gwynns Falls. Soon thereafter, they dammed up the Gwynns Falls (just south of Edmonson Avenue) to supply water for their newly built mills. The mill-race, built on the east side of the Gwynns Falls carried water over a mile to three mills just north of Frederick Road.³

"As far back as the early 1890's there was talk of the idea that Baltimore City should purchase '... a belt of outlying property so that the inevitable growth into the suburbs might be properly directed and in order that certain tracts of land in the path of this expansion might be retained for parks.' The Baltimore City Municipal Art Society in 1902 authorized their Committee on Suburban Development to hire a landscape architect to develop a park plan of Baltimore's outlying suburban area. Then in 1904, the Municipal Art Society published

³ Ibid.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Ellicott Driveway
Continuation Sheet

Number 8 Page 2

SIGNIFICANCE (continued)

the Olmsted Brothers' report, *Development of Public Grounds for Greater Baltimore*. Shortly thereafter, Baltimore City enthusiastically embraced the plan, assumed publication responsibilities and reimbursed the Municipal Art Society. The report sketched out the boundaries of the proposed parks on USGS maps and totaled the acreage of each proposed park. Furthermore, the report discussed all facets of parkland acquisition and use such as economic and topographical factors and the encroaching suburban development. Much of the suggested parklands were river and stream valleys. The report argued that the creation of river and stream valley parks had utilitarian benefits as well as aesthetic values."⁴

"While there is no proof that the Olmsted Firm designed Ellicott Drive, the drive was exemplary of the Olmsted landscape architectural vision. The location and the design of the Baltimore Street Bridge were directly influenced in the 1904 Olmsted Park report."⁵ The Olmsted report recommended that at this location "a viaduct run on the shortest line across the valley in a southwesterly direction from a point opposite end of Baltimore Street extended. This Viaduct would be nearly parallel with that of the Pennsylvania Railroad."⁶

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.



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Ellicott Driveway
Continuation Sheet

Number 8 Page 3

SIGNIFICANCE (continued)

“Furthermore, the Olmsted Brothers point out the scenic beauty as well as several other components; “from the bridge over Gwynns Falls can be seen the picturesque portion of that valley now visible from the railroad bridge and from the mill-race.”⁷



Ellicott Driveway is a result of the City Beautiful Movement, during the late-19th and early-20th centuries. “One effect was to set off a wave of a particular type of planning activity in American cities. Plans coming out of the City Beautiful movement tended to focus on those things over which municipal government had clear control—streets, municipal art, public buildings, and public spaces.”⁸ Clearly fitting this description, Ellicott Driveway was designed, not as a major transportation route but as a scenic, public space.

⁷ Ibid.

⁸ Levy, John M. *Contemporary Urban Planning*, 1997.

9. Major Bibliographical References

Inventory No. B-1314

"Formal Opening of Ellicott Driveway on June 1: Interesting History of the Picturesque Territory it Traverses," *Baltimore City Municipal Journal*, 25 May 1917.

"The Ellicott Driveway: What it is and What it means for the West End," *Baltimore City Municipal Journal*, 14 January 1916.

Holcomb, Eric L. *Historic Ellicott Driveway in the Gwynns Falls Valley*, Baltimore: Commission for Historical and Architectural Preservation, 1994.

10. Geographical Data

Acreage of surveyed property approx: 53 acres
Acreage of historical setting approx: 25 acres
Quadrangle name Baltimore West, MD Quadrangle scale: 1: 24, 000

Verbal boundary description and justification

The proposed boundaries for the Ellicott Driveway historic district are as follows: West Baltimore Street and the West Baltimore Street Bridge to the north; the western boundary of the Gwynns Falls Park to the west; Frederick Avenue to the south; and the eastern edge of the wooded land flanking Ellicott Driveway to the east. The original boundaries of the Ellicott Driveway continue north past West Baltimore Street to the Edmonson Avenue Bridge. At the Edmonson Avenue Bridge, Ellicott Driveway turns east towards Baltimore City and ends at Poplar Grove Street in the Rosemont neighborhood. The boundaries of the original Ellicott Driveway are unrecognizable north of West Baltimore Street because of neglect, overgrowth, and the effects of Hurricane Agnes. The portion of Ellicott Driveway north of Baltimore Street lacks integrity of its original boundaries and therefore is not included in the historic boundaries of the driveway to be considered for National Register designation.

11. Form Prepared by

name/title	Ward Bucher, AIA and Tad Davidovich		
organization	Ward Bucher Architects	date	March 2001
street & number	1419 Clifton Street, N.W, Suite 100	telephone	(202)667-7525
city or town	Washington	state	District of Columbia

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-1314

Ellicott Driveay
Continuation Sheet

Number 9 Page 1

Major Bibliographical References (continued):

Sanborn Fire Insurance Map, Baltimore Maryland, vol. 8, 1928. (Enoch Pratt Free Library, Baltimore, MD)

U.S. Department of the Interior, National Park Service. *National Register Bulletin 16A: How to Complete The National Register Registration Form*, 1991.

U.S. Department of the Interior Geological Survey, Baltimore West Quadrangle, Maryland.

Appendices

Appendix 1: U.S. Department of the Interior Geological Survey, Baltimore West Quadrangle, Maryland.

Appendix 2: Sanborn Fire Insurance Map, Baltimore, Maryland, volume 8, 1928. (Enoch Pratt Free Library, Baltimore, MD).

Appendix 3.1-3.2: "The Ellicott Driveway: What it is and What it means for the West End,"
Baltimore City Municipal Journal, 14 January, 1916.

Appendix 4: "Formal Opening of Ellicott Driveway on June 1: Interesting History of the Picturesque Territory it Traverses," *Baltimore City Municipal Journal*, 25 May 1917.

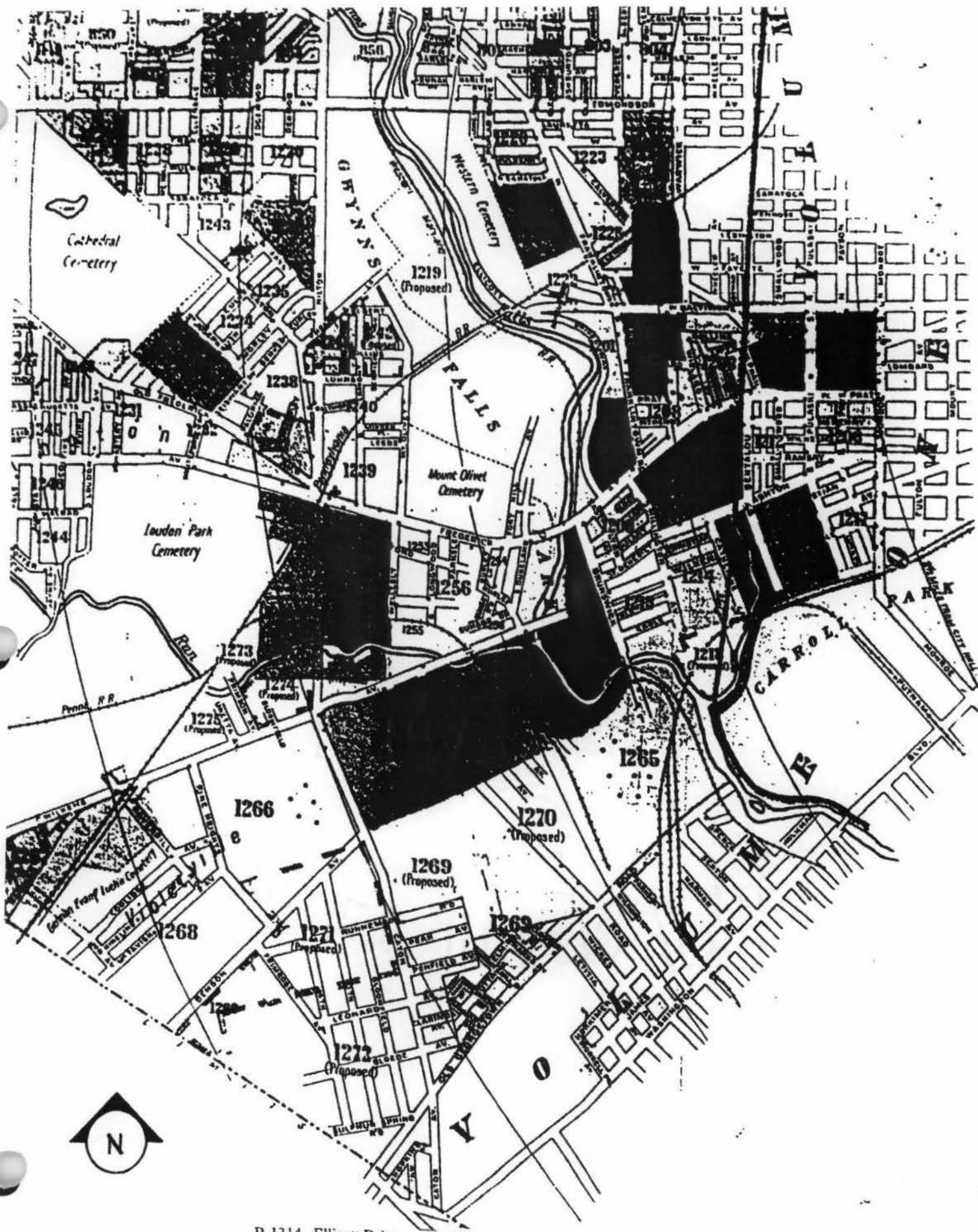
Appendix 5.1-5.18 Holcomb, Eric L. *Historic Ellicott Driveway in the Gwynns Falls Valley*.
Baltimore: Commission for Historical and Architectural Preservation, 1994.



