

B-5275

Fort Holabird

Architectural Survey File

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

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

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Last Updated: 02-04-2016

MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes _____
no X

Property Name: Fort Holabird Inventory Number: B-5275
Address: Holabird Avenue Broening Hwy., former Pennsylvania Railroad, South Rd., Detroit Ave., Pine Ave., and Dundalk Ave. Historic district: X yes _____ no
City: Baltimore Zip Code: 21224 County: Baltimore City
USGS Quadrangle(s): Baltimore East
Property Owner: various Tax Account ID Number: N/A
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Red Line Project -- Reforestation and Landscaping Sites Agency: Maryland Transit Administration
Agency Prepared By: RK&K, LLP
Preparer's Name: Christeen Taniguchi Date Prepared: 3/24/2014
Documentation is presented in: Maryland Historical Society, Maryland Historical Trust, National Archives, and ProQuest
Preparer's Eligibility Recommendation: _____ Eligibility recommended X Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: _____ yes _____ Listed: _____ yes _____
Site visit by MHT Staff _____ yes X no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

Fort Holabird was a U.S. Army military facility established in 1917 during World War I as Camp Holabird. 265 acres of this property, located in east Baltimore and the Dundalk community of Baltimore County, was evaluated for the National Register of Historic Places (NRHP). The former fort was generally bordered by Holabird Avenue to the north; Broening Highway to the west; the former Pennsylvania Railroad, South Road, Detroit Avenue, Oak Avenue, and Pine Avenue to the south; and Dundalk Avenue to the east. The primary entrance was located off of Holabird Avenue. The former Baltimore & Ohio Railroad runs from west to east near the north end of the property, and Colgate Creek meanders through the south and east ends of the fort. The setting is industrial to the west and southwest, commercial to the north, and residential to the east and southeast. The fort closed in 1973 and no longer exists today; most of its buildings and structures have been demolished, and the streets within the property have been reconfigured. A significant part of the fort's original land is now the Holabird Business Park, and there is also a city-owned park called Cimaglia Park located near the southeast end. The Fort Holabird elements that remain are the following:

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended X
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MHT Comments:

Jim Taniguchi
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

6/11/2014

Date

6/12/14

Date

- 1) Jecelin U.S. Army Reserve Center (built 1960) (MIHP# B-5134). The Jecelin U.S. Army Reserve Center was evaluated for NRHP listing in 2006 and was determined to be not eligible.
- 2) Poured concrete retaining wall (circa 1918).
- 3) Warehouse/commissary (1942-43).
- 4) Y.M.C.A./officers' open mess (and swimming pool, stone walls, and barbecue pit) (circa 1918).
- 5) Possible bridge ruins (circa 1941).
- 6) Three test course ramps and associated features (1942).
- 7) Cummins Apartments (circa 1950).

The extant elements of Fort Holabird are described below:

1) Jecelin U.S. Army Reserve Center

The reserve center is located at 1900 Broening Highway, at the southwest corner of the highway with Holabird Avenue. It was previously evaluated for the NRHP and found not to be eligible, and is being evaluated here as part of the Fort Holabird district. Its main building was constructed in 1960 as a U.S. Army Reserve Center and continues to serve this purpose today. The property also consists of an operations and maintenance building built in the same year. The main building, designed with no architectural style, is oriented on a north-south axis; there are two stacked wings at the west (rear) elevation, forming a building with a T-shaped plan. The main section of the building is two-stories tall, and the wings are each one-story. The east-facing façade is asymmetrical and the foundation is most likely made of concrete. The exterior walls are clad with red bricks. The primary entrance is located at the façade, consisting of metal and glass double doors. Original metal letters above the door spell out "U.S. Army Reserve." The entrance is recessed within a two-story opening and sheltered by the principal roof. A secondary entrance at the north elevation consists of metal double doors, each with a small single rectangular light, and a single door is located at the south elevation. The wings have additional secondary entrances, including a garage door. At the second floor above the primary entrance are ribbon windows consisting of four fixed vinyl sashes. Most of the other windows have vinyl, double hung sashes. The main section of the building is sheltered by a nearly flat side-gabled roof, and the wings also have very low-pitched gabled roofs. There is a brick chimney at the west slope of the main building. The entire roof is clad with a bituminous material.

The operations and maintenance building is located to the southwest of the main building. It has a concrete foundation, and exterior walls made of cinderblocks clad with brick. Three garage openings with metal roll-up doors are located at the north-facing façade. The building's shed roof is clad with bituminous material. The property is located at a higher elevation than Broening Highway. Facing east, the front and south sides of the property are landscaped with a lawn and trees, with the rear clad with asphalt paving.

2) Poured concrete retaining wall

This poured, reinforced concrete wall was constructed in circa 1918, bordering the west boundary of Fort Holabird along Broening Highway. The wall is 910 feet long, fifteen to twenty inches wide, and six feet tall at the north end and seven feet four inches at the south end. The fort and railroad are located at a higher elevation than the highway and this retaining wall serves to reinforce this area. The wall is parged and has concrete coping as it tapers down running north and south from its peak at the railroad alignment.

