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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Oak Street Garage (B-5266)

other names/site number Neely and Ensor Auto Co.; All Service Garage

2. Location

street & number 2600 North Howard Street [ ] not for publication

city or town Baltimore [ ] vicinity

state Maryland code MD County Baltimore City code 510 zip code 21218-4508

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ **national** ___ **statewide** X **local**

Signature of certifying official/Title 9-4-13 Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:)

Signature of the Keeper 10-23-13 Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box.)

- [X] building(s)
- [ ] District
- [ ] Site
- [ ] Structure
- [ ] Object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	Buildings
0	0	District
0	0	Site
0	0	Structure
0	0	Object
1	0	**Total**

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION:road-related vehicular

Current Functions
(Enter categories from instructions.)

TRANSPORTATION: road-related vehicular

7. Description

Architectural Classification
(Enter categories from instructions.)

OTHER

Materials
(Enter categories from instructions.)

foundation: N/A
walls: BRICK, CONCRETE BRICK
roof: N/A
other: N/A

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Please see Continuation Sheet.

Narrative Description

Please see Continuation Sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [ ] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1924-1963

Significant Dates

1924, ca. 1927, 1943

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Not known

Period of Significance (justification)

The period of significance extends from the building's construction to a date fifty years in the past. The building continued in at least partial automobile-related use throughout that period.

Criteria Considerations (explanation, if necessary) N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Please see Continuation Sheet.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Please see Continuation Sheet (Statement of Significance)

Developmental history/additional historic context information (if appropriate)

Please see Continuation Sheets.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Please see Continuation Sheet.

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record #_____
____recorded by Historic American Landscape Survey #_____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): B-5266

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	360312	4353476	3			
2				4			

Verbal Boundary Description (Describe the boundaries of the property.)

The property is described as Ward 12, Section 4, Block 3639, Lot 96 in Baltimore City, Maryland

Boundary Justification (Explain why the boundaries were selected.)

The boundaries constitute the legal description of the property.

11. Form Prepared By

name/title Betty Bird

organization Betty Bird & Associates LLC date January 18, 2013

street & number 2607 24th Street, NW, Suite 3 Telephone 202-588-9033

city or town Washington, District of Columbia state N/A zip code 20008

e-mail betty.bird@verizon.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:Oak Street Garage

City or Vicinity:Baltimore

County: Baltimore City State: Maryland

Photographer: Betty Bird

Date Photographed: January 2013

Description of Photograph(s) and number:

1 of 12

Oak Street Garage (B-5266)
Name of Property

Baltimore City, MD
County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.) January 15, 2013 ownership

Name 2600 North Howard Street, LLC

street & number 2601 N. Howard Street, Suite 100 telephone 443-602-7514

city or town Baltimore state Maryland zip code 21218

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

DESCRIPTION SUMMARY

The Oak Street Garage, constructed in 1924, is a one-story brick and concrete block garage at the northwest corner of West 26th and N. Howard (formerly Oak) Street. Located across Howard Street from a three-story early 20th century factory, the building occupies a quarter of a block in a neighborhood of modest rowhouses. The trapezoidal Oak Street Garage, which featured a Lord Baltimore gasoline station, is set back from the Howard Street. The simple, Beaux-Arts influenced building exhibits stylish tapestry brick details. A 1927 addition extends the form and detailing of the building to the west. The building, which has been in almost continuous automobile-related use for over 75 years, is in poor condition; the addition is severely deteriorated. Despite alterations and the loss of the projecting canopy over the gasoline pumps (now gone), the property retains its integrity.

NARRATIVE DESCRIPTION

The Oak Street Garage, constructed in 1924, is a handsome, one-story brick and concrete brick garage at the northwest corner of West 26th and N. Howard (formerly Oak) Street at 2600 N. Howard. The 70 ft. x 306 ft. building, which has a trapezoidal footprint, is functionally separated into a small, triangular retail space and two large, open plan garages. Massing reflects the building's functional divisions. The two garages are treated as two separate entities. The mass of the 1927 addition steps down from the storefront and original garage. The building has a gable roof, hidden from view by a parapet. The rear gable end walls on the west façade of the garage and the addition outline the shape of the roof and its supporting metal trusses.[1]

Both the original garage and its addition have their own entrances, centered within roughly symmetrical facades. The five bay retail façade, that once faced the gasoline pumps (now gone), fronts east onto Howard Street. A 16 bay façade (9 bays with a 7 bay addition) associated with garage use faces south onto 26th Street. The secondary facades along the north and west are constructed of concrete brick.

The retail space, which faces east onto Howard, has typical storefront openings, now much altered. Brick detail similar to that of the south façade of the garage and its addition still remains as do its central entrance and the large garage opening on the north. The garage and addition have oversize garage entrances centered along their south façades. The addition has a door for workers at the west end of the rear (west) façade. Openings for pedestrian doors have been cut into the west end of the south façade of both the garage and its addition. There are openings for industrial sash windows on both the north and south facades. Many of the openings have been infilled with concrete masonry units and brick with two courses of glass block allowing light. Industrial sash that survives is 25 light.

The structure offers an excellent example of the architectural attention and skill applied to this relatively new utilitarian property type. The building features handsome brick detail. The street facades are executed in tapestry brick. The brick detail and rhythm of the detail and fenestration pattern provides the Oak Street Garage with its distinctive presence. On its 26th Street (south) façade, the building features large openings that once housed 25-light industrial sash. Each opening sits within a brick frame formed of stretchers outlined with

[1] With the exception of the front (east) façade, the other facades angled from the orthogonal compass grid. This nomination adopts the convention of south, west, and north for the southeast, southwest, and northwest facades, respectively.

projecting headers. Openings alternate with flush brick panels composed of headers with concrete corner blocks. A wide basket-weave frieze extends around the building below a simple cornice. Three inlaid brick triangles mark the ends of the Oak Street Garage and its addition. The Oak Street Garage and its addition have independent brick stacks rising above the roof. The tapered stack for the garage is more elaborate than the stepped stack that rises from the northwest corner of the addition; the garage stack is topped with an ornamental brick cap.

The Oak Street Garage occupies a seam in the transitional land use zone between light industrial and commercial buildings and rowhouse neighborhoods north of the building.[2] Howard Street, one of Baltimore's northbound arterials, spans the open B&O belt railroad tunnel at 26th Street. The small rear yards of working class rowhouses abut the narrow alley north of the building. 26th Street faces onto the cut for the B&O tunnel, which is recessed well below street level.

The interior of the building and its addition have been subdivided. Finishes in the retail space consist of dropped ceilings and late 20th century paneling. Wall surfaces in the garage and its addition are exposed. With the exception of recent partitions and recent inserted office modules, the garages consist of 70 ft. wide clear span space; metal trusses resting on brick pilasters support the roof. A later north/south partition divides the original garage; the addition has a partial-height block wall at its west end.

The exterior of the Oak Street Garage has been altered over the years in a manner typical of structures in continuous, utilitarian use. Around 1927, shortly after the garage was constructed, an addition extended the building to the west. The east retail façade facing Howard Street is significantly altered. Partial infill of original window and door openings with tapestry brick suggests that show windows and a probable women's restroom entrance at the south were infilled early on. The original flat, tile roofed canopy for the service station was likely removed during a 1941 remodeling. Records at the Board of Municipal Zoning Appeals show that Shell Oil installed two additional tanks and relocated pumps when they assumed control of gasoline operations. It is presently not known whether the beefy, Colonial revival door frame and lintels are original or were applied to mask scars that removal of the canopy created.[3] The present storefront entrance, flanking windows, and north entrance to the garage survive as probable early 20th century design elements.

In the garage space and its addition, windows have been infilled with concrete block below glass block. The original parapet has been obscured by alterations to the roof. The building has suffered at least one major fire in the mid-20th century and is in poor condition. Most of the roof and decking in both the 1924 garage and the addition have been replaced and reworked. The addition is in precarious condition. Substantial sections of its roof are missing or collapsing. Exterior paint masks the full extent of the addition's structural problems. Its walls display long structural cracks and appear bowed in several locations.

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[2] The early 20th century Miller Factory of the American Can Company is directly across Howard Street to the east of the building; light industrial use extends south of the building down Howard Street. 25th Street, across the tunnel cut to the south, is an early 20th century commercial district and St. Paul Street, to the east of Howard is mixed commercial and residential use.