B-1314

Appendix 1:

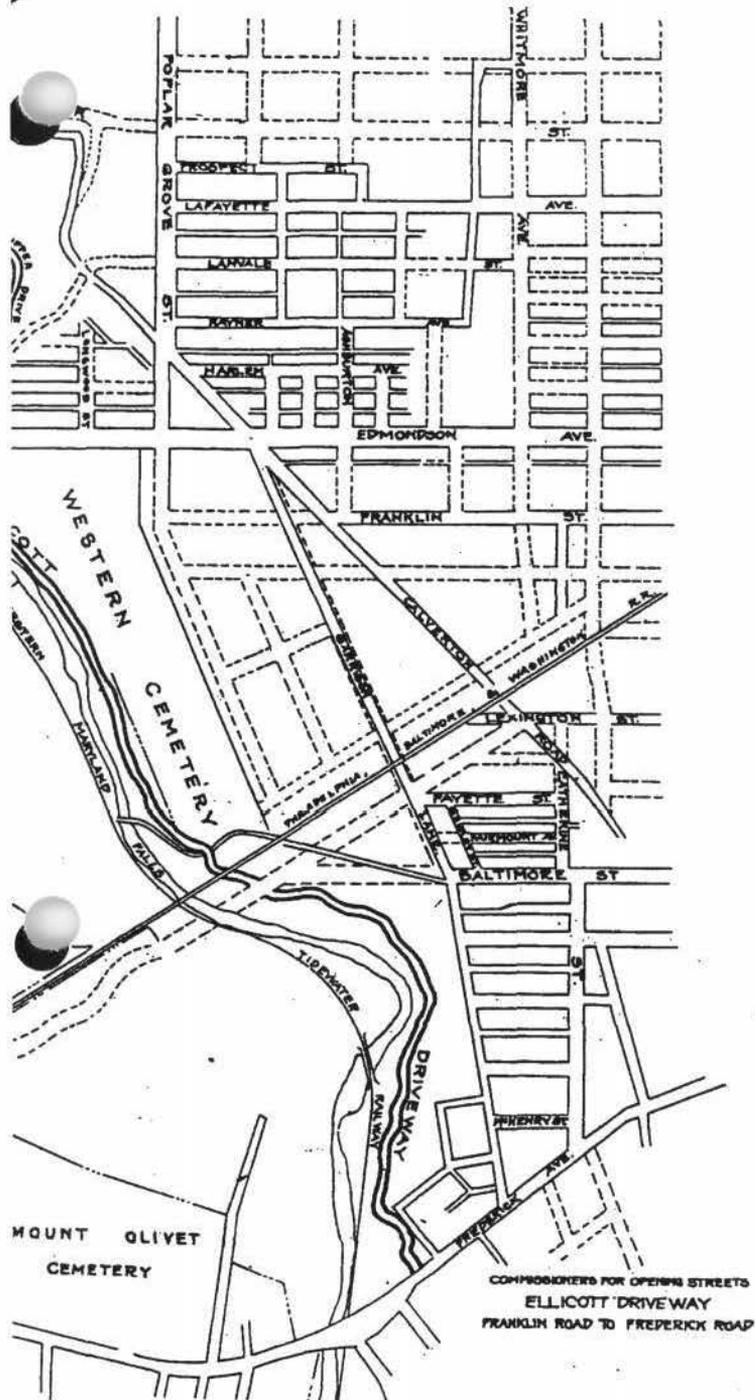
US Dept. of the Interior Geological Survey, Baltimore West Quadrangle, Maryland.



Appendix 2:

B-1314 Ellicott Driveway, Baltimore, Maryland
 Sanborn Fire Insurance Map, Baltimore, Maryland, volume 8, 1928. (Enoch Pratt Free Library, Baltimore, MD.)

1/14/1916 ✓



THE ELLICOTT DRIVEWAY: WHAT IT IS AND WHAT IT MEANS FOR THE WEST END.

MORE than one hundred years ago the Ellicotts, who were of an exceedingly inventive turn of mind, who were great developers and who were anxious to utilize all the energy possible that nature was willing to furnish, constructed a mill race located along the east side of Gwynn's Falls from a dam they built just south of Edmondson Avenue to a series of three mills located just north of Frederick Road.

The distance from the mill site to the dam is more than a mile and the mill race was so located that it followed the contour of the Gwynn's Falls valley with a fall of less than five feet to the mile. The race or canal followed the contour of the country as closely as possible, in order that construction costs might be kept to a minimum. Naturally the line of the race was a series of curves, there being practically no straight lines in its course.

When the property of the original Ellicotts was being divided among the various heirs, that portion lying between a line east of the mill race and a line west of Gwynn's Falls was reserved as "common" to the interests that then and eventually would own the mills. These mills, which were located just north of Frederick Road, and east of the falls, were originally built for the grinding of grain, but were later transformed into textile mills.

This property which was reserved as "common" remained that way until it was purchased by the Mayor and City Council of Baltimore about five years ago.

Early in the 19th Century considerable litigation occurred concerning land adjacent to the mill race (known as the Three Mills Race) and there is now on record a plat made by William Kenworthy, a surveyor, under date of 9th month, 4th, 1812, on which is shown the mill race and the "common."

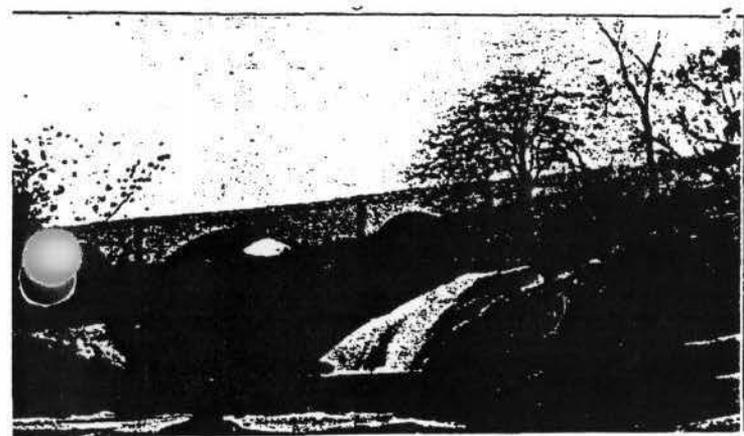
After the mills ceased to operate the City of Baltimore purchased this common with the idea of making it a part of the park system of the city.

An important step toward developing the valley of the falls as a park is the construction of an attractive driveway through it. With this idea in view, the driveway now under construction and appropriately named Ellicott Driveway was located. It follows the Three Mills Race from Frederick Road to the head of the race just south of the Edmondson Avenue bridge, passes under the east arch of the bridge and continues on to Franklin Road intersecting that thoroughfare at a point about two hundred feet east of the Western Maryland Railroad.

From Frederick Road to Franklin Road is 8,160 feet, or a little over a mile and a half. As the driveway runs along the side of the valley, and as the side of the valley is very steep, it is a difficult matter to arrange outlets between the two ends of the driveway. However, two outlets or connections with city streets have been planned, one with Baltimore Street which intersects the driveway about three thousand (3,000) feet from Frederick Road, and one with Edmondson Avenue which is about six thousand (6,000) feet from Frederick Road.

The driveway passes under the Edmondson Avenue bridge about sixty (60) feet below the grade of Edmondson Avenue so that it is necessary to construct an upper or connecting drive which will allow traffic to reach Edmondson Avenue from the Ellicott Driveway. This upper drive leaves the Ellicott Driveway about one thousand (1,000) feet north of the bridge and winds around the side of the valley, intersecting Edmondson Avenue at Rosedale Street, or about two hundred (200) feet east of the bridge.

The grades on the Ellicott Driveway are all easy. In fact from Frederick Road to the head



Baltimore City Municipal Journal, The Ellicott Driveway: What it is and What it Means for the West End", January 14, 1916.

B-1314
Appendix 3.1-3.2:

course.

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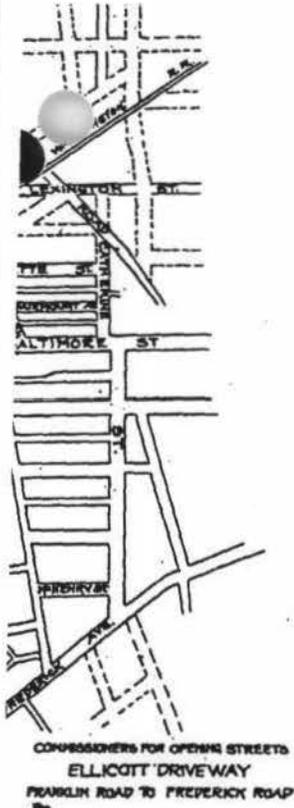
The grades on the Ellicott Driveway are all easy. In fact from Frederick Road to the head of the mill race the grade is artificial. That is, it runs both with and against the grade of the race. This is necessary because the grade of the mill race was less than one-tenth of one per cent. and the driveway could not drain itself on a grade as flat as that.

The width of the paved driveway is to be twenty-three feet (23 feet). Along most of its length the slope on the falls' side is quite precipitous and it is planned to construct a heavy rustic guard rail along this side.

There will be no sidewalks adjacent to the paving, but as the valley is further developed for park purposes winding footways will be constructed between the driveway and the falls.

The grading of the driveway is now under contract. The rough grading has been practically completed from Frederick Road to the Pennsylvania Railroad bridge, a distance of about three thousand (3,000) feet.

It is expected that a contract for the paving of both the Ellicott Driveway and the upper drive will be awarded early in the spring.



Arp Photo. Co. OF THE CITY BRIDGES, E LOVELY VIEWS



purchased 1911

will be matter be sub-

Appendix 3.2

FORMAL OPENING OF ELLICOTT DRIVEWAY ON JUNE 1.

INTERESTING HISTORY OF THE PICTURESQUE TERRITORY IT TRAVERSES.