3) Warehouse/commissary

This former warehouse/commissary is located at 6201 Seaforth Street, at the end of a cul-de-sac within the Holabird Business Park. Building construction for this World War II-era warehouse began in 1942 and was complete in January of the following year; by the 1960s it was used as a commissary, post quartermaster, self-service supply center, clothing sales store, furniture repair

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Date

Reviewer, National Register Program

Date

shop, and clothing and textile FM shop. It is today occupied by a freight distribution company. Designed with no architectural style, this 87,242 square foot building is oriented on an east-west axis and has a rectangular plan. It is one-story tall, and the foundation is most likely made of concrete. Bricks and corrugated metal panels clad the exterior walls. The primary pedestrian entrance into the office is located at the asymmetrical east-facing façade. It has a single vinyl and glass door facing onto a concrete partial-width porch with metal handrails. There are also two other secondary entrances, each with a single metal door, located on either end of the façade. The north and south elevations have loading bays. At the north elevation, the bays face onto a concrete loading dock that is sheltered by a shed roof. The façade has several two light vinyl sash windows for the office. The building is sheltered by a low-pitched front-gabled roof with a clerestory along its peak; the clerestory has exterior walls clad with corrugated metal panels, and windows on both the north and south sides. There are what appear to be skylights along the clearstory peak, and a brick chimney is at the south gable slope of the main roof. The entire roof is clad with bituminous material. The building is surrounded by asphalt paving, with a small lawn adjacent to the façade.

4) Y.M.C.A./officers' open mess (and swimming pool, stone walls, and barbecue pit)

The Y.M.C.A./officers' open mess, swimming pool, stone walls, and barbecue pit are located at 6401 Beckley Street, at the southeast corner of Beckley and Van Deman Streets within the Holabird Business Park. The building was most likely constructed in 1918 to house the Young Men's Christian Association (Y.M.C.A.), but has been heavily modified since that time. It later became the officers' open mess, and today houses the Baltimore Chapter of the Vietnam Veterans of America (Chapter 451). Designed with no architectural style, the building is oriented on an east-west axis and has an irregular plan. It has brick wing additions on the west and east sides, and wood sided additions at the south (rear) elevation. The building is one-story tall, and the foundation is concrete. The exterior walls are made of rough-cut, irregular coursed stone. The number "65," its former Fort Holabird building number, is painted on the north end of the west elevation.

There are two symmetrically placed primary entrances located at the asymmetrical north-facing façade. The west primary entrance consists of a single wood door with a single light, facing onto a partial-width porch with a concrete landing, concrete steps and iron pipe handrails. The porch is supported by a rough-cut, irregular coursed stone pier and rail with concrete coping, and sheltered by a shed roof clad with asphalt shingles. The east primary entrance is similar, but has a single wood door with a narrow single light, flanked by vinyl siding. This entrance has a wood ramp with wood handrails. A secondary entrance is located at the west elevation of the main building. It consists of a north-facing single door located within an enclosed rough-cut, irregular coursed stone porch that has a single wood sash window with nine lights; the porch is sheltered by a shed roof clad with asphalt shingles. Another secondary entrance is located at the south elevation, with a single wood paneled door that has two lights. The north elevation of the west wing has an entrance consisting of a single metal door sheltered by a partial-width porch with a concrete landing, iron pipe rails, concrete and brick steps, and a wood ramp with wood handrails. Simple wood posts support the porch's front-gabled roof that has a gable end clad with vinyl siding and a roof with asphalt shingles.

Most of the building has replacement vinyl-sash one-over-one windows that are single, paired, or triple with concrete sills and metal security grills. These include the windows within the porches at the façade. The paired windows within the façade gable still have multi-light wood sashes. There are also some boarded-up single windows at the west elevation. The building's moderately-pitched, cross-gabled roof has vinyl siding within the gable ends. The roof is clad with asphalt shingles. Four moderately-pitched gable dormers are located at the façade side of the roof and three moderately-pitched gable dormers at the south side; the dormer windows are boarded up and roofs are clad with asphalt shingles. The building has two interior brick chimneys. Two signs are mounted at the façade gable end, one for the "Vietnam Veterans of America Baltimore Chapter 451" and the other for the "Maryland Chapter No. 33 Korean War and Korea Defense Service Veterans Association."

The swimming pool, now filled in, is located to the east of the open mess. The pool's changing room building, with concrete steps on the roof into the former pool, remains at its southern end. Situated behind the open mess building to the south is a rubble stone

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Date

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Date

wall in two sections and topped with pointed stone coping. Located to the south of the stone wall is a rubble stone barbecue pit with concrete coping. The property has a lawn, along with some trees and bushes, with an asphalt-paved drive curving to the front; concrete pedestrian pathways extend around the building, also leading to an asphalt-paved parking area to the rear. The property is surrounded by a metal fence.

5) Possible bridge ruins

Pieces of concrete are located in Colgate Creek that may have been part of a circa 1941 concrete bridge that once crossed this location. No bridge approach remnants remain. Because of the state of this ruin, it is no longer considered a built historic resource.