[3] A historic photograph of the garage depicts a canopy with a flat tile roof. Despite the Lord Baltimore name, many of Blaustein's early gas stations appear to exhibit contemporary industrial design similar to that of the Oak Street Garage.

Despite exterior alterations and the condition of the 1927 addition, the Oak Street Garage retains integrity of design, location, materials, and workmanship. The basic functional organization of the building can still be easily read, even on the much-altered Howard Street (east) façade. The handsome brickwork and skillful composition of the fenestration pattern along the south façade still remain. Most importantly, the building's significant location on a major arterial street and its functional reading as an early 20th century garage survive.

STATEMENT OF SIGNIFICANCE

The Oak Street Garage, constructed in 1924 and enlarged in 1927, illustrates the dramatic impact of the automobile. Built and operated by first-generation Italian immigrants, the Oak Street Garage meets National Register Criterion A for local significance because it is associated the far-reaching impact of the automobile on Baltimore's urban fabric and economic life. The evolution of the automobile-related services that it housed and the controversy its construction generated illustrate the striking shifts in the urban landscape and economic fortunes it created in the boom years of the 1920s. The Piraino family owned the one-story storage garage through 1969 and actively operated it most of those years. Neely and Ensor Auto. Co., formerly a high-end carriage manufacturer, was the building's first tenant, occupying a portion of the original garage and all of its addition.

RESOURCE HISTORY AND HISTORIC CONTEXT

Summary history of the Oak Street Garage

The Oak Street Garage, situated at the intersection of N. Howard (formerly Oak) Street and W. 26th Street was constructed in 1924 as a storage garage and Lord Baltimore gasoline station. The original garage had space for 55 cars; a ca. 1927 addition could hold 40 cars.[1] In 1941, the gasoline station became a Shell station. With the exception of brief periods, the building housed automobile-related uses until the James & Lynn Tire Shop sold it upon their retirement in 2012.

Baltimore and the automobile

The impact of the automobile on Baltimore and the State of Maryland began early on. Baltimore claimed the earliest recorded instance of a gasoline-powered automobile motoring on a city street – in 1890. Maryland boasted a vital, early automobile industry and was the first state to establish authority for building and maintaining state highways.

In Baltimore, electric and gasoline-powered vehicles soon replaced the horse. By 1940, half of Maryland's automobiles were located in Baltimore.[2] Automobile ownership increased dramatically after Henry Ford introduced the Model T in 1908, making automobile ownership possible for the middle class. With the efficiencies of standardized mass production, the price of the car fell to less than $300. In 1923, the City's introduction of zoning that forbid mixed-uses further encouraged automobile ownership.[3] No longer were walkable neighborhoods created around corner stores and neighborhood businesses on the ground floors of rowhouses. Car registrations tripled from 50,000 to 150,000 between 1920 and 1940. Before World War I, Baltimore had 17,000 licensed horse drawn vehicles. By 1930 only 5000 horses remained; no livery stables or farriers survived.[4]

The disruptive nature of this transformation created enormous potential for entrepreneurs who could seize the

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[1] 1928 Sanborn Map.
[2] Sherry H. Olson, *Baltimore: The Building of an American City,* p. 314.
[3] Mary Ellen Hayward, *The Baltimore Row House*, p. 153.
[4] Olson, p. 314.

opportunities available. Baltimore's varied industries and skilled labor force were well suited to the ancillary support businesses associated with the automobile boom. However, rapidly changing automobile technology, consolidation of manufacturers, capital requirements, and market shifts created an uncertain climate where success was far from guaranteed.

The automobile and its ancillary services

The early automobile-related functions the Oak Street Garage housed, particularly the Neely and Ensor Auto Co., illustrate how ancillary businesses were essential to spreading this new technology. The availability and distribution of services needed to own and maintain vehicles affected people's desire to purchase an automobile. Individuals and businesses quickly responded to the opportunities and challenges of this massive transformation created. Grocers initially sold containers of gasoline. When the fuel pump came into use, it was installed outside the same small grocers adjacent to the street. By World War I, there were 3000 gas pumps in Baltimore. Jacob Blaustein, a Baltimore kerosene dealer who went on to develop Amoco Oil Company, pioneered tank truck delivery to stations and constructed the first drive-in gasoline station on Cathedral Avenue and Biddle Street.[5]

Continual improvements refined the car's technical requirements, creating new building typologies and opportunities for ancillary businesses. Early cars and trucks required fully enclosed, heated space. Batteries could not survive cold temperatures; early cars were often mothballed during winter months. Manufacturers didn't offer glass windows and hard tops until 1915 – and then only in luxury models.[6] Until the mid-1920s, vehicles could not reverse easily, creating a requirement for linear circulation in car-related facilities.[7] Paint technology didn't allow cars to survive prolonged exposure to weather until the 1930s. Limitations that batteries and vulnerable interior and exterior finishes created placed a premium on heated garages, like the Oak Street Garage, where businesses and rowhouse homeowners in tightly packed areas of the city could store their new vehicles. The early automobile's mechanical parts and bodies also demanded service facilities. The earliest storage garages often included repair shops, facilities for chauffeurs and drivers, and offered car washes and pick-up and delivery.

As early as 1902, *Scientific American* noted that the lack of well-located facilities for car storage and repair hindered car ownership.[8] Just as the Pirainos seized the opportunity to provide car shelter with their storage garage, Neely and Ensor Auto Co., the first tenants in the Oak Street Garage, stepped into the breach for service.

Accommodating the automobile within the urban fabric

The relationship that automobile-related businesses had to arterial roads, owners of commercial and personal vehicles, other automobile-related concerns, and residential neighborhoods was an important factor in this rapidly changing environment. The Oak Street Garage and the building's continued survival housing automobile-related businesses highlights the functional relationships that became critical as the automobile spurred relentless change.

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[5] Olson, p. 289.
[6] John J. Jackle and Keith A. Sculle, *Lots of Parking: Land Use in a Car Culture*, p. 49.
[7] Shannon McDonald, *The Parking Garage: Design and Evolution of a Modern Urban Form*, pp. 12 and 18; Jackl, pp. 48-50 and 114-115.
[8] James J. Flink, *America Adopts the Automobile,* pp. 216-17.

In the first three decades of the 20th century, local entrepreneurs established hundreds of businesses to sell, service, and support gasoline-powered vehicles. The heterogeneous economic landscape of this emerging industry prior to manufacturing consolidation created a myriad of opportunities for small business. In Baltimore, automobile-related goods and services clustered in an "automobile triangle" roughly bounded by Guilford and Mount Royal avenues, North Avenue, 29th Street and North Remington Avenue. In 1917, there were fifty dealers selling vehicles made by sixty-five manufacturers. While high-end dealers were situated near Charles, Cathedral, and Mount Royal, dealers of more affordable cars located near North Avenue.[9]

The area north of North Avenue incorporated an uneasy mix of industrial concerns, as well as rapidly developing rowhouse neighborhoods. The Oak Street Garage was constructed on a vacant lot directly across Oak (Howard) Street from the H.F. Miller Factory, which located there in 1890 and remained active until 1953.[10] Working class rowhouses backed onto the alleys north and west of the garage site.

In 1905, prolific Baltimore developer Edward Gallagher purchased the property on which the garage is now located. In July 1923, when he sold it to Josephine Piraino, Gallagher understood the growing importance of the automobile and, more importantly for successful rowhouse development, automobile shelter. In 1921 more building permits were taken out for garages than for houses. When Gallagher developed Ednor Gardens during this period, he provided a basement garage in each house.[11]

The Piraino family had to reconcile the uneasy relationship, which continues to this day, between the physical requirements of the ever more essential automobile and the public's notions of appropriate proximity to services their vehicle requires. Despite the industrial use across Oak (Howard) Street and the below grade open rail tunnel to the south, the garage property was zoned for residential use. Litigation over zoning regulations Baltimore promulgated in 1923 and plans to extend Howard Street as a major arterial encompassing Oak Street created an unstable situation reflected in the controversy surrounding the garage's construction.[12]

Concurrently with Josephine Piraino's purchase, her attorney filed for a variance to change the property from residential to industrial use. The variance requested a new building "to be used as a public garage and show and sales." The Oak Street Garage application was among the most prominent of a number of early zoning variance cases involving the insertion of automobile filling stations and garages in newly zoned neighborhoods. Newspaper articles describe the "bitter fight" over the zoning variance.