Ellicott Driveway giving access to the beautiful Gwynn's Falls Valley, will be formally opened for public use on Friday afternoon, June 1, at 3.30 o'clock. The Commissioners for Opening Streets, Messrs. John H. Robinette, Pres., and Eugene Rodgers, Secretary to the Commissioners, under whose supervision the roadway has been constructed, have arranged an interesting program for the occasion. Mayor Preston, who has taken an active interest in the undertaking from its inception to the time of its completion, will be the only speaker. There will be musical numbers furnished by the Municipal Band, and additional features of an appropriate nature.

The following interesting facts concerning the development have been prepared by the commission:

As long ago as 175 years, folks established a town at the junction of Gwynn's Falls and Gwynn's Run, and called it "New Town." Here they built a stone house on a promontory, and used it as a storehouse and kind of a fort. The foundations, visible up until a few years ago, were constructed with alits in the walls for the riflemen and the entrance was in the second story, and, as a protection against the Indians, the stairs could be raised and pulled in.

Later, the land hereabout came into the possession of the Carroll's, who established a furnace for smelting iron ore, and formed a company known as the Baltimore Company in Iron Works.

This was about the time that Dr. Charles Carroll came into possession of Mount Clare, a part of which is Carroll Park. This old house had been turned into a mill, run by an under-shot wheel, which turned crude machinery for crushing the ore. The volume and strength of the current existing then was much greater than now. About the year 1790 the Ellicott's, who were Quakers, acquired considerable property around about "New Town," and went into the milling business there. They were of an exceedingly inventive turn of mind, great developers, and were anxious to utilize all the energy possible that nature was willing to furnish. They constructed the Mill Race along the eastern side of Gwynn's Falls, from the dam which they had built just south of Edmondson Avenue, to carry the water to their mills at the Frederick Road. The distance from the mills to the site of the dam is more than a mile, and the race was so located that it followed the contour of the valley with a fall of less than five feet to the mile. By following the sides of the hill, the construction costs were kept at a minimum, and naturally the line of the race was a series of curves, their being no straight lines in its course. The building of the Mill Race was considered quite a feat of engineering in those days, and records disclose the fact that engineers who were employed to build the Erie Canal, came to Baltimore to in-

vestigate this work. That it was done well, is evidenced by the fact that the original walls placed by those men, help to support the driveway today. In christening the driveway, it was thought that a more fitting name than the "Ellicott Driveway" could not be found.

When the property of the original Ellicott's was divided among the heirs, the land between the east line of the Falls and the Mill Race remained "Commons," as heretofore. No use could be made of it, and it was reserved for the heirs and their successors who would come into possession of the mills, and so it remained until purchased by the Mayor and City Council of Baltimore about six years ago. Early in the nineteenth century considerable litigation occurred over the land adjacent to the Mill Race, known as the "Three Mills Race," and there is now on record a plat made by William Kenworthy, surveyor, under date of the 9th month, 4th day of 1812, on which is shown the Mill Race and the "Commons."

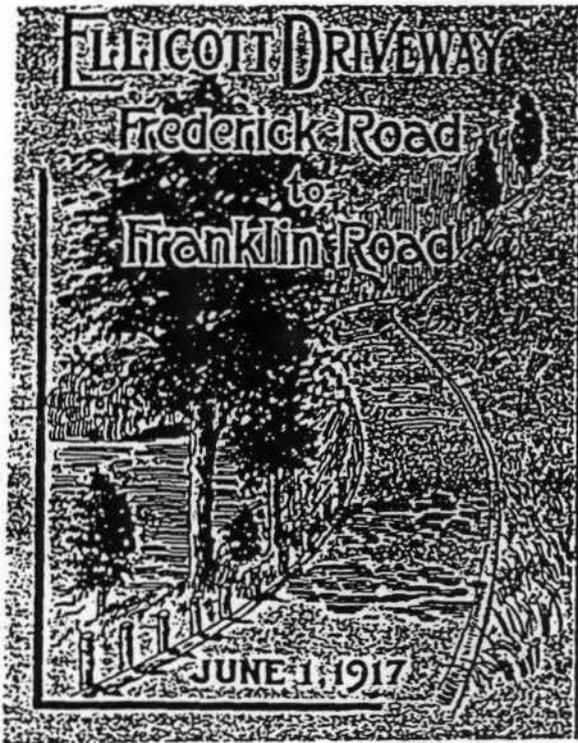
The road follows the Three Mills Race from the Frederick Road to the head of the Race just south of the Edmondson Avenue Bridge, passes under the east arch about six feet below the grade of Edmondson Avenue, and continues to the Franklin Road, which it intersects at a point about 200 feet east of the Western Maryland Railroad. It is 8,160 feet long, or a little over a mile and a half. The grades on the driveway are all easy; in fact, from the Frederick Road to the dam it is artificial, that is, it runs both with and against the grade of the Race. The width of the driveway is 23 feet, and it is protected on the sides toward the Falls by a rustic barricade. As the side of the valley, which carried the driveway is very steep, it was a difficult matter to arrange outlets between its two ends. However, two connections have been constructed, one with Baltimore Street which intersects the driveway about 3,000 feet from the Frederick Road, and the other with Edmondson Avenue which is about 6,000 feet from the Frederick Road. This upper Drive leaves the Ellicott Driveway about 1,000 feet north of the bridge, winds around the side of the valley, intersecting Edmondson Avenue at Rosedale Street, or about 200 feet east of the bridge. Later it is proposed to continue the Ellicott Driveway northwardly from the Franklin Road, paralleling the Western Maryland Railroad, and extending it to Laurens Street, thus making a direct connection to Poplar Grove Street.

That portion of the Ellicott Driveway north of Edmondson Avenue, and of the Upper Drive, which connects the Ellicott Driveway with Edmondson Avenue, was deeded to the city without cost by the Wenstrom Electric Company, the George J. Vickers Estate and the J. Lester Shipley Estate, and we take this occasion of expressing our thanks and appreciation of their public spirit which prompted their action in this matter.

B-1314

Appendix 4: An article on the early history of the Gwynns Falls Valley from the Municipal Journal, May 25, 1917.

HISTORIC ELLICOTT DRIVEWAY
IN THE GWYNNS FALLS VALLEY
BALTIMORE, MD



Eric L. Holcomb
Historic Preservation Analyst
Commission for Historical and
Architectural Preservation

October, 1994

B-1314
Appendix 5.1-5.18

The Baltimore City Commission for Historical and Architectural Preservation has determined that the Baltimore Street Bridge is a contributing resource to a potential Ellicott Driveway National Register Historic District. Proposed boundaries are as follows: Baltimore Street and the Baltimore Street Bridge to the north; the western boundary of the Gwynns Falls Park to the west; Frederick Road to the south; and the eastern edge of the wooded land flanking Ellicott Driveway to the east. Under National Register criteria A, the potential historic district exemplifies the work and influence of the Olmsted Brothers Landscape architectural firm. Under National Register criteria C the potential historic district illustrates the vision of the City Beautiful Movement.

Boundary Justification

The proposed Ellicott Driveway National Register Historic District boundaries are based upon research conducted by CHAP. The history presented within this document pertains to an area larger than the proposed historic district. Archival evidence suggests that a larger historic district would be eligible. Because of the inaccessibility of Ellicott Driveway north of Baltimore Street an evaluation of the entire historic fabric could not be conducted. Thus, at this time, the area north of Baltimore Street cannot be included in the proposed boundaries. The author feels it worthwhile to state the history of a larger area in hopes that various groups related to the Gwynns Falls Trailway project¹ might pursue National Register and Baltimore City historic district designation for a larger area.