6) Three test course ramps and associated features

Constructed in 1942 as part of Holabird's Automotive Experimental Test Course, three test course ramps are located in a wooded area on a hillside at the west end of Cimaglia Park. Made of concrete, the tiered ramps are each 13 feet wide, and vary in length, but average about 150 feet. The ramp at the lowest grade (20 degrees) is to the northwest, the medium grade ramp (40 degrees) is in the middle, with the steepest one (60 degrees) at the southeast end. The concrete approach to each ramp, located at the top of the hill, is the shortest for the 20 degree ramp, and gradually longer for the two steeper ramps. The ramp and approach surfaces have parallel horizontal grooves, with deeper grooves at the 60 degree ramp, and are bordered by reinforced concrete curbs. Each ramp has a concrete drain running adjacent to the southeast side; the drains next to the 20 and 40 degree ramps are curved, while the one next to the steep ramp is straight and parallel to its adjacent ramp. The 40 and 60 degree grade ramps have the remnants of a winch device consisting of an iron I-beam embedded in concrete on either side of the top of each ramp. The two I-beams of the 40 degree grade ramp have an iron ring near the top, and one has remnants of a chain. One of the I-beams of the 60 degree grade ramp has its ring, but the other no longer has one. Each of the four I-beams is four feet tall. The steep grade ramp also has a large iron ring, eight inches in diameter, embedded into the center of the top of the ramp via a smaller iron ring. The ramps are currently not being maintained, with portions of the ramps and the drains obscured from view due to dirt, vegetation, and debris.

7) Cummins Apartments

This 150 unit apartment complex is located on the west side of Dundalk Avenue, just north of Oak Avenue. Constructed in circa 1950 to house Fort Holabird military personnel, it has been renamed Portside Apartments and currently provides affordable housing. The complex consists of eleven buildings: seven apartment buildings, two sets of rowhouses, what appears to be a trash incinerator building, and a modern community and leasing center. None of the buildings have an architectural style.

Seven apartment buildings are located throughout the property. They each have an irregular plan and are two- to three-stories tall with a basement level; the foundation is most likely concrete. The exterior walls are made of brick, with stucco bands between the upper story and the floor below. There are also stucco-clad panels located just above some of the bands. The primary entrances into the apartment buildings each consists of a metal and glass door with side lights. Each of the circa 2006 two-story porch additions has a concrete landing and concrete steps with metal hand rails. The first floor of the porch has wood posts on brick and concrete bases, sheltered by a hipped roof clad with asphalt shingles. Stucco-clad piers extend to the third floor and are topped by a hipped roof; metal rails are located between the piers at the second and third floors. The buildings have mostly single and paired replacement vinyl windows, and some glass block window openings at the basement level. The roof is either flat and clad with bituminous material or is side-gabled and clad with asphalt shingles. The flat roofs have parapets and a stucco-clad band, with vents that have latticed openings, bordering the roofline.

The two rowhouses each consists of four houses with a rectangular plan. The buildings are two-stories tall with a basement level, and the foundation is most likely made of concrete. The exterior walls are made of brick. The primary entrances are located at the façade of each house, consisting of a single wood paneled door with two small lights. There are two porches, each with a brick foundation, concrete landing and steps, and metal rails. Wood posts support a shed roof clad with asphalt shingles. The single or

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Date

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Date

paired windows have vinyl sashes. The roofs are flat with parapets and clad with bituminous material. A stucco-clad band, that has vents with latticed openings, borders the roofline.

A vacant brick building, possibly originally used for trash incineration, is located at the west end of the property, behind one of the apartment buildings. It is located on north-south axis and has a rectangular plan, along with a shed roof corrugated metal clad addition at the north elevation. The building is one-story tall, and the foundation is most likely made of concrete. The exterior walls are made of brick. The east elevation has double metal doors with a boarded up transom above. Of the three windows, two are boarded up and the one at the south elevation is partially boarded up, but still has a metal sash with multiple lights. The west elevation could not be observed. The flat roof has a parapet and is clad with bituminous material. There is an exterior brick smokestack located at the south elevation.

Constructed in 2006, the modern community and leasing center is at 2125 Cameron Drive and faces onto Dundalk Avenue. The building is oriented on an east-west axis and has a rectangular plan. It is one-story tall, and the foundation is most likely made of concrete. The exterior walls are made with bricks. The primary entrance at the east-facing façade consists of a single wood door with multiple lights that is surrounded by side lights and a transom. Each elevation has a porch with wood supports on brick and concrete bases, and sheltered by a hipped roof clad with asphalt shingles. The building has single and paired vinyl sash windows, and a hipped roof clad with asphalt shingles.

Asphalt-paved roads, named Cameron Drive and Woods Parkway, run through the complex that also has asphalt-paved parking areas, concrete sidewalks and pedestrian pathways, stone pedestrian pathways, lawns, trees, and shrubs. A metal fence with brick piers borders the front of the property facing Dundalk Avenue. There is also a free-standing sign for "Portside Apartments" on the south end of the property and along the avenue.

Historic Context

Fort Holabird was established by the U.S. Army in 1917 during World War I on 96 acres north of Colgate Creek, in what is today the eastern section of Baltimore City (Welcome to Fort Holabird, p. 15). Easy accessibility to railroads, roads, and water transportation was an advantage for this site (Stayer) that had been farmland (Merritt). The installation was named Camp Holabird after Brigadier General Samuel Beckley Holabird, the Army Quartermaster General from 1883 to 1890 (Stayer). This was originally Quartermaster Mechanical Repair Shop Unit No. 306, but camp functions and size soon grew. The Motor Storage Depot was established by 1918, comprising the whole camp, and was the Army's first large motor vehicle base ("Holabird Unique Camp" and Welcome to Fort Holabird, p. 15). During the war, the camp developed and tested military vehicles, and trained vehicle drivers and maintenance personnel. It also served as the receiving and shipping point for all automobile transportation equipment to the American Expeditionary Forces in France (Welcome to Fort Holabird, p. 15). There were 200 buildings on 237.6 acres at the time (Meyer), serving about 3,000 men ("Holabird Unique Camp"). One of the original buildings at Fort Holabird is still extant and located at the southeast corner of Beckley and Van Deman Streets. It was built as Holabird's Y.M.C.A. facility and was clad with horizontal wood boards instead of stone at the time ("Y' Building at Holabird Opened"). The building later became the officers' open mess, the social center at the post for the officers, with a restaurant and entertainment facilities including a cocktail lounge (Welcome to Fort Holabird, p. 9). The officers' swimming pool was located directly to the east of the officers' open mess; it has since been filled in, but the concrete landing and steps into the pool are still standing.