> *It was only after a vigorous and prolonged campaign that the property owners in the neighborhood were successful in having the section immediately surrounding the corner [*Howard and 26th Streets*] zoned for residential purposes. Near by are streets classed in the second commercial zone, and there are already a few business houses and one or two factories located*

[9] Rector Seal, *Maryland Automotive History, 1900-1942,* p. 154.

[10] After the business was consolidated into the American Can Company in 1901, American Can continued to modernize and invest in the premises.

[11] Hayward, pp. 147-150. The Pirainos may have served Gallagher's interests by constructing a facility that could make sales of garage-less rowhouses on tight lots similar to the modest houses across the alley from the Oak Street Garage a bit easier. An automobile owner in those years required indoor storage, which could be difficult to accommodate on rowhouse lots. The 1928 Sanborn Map shows two small garages, almost completely filling the rear yards of two of the rowhouses north of the Oak Street Garage.

[12] In the planning stages from the early 1920s, the extension wasn't complete until the mid-1930s.

here. Residents are said to prize highly the zoning classification of their "residential island" and are prepared to fight to the finish any move they believe would destroy the residential character of the neighborhood.[13]

The hearings before the Board of Zoning Appeals drew large numbers of proponents and opponents. The Pirainos' attorney noted that the "empty lot ...was a dumping place for garbage and refuse." The Rev. George John Kromer of the Church of the Guardian Angel around the corner from the site spearheaded the opposition for the Wyman Park Improvement Association.[14]

The Zoning Commission declined to grant a variance, but in February 1924 the City Council disregarded their recommendation. The Mayor signed an ordinance that changed the zoning for their parcel from residential to second commercial use, enabling the Piraino family to move forward.[15] One month later, Piraino applied for a building permit to construct a 70 ft. x 166 ft. "public garage and service station." In April, the *Sun* noted that Neely and Ensor Auto Co. had leased a portion of the space and that plans were being prepared for an addition. A *Baltimore Sun* photograph from May 10, 1925 shows the original garage and the gasoline pumps under a flat tile canopy similar to the one Blaustein employed at his first gas station. Cars snake around the building from southbound Howard Street to the garage entrance on 26th Street.

The attention devoted to the design of this garage may owe a debt to its architectural context and to the contentious zoning fight prior to its construction. Unlike contemporary showplace garages (and the now demolished Maryland Automobile Association Headquarters), the Oak Street Garage eschewed Renaissance palazzo tendencies in favor of simple, straightforward industrial design. The low scale and modest street presence of the garage before the construction of its addition along 26th Street relates as well as a building of its type can to a residential rowhouse neighborhood. In an interesting coincidence, the architectural style and tapestry brickwork of the building bear a striking resemblance to the Stieff Silver Factory, constructed across from nearby Wyman Park in 1924-25. The architect for the Oak Street Garage is unknown; the building permit has a slash through the blank for architect's name.

The Beaux Arts design principles that informed the articulation of the Oak Street Garage provided a means of expressing the different functions it housed. The structure effectively incorporated one-way automobile circulation and allowed for horizontal expansion.[16] Though constructed of brick, the one-story Oak Street Garage conformed to the latest thought on architectural expression of the garage :

The appropriateness and character expression for garage design will be attained by architects without conscious effort. Ferro-concrete construction with the demarcation of floor levels, steel sash and the omission of cornice and base will endow the garage with frankness and modernity. There should be no applied ornament and the surface treatment where concrete is used should be

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[13] "Wyman Park folk will fight garage," *Baltimore Sun,* 18 August 1923.

[14] "Wyman Park folk will fight garage," *Baltimore Sun,* 18 August 1923; "Zone Board passes two building plans," *Baltimore Sun,* 22 August 1923; "Corner is expected to cause zoning fight," *Baltimore Sun,* 18 February 1924. "Real Estate Deals and Building News," *Baltimore Sun,* 18 April 1924.

[15] The Use District Maps that established residential zoning for this property appear to have been promulgated in May 1923. Given how quickly things moved, Piraino may have already made plans for construction.

[16] Shannon McDonald relates that early 20th century architects commonly employed Beaux Arts design for garage buildings with great success. Flexibility, organization based on circulation patterns and bilateral symmetry produced dignified buildings that could blend with their immediate architectural context. (p. 192).

no other than that suggested by the nature of the material.[17]

Its corner location on a wide street opposite the cut for the rail tunnel proved ideal. Neither the south garage façade nor the retail façade was directly opposite dwellings. The garage was likely less objectionable than the Miller Factory manufacturing activity opposite Oak Street from the gas pumps.

Neely and Ensor Auto Co.

Neely and Ensor Auto Co.'s evolving business model illustrates the impact of the automobile's disruptive changes, particularly on concerns developed for horse-drawn transportation. It also exemplifies the rapidly changing nature of ancillary businesses servicing automobiles. Originally a high-end carriage builder, Neely and Ensor scrambled to jump on the automobile bandwagon. In 1909 they moved from their downtown location to a location in the emerging automobile triangle, purchasing the United Railway & Electric Company Car Barn at McMechen Street and Mount Royal Avenue. *The Automotive Manufacturer* noted, "they will establish a carriage factory where they will build automobile tops and bodies and do a general painting, trimming, and repair business."[18] The 1910 description of Neely and Ensor 's business proudly noted that they "make a practice of approximating the cost of all machine work on first inspection of the car, and the repair bills with them do not amount to any more than is necessary for first class results."[19]

The facility contained waiting rooms and lockers for chauffeurs, washing rooms, a paint and varnish shop, a drying room, a machine shop, a trimming department for tops and cushions, and a carriage department. Neely and Ensor continued to repair horse-drawn vehicles as late as 1913.[20]

Neely and Ensor Auto Co. began selling automobiles and commercial vehicles. In the first decades of the 20th century, automobile dealers were similar to manufacturers' representatives. Dealers might represent several of the myriad concerns producing cars and trucks. In 1913, Neely and Ensor sold Alco and Kline-Kar pleasure cars and Alco and Lippard Stewart commercial vehicles. Members of both the Automobile Dealers' Association and the Carriagemakers' Association, Neely and Ensor were also agents for Cole and Jackson automobiles in the years prior to 1920. They were the defendant in an important, much-cited 1923 court case that established that mechanics' liens could be placed on motor vehicles. Myers v. Neely and Ensor Auto Co. (143 Md. 107, 121 Ati. 916) determined that a service garage could retain a vehicle for which service bills were not paid and that the mechanic's lien took precedence over repayment of an automobile loan.

Neely and Ensor moved into the Oak Street Garage by May of 1925. A newspaper photo caption noted, "this plant is said to offer a great increase in room and is more fully equipped than the old building on Mount Royal Avenue" and that "the company will continue its business of general repair work, but on a larger scale."[21] By 1928, Neely and Ensor moved closer to their original location at Mount Royal and North avenues, relocating to

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[17] *Architectural Record* (probably February 1929) as quoted by McDonald, p. 193.
[18] "Neely and Ensor make big purchase," *The Automotive Manufacturer,* Volume 51 (1909), p. 212.
[19] *The Carriage Monthly,* June 1910.
[20] *The Carriage Monthly,* June 1910. *The Automobile Journal* (Vol. 35, 1913), p. 28; Entry for Joseph H. Neely in *Men of Mark,* p. 19.
[21] "New Plant Which Houses Neely and Ensor Co.," *Baltimore Sun,* 10 May 1925, pg. FA10; The statement was only partially correct. The former street car barn on Mount Royal had over 33,000 sq. ft. Even when an addition was later attached to the west end of the building, the Oak Street Garage enclosed less than 22,000 sq. ft.

102 E. Lafayette south of North Avenue. The company survived through 1937, when its business is listed as "auto estimating."[22]

Josephine Piraino and Piraino family ownership

In contrast to the Neely and Ensor Auto Co.'s search for an ever more specialized niche, the Piraino family prospered as the building's owner. Immigrant ownership of parking facilities was a pattern frequently seen in the early decades of the 20th century.[23] The opportunity proved irresistible to enterprising small businessmen with access to capital. While there was high turnover in parking lot and garage ownership in other cities, the Piraino family owned the garage through 1969. The family continued their association with the garage until World War II rationing and limitation on automobile use made operations impossible. City Directories show that Josephine and her son Anthony actively operated the garage through most of these years. During the years in which Neely and Ensor occupied the facility, Josephine's residential City Directory continues notes her association with the Oak Street Garage.

In contrast to Neely and Ensor, which relied on highly skilled artisans and mechanics, the Pirainos focused on service functions requiring less highly developed and specialized skills. While the improved automobile continued to require extensive service and maintenance, over the years technology and standardization created vehicles with increasingly sturdy bodies and engines. With the gasoline station and the flexible, open-plan space they owned, the Pirainos were better positioned to accommodate the shift to concerns devoted to a single service such as automobile painting.

Josephine (Giuseppina) Piraino (1879-1933), the original owner of the garage, and her husband Joseph (Giuseppe) Piraino (1864-1929) were first generation Italian immigrants from Palermo, Sicily. After coming to the United States at the end of the 19th century, Joseph Piraino became a successful entrepreneur. He fared well in Baltimore, living in an impressive house on Park Heights Avenue and Pinkney Street at the time of his death. He first established a confectionary business, moving into cigar manufacturing and importing around the turn of the century, later working with fruit and retiring around 1925. At the time of his sudden death in 1929, he was an important figure in Italian American affairs in Baltimore, serving as president of the Sons of Italy, the Society of Umberto J., and the Society of the White Cross.[24]

Garage owners and tenants

By 1930, City Directory street address listings document a Lord Baltimore Filling Station at 2600 Oak. George C. and Charles F. Getz operated the Oak Street Garage. In 1937 Anthony Piraino managed the All Service Garage at the Howard Street address, which was listed under automobile garages but not under auto repair. By 1940 City Directories show that the garage had shifted to auto repair. AW Body & Fender and B&W Auto Painting, both under Piraino management, occupied the facility.

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[22] City Directories. Joseph Neely, who was once a vice president of Noxzema, became president of the Rekeen Tool Company, which held a patent on a tool-sharpening device. Rekeen was located at the same address as Neely and Ensor.

[23] Jackle, *Lots of Parking,* pp. 50-51.

[24] http://trees.ancestry.com/tree/38298795/person/19216241952/media/1?pgnum=1&pg=0&pgpl=pid%7cpgNum & City Directories; "Joseph Piraino Dies Suddenly," *Baltimore Sun,* 31 July 1929.

Shell Oil Company altered the building when it took over gasoline sales in 1941, relocating three pumps and adding two 1000 gallon tanks. During World War II, the Shell Station, American Can, and Hutzler all occupied the building. While automobile-related uses returned to the building after the war years, by 1958 Capital Bakers and Elite Dry Cleaners were tenants. In 1962, the building was used as an auto painting shop, private storage garage and office, bakery warehouse and laundry pick up store. By 1963 the bakery warehouse was gone; Veterans Enterprises used the premises for baling used clothing into rags for wiping cloths. The baling operation was situated at the 2606 Howard Street portion of the building. The garage, at the rear of the building, was vacant; Veterans Enterprises used one of the storefronts. In 1963, the highly regarded James & Lynn Tire Service moved into the retail and east half of the original Oak Street Garage. The building is now vacant and will soon be rehabilitated and adapted for new use.[25]

[25] Baltimore City Directories; Baltimore Municipal Zoning Appeal No. 63-0024 (15 January 1963) and No. 41-0461 (8 July 1941).

Major Bibliographical References

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"Corner is expected to cause zoning fight." *Baltimore Sun*, 18 February 1924.

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Jakle, John J. and Keith A. Sculle. *Lots of Parking: Land Use in a Car Culture.* Charlottesville: University of Virginia, 2004.

"Joseph Piraino dies suddenly." *Baltimore Sun*, 31 July 1929.

McDonald, Shannon Sanders. *The Parking Garage: Design and Evolution of a Modern Urban Form.* Washington, D.C.: Urban Land Institute, 2007.

"Neely and Ensor make big purchase." *The Automotive Manufacturer,* Volume 51 (1909), p. 212.

Olson, Sherry H. *Baltimore: The Building of an American City.* Baltimore: The Johns Hopkins University Press, 1997.

"Police arrest three in hold up 'frame-up.'" *Baltimore Sun,* 24 September 1921.

"Real Estate Deals and Building News." *Baltimore Sun*, 18 April 1924.

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Seal, Rector. *Maryland Automotive History, 1900-1942.* Chicago: Adams Press, 1985.

Steiner, Bernard Christian, ed. *Men of Mark in Maryland,* B.F. Johnson, publisher, 1907-1912.

http://trees.ancestry.com/tree/38298795/person/19217351717

http://trees.ancestry.com/tree/38298795/person/19216241952/media/1?pgnum=1&pg=0&pgpl=pid%7cpgNum

U.S. Manuscript Census

"Wyman Park folk will fight garage." *Baltimore Sun,* 18 August 1923.

"Zone Board passes two building plans." *Baltimore Sun,* 22 August 1923.

Index to Photographs

The following information applies to all photographs which accompany this documentation:

Maryland Inventory of Historic Properties (MIHP) Number: B-5266
Name of Property: Oak Street Garage
Location: Baltimore City, Maryland
Photographer: Betty Bird
Date taken: January 2013
Location of original digital files [or negatives]: MD SHPO

Photo captions:

MD_BaltimoreCity_OakStreetGarage_0001.tif
View from SE showing original garage

MD_ BaltimoreCity_OakStreetGarage _0002.tif
View from SW showing west wall and addition

MD_BaltimoreCity_OakStreetGarage_0003.tif
East façade from SE

MD_BaltimoreCity_OakStreetGarage_0004.tif
South façade from SE

MD_BaltimoreCity_OakStreetGarage_0005.tif
North façade from NE

MD_BaltimoreCity_OakStreetGarage_0006.tif
View from SE; Miller Factory on right

MD_BaltimoreCity_OakStreetGarage_0007.tif
View from NE; rail tunnel below billboards and trees

MD_BaltimoreCity_OakStreetGarage_0008.tif
South façade of original garage; view from SE

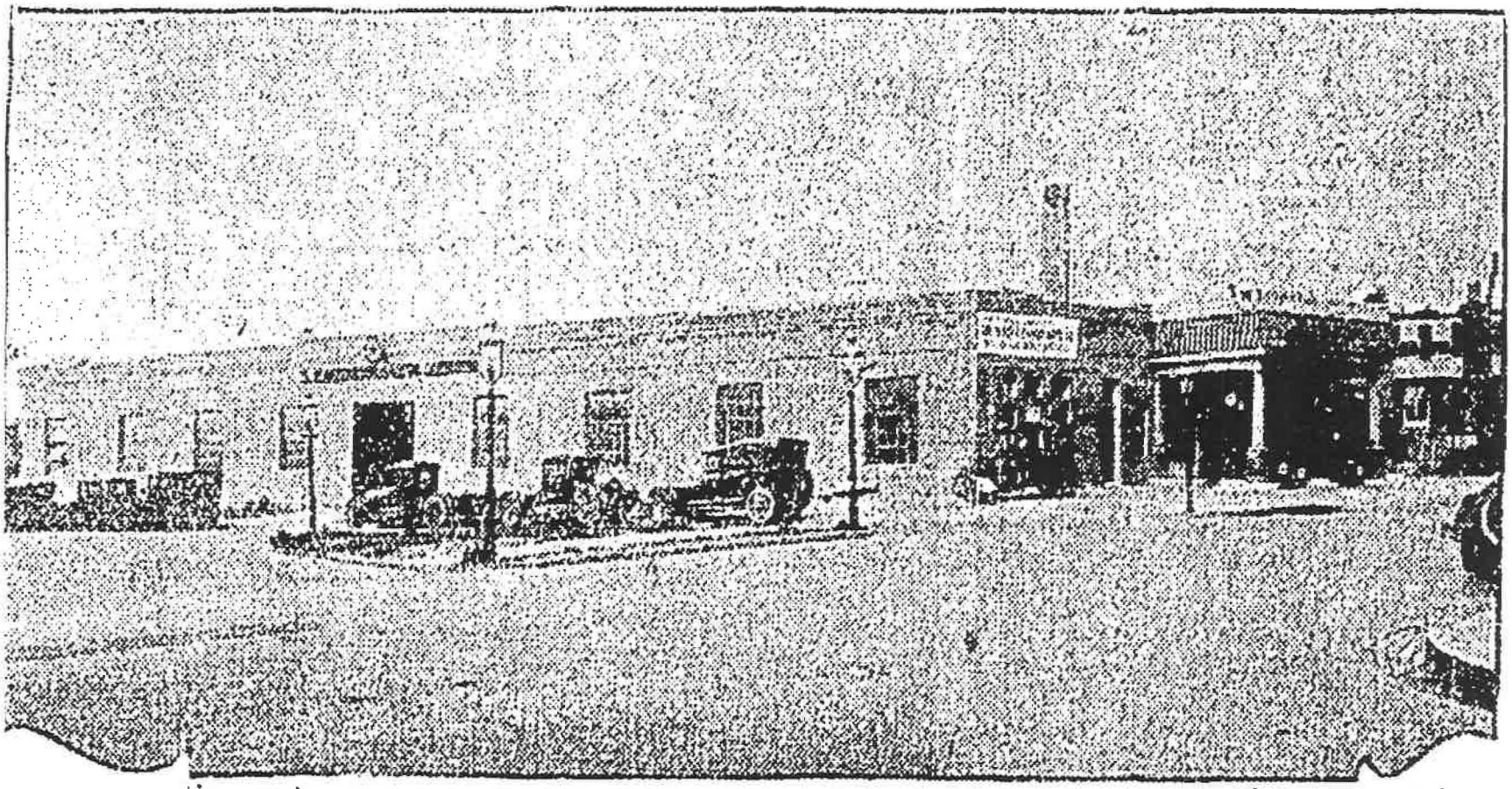
MD_BaltimoreCity_OakStreetGarage_0009.tif
Detail of brickwork, south façade

MD_BaltimoreCity_OakStreetGarage_0010.tif
Detail of basketweave frieze, south façade

MD_BaltimoreCity_OakStreetGarage_0011.tif
Detail of diamond brickwork, south façade, junction of original garage(right) and addition (left)

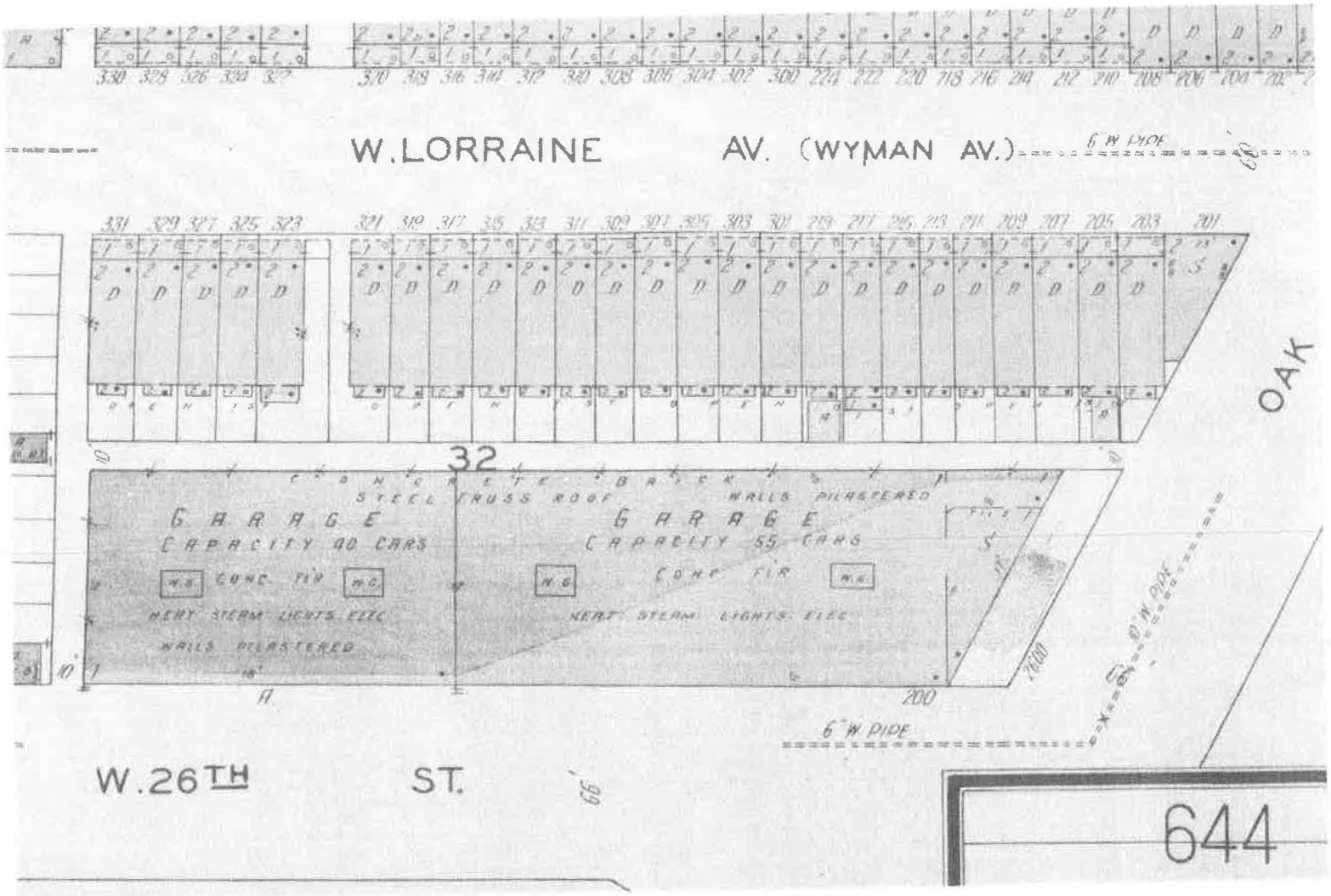
MD_BaltimoreCity_OakStreetGarage_0012.tif
Interior: addition, view to NE

HISTORIC PHOTOGRAPH
Oak Street Garage (B-5266)
Baltimore, MD
Source: *The Sun* 20 May 1925



The photograph is of the new building of the Neely & Ensor Auto Company, which is located at Oak and Twenty-sixth streets. This plant is said to offer a great increase in room and is more fully equipped than the old building on Mount Royal avenue. The company will continue its business of general repair work, but on a larger scale, according to officials.

FLOOR PLAN
Oak Street Garage (B-5266)
Baltimore, MD
Source: Edited 1928 Sanborn Map
(Gasoline pump canopy removed)



N

SITE PLAN

Oak Street Garage (B-5266)
Baltimore, MD

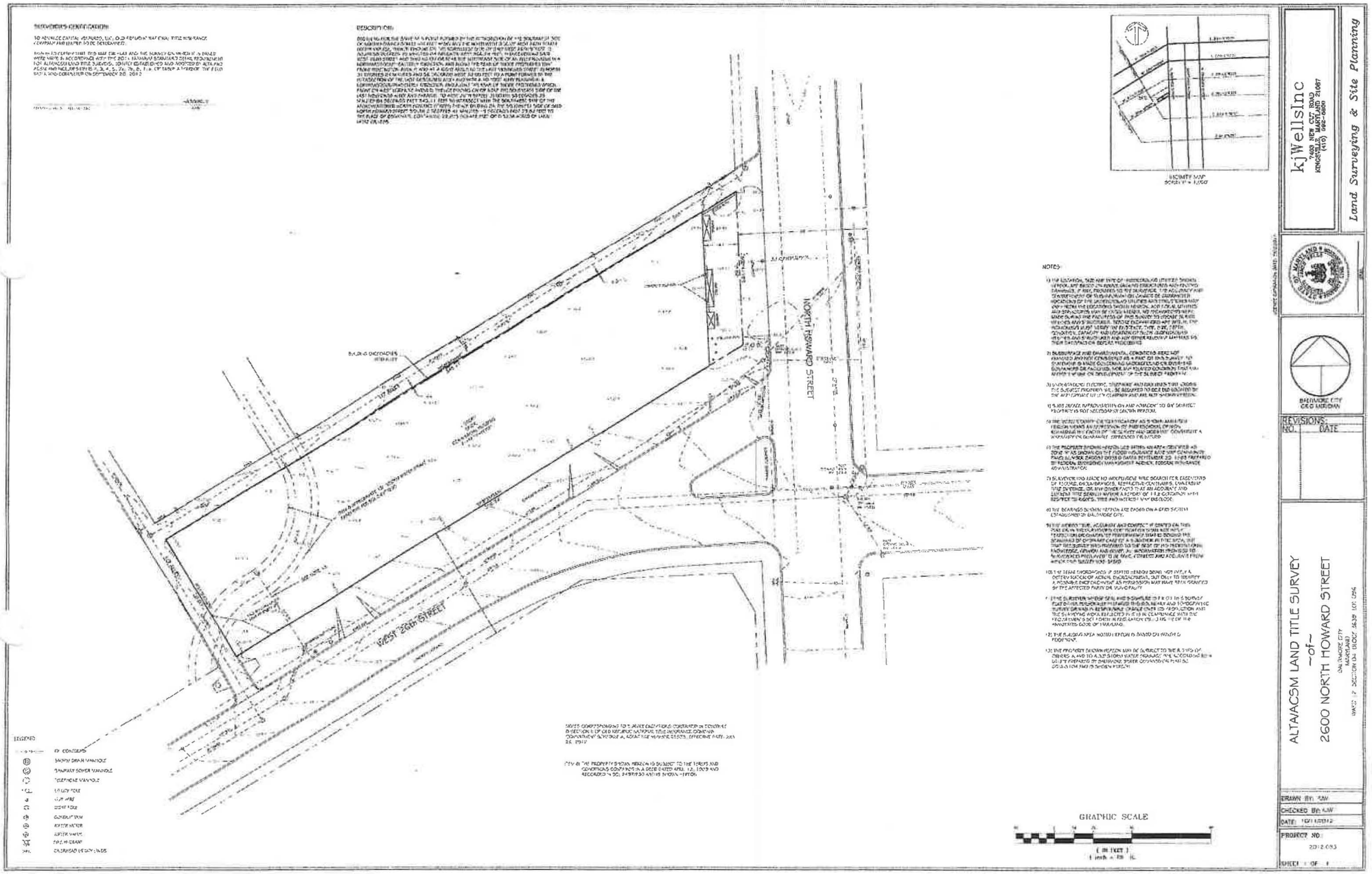
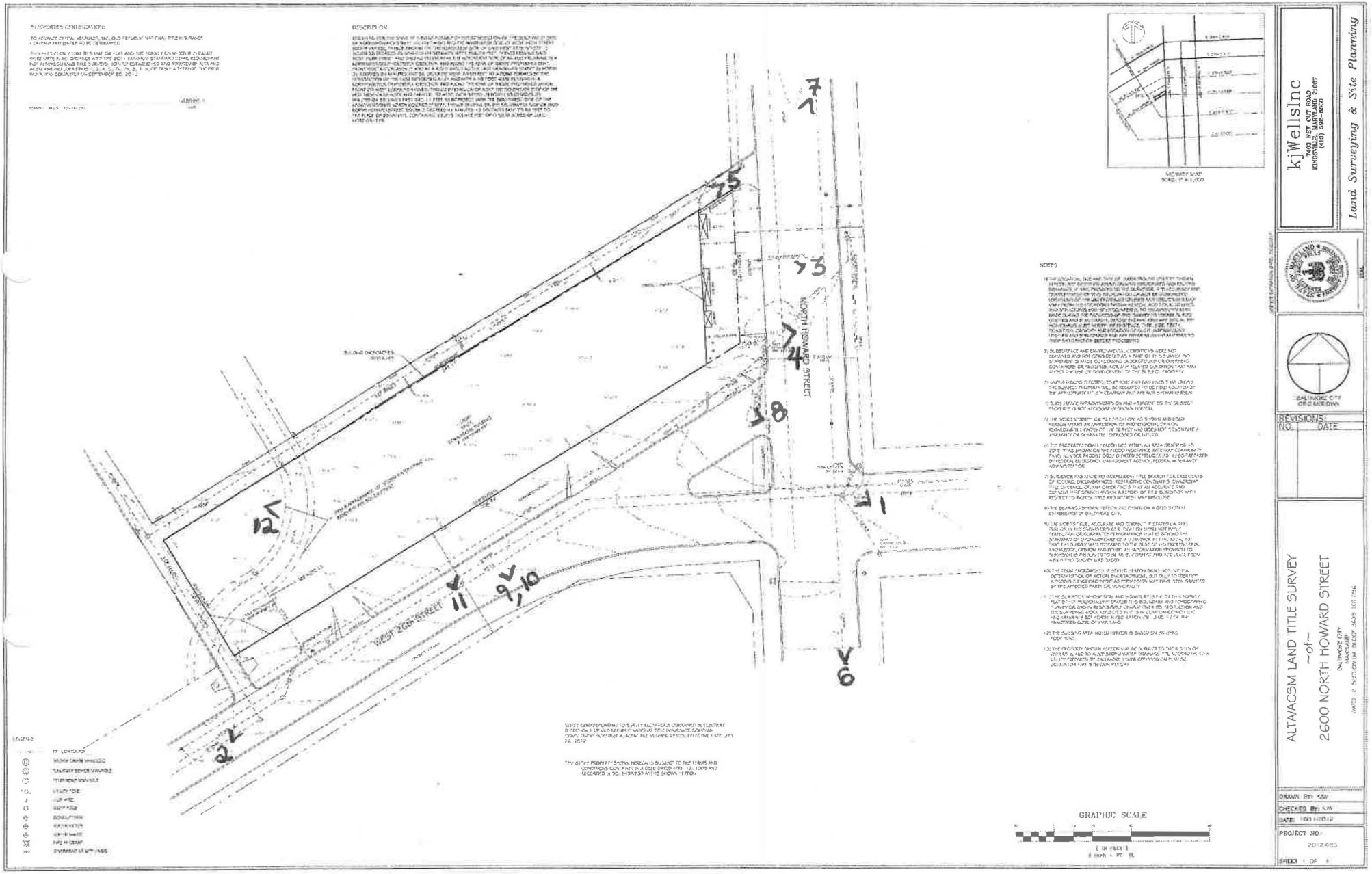


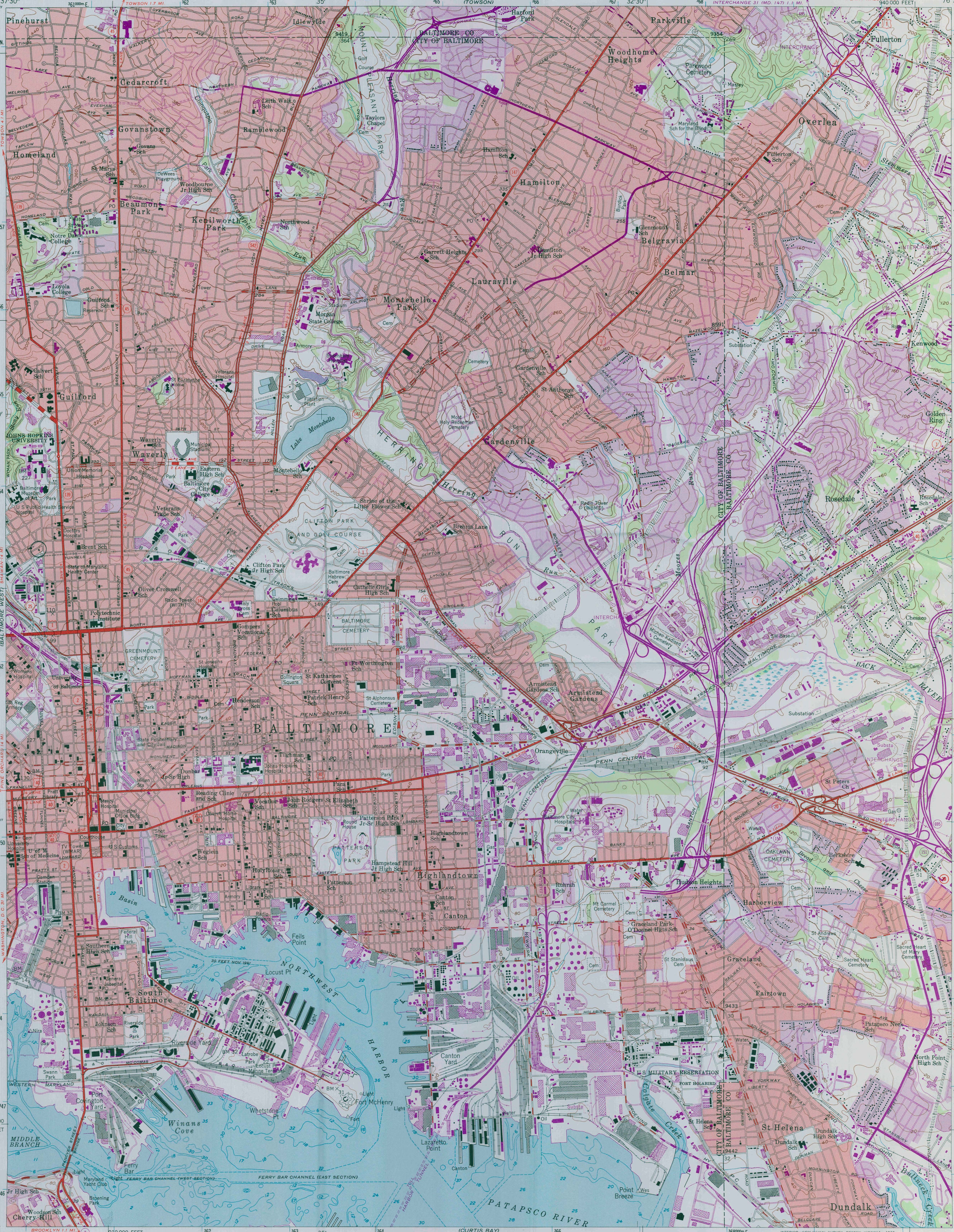
PHOTO KEY
Oak Street Garage (B-5266)
Baltimore, MD



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS

BALTIMORE EAST QUADRANGLE
MARYLAND
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 BALTIMORE 15' QUADRANGLE



B-5266
BALTIMORE CITY
MARYLAND

OAK STREET
GARAGE

18-360312-
4353476

(RELAY) 5662 II NW

(SPARROWS POINT) 5762 III NW

Mapped by the Army Map Service
Edited and published by the Geological Survey

Control by USGS, USC&GS, USCE, and City of Baltimore

Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1943. Field checked 1944
Culture revised by the Geological Survey 1953

Hydrography compiled from USC&GS Chart 545 (1951)

Polyconic projection. 1927 North American datum
10,000-foot grid based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple compiled by Geological Survey from aerial photographs taken 1966 and 1974. This information not field checked

Purple tint indicates extension of urban areas

MN GN 8½° 151 MILS 0°59' 18 MILS

UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

1 ½ 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1.1 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MARYLAND
QUADRANGLE LOCATION

ROAD CLASSIFICATION

Heavy-duty .... Light-duty ....
Medium-duty .... Unimproved dirt ========
Interstate Route U. S. Route State Route

BALTIMORE EAST, MD.
SE/4 BALTIMORE 15' QUADRANGLE
N3915—W7630/7.5
1953
PHOTOREVISED 1966 AND 1974
AMS 5662 I SE—SERIES V833

ISBN 0-607-23498-9

TIRE SERVICE
STOP
CHARMINGTON'S

N. HOWARD
James & Lynn's
TIRE SERVICE
NEW & USED TIRES
410-366-3905
PRIVATE PROPERTY

QUALITY
AUTO REPAIR
NO
PARKING

CLEAR CHANNEL
Become A Foster Parent
Help a Youth be Ready by 21
410-685-8231
Baltimore City Department of Social Services
033300
27
NO STOPPING
ANYTIME

ROTO-ROOTER
Waterproofing
TIRE SERVICE
NEW & USED TIRES
NO STOPPING
SHS

QUALITY
AUTO REPAIR
NO
PARKING
PRIVATE PROPERTY

National Register of Historic Places

Archivist note to the record

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Oak Street Garage

MULTIPLE NAME:

STATE & COUNTY: MARYLAND, Baltimore

DATE RECEIVED: 9/06/13 DATE OF PENDING LIST: 9/26/13
DATE OF 16TH DAY: 10/11/13 DATE OF 45TH DAY: 10/23/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000849

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 10.23.13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

5

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

February 14, 2013

2600 North Howard Street LLC
2601 N. Howard Street, Suite 100
Baltimore, Maryland 21218
Attention: Mr. Evan Morville

RE: OAK STREET GARAGE
Baltimore City, Maryland

Dear Mr. Morville:

The Oak Street Garage will be considered by the Governor's Consulting Committee for nomination to the National Register of Historic Places on Thursday, March 21, 2013. The National Register is the official list of historic properties recognized by the Federal Government as worthy of preservation for their significance in American history, architecture, archaeology, engineering, and culture. In Maryland, the nomination process is administered by the Maryland Historical Trust. Enclosed you will find a copy of the criteria under which properties are evaluated for listing. The meeting will be held at the People's Resource Center, 100 Community Place, Crownsville, Maryland, beginning at 10:00 a.m. You are welcome to attend this meeting.

Listing in the National Register results in the following for historic properties.

1. Consideration in planning for Federal, federally or state funded, licensed and assisted projects. Federal and state legislation requires that Federal agencies allow the Advisory Council on Historic Preservation and state agencies, including the Maryland Historical Trust, opportunity to comment on all projects affecting historic properties listed in the National Register. For further information please refer to Section 36, Code of Federal Regulations, Part 800 and Annotated Code of Maryland, State Finance and Procurement Article, Section 5A-323 et seq. or call the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7630.

2. Eligibility for Federal tax provisions. If a property is listed in the National Register, certain Federal tax provisions may apply. The Tax Reform Act of 1986 revises the historic preservation tax incentives authorized by Congress in the Tax Reform Act of 1976, the Revenue Act of 1978, the Tax Treatment Extension Act of 1980, the Economic Recovery Tax Act of 1981, and the Tax Reform Act of 1984, and as of January 1, 1987, provides for a 20 percent investment tax credit with a full adjustment to basis for rehabilitating historic commercial, industrial, and rental residential buildings. The former 15 percent and 20 percent Investment Tax Credits (ITCs) for rehabilitation of older commercial buildings are combined into a single 10 percent ITC for commercial or industrial buildings built before 1936.

100 Community Place · Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 · Fax: 410.987.4071 · Toll Free: 1.800.756.0119 · TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

The Tax Treatment Extension Act of 1980 provides Federal tax deductions for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. Whether these provisions are advantageous to a property owner is dependent upon the particular circumstances of the property and the owner. Because tax aspects outlined above are complex, individuals should consult legal counsel or the appropriate local Internal Revenue Service office for assistance in determining the tax consequences of the above provisions. For further information on certification requirements, please refer to 36 CFR 67 or the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7630.

3. Eligibility for a Maryland income tax benefit for the rehabilitation of historic property. For further information on the Heritage Preservation Tax Credit, contact the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7628.

4. Consideration of historic values in the decision to issue a surface coal mining permit where coal is located. In accord with the Surface Mining Control and Reclamation Act of 1977, there must be consideration of historic values in the decision to issue a surface coal mining permit where coal is located. For further information, please refer to 30 CFR 700 et seq.

5. Eligibility to apply for federal and state grants and state low interest loans for historic preservation projects. To determine the present status of such grants and loans, contact the Office of Preservation Services of the Maryland Historical Trust at (410) 514-7632.

Owners of private properties nominated to the National Register have an opportunity to concur in or object to listing in accord with the National Historic Preservation Act and 36 CFR 60. Any owner or partial owner of private property who chooses to object to listing may submit to the State Historic Preservation Officer a notarized statement certifying that the party is the sole or partial owner of the private property and objects to the listing. Each owner or partial owner of private property has one vote regardless of what portion of the property that party owns. If a majority of private property owners object, a property will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register of Historic Places for a determination of eligibility of the property for listing in the National Register. If the property is determined to be eligible for listing, although not formally listed, Federal agencies will be required to allow the Advisory Council on Historic Preservation and state agencies, including the Maryland Historical Trust, an opportunity to comment before the agency may fund, license, or assist a project which will affect the property. If you choose to object to the listing of your property, the notarized objection must be submitted to J. Rodney Little, State Historic Preservation Officer, ATTN: Peter Kurtze, Maryland Historical Trust, 100 Community Place, Crownsville, Maryland 21032-2023 by the date of the meeting given above.

Listing in the National Register does NOT mean that the Federal Government or the State of Maryland wants to acquire the property, place restrictions on the property, or dictate the color or materials used on individual buildings. Local ordinances or laws establishing restrictive zoning, special design review committees, or review of exterior alterations are not a part of the National Register program. Listing also does NOT require the owner to preserve or maintain the property or seek approval of the Federal Government or the State of Maryland to alter the property. Unless the owner applies for and accepts special Federal or state tax, licensing, or funding benefits, the owner can do anything with his property he wishes so long as it is permitted by state or local law.

If you wish to comment on whether the property should be nominated to the National Register, please send your comments to J. Rodney Little, State Historic Preservation Officer, ATTN: Peter E. Kurtze, before the Governor's Consulting Committee considers the nomination. Copies of the nomination, regulations and information on the National Register and Federal and State tax provisions are available from the Trust. If you have questions about this nomination, please contact Peter E. Kurtze, Administrator of Evaluation and Registration, Maryland Historical Trust at (410) 514-7649.

Sincerely,

J. Rodney Little
Director-State Historic
Preservation Officer

JRL/jmg
cc: Hon Stephanie Rawlings Blake
Hon. Bernard C. Young
Mr. Harry T. Spikes II
Mr. Larry S. Gibson
Ms. Kathleen Kotarba
Betty Bird & Assoc., LLC

MDP

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

April 1, 2013

2600 North Howard Street LLC
2601 North Howard Street, Suite 100
Baltimore, Maryland 21218
Attention: Mr. Evan Morville

RE: OAK STREET GARAGE
Baltimore City, Maryland

Dear Mr. Morville:

The above referenced property was considered by the Governor's Consulting Committee for nomination to the National Register of Historic Places on Thursday, March 21, 2013. The Committee recommends nomination of the property. The next step in the process involves final preparation of the application materials by the Trust for submission to the National Register office in Washington. You will be advised in writing of the decision of the National Register on the nomination.

Sincerely,

Peter E. Kurtze
Administrator,
Evaluation and Registration

PEK/jmg

cc: Hon. Stephanie Rawlings Blake
Hon, Bernard C. Young
Mr. Harry t. Spikes II
Mr. Larry S. Gibson
Ms. Kathleen Kotarba
Betty Bird & Assoc., LLC

100 Community Place · Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 · Fax: 410.987.4071 · Toll Free: 1.800.756.0119 · TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

RECEIVED
APR 2 5 2013
BY

8

MDP
Maryland Department of Planning

Sustainable Attainable

April 23, 2013

Mr. J. Rodney Little
Director, State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: **MD20130222-0106**
Applicant: Maryland Historical Trust
Project Description: HISTORIC NOMINATION: Oak Street Garage
Project Address: 2600 North Howard Street, Baltimore, MD 21218
Project Location: Baltimore City
Approving Authority: U.S. Department of the Interior DOI/NPS
CFDA Number: 15.914
Recommendation: **Consistent Including General Comment(s)**

Dear Mr. Little:

In accordance with Presidential Executive Order 12372 and Code of Maryland Regulation 34.02.01.04-.06, the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Department(s) of Natural Resources, Transportation; Baltimore City; and the Maryland Department of Planning.

The Maryland Department(s) of Natural Resources, and Transportation; Baltimore City; and the Maryland Department of Planning found this project to be consistent with their plans, programs, and objectives.

The Department of Transportation stated that "as far as can be determined at this time, the subject has no unacceptable impacts on their plans or programs."

Baltimore City stated that, "We consider the National Register Designation of the Oak Street Garage to be consistent with CHAP's plans, programs, and objectives."

The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at mbarnes@mdp.state.md.us. **Also please complete the attached form and return it to the State Clearinghouse as soon as the status of the project is known.** ***Any substitutions of this form must include the State Application Identifier Number.*** **This will ensure that our files are complete.**

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey

Linda C. Janey, J.D., Assistant Secretary

LCJ:MB
Enclosure(s)
cc: Melinda Gretsinger - MDOT
Greg Golden - DNR
Jaime Cramer - BCIT
Peter Conrad - MDPL

13-0106_CRR.CLS.doc

MARYLAND HISTORICAL TRUST
CERTIFIED LOCAL GOVERNMENT/NATIONAL REGISTER
RECOMMENDATION FORM

Property Name OAK STREET GARAGE

Location 2600 NORTH HOWARD STREET

County Baltimore City

CLG Name Commission for Historical and Architectural Preservation

HISTORIC PRESERVATION COMMISSION RECOMMENDATION

X Nomination recommended _____ Nomination not recommended

Please check the applicable National Register criteria and/or considerations (exceptions) used in decision:

criteria: X A ___ B ___ C ___ D

considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

Justification of decision: (use continuation sheet if necessary)

The Oak Street Garage, constructed in 1924 and enlarged in 1927, illustrates the dramatic impact of the automobile. Built and operated by first-generation Italian immigrants, the Oak Street Garage meets National Register Criterion A for local significance because it is associated the far-reaching impact of the automobile on Baltimore's urban fabric and economic life. The evolution of the automobile-related services that it housed and the controversy its construction generated illustrate the striking shifts in the urban landscape and economic fortunes it created in the boom years of the 1920's. The Piraino family owned the handsome one-story storage garage through 1969 and actively operated it most of those years. Neely and Ensor Auto.co,, formerly a high end carriage manufacturer, was the building's first tenant, occupying a portion of the original garage and all of its addition.

signature of commission chairman — date 06.11.13

Commission for Historical and Architectural Preservation

name of commission

CHIEF ELECTED OFFICIAL RECOMMENDATION

_____ I concur with the opinion of the historic preservation review commission.

_____ I do not concur with the opinion of the historic preservation review commission.
(Please justify disagreement on a separate sheet.)

signature of chief elected official — date

Maryland Department of Planning
Maryland Historical Trust

Sustainable Attainable
RECEIVED 2280
SEP 06 2013
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

September 4, 2013

Mr. J. Paul Loether, Chief
National Register of Historic Places
National Park Service
1201 I (eye) St., NW
Mail Stop 2280
Washington, DC 20005

RE: COCA COLA BOTTLING COMPANY OF BALTIMORE
COLDSTREAM, HOMESTEAD, MONTEBELLO HISTORIC DISTRICT
OAK STREET GARAGE
Baltimore City, Maryland

Dear Mr. Loether:

Enclosed is documentation for nominating the coca Cola Bottling Company of Baltimore, Coldstream, Homestead, Montebello Historic District and the Oak Street Garage, Baltimore City, Maryland to the National Register of Historic Places. The state review board and the owners concur in my recommendation for listing. Should you have questions in this matter, please contact Peter Kurtze at (410) 514-7649.

Sincerely,

J. Rodney Little
Director-State Historic
Preservation Officer

JRL/jmg
cc: State Clearinghouse #20130109-0025, Coca Cola
#20120919-0681, Coldstream, Homestead, Montebello
#29130222-0106, Oak Street

Enclosures: Coca Cola NR form and 14 continuation sheets
1 USGS map
10 - 5x7 b/w prints
1 CD

Correspondence: letter, Little to Melnick, 14 February 2013
letter, Janey to Little, 8 March 2013
letter, Kurtze to Melnick, 1 April 2013
CLG recommendation form, 11 June 2013

Coldstream, Homestead, Montebello NR form and 85 continuation sheets

1 USGS map
22 - 5x7 b/w prints

Correspondence: Legal Ad, 13 September 2013
letter, Kurtz to Kotarba, 24 September 2013
letter, Kurtze to Rawlings Blake, 19 October 2013
CLG recommendation form, 1 November 2013
Letter, Janey to Little, 16 November 2013

Oak Street Garage NR forms and 19 continuation sheets

1 USGS map
12- 5x7 b/w prints
1 CD

Correspondence: letter, Little to Morville, 14 February 2012
letter, Kurtze to Morville, 1 April 2013
letter, Janey to Little, 23 April 2013
CLG recommendation form, 11 June 2013