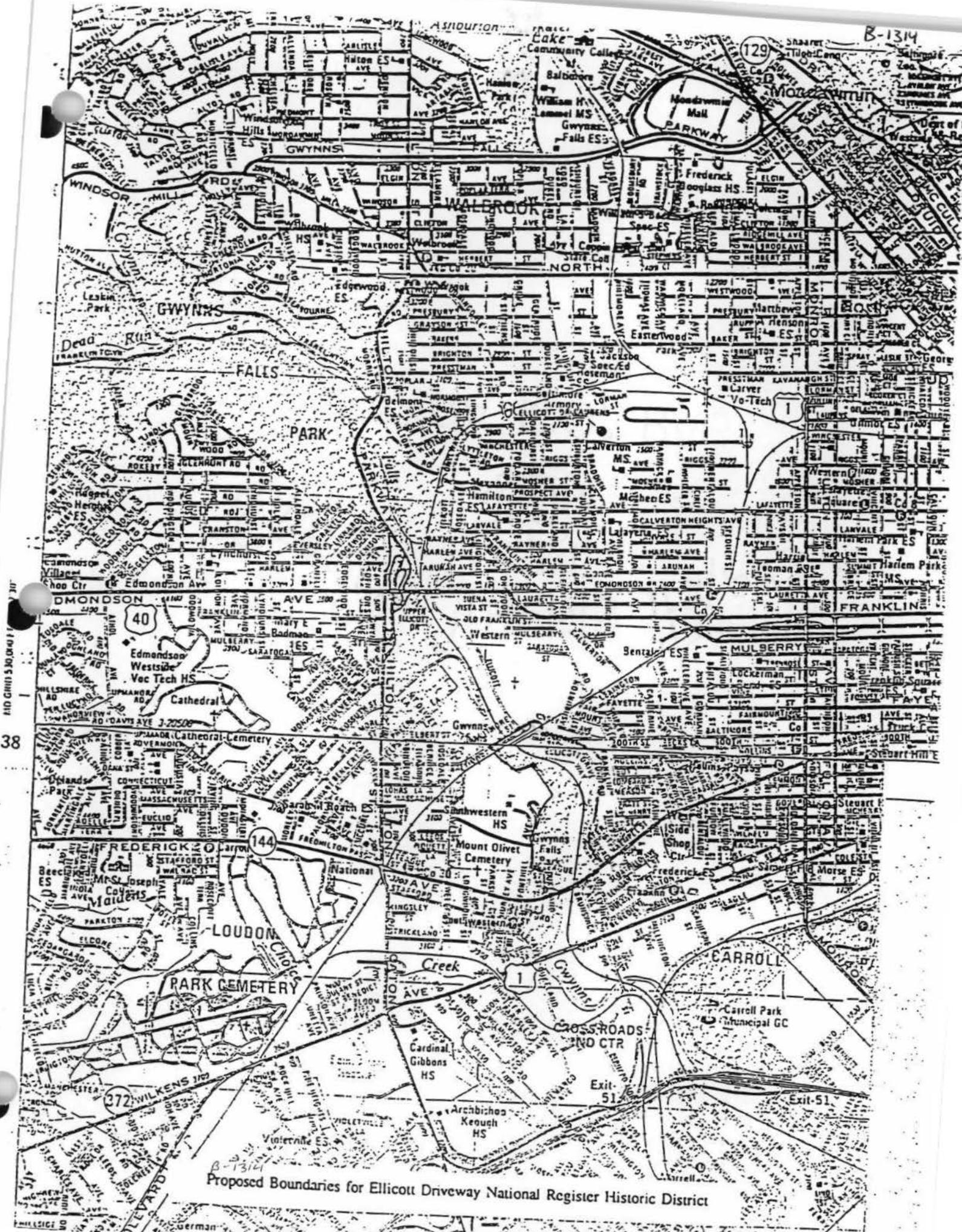
History and Support

As far back as the early 1890s there was talk of the idea that Baltimore City should purchase "a belt of outlying property so that the inevitable growth into the suburbs might be properly directed and in order that certain tracts of land in the path of this expansion might be retained for parks"². The Baltimore City Municipal Art Society in 1902 authorized their Committee on Suburban Development to hire a landscape architect to develop a park plan of Baltimore's outlying suburban area. In 1904, the Municipal Art Society published the Olmsted Brothers report, *Development of Public Grounds for Greater Baltimore*. Shortly thereafter, Baltimore City enthusiastically embraced the plan, assumed publication responsibilities and reimbursed the Municipal Art Society. The report sketched out the boundaries of the proposed parks on USGS maps and totalled the acreage of each proposed park. Furthermore, the report discussed all facets of parkland acquisition and use such as economic and topographical factors and the encroaching suburban development. Much of the suggested parklands were river and stream valleys. The report argued that the creation of river and stream valley parks had utilitarian benefits as well as aesthetic values. According to the 1904 Olmsted Firm report:

"It is a matter of economy that lands traversed by permanent surface water channels and subject to occasional flooding should be occupied by parks in which the maintenance of an actual open water way may be an actual benefit and which may be subjected to occasional flooding without serious difficulty or expanse."³

In short, Baltimore City could purchase inexpensive land, create parks, better control storm drainage and stave off catastrophic flooding all in one fell swoop. Sherry Olson succinctly sums up the Olmsted Brother's vision of Baltimore's park system:

"The Olmsted Brothers envisioned all the stream valleys - Gwynns Falls, Jones Falls,



Proposed Boundaries for Ellicott Driveway National Register Historic District

MD GRID 530,000 1 38



B-1314...
 Shaded areas indicate parkland proposed in the 1904 Olmsted Brothers report, and parks that existed by 1904.
 From Olmsted Brothers Report Upon the Development of Public Grounds for Greater Baltimore, 1904.

forest, meadow, or boulder landscape. These and the older parks would be connected by parkways or landscaped drives through the smaller stream valleys, for example, Ellicott Driveway, Hilton Street, Stony Run Parkway, and Wyman Park Drive."⁴

The 1904 Olmsted Firm Report placed much emphasis upon the Gwynns Falls Valley. The report highly suggested the acquisition of "a strip of land on either side of the Gwynns Falls." The report states;

"Above Frederick Road a very beautiful portion of the valley now belongs to the House of Refuge and should unquestionably be set apart as a park, the easterly limit of which might well be the old mill-race (currently under Ellicott Driveway)."⁵

Furthermore, the report suggested the placement of bridges, tunnels, streets, and railroad tracks within the Gwynns Falls. Much of the Gwynns Falls park system was created after the annexation of 1918. Today the park stands as the largest rural park in Baltimore.

Before the area became a park, it was an important industrial area. The first known settlement within the Valley occurred in the mid 18th century and consisted of a stone house and a fort located at the junction of Gwynns Run and Gwynns Falls⁶. In the late 18th century, the Ellicotts bought property along the Gwynns Falls⁷. Soon thereafter, they dammed up the Gwynns Falls (just south of Edmonson Avenue) to supply water for their newly built mills. The mill-race, built on the east side of the Gwynns Falls carried water over a mile to three mills just north of Frederick Road. According to an 1833 guide to Baltimore City, three mills were located at Frederick Road and Gwynns Falls, and five mills located in the vicinity of the Alms House, north of Edmonson Ave. An 1852 revision of the Poppleton map shows that the House of Refuge was located in the vicinity of present day Southwestern High School. Throughout the 19th century the land between the east bank of the Gwynns Falls and the mill-race remained as 'commons' until Baltimore City purchased the land around 1911 as suggested in the Olmsted Brothers plan of 1904⁸. In 1917, Ellicott Driveway was finished.



The mill-race from the dam south of Edmonson Avenue. Ellicott Driveway was built on top of the Mill-race. From Olmsted Brothers report of 1904.



Topographical map of House of Refuge and mill-race. From Baltimore City Archives Microfilm pre-1917.

The impetus to construct Ellicott Driveway no doubt can be traced to the Olmsted Brothers Plan of 1904. The report suggested a common sense approach to the caretaking of rural parks within cities:

"To turn the public loose upon them (parks) without restrictions and without the artificial appearance given by broad paths and roads, might be at the beginning delightful; but the marks of man's interference would soon be set upon the landscape far more universally and conspicuously by wear and tear than even by a number of constructed roads, and at the same time the inconvenience in getting about would interfere with the enjoyment of much of the landscape. Therefore roads, paths, steps, bridges, drain pipes, seats, shelters, buildings and other constructions must often be introduced."⁹

About parkways the report states:

"The first essential of parkways of this sort is that they should avoid the petty annoyances and danger of ordinary street travel, that they should be free from ordinary commercial traffic, that they should cross at grade as few lines of commercial traffic as possible, especially those occupied by steam or electric railways, that they should have comfortable pavements for driving, riding and walking, and that they should have adequate shade in summer. But beyond these requirements it is desirable, when it can be attained without too great sacrifice, to secure for those using the parkway a continuation of that sense of withdrawal from the city which they get in the parks. This is only to be obtained by having a road and paths upon which houses do not front directly, and an accompanying strip or margin of parklike scenery of an informal sort."¹⁰

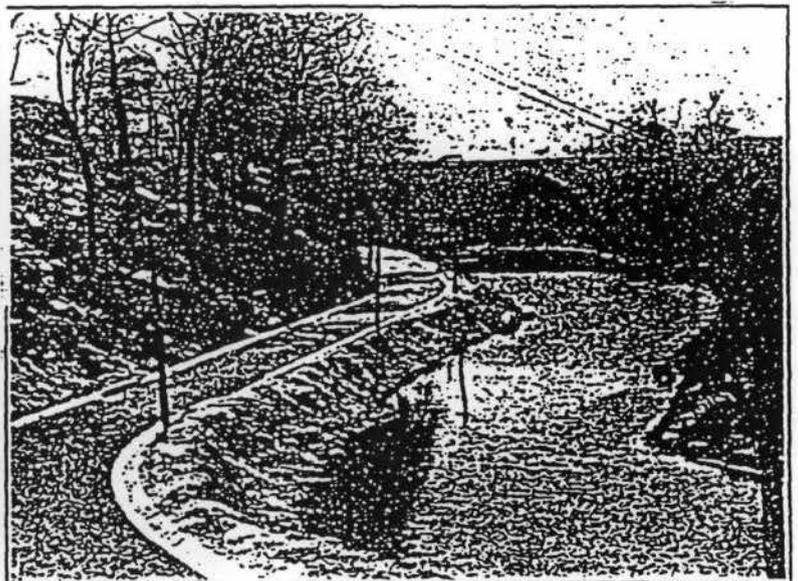
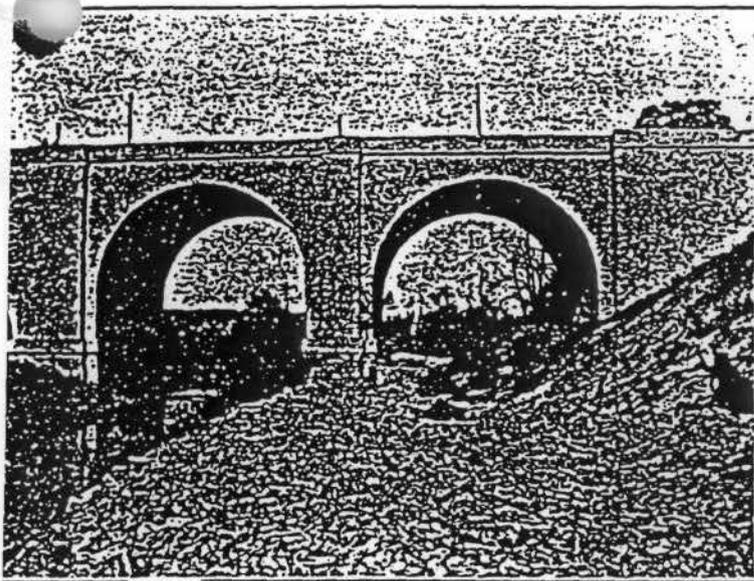
On page 71 the report suggests the old mill-race to be a boundary of the park. Taking this a step further with the philosophy stated above, the old mill-race would turn into a "good boundary street" in which a road would expose the beauty of the valley to motorists. Finally, within the section "Parkways" of the report, there is an exemplary image of the Back Bay Fens parkway in Boston. Specifically placed in this section, the photograph exemplifies how a parkway can be beautiful. This suggests that the Olmsted Firm saw within Baltimore many areas which could be utilized as a scenic driveway. Historic images of Ellicott Driveway resemble this photograph.