Construction slowed down after the end of World War I, with many war-time buildings taken down. The installation was renamed Holabird Quartermaster Depot in 1920. It had 161 acres and a very much reduced personnel during peacetime, according to a 1928 Quartermaster Corps review (Stayer).

MARYLAND HISTORICAL TRUST REVIEW

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The facility expanded during World War II when additional adjacent land was purchased, and many additional buildings were constructed, growing to 349 acres and 286 buildings (Longe, p. 1-6). It was during this time that the extant warehouse (building no. 208, currently 6201 Seaforth Street) was constructed along with another warehouse (building no. 206, since demolished), adjacent and directly to its north; Baltimore & Ohio Railroad spurs ran adjacent to these buildings. The two warehouses replaced one smaller one at this location (Sanborn, 1936 and 1951). Warehouse no. 208 later became a commissary for Holabird. During the war, the post was renamed several times, reflecting changing uses, such as the Holabird Quartermaster Motor Base, Holabird Ordnance Motor Base, and Holabird Ordnance Depot. When the Ordnance Corps transferred to the Aberdeen Proving Grounds in 1943, the post was renamed the Holabird Signal Depot.

U.S. Army vehicles were conceived of and tested at Holabird, as they had been during the previous world war. The Army was, however, now facing a new type of war chiefly dependent on motor vehicle instead of animal transportation (Lawes, p. [1]). By 1940, a test course area, simulating field conditions, was established at the southeast section of Holabird; Cimaglia Park is located in part of it today. The course was part of the engineering and acceptance testing of military motor vehicles (Burgan, p. 2). It included hairpin curves, steep grades, mud holes, and slippery ditches ("New Midget Truck Getting Shakedown Test at Holabird"). The course had a few manmade features including a surface test course road, made as part of a Works Progress Administration project (Holabird Quartermaster Depot), corduroy roads, and a wood ramp at a 65 percent incline. It was during this time in the early 1940s that the iconic U.S. Army jeep prototypes were developed and tested at Holabird. The vehicles were originally called a "1/4-ton (4x4) light command-reconnaissance trucks (Rifkind, p. 51)," but would soon be commonly called the jeep. Not only would it continue to be important for military use, but would also successfully transition into a popular civilian vehicle. The 6 x 6 truck, a six-wheeled, six-ton machine called "Superman," was also tested at Holabird. General Dwight D. Eisenhower called this one the important vehicles that helped the Allies win World War II. The Army's first amphibious vehicles, such as the 2 1/2-ton "Duck," were developed and tested in Colgate Creek (Welcome to Fort Holabird, p. 15). An amphibious version of the jeep was also tested at Holabird. Both aquatic vehicles were successfully developed and used in battle, such as for Sicilian and Italian landing operations in 1943 (Rifkind, pp. 159 and 175). According to reports of military supply specialists that had been at the North African front, "American motor vehicles proved vastly superior (Rifkind, p. 37)," which could be attributed at least in part to testing at Holabird. The course was also used during field training of personnel for motor vehicle operation and maintenance.

The inadequacy of this course, however, became clear by 1942, after the United States entered World War II in support of the Allies. Because of the "make-shift character" of the existing course, it was often necessary to delay completion of vehicle testing pending arrangements for the use of other testing facilities at the Aberdeen Proving Ground; Ft. Belvoir, Virginia; Ft. Knox, Kentucky; and Ft. Bragg, North Carolina (Holtzkemper, p. 5). The lack of appropriate testing facilities at Holabird delayed completion of pilot model vehicle testing, and ultimately vehicle production critical for the war effort. The Holabird location was considered ideal because it was directly adjacent to railroads and in close proximity to Army headquarters in the District of Columbia (for supervision and contact), and had high quality engineering facilities (Burgan, p. 3). Pilot model vehicles, experimental vehicles, and vehicle component units and accessories were tested at Holabird in conjunction with the expert engineering staff (Holtzkemper, p. 5). The need to replace the extant course with an adequate test course was urgent.

The new course was completed in 1942 at the southeast section of Holabird, and included a concrete brake testing road, a concrete water basin for vehicles to run through, concrete paved side slopes, concrete paved roads, waterbound macadam roads and mounds, Belgian block paved roads, and gravel roads and walks. An element that still remains of this test course was constructed at this time, namely three concrete test ramps, each with a concrete drain running adjacent, and together located on a hillside at the west end of the test course. The ramp at the lowest grade (20 degrees) is to the northwest, increasing to the steepest one (60 degrees) at the southeast end. The steep grade ramp has horizontal grooves that may have been meant to be fitted with different material to simulate various terrain (Paisley). The two steeper ramps have remnants of winching devices. A contemporary account

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Date

B-5275

Fort Holabird

Page 7

described the Holabird test course as being famous as an Army "torture test" where vehicles were subjected to extreme punishment to prove their fitness for military use (Rifkind, p. 33). The course also continued to train military personnel for vehicle operation.

Also by the early 1940s, there were two concrete bridges crossing Colgate Creek that had been diverted to flow to the north. Leading to a circular road at the testing site, the bridges would have allowed test vehicles to be transported onto the testing course; what appear to be concrete rubble remnants of the western bridge are located in the creek today.

The Counterintelligence Corps quietly set up operations at Fort Holabird in 1943, serving during the last years of World War II. Two years later, the Counterintelligence Corps Center and School was officially moved to Fort Holabird, formally re-designated the U.S. Army Intelligence Center in 1954. The Intelligence School was created in 1955, training the Army's intelligence agents and counter agents. Meanwhile, the facility was given its final name, Fort Holabird in 1950 which gave it the status of a permanent installation of the regular U.S. Army (Welcome to Fort Holabird, p. 16 and Sehlstedt).

Ground was broken for Cummins Apartments in 1950 (Welcome to Fort Holabird, p. 16) as housing for fort military personnel and their families. The complex was named after Captain Peter M. Cummins, Jr. who was killed during World War II (Welcome to Fort Holabird, p. 16). The 6.6 acre complex was built by Charles A. Mullan and Thomas F. Mullan, Jr. after acquiring a 75-year lease from the Army under the Wherry Act ("Fort Holabird," p. [1]). As a reaction to the lack of adequate housing for military personnel after the war, the Wherry Act was a bill introduced by Senator Kenneth Wherry of Nebraska to provide for the construction of family housing on or around military installations. Developers could get low interest loans insured by the Federal Housing Administration. In the end, there were a total of 264 Wherry developments for three military departments in the country ("Capehart Wherry Era Military Housing").

The center section of the former Holabird Test Course was converted into an athletic field with baseball fields by the early 1950s (Guide to Fort Holabird). It was clear that the concrete ramps were no longer being used for their original purpose by this time when a one-story target shooting equipment building existed near the bottom of the hill (Sanborn, 1951); this building has since been demolished. The fort consisted of 372 acres in 1960, and the Army Reserve facility at 1910 Broening Highway was built in that year. By the late 1960s, Fort Holabird had three major activities, namely U.S. Army Intelligence Command, The U.S. Army Intelligence School, and Headquarters Fort Holabird (Welcome to Fort Holabird, p. 16 to 17). The 1968 brochure for new recruits, Welcome to Fort Holabird, described a self-contained installation that provided such typical amenities as barracks, mess halls, medical care facilities, libraries, a chapel, a theater, beauty and barber shops, a service station, and recreational and sports facilities for the recruits.

A decision was made in 1970 to close or cut back at several hundred military bases, including Fort Holabird. The Army Intelligence School moved to Fort Huachuca in Arizona and Fort Holabird closed in 1973 ("U.S. to Close or Cut 371 More Bases" and "Holabird Shutdown Certain by 1973, Long Announces"), selling nearly all of the property over the next few decades. The Army sold 223 acres to the City of Baltimore between 1977 and 1979; most of the fort buildings were demolished, creating the Holabird Business Park (Longe, p. 1-6). Part of the former Holabird Test Course, already converted to recreational use, was now Cimaglia Park. A few Department of Defense agencies continued to occupy the former fort until the mid-1990s (Paisley). The Baltimore Chapter of the Vietnam Veterans of America currently occupies the Y.M.C.A./officers' open mess, and the former warehouse/commissary is privately owned and used by a freight distribution company.

Significance Evaluation

Fort Holabird was evaluated for significance under NRHP Criteria A, B, C, and D, using the guidelines set forth in the National Register Bulletin "How to Apply the National Register Criteria for Evaluation."

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Fort Holabird was a U.S. Army facility established during World War I. It began as the Army's first large motor vehicle base, and also conceived of and tested military vehicles, most notably vehicles like the jeep during World War II. However, most of the elements of Fort Holabird that would have been contributing elements to the significance of the resource, have been demolished. While the property has significance, it has lost integrity and therefore is not eligible for the NRHP under any of the four criteria.

Integrity

Most of Fort Holabird has been demolished, including what would likely have been contributing elements such as the headquarters buildings, signal repair shop, warehouses, theater, library, commissary, and chapel. Only a few elements remain, namely the Y.M.C.A./officers' open mess (along with its adjacent stone wall and barbecue pit); a swimming pool that has been filled in; a warehouse/commissary; the U.S. Army Reserve; a concrete retaining wall; and concrete test course ramps. In addition, streets within the former fort were reconfigured when a large section was converted into a business park. While the former Baltimore & Ohio Railroad still runs through the facility, the spurs have been removed, and the one railroad bridge located within the property is modern. The property is hardly recognizable from the time it was a fort. Therefore, this former U.S. Army installation no longer retains integrity.

Works Consulted

"1. Little Brother," "2. Muddy Going," and "3. Flattens Hills." The Washington Post, 6 December 1940, p. 14.

Advisory Council on Historic Preservation. "Capehart Wherry Era Military Housing," updated 5 April, 2012. Web. 23 March 2014.

"Army Autos Speed Over Road in Dark." The Baltimore Sun, 11 October 1940, p. 7.

"Army Orders 3,000 of Midget Trucks." The Baltimore Sun, 4 December 1940, p. 9.

"Army Puts New Amphibian Car Through Tests at Holabird." The Baltimore Sun, 6 June 1941, p. 32.

"Auto Editors See New Army Trucks." The Baltimore Sun, 11 September 1941, p. 17.

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

B-5275

Fort Holabird

Page 9

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Criteria: ___A___B___C___D Considerations: ___A___B___C___D___E___F___G

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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Date

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MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

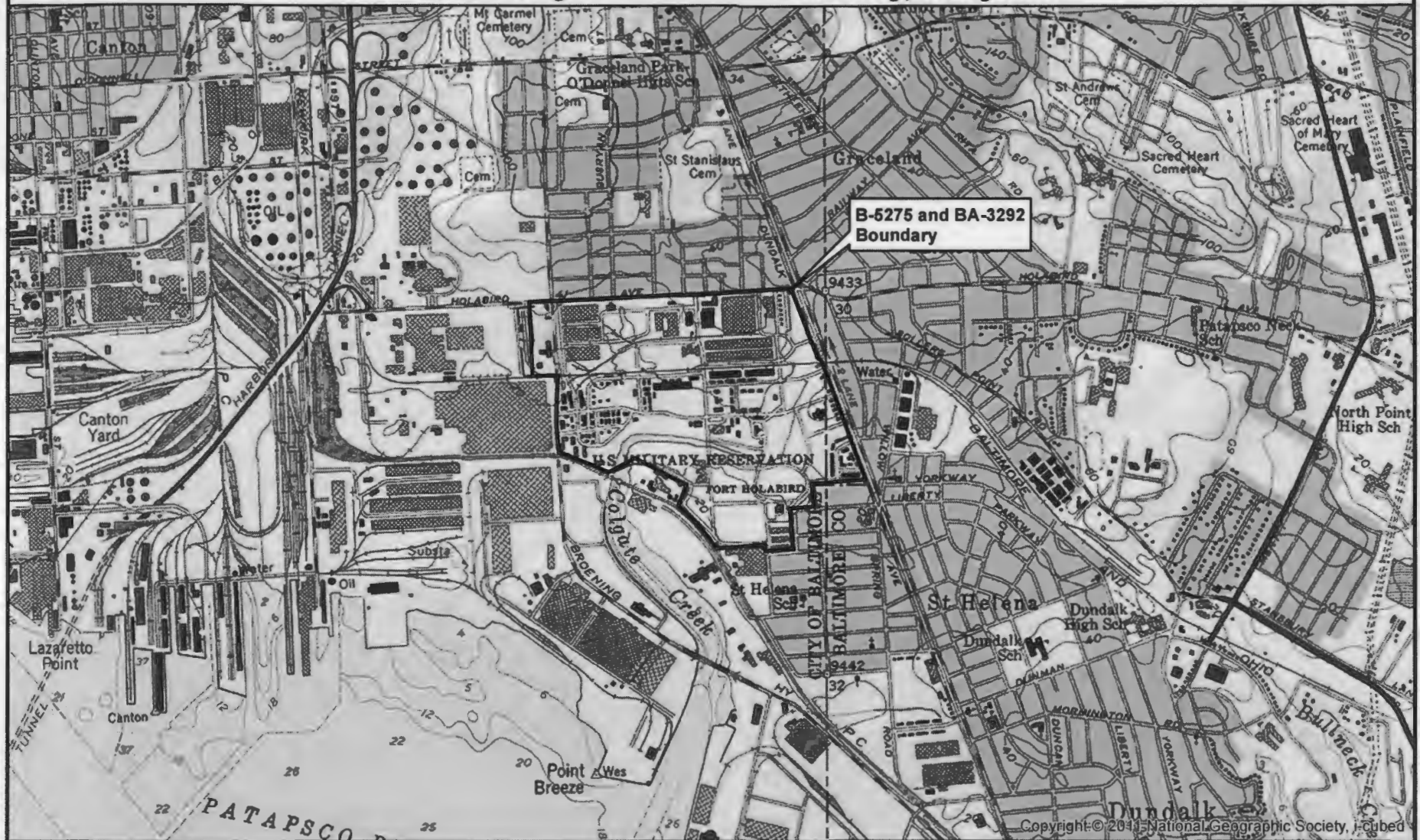
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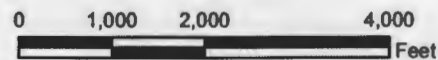
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Date

**Fort Holabird (B-5275 and BA-3292)
Holabird Avenue
Baltimore City and Baltimore County, Maryland**



Location Map



April 2014

Source: Baltimore East
USGS 7.5' DRG

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A horizontal scale bar with alternating black and white segments. It is marked with '0' at the left end, '700' at the midpoint, and '1,400' at the right end. The word 'Feet' is written at the far right end of the bar.

- April 2014

Photo Log**MIHP# B-5275 and BA-3292**

Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, Maryland

Photographer: Christeen Taniguchi and Ted Chadeayne

Dates: October 29, 2013; January 12, February 25, March 20, and March 25, 2014

#	Digital Image File Name	Description of View
1	B-5275 and BA-3292_2014-03-20_01.tif	<i>Jecelin U.S. Army Reserve Center – view southwest at the façade and north elevation</i>
2	B-5275 and BA-3292_2014-03-20_02.tif	<i>Jecelin U.S. Army Reserve Center – view northwest at the primary entrance at the façade</i>
3	B-5275 and BA-3292_2013-10-29_03.tif	<i>Poured concrete retaining wall - view southeast at the northern section</i>
4	B-5275 and BA-3292_2014-03-20_04.tif	<i>Poured concrete retaining wall - view northeast at the southern section</i>
5	B-5275 and BA-3292_2014-01-12_05.tif	<i>Warehouse/commissary – view southwest at the façade and north elevation</i>
6	B-5275 and BA-3292_2014-03-20_06.tif	<i>Y.M.C.A./officers' open mess – view southwest at the façade and east elevation</i>
7	B-5275 and BA-3292_2014-03-20_07.tif	<i>Y.M.C.A./officers' open mess, stone wall, and barbecue pit – view northeast</i>
8	B-5275 and BA-3292_2014-03-20_08.tif	<i>Officers' swimming pool – view southeast</i>
9	B-5275 and BA-3292_2014-02-25_09.tif	<i>Possible bridge ruins– view south</i>
10	B-5275 and BA-3292_2014-03-25_10.tif	<i>Test course ramps – overall view south</i>
11	B-5275 and BA-3292_2014-03-25_11.tif	<i>Test course ramps – view southwest from the bottom of the 20 degree ramp</i>
12	B-5275 and BA-3292_2014-03-25_12.tif	<i>Test course ramps – view northeast from the top of the 20 degree ramp</i>
13	B-5275 and BA-3292_2014-03-25_13.tif	<i>Test course ramps – view east at the 20 degree ramp approach</i>
14	B-5275 and BA-3292_2014-03-25_14.tif	<i>Test course ramps – view north at the 20 degree ramp and the top end of the adjacent drain</i>
15	B-5275 and BA-3292_2014-03-25_15.tif	<i>Test course ramps – view southwest from the bottom of the 40 degree ramp</i>
16	B-5275 and BA-3292_2014-03-25_16.tif	<i>Test course ramps – view northeast from the top of the 40 degree ramp</i>
17	B-5275 and BA-3292_2014-03-25_17.tif	<i>Test course ramps – view northeast at the 40 degree ramp approach</i>
18	B-5275 and BA-3292_2014-03-25_18.tif	<i>Test course ramps – view east at the winching device of the 40 degree ramp</i>
19	B-5275 and BA-3292_2014-03-25_19.tif	<i>Test course ramps – view east at an I-beam of the winching device of the 40 degree ramp</i>
20	B-5275 and BA-3292_2014-03-25_20.tif	<i>Test course ramps – view northeast at the top end of the drain adjacent to the 40 degree ramp</i>
21	B-5275 and BA-3292_2014-03-25_21.tif	<i>Test course ramps – view southwest from the bottom of the 60 degree ramp and its adjacent drain</i>

Photo Log
MIHP# B-5275 and BA-3292
Fort Holabird

#	Digital Image File Name	Description of View
22	B-5275 and BA-3292_2014-03-25_22.tif	<i>Test course ramps</i> – view northeast from the top of the 60 degree ramp
23	B-5275 and BA-3292_2014-03-25_23.tif	<i>Test course ramps</i> – view northeast at the 60 degree ramp approach
24	B-5275 and BA-3292_2014-03-25_24.tif	<i>Test course ramps</i> – view east at the winching device of the 60 degree ramp
25	B-5275 and BA-3292_2014-03-25_25.tif	<i>Test course ramps</i> – view northeast at the iron ring at the 60 degree ramp approach
26	B-5275 and BA-3292_2014-03-25_26.tif	<i>Test course ramps</i> – view east at an I-beam of the winching device and drain adjacent to the 60 degree ramp
27	B-5275 and BA-3292_2014-03-20_27.tif	<i>Cummins Apartments</i> – view west along Cameron Drive
28	B-5275 and BA-3292_2014-03-20_28.tif	<i>Cummins Apartments</i> – view northwest at 2102 and 2104 Cameron Drive
29	B-5275 and BA-3292_2014-03-20_29.tif	<i>Cummins Apartments</i> – view southwest at 2116 to 2124 Cameron Drive
30	B-5275 and BA-3292_2014-03-20_30.tif	<i>Cummins Apartments</i> – view southeast at 2107 to 2111 Cameron Drive
31	B-5275 and BA-3292_2014-03-20_31.tif	<i>Cummins Apartments</i> – view west along Woods Parkway
32	B-5275 and BA-3292_2014-03-20_32.tif	<i>Cummins Apartments</i> – view northwest at 2108 to 2114 Cameron Drive
33	B-5275 and BA-3292_2014-03-20_33.tif	<i>Cummins Apartments</i> – view northeast at 6602 to 6608 Woods Parkway
34	B-5275 and BA-3292_2014-03-20_34.tif	<i>Cummins Apartments</i> – view northwest at the south and east elevations of the incineration building
35	B-5275 and BA-3292_2014-03-20_35.tif	<i>Cummins Apartments</i> – view southwest at the north and east elevations of the incineration building
36	B-5275 and BA-3292_2014-03-20_36.tif	<i>Cummins Apartments</i> – view northwest at the façade and south elevation of the community and leasing center

Prints:

Processing – RA-4

Paper – Fujicolor Crystal Archive Professional Paper (Super Type CN)

DVD-R Gold:

Verbatim, UltraLife Gold, Metal Azo dye



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Fort Holabird

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Baltimore City and Baltimore County, MD

Christeen Taniguchi

March 20, 2014

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Jecelin U.S. Army Reserve Center - view southwest
at the facade and north elevation

B-5275_and_BA-3292_2014-03-20_01.tif

1 of 36



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B-5275 and BA-3292

Fort Holabird

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Jecelin U.S. Army Reserve Center - view northwest
at the primary entrance at the facade

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2 of 36



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October 29, 2013

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Poured concrete retaining wall-view southeast
at the northern section

B-5275_and_BA-3292_2013-10-29-03.tif

3 of 36



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Poured concrete retaining wall - view northeast
at the southern section

B-5275_and_BA-3292_2014-03-20_04.tif

4 of 36



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Fort Holabird

Holabird Avenue

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January 12, 2014

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Warehouse/commisary - view southwest at the
facade and north elevation

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5 of 36



B-5275 and BA-3292

Fort Holabird

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March 20, 2014

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Y.M.C.A./officers' open mess - view southwest at the
facade and east elevation

B-5275_and_BA-3292_2014-03-20_06.tif

6 of 36



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Y.M.C.A./officers' open mess, stone wall, and barbecue
pit - view northeast

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7 of 36



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March 20, 2014

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officers' swimming pool - view southeast

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8 of 36



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Fort Holabird

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Baltimore City and Baltimore County, MD

Ted Chadeayne

February 25, 2014

MD SHPO

Possible bridge ruins - view south

B-5275_and_BA-3292_2014-02-25_09.tif

9 of 36



B-5275 and BA-3292

Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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March 25, 2014

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Test Course ramps - overall view south

B-5275_and_BA-3292_2014-03-25_10.tif

10 of 36



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March 25, 2014

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Test course ramps - view southwest from the bottom
of the 20 degree ramp

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11 of 36



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Test course ramps - view northeast from the top
of the 20 degree ramp

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12 of 36



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Test course ramps - view east at the 20 degree
ramp approach

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13 of 36



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Test course ramps - view north at the 20 degree
ramp and the top end of the adjacent drain

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14 of 36



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Test Course ramps - view southwest from the
bottom of the 40 degree ramp

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15 of 36



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Test Course ramps - view northeast from the top
of the 40 degree ramp

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16 of 36



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Test Course ramps - view northeast at the 40
degree ramp approach

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17 of 36



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Test course ramps - view east at the winching
device of the 40 degree ramp

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18 of 36



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Baltimore City and Baltimore County, MD

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Test course ramps - view east at an l-beam of
the winching device of the 40 degree ramp

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19 of 36



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Test course ramps - view northeast at the top end
of the drain adjacent to the 40 degree ramp

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20 of 36



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Test course ramps - view southwest from the
bottom of the 60 degree ramp and its adjacent
drain

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21 of 36



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Test course ramps - view northeast from the top
of the 60 degree ramp

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22 of 36



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Test course ramps - view northeast at the 60
degree ramp approach

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23 of 36



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Test course ramps - view east at the winching
device of the 60 degree ramp

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24 of 36



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Test course ramps - view northeast at the iron
ring at the 60 degree ramp approach

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25 of 36



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Holabird Avenue

Baltimore City and Baltimore County, MD

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March 25, 2014

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Test course ramps - view east at an I-beam of
the winching device and drain adjacent to
the 60 degree ramp

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26 of 36



B-5275 and BA-3292

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Baltimore City and Baltimore County, MD

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March 20, 2014

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Cummins Apartments - view west along Cameron
Drive

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27 of 36



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Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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Cummins Apartments - view northwest at 2102
and 2104 Cameron Drive

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28 of 36



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Holabird Avenue

Baltimore City and Baltimore County, MD

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Cummins Apartments - view southwest at 2116
to 2124 Cameron Drive

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29 of 36



B-5275 and BA-3292

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Holabird Avenue

Baltimore City and Baltimore County, MD

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Cummins Apartments - view southeast at 2107
to 2111 Cameron Drive

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30 of 36



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Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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March 20, 2014

MD SHPO

Cummins Apartments - view west along Woods
Parkway

B-5275_and_BA-3292_2014-03-20_31.tif

31 of 36



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Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

Christeen Taniguchi

March 20, 2014

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Cummins Apartments - view northwest at 2108 to
2114 Cameron Drive

B-5275_and-BA-3292_2014-03-20_32.tif

32 of 36



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Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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March 20, 2014

MD SHPO

Commins Apartments - view northeast at 6602 to
6608 Woods Parkway

B-5275_and_BA-3292_2014-03-20_33.tif

33 of 36



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Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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March 20, 2014

MD SHPO

Cummins Apartments - view northwest at the south
and east elevations of the incineration building

B-5275-and-BA-3292-2014-03-20-34.tif

34 of 36



B-5275 and BA-3292

Fort Holabird

Holabird Avenue

Baltimore City and Baltimore County, MD

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March 20, 2014

MD SHPO

Cummins Apartments - view southwest at the
north and east elevations of the incineration
building

B-5275_and - BA-3292_2014-03-20_35.tif

35 of 36



B-5275 and BA-3292

Fort Holabird

Holabird Avenue

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March 20, 2014

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Cummins Apartments - view northwest at the
facade and south elevation of the community
and leasing center

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36 of 36