

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

NR Eligible: yes ___
no **X** ___

Property Name: _____ Inventory Number: B-1334

Address: 2704 Bungalow Avenue City: Baltimore Zip Code: 21226

County: _____ USGS Topographic Map: Curtis Bay

Owner: Brown, Joseph H. and Grace A.

Tax Parcel Number: 38 Tax Map Number: Ward 25 Tax Account ID Number: Unknown

Project: Hawkins Point Bridge Baltimore City Project 799 Agency: SHA

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

Eligibility recommended ___ Eligibility **not** recommended X

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

Is the property located within a historic district? X no ___ yes ___ Name of district: _____

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

Documentation on the property/district is presented in:

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

Located on a flat, grassy lot at the dead-end of Bungalow Avenue, just north of the Anne Arundel County line is a one story circa 1930 vernacular house constructed on a solid rock-faced concrete block foundation. Featuring a gable-front asphalt-shingle roof with slightly overhanging eaves and an aluminum soffit, the house measures three bays in width. Accessed by central single-leaf flush door, the wood frame house is clad in vinyl siding. Flanking the door are vinyl 6/6 windows with aluminum square-edged surrounds and sills and vinyl louvered shutters. A louvered metal vent pierces the gable peak.

Currently known as Hawkins Point, the northern section of Marley Neck in Curtis Bay, was historically a rural 200-acre tract of land. Patented to Paul Kinsey as a Royal Grant on June 29, 1663, the bucolic land, which now partially serves as the United States Coast Guard Yard, was named Curtise's Neck. The settlement of the area was fostered by the colonist's need for strategically located navigable waters and rich agricultural soils. Following the Civil War, the property was subdivided into important smaller truck farms, with produce shipped, often by the farmer's own vessels, across Curtis Bay to the numerous nearby Baltimore markets. This area was part of Anne Arundel County until the City of Baltimore annexed it in 1918, although it was linked to the city as early as 1794. At that time, Baltimore City was hit by a yellow fever epidemic and the area now occupied by Fort Armistead Park served as a quarantine station. Again in 1881, the City of Baltimore utilized a tract of land on Hawkins Point to quarantine contaminated cargo and sick crewmen on vessels entering Baltimore Harbor. The federal government

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Eligibility recommended ___	Eligibility not recommended <u>X</u>
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
Comments: _____	
<u>Andrew Levin</u>	<u>11/28/01</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>11/30/07</u>
Reviewer, NR program	Date

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Continuation Sheet No. 1

purchased the property in 1921, operating this facility until 1961, when all of the existing structures were razed. This quarantine station was used into the early 20th century to isolate the citizens of the city suffering from smallpox.¹ In 1899, under the direction of Lt. John C. Moore, a strategically located 445 1/2-acre area was purchased to be used as a United States Coast Guard Yard, which until 1910 served as the first Coast Guard Academy.² It was created to build and repair boats in the Mid-Atlantic fleet. Eventually the Arundel Cove site served as the general depot for the entire Atlantic Coast Service. Currently, the site occupies 113-acres. A number of ammunition warehouses and Army Ordnance Depots were established around Curtis Bay from 1880 to the 1950s. During World War II over a million tons of explosives stored in the nearby warehouses were loaded on ships and sent to sea. Industry at this time also included a number of large coal piers.

Established as an early important industrial city, powered by the vast waterways and ports, Baltimore later thrived with the establishment of the Baltimore and Ohio Railroad, which revolutionized western trade. With the newly laid branch of the B&O Railroad and expansion into the Marley Neck area, the pastoral landscape was forever altered. Prior to World War I, the Curtis Bay area served as a country retreat, dotted with the summer homes of many Baltimore City residents. Later changes after the railroad included the widening of Hawkins Point Road, increasing truck traffic along previously residential roadways.

Hawkins Point, significant for its early military and medical history, became a leading Baltimore area industrial complex in the 20th century, spurred by the establishment of a number of multi-national chemical and manufacturing companies in the area. An early industrial site, located at the corner of Hawkins Point and Chemical Roads, included the circa 1943 warehouse (MTCI) owned by the Davis Chemical Corporation through an indenture of the Defense Plant Corporation. Although the chemical industry served a significant economic purpose in Baltimore, the integrity of the historic landscape was significantly compromised. Newspaper articles as early as 1945 include reports of residents complaints of difficulty breathing, acidic fumes, wilted flora, and clouded window glass.³ The reports significantly worsened over time.

In 1975, the area was further decimated with the extension of Interstate 695. The highway completely eliminated a residential subdivision on the north side of Hawkins Point Road, the site of the current landfill. By 1982, the contamination of the Hawkins Point area initiated a government property buyout and relocation of property owners. Currently, the Curtis Bay area industry includes numerous manufacturers, the largest medical waste incinerator in the world, the city landfill, and a chromium landfill site. In September 2001, the Coast Guard Yard was placed on the Environmental Protection Agency's Superfund National Priorities List of hazardous waste sites, indicating that contaminants from this site have affected or might affect public health and the environment.⁴ A small number of vernacular wooden structures remain in the area, including some along Bungalow Avenue, but most have been razed. A number of industrial and light-industrial businesses occupy the land where a pastoral agricultural way of life along one of Maryland's scenic waterways once existed.

Constructed circa 1930, this dwelling is not eligible for the National Register. Although one of the few remaining single dwellings in the area, the resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not evaluated for this study.

Prepared by: Jennifer J. Bunting and Robin J. Weidlich, Architectural Historians

Date Prepared: September 6, 2001

¹ Dennis Zembala, *Baltimore: Industrial Gateway on the Chesapeake Bay* (Baltimore, MD: Baltimore Museum of Industry, 1995), p. 68.
² Land Records of Anne Arundel County. Liber G.W. 13, folio 60. Referenced in Robinson, 45.
³ "Control of Acid Fumes Promised by Plant Head." *Baltimore Sun*. June 28, 1945.
⁴ "Anne Arundel Site Proposed for Superfund." *Washington Post*. September 14, 2001.



B-1334

House, 2704 Bungalow Avenue
Baltimore City, Maryland

EHT Traceries, Inc.

9/2001

MD SHPO

House, south elevation, view looking North

Photo 1 of 1