Back Bay Fens, Boston: A stream with its enframing landscape.
From Olmsted Brothers report of 1904.

Between 1915-1917, the Baltimore City Municipal Journal promoted the construction of Ellicott Driveway. On January 8, 1915 an article entitled, "To Extend West Baltimore Street To Ellicott Driveway And Eliminate A Grade Crossing", described a deal negotiated by Pennsylvania Railroad, Baltimore City, and the Western Cemetery. In order for Baltimore to complete the construction of Ellicott Driveway, it needed eight tenths of an acre from the northern section of the Western Cemetery (just south of Edmonson Ave). In return Baltimore City built a division wall between the deeded property and the Western Cemetery, and planted a hedgerow along between city property and the Western Cemetery. In order for the Pennsylvania Railroad to maintain a safe and proper approach to their new bridge over Gwynns Falls, they needed to run their tracks on the southern tip of the Cemetery. In return for this portion of land the Railroad built a new entrance to the cemetery from Ellicott Driveway, deeded land north of the tracks approaching the viaduct, and built a wall between the new cemetery land and the railroad's land. In the end, Baltimore Street was successfully extended to Ellicott Driveway, a dangerous grade crossing disappeared, and the railroad maintained a proper approach to its viaduct.

On September 17, 1915 another article, entitled "Ellicott Driveway To Be Practical As Well As Beautiful" appeared in the Municipal Journal. Essentially this was an 'advertisement' stating the more tangible benefits of Ellicott Driveway. They were as follows: the filling in of the old mill-race that held stagnant water which created health problems; the road to be used for light mercantile traffic as well as pleasure driving, and connecting of three major thoroughfares. This article may well have been written to gain support of planners, architects and engineers who had a "city practical" agenda for Baltimore. The article topped off the practical benefits with a rosy description of the Driveway.



Before and after pictures of Ellicott Driveway.

From *Opening of Ellicott Driveway Frederick Road to Franklin Road, June 1, 1917 Pamphlet.*

The next article appears in January 14, 1916 edition of the Journal. Entitled, "The Ellicott Driveway: What It Is And What It Means For The West End". This article detailed the history of the area as well as described the Driveway. The next two Articles dated 5/25/1917 and 6/12/1917 outlined Mayor Preston's speech for the formal opening on 6/1/1917. The book,

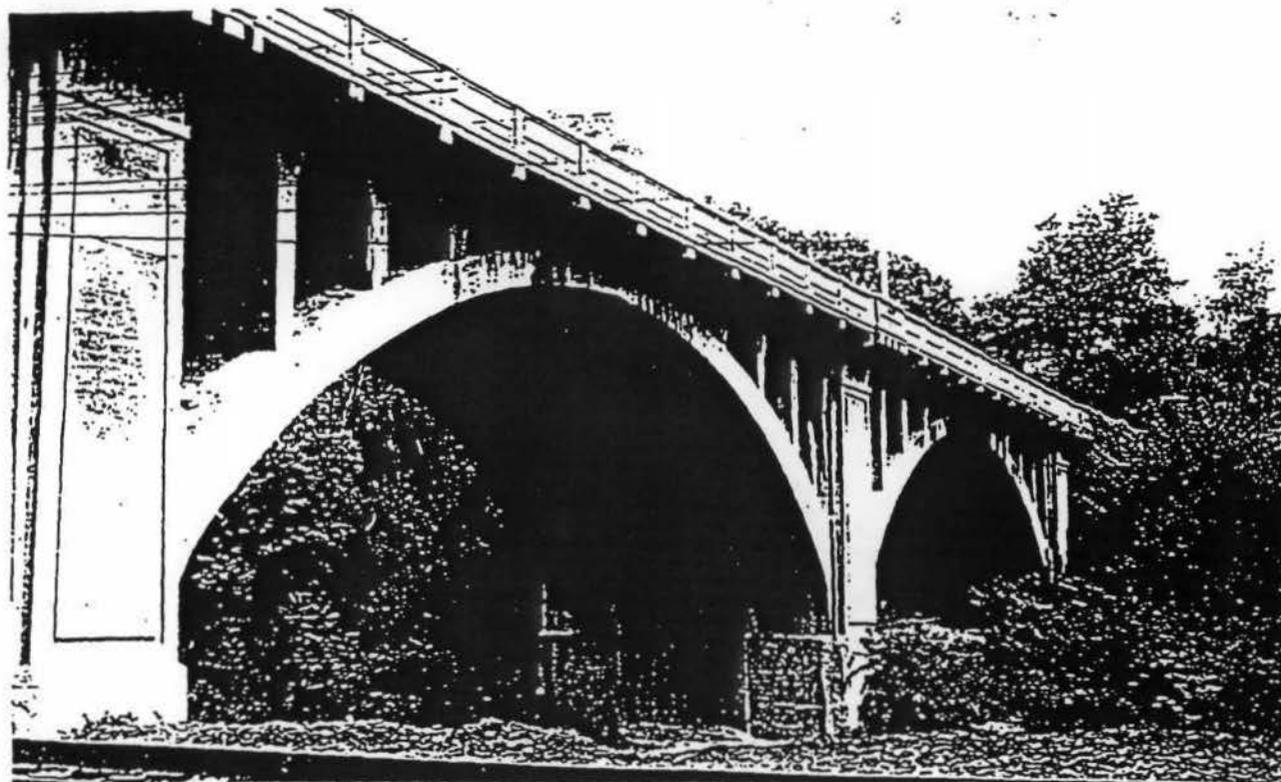
Mayors Of Baltimore, states that Ellicott Driveway is one of the mayor's many accomplishments.

Photographs of Ellicott Driveway further suggest its importance to Baltimore. In the 1926 *Olmsted Brothers Report and Recommendations on Park Extension in Baltimore* an image of Ellicott Driveway is used to illustrate and define a parkway. The report states the following about parkways:

"They offer beside their use as local parks, opportunity for pleasant driving to and fro work, or from neighborhood to neighborhood, or entirely for pleasure, relieved at least partly from the sight of crowded buildings."¹¹

The same image was used in Warren Brown's booklet, "The Municipal Art Society of Baltimore City: Its Aims and Accomplishments" Most likely, this view was again used in the Regional Plan of New York conducted by the Russel Sage Foundation.

The image of Ellicott Driveway in the Park Plan of 1926 does not conclusively prove that the Olmsted Firm consulted Baltimore on the construction of Ellicott Driveway. It does, however, prove that Ellicott Driveway was exemplary of the Olmsted landscape architectural vision. Furthermore, the photograph being reproduced in Browns booklet ties the Driveway into Baltimore City's "City Beautiful Movement". In conclusion, Ellicott Driveway was deliberately constructed as a City Beautiful element and touted as such.



Baltimore Street Bridge
From Historic Resources Survey: Interstate Connector Between I-95 and I-170 in the Gwynns Falls Valley, CHAP vertical files.

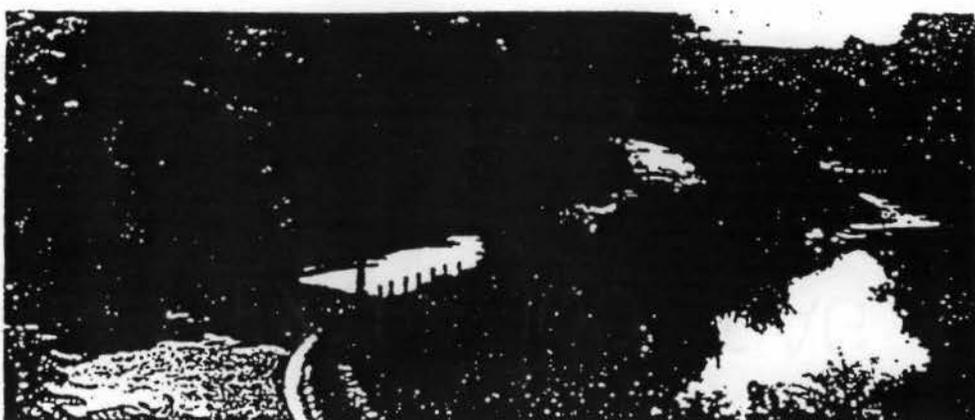
The Baltimore Street Bridge sensitive design enhances the beauty of Ellicott Driveway. Designed by H.R. Nash and built by W.C. Briddell CO. Inc., the bridge is a three-span open-arched reinforced concrete structure five hundred feet long and forty feet wide. Within each span there



A MAIN TRAFFIC HIGHWAY—BALTIMORE.



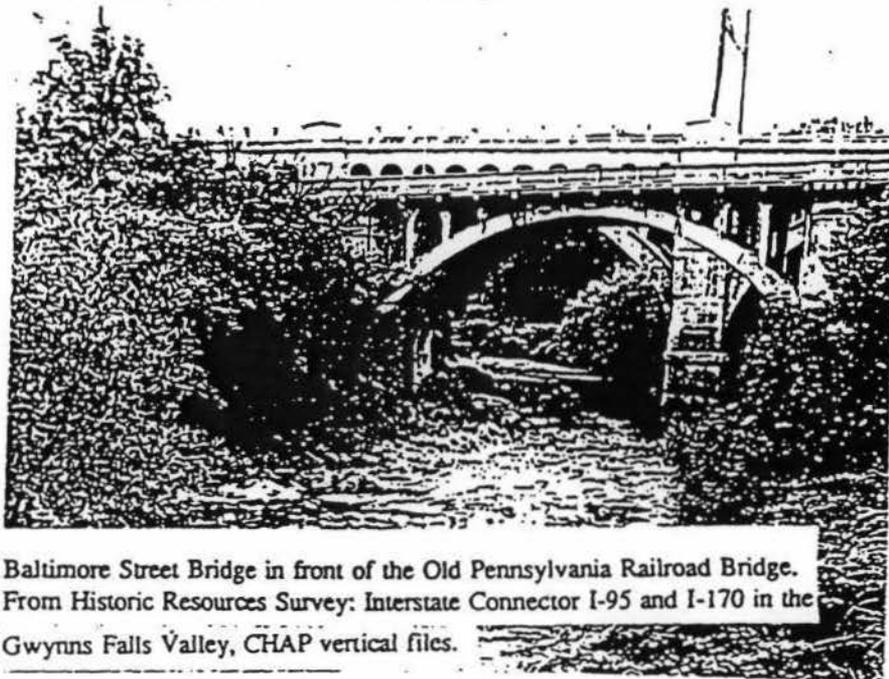
A BOULEVARD—BALTIMORE



A PARKWAY—BALTIMORE.

Three images illustrating the different types of roads.
From Olmsted Brothers 1926, *Report of Recommendations of Park Extension for Baltimore.*

are eight open arches symmetrically dispersed. The paneled parapet cantilevers past the plane of the piers creating an image of a cornice. Spandrelled piers visually break up the bridge along with dentils that line up with the ribs of the arches. Visually they tie the parapet wall into the arches below. Without mimicking or conflicting with the old Pennsylvania Railroad Viaduct, the Baltimore Street Bridge accents the railroad bridge.



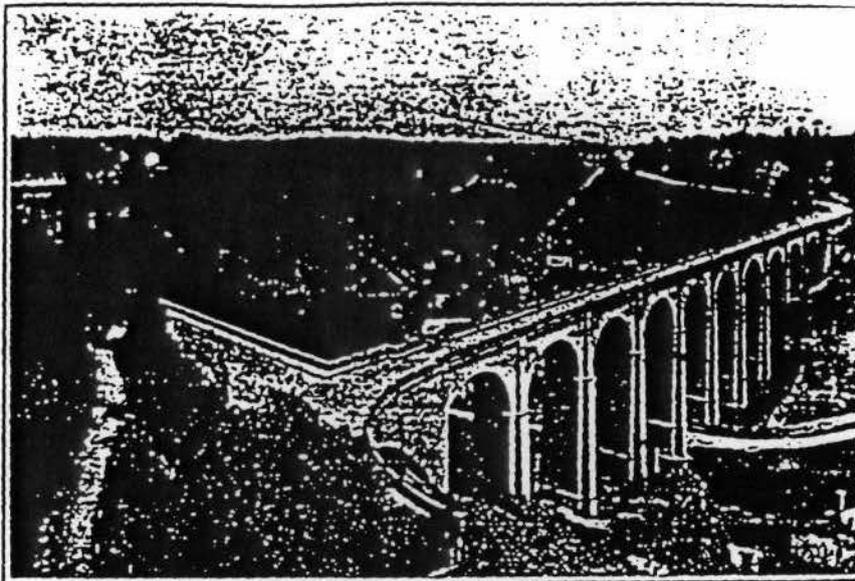
Baltimore Street Bridge in front of the Old Pennsylvania Railroad Bridge.
From Historic Resources Survey: Interstate Connector I-95 and I-170 in the
Gwynns Falls Valley, CHAP vertical files.

The location and the design of the Baltimore Street Bridge were directly and indirectly influenced by the 1904 Olmsted Park report. The report states:

"We recommend a viaduct running on the shortest line across the valley in a southwesterly direction from a point opposite end of Baltimore Street extended. This Viaduct would be nearly parallel with that of the Pennsylvania Railroad"¹².

Furthermore, the Olmsted Brothers point out the scenic beauty as well as several other components; "from the bridge over Gwynns Falls can be seen the picturesque portion of that valley now visible from the railroad bridge and from the mill-race"¹³. The Baltimore Street Bridge ornamentation is only seen from the mill-race or deep within the Valley.

Indirectly, the Olmsted Plan of 1904 influenced the design of the bridge. On page 96 under the heading 'Western Parkway' there is a picture of the Viaduct at Dinan France. Underneath the picture is a caption that states, "In striking contrast with the flimsy looking and undignified structures wick Baltimore has thus far built". The picture and caption are found in the western Parkway section, where it recommends the location of the Baltimore Street crossing. The viaduct within the picture is a ten span bridge with elegantly decorated arches and dentils on the soffit side of the cantilevered parapet. Several motifs of the viaduct at Dinan France were transferred into the design of the Pennsylvania Railroad Bridge and the Baltimore Street Bridge.



Viaduct at Dinan, France: In striking contrast with the flimsy looking and undignified structures which Baltimore has thus far built.

From Olmsted Brothers Report of 1904.

The resources within the potential Ellicott Driveway Historic District, which includes Ellicott Driveway, lower Gwynns Falls Park, Baltimore Street Bridge, the Old Pennsylvania Railroad Viaduct, create a unique harmony between nature and the built environment. Essentially it is a tribute to the foresight of city planning in the early 20th century. Moreover, the potential historic district illustrates the pervasive influence the Olmsted Brothers report of 1904 had on Baltimore City. The genius of this plan lives on today in such works as the Gwynns Falls Park, Herring Run Park, Stoney Run Park, Wyman Park, Patapsco River Valley and countless others. Consequently, the soundness of the plan is currently influencing proposed works such as the Gwynns Falls Trailway plan. As the Baltimore metropolitan region heads into the 21st century, as suburbia sprawls out onto the diminishing countryside, the 1904 Olmsted report and all its manifestations (i.e. parkland) can lend great insight into the planning of our evermore precious open spaces.

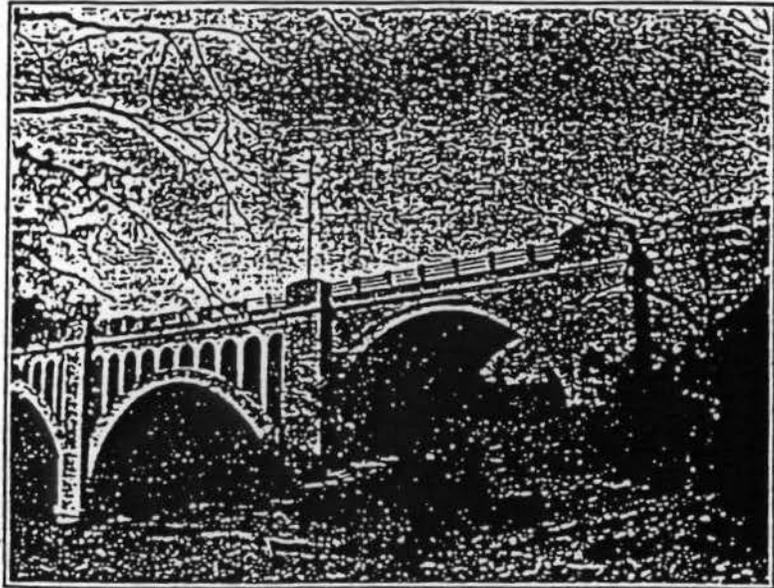
Its Aims and Accomplishments



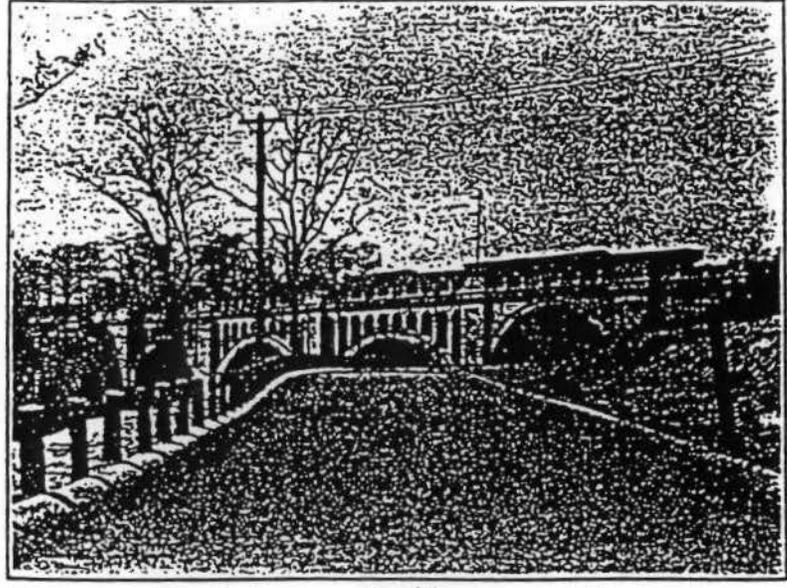
AN ARCHED PERSPECTIVE

This road, so gracefully following the curves of the stream in Gwynn's Falls Park, exemplifies the kind of city planning that adapts itself to the contours of the *terrain* and at the same time takes full advantage of natural beauty.

From *The Municipal Art Society of Baltimore City: Its Aims and Accomplishments.*



BEFORE



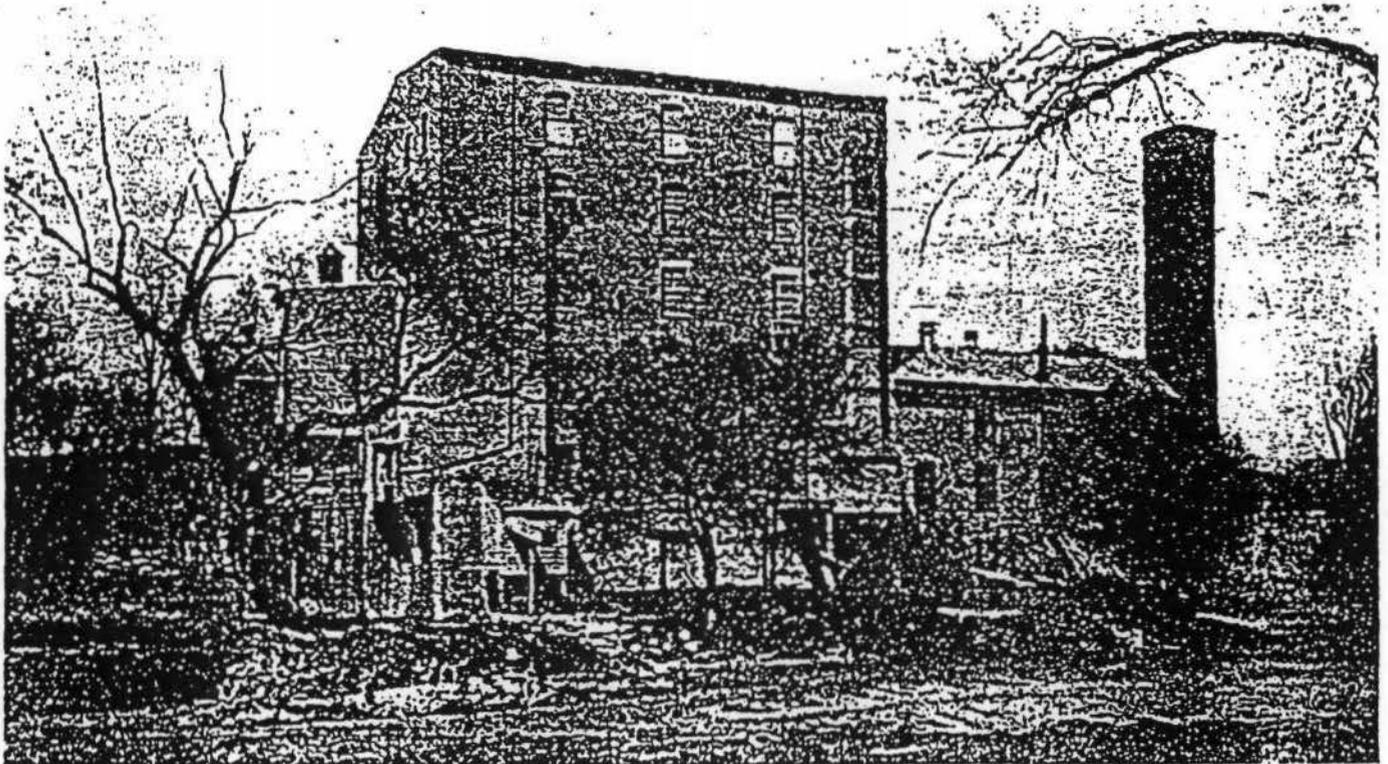
AFTER

Old Pennsylvania Railroad Bridge
From Opening of Ellicott Driveway Frederick Road to Franklin Road, June 1, 1917

Suggestions For Further Study

1. Prehistorical and historical Archaeology within the Gwynns Falls Valley would yield rich data. As early as 1735 there is mention of condemnation of 100 acres on both sides of the Gwynns Falls for use as Iron Mill. There is further mention of evidence that a saw mill and mill race predate the construction of iron mills.
2. Within the overall comprehensive Baltimore City park plan, the Gwynns Falls Valley is just a small piece. Scholarly research into the influence of the Olmsted Firms on Baltimore City would produce great insights on the city for future planners. It would also lend insight on how to manage the post WWII suburban sprawl.
3. Great consideration for the pursuit of National Register and Baltimore City historic district nomination should occur.
4. The Olmsted firm worked profusely in Baltimore. A Survey should be done of all the work in Baltimore. The Friends of Olmsted Parks have contributed significantly to this effort.
5. This report has focused primarily on the Olmsted Firm 1904 influence on Gwynns Falls and Ellicott Driveway. Historical research on the Valley and Driveway from 1904 to the present would help guide this scenic area through future planning activities.

1729—BALTIMORE—1929



Old Gwynns Falls Mills, near Frederick Road

ENDNOTES

1. Department of Recreation and Parks, and Planning of Baltimore City are working with the Trust for Public Land to develop a fourteen mile hiker/biker trail that will follow the Gwynns Falls Stream Valley. The Master plan is being developed by a multi-discipline design team headed by Diana Balmori. The trail will be constructed in three phases with the first to begin in late fall of 1995 and continue over the next three years.
2. Warren Brown, *The Municipal Arts Society: Its Aims and Accomplishments*, Horn-Shafer Company, ca. 1930, p. 12.
3. Olmsted Brothers, *Development of Public Grounds of Greater Baltimore*, Municipal Art Society of Baltimore City, 1904, Copyright and reprinted in 1987 by the Friends of Maryland's Olmsted Parks and Landscapes, p. 57.
4. Sherry Olson, Baltimore, The Building of an American City, Johns Hopkins University Press, 1980, p. 254.
5. Olmsted Brothers, p. 71.
6. Fred Shoken, *Historic Resources Survey: Interstate Connector Between I-95 and I-170 In The Gwynns Falls Valley*, Baltimore City Commission For Historical and Architectural Preservation, 1982.
7. Baltimore City Municipal Journal, *Ellicott Driveway: What It Is And What It Means For The West End*, January 14, 1916.
8. Municipal Journal, January 14, 1916.
9. Olmsted, p. 38.
10. Olmsted, p. 40.
11. Olmsted Brothers, *Report and Recommendations on Park Extension for Baltimore*, Department of Public Works, 1916, p. 15.
12. Olmsted, 1904, p. 95.
13. Olmsted, 1904, p. 95.

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"Some Of The Problems Related To The City Parks", August 6, 1915.

"Ellicott Driveway To Be Of Practical Service As Well As Beautiful", September 17, 1915

"The Ellicott Driveway: What It Is And What It Means For The West End", January 14, 1916

"Formal Opening of Ellicott Driveway On June 1st.", May 25, 1917.

"Mayor Preston Recalls Interesting History of Gwynns Falls Valley", July 12, 1917.

Baltimore Sun:

"12,000 Attend Dedication of Gwynns Falls Bridge", January 16, 1932

"Pleasures of Gwynns Falls Park Fifty Years Ago", September 13, 1970

"Beautiful Gwynns Falls Park", February 15, 1915

"Study In Arches; Image by A Aubrey Bodine", May 10, 1936

"Groups Strive to Maintain Legacy of Parks", September 25, 1986

News American:

"Formal Opening of West Baltimore Street Bridge", January 16, 1932

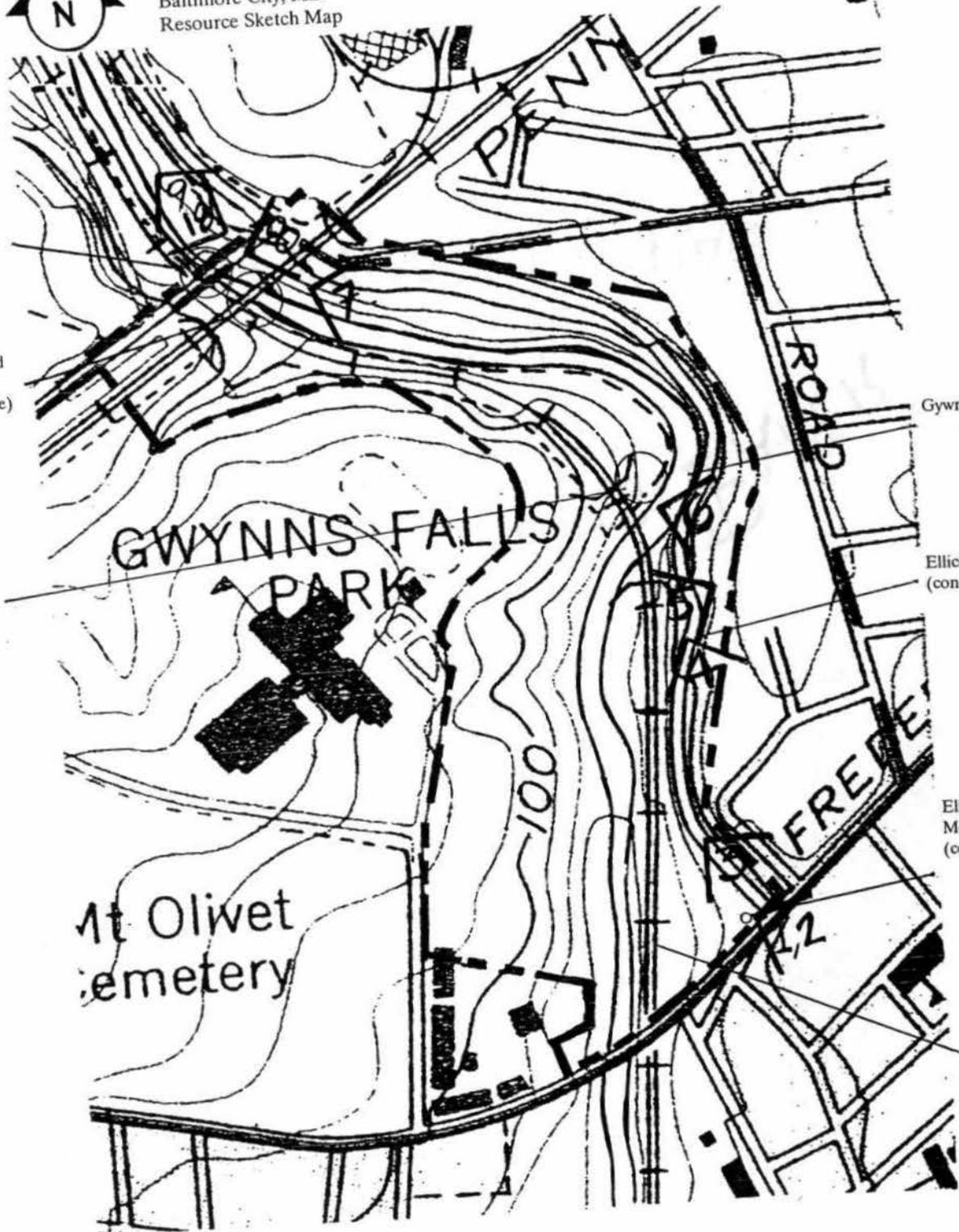
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Mayor Broening Files.

B-1314 Ellicott Driveway Historic District
Baltimore City, MD
Resource Sketch Map



West Baltimore Street Bridge
(contributing resource)

Pennsylvania Railroad Viaduct
(contributing resource)

Quarry Wall
(noncontributing resource)

Gwynns Falls

Ellicott Driveway
(contributing resource)

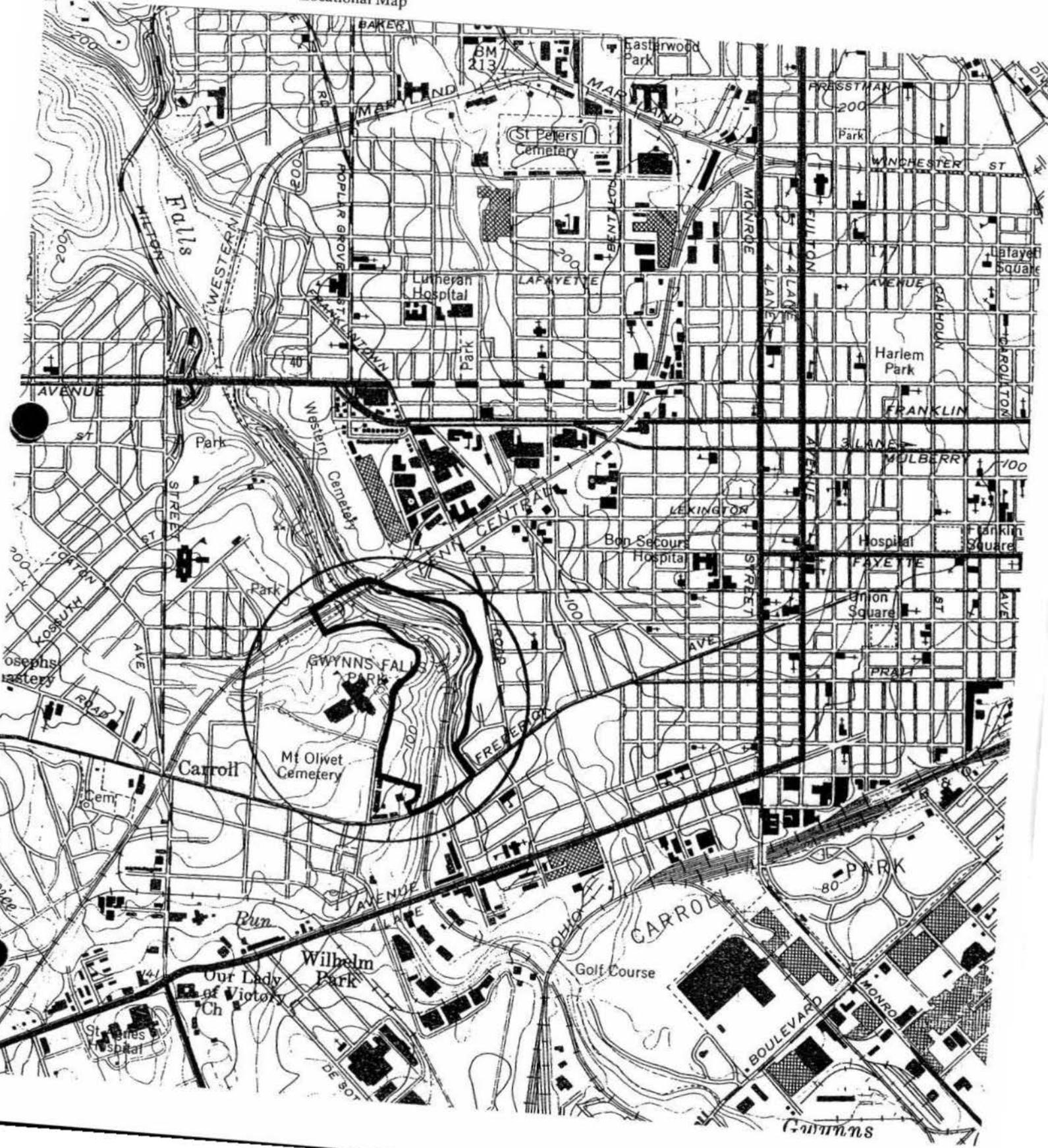
Ellicott Driveway Monument
(contributing resource)

Mt Olivet Cemetery

Western Maryland Railroad Railway
(noncontributing resource)



Appendix 6: B-1314 Elicott Driveway Historic District
Baltimore City, MD
Locational Map



FREDERICK AVE

DETOUR



LOCAL TRAFFIC



MHPA B-1311

ELLCOTT DRIVEWAY MONUMENT

BALTIMORE, MD

WARD 15-14-18-1

MARCH 2009

LOOKING WEST AT THE INTERSECTION
OF ELLCOTT DRIVEWAY AND

FREDERICK AVENUE, ELLCOTT
DRIVEWAY MONUMENT

5827 13 160235 7606



ELICO
DRIVE

NIHF # B-1314

3/12/21
WANT TO
WANT TO

NOV 21

DO NOT
DO NOT
FREDERICK
FREDERICK

T. COFFIN



MHP # B-1314

ELLCOTT DRIVEWAY

BALTIMORE CITY, MD

WARD BUCHER

MARCH 2000

LOOKING NORTH WEST AT FREDERICK AVE. ENTRANCE

3 of 13

0027 13 180227 P005



MHP # B-1314
ELLIOTT DRIVEWAY
BALTIMORE, MD
WARD EUCHER
MARCH 2000

LOOKING NORTH EAST AT AIR AND PAVING,
PAVEMENT OF ELLIOTT DRIVEWAY

#11 30 18



MHP# B-1314
ELLIOTT DRIVEWAY
BALTIMORE, MD
TAD DAVIDOVIC
MARCH 2005

5827 13 100176 P011

VEN FROM ELLIOTT DRIVEWAY
LOOKING EAST AT STONE RETAINING
WALL

1, 02 10



MHP # B-1314
ELLCOTT DRIVEWAY
BALTIMORE, MD
WARD BUCHER
MARCH 2000

LOOKING WEST DOWN BANK
TO GYNNAS FALLS FROM
ELLCOTT DRIVEWAY

3 of 13



MHP # B-1311

ELLIOTT DRIVEWAY

BALTIMORE, MD

WARD KULHER

MARCH 2000

S027 +3 700215 P011

VIEW FROM ELLIOTT DRIVEWAY LOOKING NORTH WEST
AT THE PENNSYLVANIA RAILROAD VIADUCT SOUTH OF
BALTIMORE STREET.

7 of 12



MIHP # B-1317

ELLCOTT DRIVEWAY

BALTIMORE, MD

WALD MUCKER

MARCH 2000

0027 13 100238 P011

VIEW FROM ELLCOTT DRIVEWAY LOOKING SOUTH WEST
AT WEST BALTIMORE STREET BRIDGE.

8 of 13



MIHP # B-1314

ELLIOTT DRIVEWAY

BALTIMORE, MD

WARD BUILT HERE

MARCH 2000

SOFT 13 188253 P825

ELLIOTT DRIVEWAY LOOKING NORTH WEST.

4 0 57 18



MIHP # B-1314

ELLCOTT DRIVEWAY
BALTIMORE, MD

WARD BUCHER

MARCH 2000

5827 43 10019 1016

LOOKING EAST AT THE REMAINING
STONE WALL ALONG EASTERN SIDE OF ELLCOTT
DRIVEWAY.

2 100' 2



MIHP # B-1311
ELLIOTT DRIVEWAY
BALTIMORE, MD
WARREN FUCHTER.
MARCH 2000

VIEW FROM ELLIOTT DRIVEWAY
LOOKING WEST AT GYMNAS FALLS
ON VA-77 STATE

11 of 100



MHP # B-1314
ELLCOTT DRIVEWAY
BALTIMORE, MD
WARD BUCHER
MARCH 2000

ELLCOTT DRIVEWAY, LOOKING
NORTH WEST

0705 072001 05 2205

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MIHP # B-1314
ELLIOTT DRIVEWAY
BALTIMORE, MD
WARD IV
MARCH 2000

VIEW LOOKING WEST FROM ELLIOTT DRIVEWAY
AT CURB ALONG WESTERN EDGE OF
ELLIOTT DRIVEWAY.

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MHP # B-1314

11120TH SOMERWAY

LAUREL, MD

WARD BUCHER

MARCH 2000

RETAINING WALL WITH GRADE WISE JOINT ALONG
EASTERN BANK OF 11120TH SOMERWAY

#1314 B



MIHP# B-1314
ELLCOTT DRIVEWAY
BALTIMORE, MD
WAKE EUCHEE
MARCH 2000

5027 48 100666 100

VIEW FROM ELLCOTT DRIVEWAY
LOOKING NORTH AT EDWARDS
AVENUE BRIDGE.

#150⁰ 100



MHP# B-1314

ELLCOTT DRIVEWAY

TOWNSHIP, MD

WALD KILCHER

MARCH 2001

TERMINUS OF ELLCOTT DRIVEWAY AT ROSEMONT
NEIGHBORHOOD

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ASHP # R-17H
ELECTRICAL
BALTIMORE, MD
KANS. POWER
MAY. 11 2001

WORKING SOUTH AT A PORTION OF THE
REINFORCED CONCRETE RETAINING WALL TO BE
REPLACED WITH THE CONCRETE RETAINING WALL.

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ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED