

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Brooklyn Survey District Inventory Number: B-5240
 Address: _____ Historic district: yes no
 City: Baltimore Zip Code: 21225 County: Baltimore City
 USGS Quadrangle(s): Curtis Bay
 Property Owner: multiple ownership Tax Account ID Number: multiple
 Tax Map Parcel Number(s): multiple Tax Map Number: multiple
 Project: PA among Baltimore City DHCD, CHAP, and MD SHPO, rega Agency: Baltimore City DHCD
 Agency Prepared By: John Milner Associates, Inc.
 Preparer's Name: Baltimore City DHCD Date Prepared: 6/25/2012
 Documentation is presented in: See MIHP Form for Brooklyn Survey District (B-5240)
 Preparer's Eligibility Recommendation: Eligibility recommended 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 no Listed: yes no
 Site visit by MHT Staff yes no Name: _____ Date: _____

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

The Brooklyn survey district is a large neighborhood located in the southern section of Baltimore City. The survey district boundary forms an irregular, polygonal shape, and consists of over 900 acres, matching the Baltimore City Neighborhood boundary (as of date surveyed in 2012). Brooklyn had its origins as an Anne Arundel County speculative community, later evolving into a suburb and then a part of the city fabric after 1919. The built environment reflects both suburban and urban design, with a variety of architectural styles and building types spanning the late nineteenth through mid-twentieth century. Commercial, industrial, institutional, and green space developments spot the landscape among the residential buildings. Architecturally, the styles are inconsistent, ranging from simple vernacular frame buildings to brick rowhouses of World War II-era to modern buildings. Historically the area was home of both farmers and waterfront industrial workers, including many immigrants, in addition to an early resort community.

Brooklyn is so large, that it has multiple well-defined areas within its boundaries that are disconnected from each other. This disconnect occurs in the layout of the inner neighborhoods, the architectural styles, the proximity to services, and other socio-economic factors. The main area of Brooklyn at the northwest area of its boundaries is the oldest planned section of Brooklyn, reflected in its original grid-like street pattern. Two intersecting roadways function as the primary commercial thoroughfares (Hanover Street and Patapsco Avenue). Spreading outwardly from these commercial corridors are the residential areas. There are

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments: overall survey district is not eligible for NR (lacks integrity/cohesiveness, but individual resources noted in text may merit further documentation and evaluation.)	
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>2/4/13</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>2/4/13</u> Date

two other gridded portions of the survey area, one on the east end from 8th Street to the Curtis Bay neighborhood, and along the south boundary that crosses into Anne Arundel County. There are also two distinct developments in the survey area, both dating from the 1940s: Brooklyn Homes and Patapsco Landing Apartments. There are three major green spaces within the boundaries, Reed Bird Island Park along the Patapsco River to the north, Farring Bay-Brook Park at the south, and Garrett Park at 3rd Street and Patapsco Avenue. Reed Bird and Farring Bay-Brook are green spaces by default, as development has not occurred in these areas of the survey. Garrett Park was part of the original grid layout plan.

Brooklyn's development is not an early example of this suburb turned urban development, nor was it innovative in layout design. Being an area with some topographic challenges, the original grid layout was not modified for topography or viewsheds, and does not appear to continue or connect with other natural features. Brooklyn's original grid plan that was created parallel and perpendicular to the main thoroughfares, ending at the City line and 7th Street, appears to have integrity remaining in its layout and development. This smaller area is recommended for further research to disseminate a specific period of significance for this area the amount of infill development and alterations to the original fabric as a potential historic district. Further, the survey area as a whole is not known to be associated with events that have made a significant contribution to the broad patterns of history. There are sub-areas within Brooklyn that may be connected to World War II Liberty Ship building at the Bethlehem Steel plant that was located in Fairfield, which is beyond the scope of this survey. Baltimore City DHCD recommends this Brooklyn Survey District as not eligible under Criterion A, and recommends that further research occur at select smaller areas with the survey district for potential historic districts within the 900 acre surveyed area.

Brooklyn was platted in the mid-1850s by the Patapsco Company, a group of local landowners and Baltimore businessmen. The Patapsco Company was reorganized in 1874 as the Patapsco Land Company, and by the latter years of the nineteenth century, was again reorganized as the South Baltimore Harbor and Improvement Company. None of these three development companies is known to have made significant contributions to suburban and/or urban development in Maryland. Therefore, Baltimore City DHCD recommends this resource not eligible under Criterion B.

Streetscapes are visually inconsistent, parallel with development and conversion from suburban to urban. The modifications have continued over the last 60 years to present day, leaving many properties and buildings with good "bones," massing, and scale, but architecturally confused. The buildings and dwellings, both individually and collectively, have undergone too many alterations and modifications to be considered outstanding for their period of construction. Alterations include the application of replacement exterior siding, various bay replacements, and additions and/or enclosures, porches, and entrance façades. Overall, the survey district lacks integrity of original materials, workmanship, feeling, and association. For these reasons, Baltimore City DHCD recommends the survey district not eligible under Criterion C, and recommends that further research occur at select smaller areas with the survey district for potential historic districts within the 900 acre surveyed area.

Investigation of National Register eligibility under Criterion D was not considered as part of this study.

The following list of buildings appear to possess some level of local significance and retain medium to high levels of integrity. In addition, a number of churches throughout the neighborhood reflect distinctive architectural styles and are generally well preserved. All are recommended for further research.

Notable commercial buildings in Brooklyn include:
 Colonial Revival-style Equitable Trust Co. (now Bank of America) at 3601 South Hanover Street;
 Colonial Revival-style McCully-Pozniak Funeral Home at 237 East Patapsco Avenue;
 Crisp Memorial Presbyterian Church and parsonage at 301 East Patapsco Avenue (MIHP #4290);
 Williamsburg/Colonial Revival-style Arundel Federal Savings and Loan Association at 333 East Patapsco Avenue;

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			

Patapsco Theater at 601-45 Patapsco Avenue;
Former Chesapeake & Potomac Telephone building (now Patapsco Station) at the corner of 6th Street and East Patapsco Avenue.

Notable residential buildings include:

- Kutchey House (MIHP #4599) a Craftsman style home located at 5th and Jack Streets;
- 3547 4th Street, believed to be the oldest house in Brooklyn according to local historians;
- Patapsco Landing apartment development;
- 3600 Block (even) 3rd Street Queen Anne rowhouses;
- The Charles Stoll House, a French Second Empire-style frame dwelling at the corner of Annabel Avenue and 6th Street

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended

Eligibility not recommended

Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G
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MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-5240

1. Name of Property

Brooklyn Survey District

historic Brooklyn

other

2. Location

street and number _____ not for publication

city, town Baltimore City _____ vicinity

county Baltimore City

3. Owner of Property

(give names and mailing addresses of all owners)

name Multiple ownership

street and number _____ telephone _____

city, town Baltimore City state MD zip code 21225

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town _____ tax map _____ tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: Crisp Memorial Church (MIHP# B-4290); Kutchey House (MIHP# B-4599)

6. Classification

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

7. Description

Inventory No. B-5240

Condition

excellent deteriorated
 good ruins
 fair altered

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

Brooklyn is a large neighborhood located in the southern section of Baltimore City that encompasses approximately 916 acres. Its built environment reflects both suburban and urban design, with a variety of architectural styles and building types spanning the late nineteenth century through the mid-twentieth century. Commercial, industrial, institutional, and green space developments spot the landscape; however, Brooklyn's architecture is probably best represented through its huge residential stock. Architecturally, these constructions range from simple vernacular frame houses to row houses to World War II-era constructions. Overall, the condition of the architecture varies from block to block.

The neighborhood boundaries of Brooklyn form an irregular, polygonal shape, and are bordered by the Patapsco River to the northwest, and the city neighborhoods of Cherry Hill, Middle Branch/Reed Bird Parks, Fairfield, and Curtis Bay from the north to the east. Neighborhoods within Anne Arundel County extend along Brooklyn's southwestern side. Within the northwest area of the boundaries lies the oldest developed section of Brooklyn, reflected in its original grid-like street pattern, roughly bordered by Hanover Street (originally named First Street) to the west, Chesapeake Avenue to the north, Seventh Street to the east, and Jack Street (originally named Jackson Street) to the south. Two intersecting roadways function as the primary commercial thoroughfares (Hanover Street and Patapsco Avenue). Hanover Street trends northeast-southwest and is visibly recognizable as Brooklyn's "main street." The narrow, two-lane streetscape is densely flanked by late nineteenth and early twentieth century development. The northern end is marked by a tight-knit group of commercial buildings, whereas further south the development becomes a blended mix of both commercial and residential row houses.

Patapsco Avenue is a four-lane road that trends northwest-southeast through Brooklyn, leading directly into the neighboring community of Curtis Bay at its eastern end. Parcel sizes along this roadway are much larger than those along Hanover Street. The streetscape consists of buildings of various periods interspersed with late 20th century infill. Development is denser toward the western end than toward the eastern end. Garrett Park is situated at the northwestern end of Patapsco Avenue within the more active commercial area. Overall, the non-residential development on this street is characterized by institutional and prominent, long-standing, big businesses with a few small businesses in-between. Residential development varies from late nineteenth- to early-to-mid-twentieth-century, single-family dwellings to duplexes and row houses.

A few of the row houses and institutional, more prominent buildings along this corridor tend to reflect distinctive architectural styles, such as Queen Anne or Colonial Revival.

The Queen Anne style was widely influential in America from the 1870s until the turn of the century. Queen Anne emphasized human scale and domestic comfort. Its facades showed a great variety, featuring projecting oriels, bay windows and odd rooflines. The style was also rich in texture with sometimes seen cut and molded brick, terra cotta and ornamental plaster details. The dwellings had asymmetrical plans. Common interior features were a "great hall", enormous fireplaces and homey built-in inglenooks. The queen style was constructed as row houses and single and double dwellings. Other common features seen in this style were patterned shingles, spindles, brackets and wood cutouts. Partial or full-width porches were not usual, built as verandas, turrets and sleeping porches (Carley 1994: 154-162).

The term "Colonial Revival" refers to the entire rebirth of interest in the English and Dutch houses. The Georgian and Adam styles form the backbone of the Revival with secondary influences from Postmedieval English and Dutch Colonial prototypes. Details from one or more of these precedents are freely combined in many examples. This was a dominant style for domestic throughout the country from the late nineteenth-century well into the mid-twentieth-century. Identifying features include accentuated

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 7 Page 1

front doors, normally with decorative crown supported by pilasters, or columns supporting an entry porch; doors commonly have overhead fanlights and/or sidelights; façades normally show symmetrical balanced windows with a centered door; and windows with double-hung sashes, usually with multi-pane glazing. The principal areas of elaborations in Colonial Revival houses are entrances, cornices, and windows (McAlester and McAlester 1997: 321-326).

In recent decades, the commercial area has declined as businesses relocated to the suburbs, where malls, big-box stores, and the internet have dominated the retail landscape. Currently, only a handful of active businesses are scattered along the two main streets, with many of the formerly occupied spaces vacant and/or boarded-up. The condition of many of these buildings ranges from fair to deteriorated. "Brooklyn Main Street" has come to be recognized as one of Baltimore's Main Street Neighborhoods through efforts and organization set forth by the Baltimore Development Corporation and Brooklyn and Curtis Bay Coalition. As described on the Baltimore Main Streets website:

Brooklyn is one of the southernmost neighborhoods in Baltimore with breathtaking views of the Baltimore skyline. The heart of Brooklyn originates at Hanover Street and Patapsco Avenue. Incorporating a strong sense of civic pride with a community wide green initiative Brooklyn is a haven for innovative businesses and passionate citizens.

Spreading outwardly from these commercial corridors are the residential areas. Brooklyn encompasses a broad range of residential construction (both in style and type), including familiar brick row houses, public housing, apartments, and single-family dwellings. Immediately northeast and southeast of the Hanover Street and Patapsco Avenue commercial corridors, still within the original grid-plan, are groups of brick row houses of various periods. Early twentieth-century vernacular, single-family dwellings are scattered among larger, multi-family constructions. From Chesapeake Avenue (Brooklyn's northern boundary) south to Talbott Street, development is fairly dense, and churches and school buildings anchor various corners. From Talbott Street south to Frankle Street (close to Brooklyn's southeastern boundary), the development patterns and topography together evoke a nearly spontaneous suburban feel. The landscape becomes slightly hilly, the lot sizes become larger, and the architectural styles and types of nearly all of the single family houses in this area range from bungalows to post-World War II dwellings, reflecting circa 1940s to 1960s construction, with some earlier dwellings scattered on street corners throughout this southern grid area.

From the late nineteenth century to the early to mid-twentieth century these small model homes were a building boom for single-family dwellings. The automobile, along with improved railroads, created a demand for affordable housing within reach of the city. Americans at that time became more interested in casual living, wanting open floor plans with plenty of air and light and less complicated furnishings. The bungalow responded to those needs. The Craftsman Bungalow was typically one-and-one-half story homes with wide overhanging eaves, deep porches, having simple interiors that featured built-in cupboards and cozy inglenooks. Other common features included grouped windows, low-pitch roofs, gabled or shed-roof dormers, and exposed rafter ends. Ready-to-build houses could be bought by mail order from enterprise such as Sears, Roebuck which delivered the materials, fixtures and assembly instructions for an entire house to the nearest railroad station (Carley 1994: 212; Gottfried and Jennings 1988: 216). This is exemplified in the Kutchey House at 5th and Jack Streets.

Hundreds of thousands of World War II-era cottages were constructed throughout the United States between 1940 and 1950. Many were built in large developments. Others include isolated examples or short rows built along major thoroughfares, while still others were erected on subdivided farmland. The nature of this resource was a simple, rapidly built, inexpensive dwelling. Common building materials for this period of construction include concrete block foundations

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 7 Page 2

and walls, concrete-asbestos or aluminum siding, and double-hung sashes with horizontal mutins, framed and protected by with aluminum-framed storm openings.

Visually, the central to southern thirds of the neighborhood reflect pockets of planned development. This is largely evident from the street layout, a combination of curvilinear and perpendicular patterns. From Highland Avenue south to Duane Avenue is a large grid-pattern of development. From Highland Avenue southeast to Orchard Avenue the architectural construction appears to be a continuation of the Talbott to Frankle area, albeit on a grid that is skewed from the original. The lots vary in size and are landscaped with more green space, much like a suburban neighborhood. The single-family dwellings in this area range from bungalows to post-World War II dwellings, reflecting circa 1940s to 1960s constructions. Continuing southeast, within the same street grid to Duane Avenue, the housing stock changes drastically in appearance. These streets are lined with slight variations of mid-twentieth-century brick row houses. North of 6th Street are two curvilinear roadways, Brooklyn Avenue and 8th Street, also lined with mid-twentieth-century row houses. Similar construction lines the streets to the immediate east, Stoll Street to East Pontiac Street, only here the grid follows that of the original.

A large garden apartment complex known as Brooklyn Homes is located southeast of Stoll Street in the southern section of Brooklyn. The boundaries of this irregularly-shaped area include a portion of 8th Street (to the west), 6th Street (to the south), West Bay Court (to the east), and Gretna Court (to the north). The street patterns within are curvilinear, flanked by long, rectangular-shaped, two-story brick apartment buildings, with small lawn spaces to the front and rear of each. These buildings were built in 1942 by the government for defense workers; however, they have since been adaptively reused for public housing and have undergone heavy renovations. Southeast of the buildings is Farring Bay-Brook Park, an area historically known for containing "demountable" one-story wooden apartments. The park includes a recreational center, a middle school, and recreational areas.

Nearby, extending north from Gretna Court to Jeffrey Street, is Patapsco Landing apartments. This six-block area of development contains simplified, Colonial Revival-style, brick garden apartments, built in U-shape formations. Long courtyards are featured between each complex. These buildings appear to be privately owned and operated. From Jeffrey Street to East Patapsco Avenue, spanning a six-block area, is a densely-sited group of circa 1960s row houses. A few single streets of single-family dwellings border some of these complex developments. Stylistically, the dwellings are vernacular, two-story houses, dating from the 1940s to the 1960s.

8. Significance

Inventory No. B-5240

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

Specific dates 1853, 1856, 1878, 1919, 1941-1945 **Architect/Builder**

Construction dates Ca. 1856-1960

Evaluation for:

National Register Maryland Register See DOE not evaluated

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

Statement of Significance

Brooklyn is a neighborhood of Baltimore City which had its origins as an Anne Arundel County speculative community, later evolving into a suburb and then a part of the city fabric. Historically the home of both farmers and waterfront industrial workers, including many immigrants, Brooklyn's intact grid plan and variety of architectural styles reflect its development from the late nineteenth century through the mid-twentieth century. From simple vernacular frame dwellings of the late 1800s to the brick row houses and defense housing of the World War II era, Brooklyn's built environment reflects both suburban and urban neighborhood design. The neighborhood is an example of an older rural community, absorbed into Baltimore City in 1919, and is part of the city's story of industrial growth and change.

Narrative History of Brooklyn

The area now known as the Brooklyn neighborhood of Baltimore City was part of Anne Arundel County during the eighteenth and nineteenth centuries. The peninsula adjacent to Curtis Bay and the Middle Branch of the Patapsco was a rural area with farms, forests, wetlands, and scattered homes. The first patent in the area was Thomas Sparrow's 400-acre South Canton, taken out in 1652. Others followed in the 1660s, and the name "Curtis Creek" was in use by 1679. Swampland on the peninsula along the riverfront was referred to as Cromwell's Marsh, after John Cromwell, who patented this area in 1670. While the town of Baltimore grew to the north, generations of Anne Arundel landowners on the Brooklyn-Curtis Bay peninsula raised crops and built a number of piers and wharfs projecting into the Patapsco and Curtis Bay. Since the early 1600s, when Captain John Smith made his exploration into the area the channels of the Patapsco Rivers, also historically known as Arundel Cove, had been utilized and noted for ideal harborage and for its useful operations, where deep-water channels made it possible to move goods by ship. A ferry was in operation by 1781 near what is now the north end of Potee Street. By 1833, a north-south road, precursor of today's South Hanover Street, passed across the peninsula, and a perpendicular east-west road, precursor of East Patapsco Avenue, passed east to the end of the peninsula by 1856. There is evidence that the area also had resort uses during the early nineteenth century, with a handful of hotels and entertainment establishments, including Acton's Park, a notorious resort and gambling house. In 1841, the Walnut Spring Hotel was established near Ferry Branch. It stood near what is now the southeast corner of East Patapsco Avenue and South Hanover Street, and was a popular hostelry and gathering place for politicians. A massive walnut tree contained an elevated bandstand in its branches, from which music was played for dancers on a circular floor under the tree. A diamondback terrapin farm was located to the west along the riverfront.

The fortunes of the area began to change in the 1850s as investors began to recognize the potential of the peninsula for development and commerce. On April 26, 1853, the Patapsco Company was incorporated by the Maryland General

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 1

Assembly. Established by a group of local landowners and Baltimore businessmen, the company obtained control of most of the land on the peninsula and laid out the original plat of a small town that was soon called Brooklyn. According to local legend, the name was suggested by a Patapsco Company employee, R.W. Templeman, who saw a plat of the new town and was reminded of Brooklyn, New York. The original plan was a grid with numbered north-south streets (1st through 7th, numbered from west to east), and named east-west streets (Water, Chesapeake, Baltimore, Maryland, Annapolis, Patapsco, Potomac, Washington, Jefferson, Jackson, and Franklin). First and Patapsco streets incorporated the existing roads and became the two major thoroughfares through the town, along which commercial development would be concentrated. The Walnut Spring Hotel, a key community gathering place, was at this primary crossroads. Although some street names have changed, this basic grid dictated the development of the community and is extant today. The planners also created a "public square," now known as Garrett Park.

The laying out of Brooklyn spurred two prominent local families, the Crisps and the Cromwells, to construct a bridge across the Patapsco toward the growing City of Baltimore in 1856. The 4,750-foot-long, draw-span bridge was made of white pine from Cromwell's Woods. It spanned from South Baltimore to Acton's Park and was variously known as the Long Bridge, Brooklyn Bridge, and the Light Street Bridge. The owners charged tolls to cross it, five cents to walk, twenty-five cents to ride a one horse cart, or fifty cents to ride a two cart, one way. The local farmers then had a quicker route to market, but many boycotted the bridge due to the tolls. The alternative travel route to Baltimore was longer, by way of Harman's Bridge near Linthicum Heights. In the winter, some would even cross the iced-over river to transport their goods. Regardless, the bridge did make Brooklyn far more accessible from the city, and by 1866, approximately 40 houses had been built there. An 1860 detail map shows the streets and "public garden" with approximately 25 individual houses and buildings already standing off 1st and Patapsco streets. The Patapsco Company's early development tactics included selling lots for \$100 and throwing in a "bonus" cemetery plot as part of the purchase. "Bonus Land Cemetery" was located near 6th and Townsend streets. The first church, Brooklyn Union Church, began in 1868. Overall, however, development was slow in the early years. Most of the peninsula remained rural, containing only a handful of farmsteads and a Marine Hospital which was short-lived.

The Patapsco Company was reorganized in 1874 as the Patapsco Land Company, and began promoting its holdings much more aggressively to industrial and commercial interests. By then, its owners were all Baltimore City businessmen. That year, the company published a detailed booklet describing in detail all the advantages of the Brooklyn-Curtis Bay peninsula for shipping and industry. Entitled *Curtis Bay, Its Superior Advantages and Admirable Location as the Only Deep Water Harbor Contiguous to the City of Baltimore*, the booklet also included a map showing ambitious initial plans for another community southeast of Brooklyn along the waterfront, to be named the City of Pennington. The 1874 plat of Pennington shows a vertical grid plan of small streets with piers to the east along Stone House Cove. The grid plan extended across Curtis Creek to encompass the north part of the next peninsula. A planned railroad crossed the peninsula from Brooklyn down to Pennington and then south. Despite these ambitious plans and efforts to market them, development of the peninsula continued to stagnate a few years longer until transportation options improved.

The quiet peninsula would soon begin to change at a rapid rate. In 1878, the State of Maryland purchased the Light Street Bridge from the local owners and lifted the tolls, enticing more people to use it. In 1882, the Baltimore & Ohio (B&O) Railroad selected the Curtis Bay waterfront as the site for a new coal pier and constructed a new rail line past Brooklyn down to the construction site. In 1886, the railroad built a new station at Brooklyn, improving the community's access to the outside world in unprecedented ways. The railroad line, and later highways, cut off the original northwest corner of Brooklyn from the main section of the community, eliminating most of the original planned streets north of Chesapeake Avenue. Six years later, in 1892, the Baltimore and Curtis Bay Railway began streetcar service across the Light Street Bridge to Brooklyn. The line was extended by 1894 down to Curtis Bay and to Flood's Park, a popular resort at the south

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 2

end of what is now the community of Curtis Bay. Meanwhile, the Patapsco Land Company reorganized again and became the South Baltimore Harbor and Improvement Company. With transportation well established development in both Brooklyn and further out on the peninsula at Curtis Bay and Fairfield accelerated. The Southern Baltimore Car Wheel Company was the first industrial concern to relocate to the Curtis Bay waterfront in 1887, and others soon followed. By 1893, the peninsula included a sugar refinery, barrel factory, nut and bolt factory, and Martin Wagner's oyster-packing and canning plant, along with the car wheel factory and coal pier. Eventually the peninsula included five discrete communities, the last four of which were created to house workers in waterfront industries that began to arise in the 1880s and 1890s: Brooklyn, Curtis Bay (originally Pennington), Fairfield, Masonville, and East Brooklyn/Wagner's Point.

As rapid development occurred further out on the peninsula, many workers from the new plants and piers settled in Brooklyn. Recent immigrants from Germany and Poland joined the existing mixture of families, who were mostly descendants of longtime county residents or later arrivals of German-American descent. The streets and avenues were regraded and planted with shade trees in 1904 to herald the increasing use of the "horseless carriages." Ten new streets were also platted and interspersed with the original street grid to create smaller lots and allow more development. The new streets were Arsan, Chart, Freeman, Cambria, Garrett, Talbott, Calvert, Horton, and Helmstetter. While some attached housing rows were built, Brooklyn was predominantly a community of single-family, wood-frame homes prior to World War I. Churches, a school (1899), a firehouse (1911), and commercial establishments were also built.

In a brief historical summary written about Brooklyn in 1981, Sandra Lee Cohen describes the 1899 school that formerly stood on the north corner of Pontiac Avenue and Fourth Street:

The three-story building had a total of eight classrooms, and three additional miscellaneous rooms. Each classroom had a raised platform for the teacher [to stand and be elevated on]. Toilets were located outside.

In 1914, two wings/additions were built onto the main building. Each addition sheltered four additional rooms. At this time, bathrooms and drinking fountains were also installed within the interior. Five years later, in 1919, the school (#5 Anne Arundel County) was renumbered and became a part of the Baltimore City Public School system (#203).

In 1931 another addition of eight classrooms and other miscellaneous rooms were made. And in 1961 a playground was added to the property. In 1977, the building was razed and a modern school building was built in the location of the former playground.

In 1905 the government purchased land on the peninsula for the Revenue Cutter Service, which ten years later would become the United States Coast Guard. The Coast Guard saw its birth and earliest development in its Curtis Bay facility. The growth and complexity of the Yard's building and repair activities grew rapidly.

The Brooklyn Improvement Association was formed in 1910 to protest the South Baltimore Harbor and Improvement Company's decision not to extend public water lines to Brooklyn from a new tower at Curtis Bay. The association soon prevailed and public water arrived in Brooklyn in 1914. Industrial concerns along the waterfront of the peninsula continued to grow, with the addition of two shipyards and several chemical plants by 1920, and the rebuilding and expansion of the B&O coal pier in 1917.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 3

The increased activity on the peninsula soon became too much for the old wooden Light Street Bridge, which many began to view as a danger after a streetcar derailed on it and fell into the river in 1913. A fire soon afterward caused severe damage and spurred planners to have a new bridge built. Between 1914 and 1916, the State Roads Commission constructed a new \$1.5 million bridge extending Hanover Street south from Baltimore to connect with 1st Street in Brooklyn. The Hanover Street Bridge opened in 1917, carrying both vehicles and streetcar traffic. Meanwhile, major streets in Brooklyn and Curtis Bay were paved and electrical service began.

As World War I began, Baltimore City and its surrounding municipalities were embroiled in controversy over the city's desire to annex surrounding land in multiple directions. Baltimore wished to grow but the surrounding counties wanted to hold on to their land. Despite much opposition, a bill was passed by the General Assembly in March 1918 to permit Baltimore City to annex an additional 51 square miles from the surrounding counties, including the portion of Anne Arundel County containing the Brooklyn-Curtis Bay peninsula. The annexation took effect on January 1, 1919, increasing the city's population by an estimated 75,000 people.

Annexation by the city meant a number of changes in Brooklyn, notably street names, as many of the original streets now had duplicate names in Baltimore City. Over the next years, the following street names were changed: 1st Street became South Hanover Street, Stone House Cove Avenue became 12th Street, Baltimore Street became Baltic Avenue, Maryland Avenue became Maude Avenue, Annapolis Street became Annabelle Avenue, Potomac Street became Pontiac Avenue, Washington Street became Washburn Avenue, Jefferson Street became Jeffrey Street, Jackson Street became Jack Street, and Franklin Street became Frankle Street.

Due in large to a group of local townspeople, headed by Reverend Kenneth Craig and Mrs. Alice Farring, Brooklyn also received a new branch of the Enoch Pratt Library. This addition to the community had actually been a fundraising project started a number of years before the annexation. Upon the annexation the City redeemed the shares at which time the group purchased a plot of land at Patapsco Avenue and Third Street. An Italian Renaissance-style brick building was completed in 1921, with funds from a Carnegie grant. This building stood by the park until it was replaced by a larger building with additional and updated facilities in 1965.

Increased population led to improved water mains and the first hard paving in the early 1930s. Also, the lands along the harbor became more industrialized, and included businesses like Maryland Dry Dock Co., Weyerhaeuser Lumber Co., Gulf Oil Corp., and the Union Shipyard Co. (a ship scrapping business). A large majority of the area also became the Bethlehem-Fairfield Shipyard. With the end of the depression, and with the war in Europe expanding, many of the companies in the area began to expand to satisfy the demands for war goods and services. The Maryland Dry Docks Co. began modifying ships for war. The chemical and fertilizer companies started to switch over to war time products.

During the interwar years, Brooklyn continued to grow with both single-family homes and row houses. Developers departed somewhat from the strict grid with some curving and asymmetrical streets, such as Brooklyn Boulevard, 6th Street which bent along a property line, and part of 8th Street. Road improvements leading up to and during World War II included the construction of Potee Street west of the original Brooklyn street grid to relieve the traffic on Hanover Street. New residential streets in the eastern part of the community included Stoll Street, Gretna Court, Mariban Street, St. Victor Street, and St. Margaret Street.

World War II rocketed the Baltimore area into defense manufacturing, and as with many areas of the city, remaining undeveloped parts of the Brooklyn-Curtis Bay peninsula's waterfront industrialized rapidly while swelling numbers of workers crowded into existing and newly built homes in adjacent neighborhoods. Along with the B&O's coal pier and a

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 4

large array of tracks, shipbuilding and oil concerns were major employers. In 1941, Bethlehem Steel received a huge contract to build Liberty- and Victory-series cargo ships for the military, using their shipyard facilities near Fairfield. As history would document, the Fairfield Yard had the most employees of any of the Bethlehem shipyards – employing 46,700 in 1943 – and one of the finest and most productive construction records of the war in the United States.

With the sudden expansion of the industries and the large influx of people to in the defense factories, inadequate housing and the increasing volume of traffic became major problems. Newspapers began announcing the anticipation of an influx of thousands of workers to fulfill the anticipated defense-manufacturing needs in Baltimore. The vast majority of new workers came from non-defense industries and from all parts of the country. Most were married or came with dependents as the shipbuilding plants could not afford to train men that would potentially be drafted. Housing was scarce. In the early years of the war, the housing shortage was such an acute problem, workers and their families were living in converted garages, trailers, and converted agricultural outbuildings. Single family homes began serving multiple families, divided and occupied by one family per floor. Private building and development definitely increased throughout the area, especially with the incentive of the Federal government offering generous financial aid to private developers for the construction of defense housing.

Frankfurt Avenue was built at the north end of Hanover Street, leading directly to the shipyards and factories. The housing shortage was relieved by the government when both Fairfield Homes and a large trailer park was built, both in Fairfield, within walking distance to and from the plants. This triangular-shaped area of development encompassed 27-acres and included 500 government-owned dwellings, available for rent by the employees of the shipyards. Shortly thereafter, the government also built houses and apartments in Brooklyn, at the top of the Tenth Street hill (Brooklyn Homes).

In August 1941 John Carmody, the Federal Works Administrator, announced approval of three sites for defense worker housing projects: Brooklyn, Fairfield and Westport. The largest of the sites was in the center of Brooklyn-Curtis Bay section of town, containing 34-acres and nearly 500-units (Brooklyn Homes). As of early 1942 land in Brooklyn was reported to be available for development, with streets and utilities adjacent. Some 2,000 units of new housing were planned by private developers, in addition to over a thousand units planned by the government.

Brooklyn Homes was a complex built by the government along 10th Street for defense workers in the Curtis Bay shipyards. The FWA condemned over 100 acres of private land between 8th and 10th streets to build the Brooklyn Homes development, evicting previous residents. The development lay mostly in what is now Brooklyn, but its larger housing section extended into the northwest portion of Curtis Bay near the circles. Part of the development was a complex of 80 brick apartment buildings, containing 500 housing units, lying within Brooklyn in the northwestern part of the development (1942). The more sprawling southern and eastern section, lying within both Brooklyn and Curtis Bay, contained 457 units of “demountable” temporary, one-story wooden apartment buildings (1942-1943), which spread east to the circle area. The curving West Bay Avenue was built as the primary access road to much of this demountable complex. The brick units are extant and still in use as public housing, though heavily renovated. The demountable housing is no longer extant. Other developers built groups of single-family and two-family housing nearby. Along the parts of Jeffrey, Jack and Stoll streets, the Liberty Homes development of 148 brick two-family row houses was built in 1942. Another private developer built a striking Colonial Revival-style complex of brick four-unit garden apartments with long courtyards between Jeffrey Street and Gretna Court, now the Patapsco Landing apartments.

Building materials were extremely difficult to obtain during the wartime and as a result, not much was constructed. Overall, new development was tight and selective, both residentially and commercially. Surprisingly though, not long after Brooklyn

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 5

Homes was constructed, Patapsco Theater (at 601-645 Patapsco Avenue) was built, presumably for the purpose of entertaining and as a recreational outlet for all the incoming defense workers/population. Planning for this building began just before the outbreak of World War II, and drawings were prepared by local architect David Harrison in 1942, but the theater did not open until 1944, due the shortage of building materials. In his book *Motion Picture Exhibition in Baltimore* Robert Headley describes its Art Deco-style detailing and design:

The curved façade of the Patapsco was of beige face brick with a rectangular central element containing five narrow vertical rows of glass blocks. Six horizontal "speed lines" run from the central element following the curve of the façade around each corner.

The Patapsco Theater was the last operating movie theater in Brooklyn. In 1977, it was remodeled and adaptively reused as business offices for the Baltimore Department of Social Services.

The postwar period saw Brooklyn continue to develop as a community. Families that moved here from surrounding states, like Pennsylvania, Kentucky, and Tennessee, to work in the defense plants remained even after the war. The high population levels remained as defense workers found permanent jobs in waterfront industries, which continued to flourish for many years. The proliferation of cars led to construction of the Harbor Tunnel and the Harbor Tunnel Thruway along the north side of Brooklyn in 1955-1957. Patapsco Avenue was extended west of Potee Street in the early 1960s to connect with Washington Boulevard, relieving some of the traffic congestion on South Hanover Street.

Along with churches, a number of social organizations had been established by this time, and new community facilities were added, including a new recreation center in Garrett Park in 1957, Bay-Brook Park and Recreation Center in 1962, a larger new library in 1965, the Bay-Brook Elementary-Middle School in 1971, and the Maree Garnett Farring Elementary School on Pontiac Avenue in 1977, replacing the original 1899 school building. Bay-Brook Park was renamed Farring Bay-Brook Park in 1975 in honor of Maree Garnett Farring, a prominent local resident of Brooklyn. Her name was also given to the elementary school completed in 1977.

In the early 1960s, the city demolished the dilapidated Brooklyn Demountable Homes development, which had been purchased by the city after the war and continued in use as public housing, though it was intended to last only five years. This land, combined with other land donated to the city, was used to create Bay-Brook Park, which eventually included a recreation center, soccer pavilion, and two elementary schools (Curtis Bay, built in 1964, and Farring Bay-Brook, built in 1971). Bay-Brook Park was renamed Farring Bay-Brook Park in 1975 in honor of Maree Garnett Farring, a prominent local activist and resident of Brooklyn, who helped create the park. Industrial expansion and pollution from the waterfront chemical plants and tank farms eventually spelled the end of the three smallest communities on the peninsula (Masonville, Fairfield, and East Brooklyn). Some redevelopment has occurred, with older homes being renovated by public agencies and the addition of some infill development, such as clusters of modern row houses on Maude and 6th streets on the north side of Brooklyn. Still, a walk down Brooklyn's streets conveys a century and a half of history, growth, and change from a small rural community to an urban neighborhood.

Notable commercial buildings in Brooklyn include the Colonial Revival-style Equitable Trust Co. bank building (now housing Bank of America) at 3601 South Hanover Street; the elaborate Colonial Revival-style McCully-Pozniak Funeral Home at 237 East Patapsco Avenue; the Crisp Memorial Presbyterian Church and parsonage at 301 East Patapsco Avenue, a pair of stately polychrome stone buildings (now housing the Chesapeake Center)(MIHP#4290), designed by architect William F. Weber and constructed in 1887-1888 with a bequest from Richard O. Crisp, a farmer and early resident of Brooklyn; the Williamsburg/Colonial Revival-style Arundel Federal Savings and Loan Association at 333 East

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 8 Page 6

Patapsco Avenue; the former Chesapeake & Potomac Telephone building at the corner of 6th Street and East Patapsco Avenue (now housing Patapsco Station); and the former Patapsco Theater at 601-645 East Patapsco Avenue. These buildings appear to possess some level of local significance and retain medium to high levels of integrity. In addition, a number of churches throughout the neighborhood reflect distinctive architectural styles and are generally well preserved.

Notable residential buildings in Brooklyn include a small frame dwelling at 3547 4th Street, and a pair of brick row houses at 416-418 East Patapsco Avenue. The bicentennial *A History of Brooklyn-Curtis Bay* states that these are, respectively, the oldest wood-frame and brick homes in Brooklyn, although these assertions have not been verified. The Charles Stoll House, a French Second Empire-style frame dwelling at the corner of Annabel Avenue and 6th Street, was the home of the prominent Stoll family during the late 1800s. This dwelling has been heavily renovated. Later and better preserved constructions include the Patapsco Landing apartment development, a Colonial Revival-style complex, built ca. 1942 (between Greta Court and Jeffrey Street) for defense workers. It is well preserved and retains its original context. Although the adjacent FWA-built Brooklyn Homes development from 1942 is also still extant, these buildings were heavily renovated and lack distinctive character. The Kutchney House at the corner of 5th and Jack streets (MIHP# 4599). Lastly is a single-block development of late nineteenth- and early twentieth-century row houses along 3rd Street (between Cambria Street and Pontiac Avenue) that are detailed in Queen Anne-style elements. These buildings appear to possess some level of local significance and retain medium to high levels of integrity.

9. Major Bibliographical References

Inventory No. B-5240

See continuation sheet.

10. Geographical Data

Acreeage of surveyed property 916 acres
Acreeage of historical setting unknown
Quadrangle name Curtis Bay, Md.

Quadrangle scale: 7.5-minute

Verbal boundary description and justification

Brooklyn is an irregular-shaped neighborhood bounded by the Patapsco River, the Harbor Tunnel Thruway (I-895), Chesapeake Avenue, industrial areas, the Curtis Bay neighborhood, and the Baltimore City line. The boundaries are the official neighborhood boundaries as delineated on the Neighborhood Statistical Areas Map of Baltimore City, based on the 2010 Census (Baltimore City Department of Planning). Beginning at the northwest corner, Brooklyn is bounded on the northwest by the Patapsco River, running north to the former B&O Railroad bridge across the Patapsco, then east with the former B&O alignment, slightly southeast across the Harbor Thruway to the westernmost end of Chesapeake Avenue, then east along Chesapeake Avenue to 7th Street, then south along 7th Street to Patapsco Avenue, then east along Patapsco to West Bay avenues, then south along the entire length of West Bay Avenue to Church Street, then west with Church Street to the Baltimore City line, then northwest with the city line to the point of beginning.

11. Form Prepared by

name/title	Robyn Chrabascz, Historic Preservation Officer		
organization	John Milner Associates, Inc. for Baltimore City DHCD	date	6/25/2012
street & number	417 E. Fayette Street, Suite 301	telephone	443-984-1871
city or town	Baltimore	state	MD

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

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

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Maryland Department of Planning
100 Community Place
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410-514-7600

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Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 9 Page 1

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Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 9 Page 2

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1928 Map of Baltimore City showing streets paved with improved paving to December 31, 1928. Basemap by Bureau of Plans and Surveys.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 9 Page 3

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Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Number 9 Page 4

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Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Photo Log for
MIHP #B-5240, Brooklyn Survey District
Baltimore City, Maryland

Image File Name	Description of the view
B-5240_2012-05-09_01	3500 block South Hanover Street; view looking north from Patapsco Avenue intersection.
B-5240_2012-05-09_02	Bank at 3601 South Hanover Street; view to east.
B-5240_2012-05-09_03	3600 block South Hanover Street; view looking south from Patapsco Ave. intersection.
B-5240_2012-05-09_04	Streetscape along east side of South Hanover Street; view looking east at Pontiac Avenue.
B-5240_2012-05-09_05	Streetscape along west side of South Hanover Street; view looking north at Washburn Avenue.
B-5240_2012-05-09_06	Streetscape along east side of South Hanover Street; view to south from Talbott Street intersection.
B-5240_2012-05-09_07	Streetscape along East Patapsco Avenue; view to west at South Hanover Street intersection.
B-5240_2012-05-09_08	Streetscape along East Patapsco Avenue; view to northwest at 2nd Street intersection.
B-5240_2012-05-09_09	Garrett Park and Brooklyn Recreational Center; view to northeast from East Patapsco Avenue
B-5240_2012-05-09_10	Garrett Park; view to north.
B-5240_2012-05-09_11	McCully- Pozniak Funeral Home, 237 East Patapsco Avenue; view to southwest.
B-5240_2012-05-09_12	Enoch Pratt Free Library, Brooklyn Branch, 300 East Patapsco Avenue; view to northeast at 3rd Street.
B-5240_2012-05-09_13	Crisp Memorial Church (B-4290), 301 East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_14	Crisp Memorial Church (B-4290) parsonage; view to south.
B-5240_2012-05-09_15	Arundel Federal Savings and Loan Association, 333 East Patapsco Avenue; view to south at 4th Street.
B-5240_2012-05-09_16	400 block of East Patapsco Avenue; view to south.
B-5240_2012-05-09_17	Southwest corner of East Patapsco Avenue and 5th Street intersection; view to southwest.
B-5240_2012-05-09_18	500 block of East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_19	500 block of East Patapsco Avenue; view to northwest.
B-5240_2012-05-09_20	500-600 blocks of East Patapsco Avenue at 6th Street; view to southwest.
B-5240_2012-05-09_21	700 block of East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_22	Streetscape of East Patapsco Avenue at 9th Street intersection; view to west.
B-5240_2012-05-09_23	Streetscape of East Patapsco Avenue at St. Margaret Street intersection; view to west.
B-5240_2012-05-09_24	Southwest corner of East Patapsco Avenue and West Bay Avenue intersection; view to southwest.
B-5240_2012-05-09_25	Streetscape of West Bay Avenue at East Patapsco Avenue; view to south.
B-5240_2012-05-10_26	Streetscape of west side of West Bay Avenue; view to north.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

B-5240_2012-05-10_27	Streetscape of west side of West Bay Avenue; view to southwest.
B-5240_2012-05-09_28	3500 block of 4th Street, oldest frame dwelling at left; view to southeast.
B-5240_2012-05-09_29	Charles Stoll House, Annabel Avenue at 6th Street; view to northwest.
Image File Name	Description of the view
B-5240_2012-05-09_30	Modern infill on 6th Street south of Annabel Avenue; view to south.
B-5240_2012-05-09_31	Garrett Park and houses along 3rd Street; view to east.
B-5240_2012-05-09_32	Streetscape of modern row houses along north side of Maude Avenue; view to northeast.
B-5240_2012-05-09_33	Streetscape of row houses along west side of 4th Street from Maude Avenue; view to southwest.
B-5240_2012-05-09_34	2nd Street at Jeffrey Street; view to southeast.
B-5240_2012-05-09_35	2nd Street at Talbott Street; view to northwest.
B-5240_2012-05-09_36	3rd Street at Pontiac Avenue; view to northwest.
B-5240_2012-05-09_37	4th Street at Pontiac Avenue; view to southeast.
B-5240_2012-05-09_38	Streetscape of dwellings along Pontiac Avenue; view to southeast.
B-5240_2012-05-09_39	St. Johns Christian Day School, corner of Garrett and 3rd streets; view to west.
B-5240_2012-05-09_40	Streetscape of row houses along east side of 3rd Street; view to northeast.
B-5240_2012-05-09_41	Streetscape of dwellings along 4th Street at Frankle Street; view to northeast.
B-5240_2012-05-09_42	Streetscape of dwellings along 4th Street at Calvert Street; view to southeast.
B-5240_2012-05-09_43	Streetscape of dwellings along 4th Street at Jeffrey Street; view to southeast.
B-5240_2012-05-09_44	Streetscape of dwellings along Highland Avenue; view to southwest from Frankle Street intersection.
B-5240_2012-05-09_45	Streetscape of dwellings along 5th Street; view to northwest from Jack St. intersection.
B-5240_2012-05-09_46	Streetscape of dwellings along 500 block of Washburn Avenue; view to southeast from 5th Street.
B-5240_2012-05-10_47	Streetscape of row houses along Audrey Avenue; view to northeast from 5th Street intersection.
B-5240_2012-05-10_48	Alley off 5th Street between Audrey and Doris avenues; view to east.
B-5240_2012-05-10_49	Streetscape of row houses along Brooklyn Avenue; view to southwest from 8th Street and Pontiac Avenue intersection.
B-5240_2012-05-10_50	Streetscape of row houses along 8th Street; view to north from Elarton Court intersection.
B-5240_2012-05-10_51	Streetscape of row houses along 9th Street; view to northwest from Washburn Avenue intersection.
B-5240_2012-05-10_52	Streetscape of row houses along 10th Street; view to north from Jeffrey Street intersection.
B-5240_2012-05-10_53	Patapsco Landing Apartments Courtyard, 10th Street; view to east.
B-5240_2012-05-10_54	Patapsco Landing Apartments., 10th and Stoll streets; view to north.
B-5240_2012-05-10_55	Brooklyn Homes, 6th Street; view to northwest.
B-5240_2012-05-10_56	Farring Bay-Brook Park from Cross Street and Faring Court intersection; view to southeast.
B-5240_2012-05-10_57	Farring Bay-Brook Park from south end of West Bay Avenue; view to northwest.

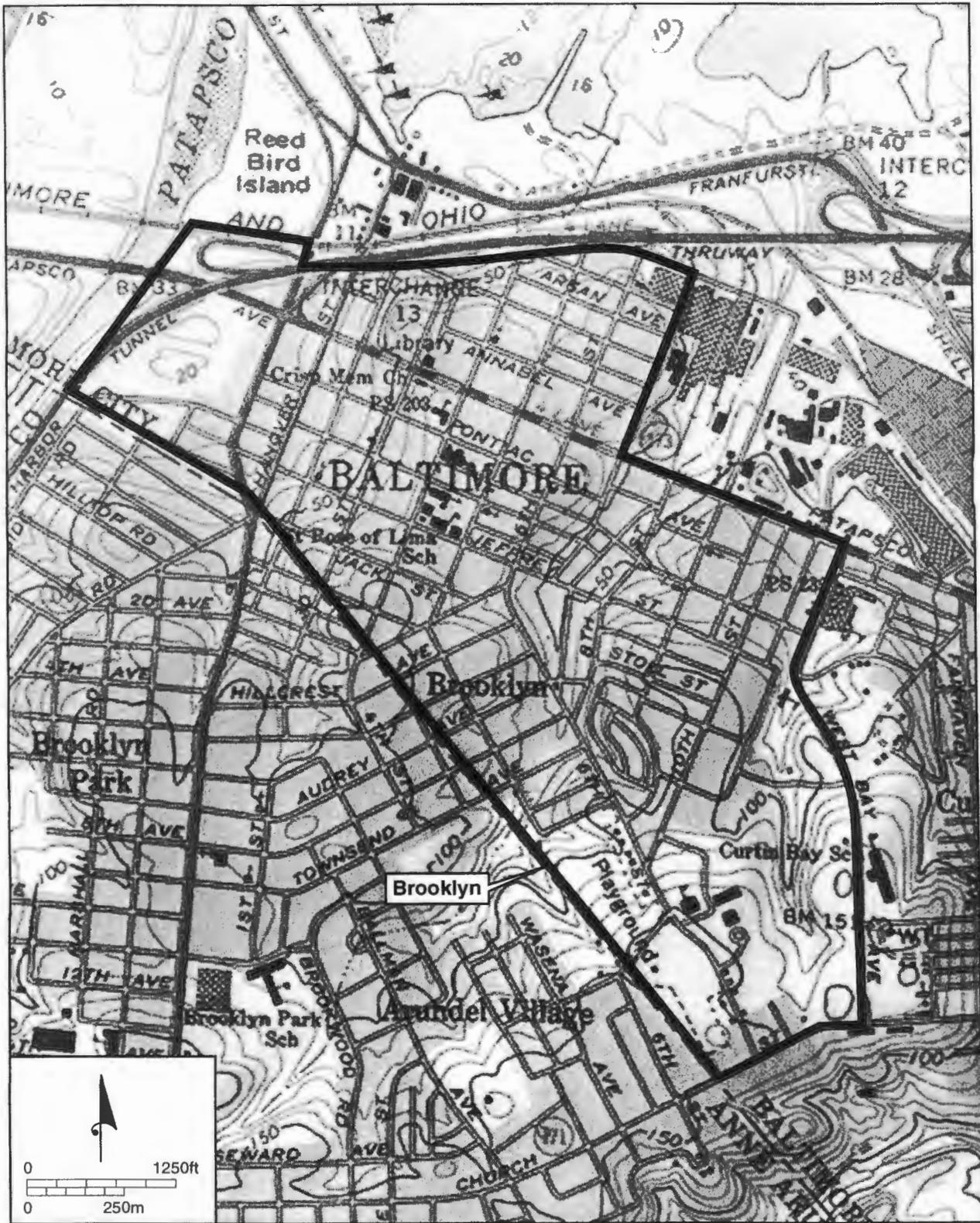
Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. B-5240

Name Brooklyn Survey District, Baltimore City, Maryland
Continuation Sheet

Ink and Paper Combination used to create the prints:
HP Vivera ink on HP Premium Plus Paper

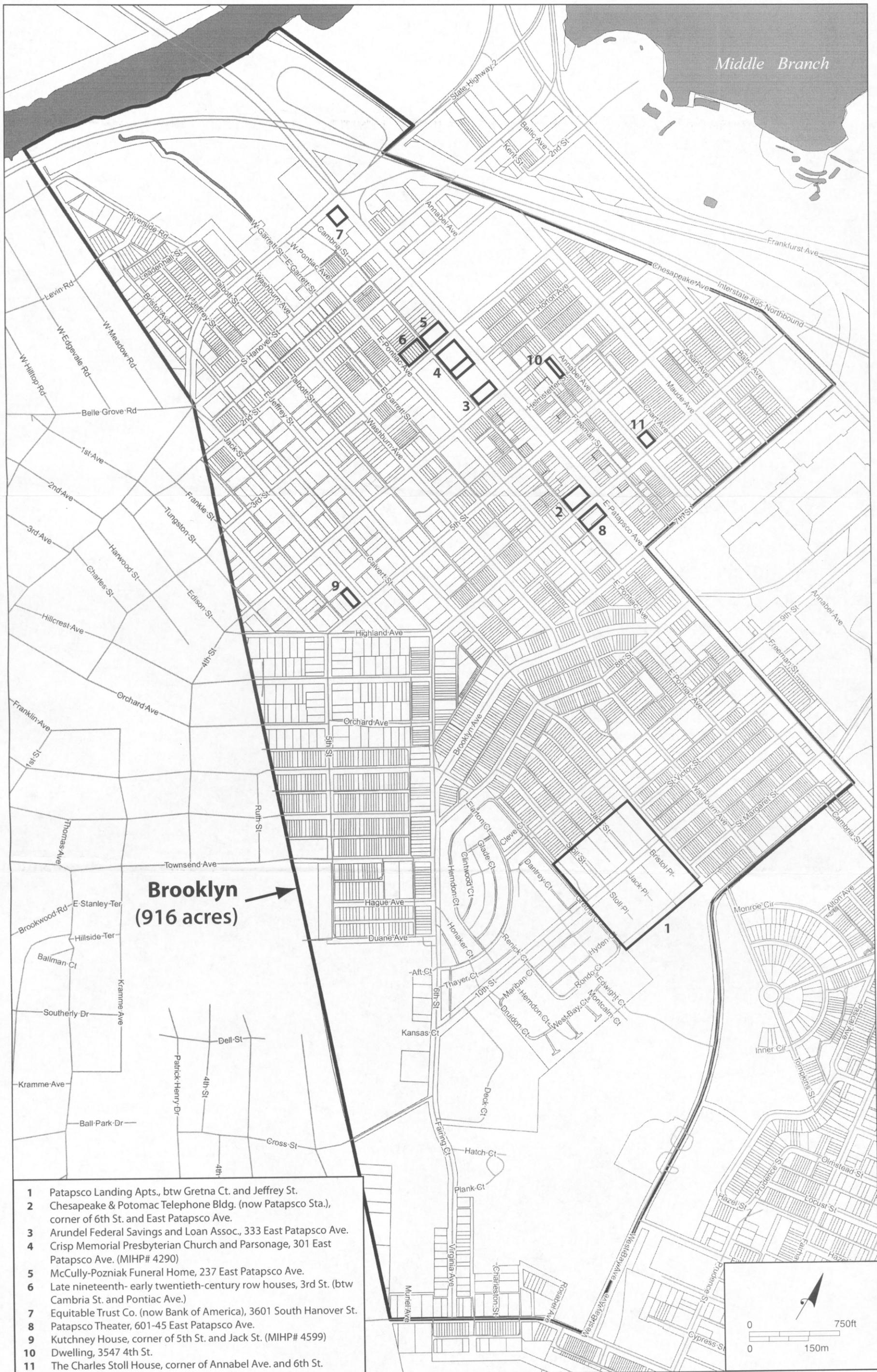
Brand, Make, and Dye type of the DVD-R GOLD:
Verbatim, UltraLife Gold Archival Grade DVD-R, Shiny with Hard Coat



Detail of Curtis Bay, MD 7.5-minute quadrangle (USGS 1969, photorevised 1974), showing Brooklyn.



Location of Brooklyn Survey District within Baltimore City.



**Brooklyn
(916 acres)**

- 1 Patapsco Landing Apts., btw Greta Ct. and Jeffrey St.
- 2 Chesapeake & Potomac Telephone Bldg. (now Patapsco Sta.), corner of 6th St. and East Patapsco Ave.
- 3 Arundel Federal Savings and Loan Assoc., 333 East Patapsco Ave.
- 4 Crisp Memorial Presbyterian Church and Parsonage, 301 East Patapsco Ave. (MIHP# 4290)
- 5 McCully-Pozniak Funeral Home, 237 East Patapsco Ave.
- 6 Late nineteenth- early twentieth-century row houses, 3rd St. (btw Cambria St. and Pontiac Ave.)
- 7 Equitable Trust Co. (now Bank of America), 3601 South Hanover St.
- 8 Patapsco Theater, 601-45 East Patapsco Ave.
- 9 Kutchney House, corner of 5th St. and Jack St. (MIHP# 4599)
- 10 Dwelling, 3547 4th St.
- 11 The Charles Stoll House, corner of Annabel Ave. and 6th St.

Notable historic resources within Brooklyn Survey District (B-5240).

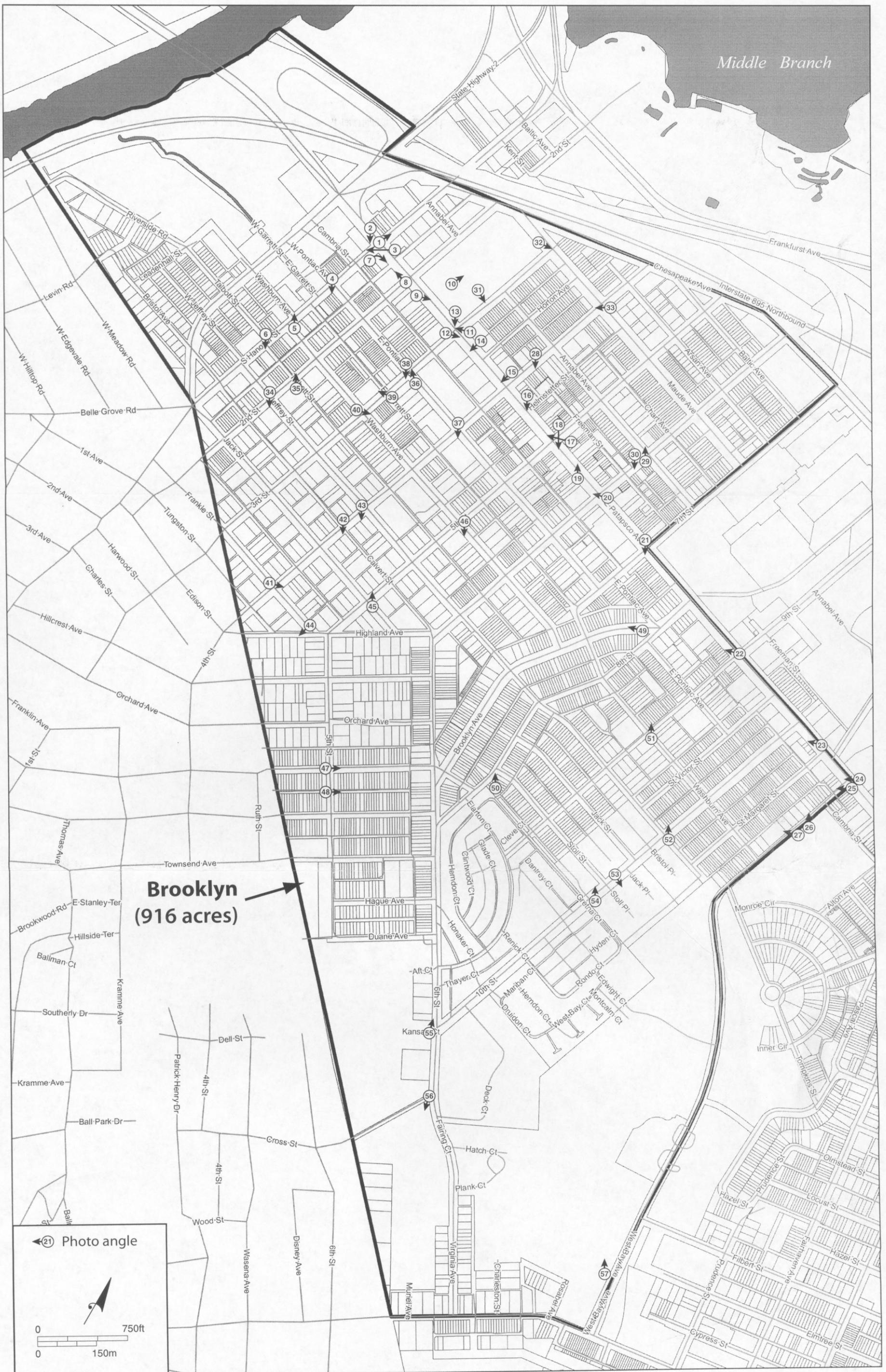


Photo locations for Brooklyn Survey District.

B-5240

Photo Log for

**MIHP #B-5240, Brooklyn Survey District
Baltimore City, Maryland**

Image File Name	Description of the view
B-5240_2012-05-09_01	3500 block South Hanover Street; view looking north from Patapsco Avenue intersection.
B-5240_2012-05-09_02	Bank at 3601 South Hanover Street; view to east.
B-5240_2012-05-09_03	3600 block South Hanover Street; view looking south from Patapsco Ave. intersection.
B-5240_2012-05-09_04	Streetscape along east side of South Hanover Street; view looking east at Pontiac Avenue.
B-5240_2012-05-09_05	Streetscape along west side of South Hanover Street; view looking north at Washburn Avenue.
B-5240_2012-05-09_06	Streetscape along east side of South Hanover Street; view to south from Talbott Street intersection.
B-5240_2012-05-09_07	Streetscape along East Patapsco Avenue; view to west at South Hanover Street intersection.
B-5240_2012-05-09_08	Streetscape along East Patapsco Avenue; view to northwest at 2 nd Street intersection.
B-5240_2012-05-09_09	Garrett Park and Brooklyn Recreational Center; view to northeast from East Patapsco Avenue
B-5240_2012-05-09_10	Garrett Park; view to north.
B-5240_2012-05-09_11	McCully- Pozniak Funeral Home, 237 East Patapsco Avenue; view to southwest.
B-5240_2012-05-09_12	Enoch Pratt Free Library, Brooklyn Branch, 300 East Patapsco Avenue; view to northeast at 3 rd Street.
B-5240_2012-05-09_13	Crisp Memorial Church (B-4290), 301 East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_14	Crisp Memorial Church (B-4290) parsonage; view to south.
B-5240_2012-05-09_15	Arundel Federal Savings and Loan Association, 333 East Patapsco Avenue; view to south at 4 th Street.
B-5240_2012-05-09_16	400 block of East Patapsco Avenue; view to south.
B-5240_2012-05-09_17	Southwest corner of East Patapsco Avenue and 5 th Street intersection; view to southwest.
B-5240_2012-05-09_18	500 block of East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_19	500 block of East Patapsco Avenue; view to northwest.
B-5240_2012-05-09_20	500-600 blocks of East Patapsco Avenue at 6 th Street; view to southwest.
B-5240_2012-05-09_21	700 block of East Patapsco Avenue; view to southeast.
B-5240_2012-05-09_22	Streetscape of East Patapsco Avenue at 9 th Street intersection; view to west.
B-5240_2012-05-09_23	Streetscape of East Patapsco Avenue at St. Margaret Street intersection; view to west.
B-5240_2012-05-09_24	Southwest corner of East Patapsco Avenue and West Bay Avenue intersection; view to southwest.
B-5240_2012-05-09_25	Streetscape of West Bay Avenue at East Patapsco Avenue; view to south.
B-5240_2012-05-10_26	Streetscape of west side of West Bay Avenue; view to north.
B-5240_2012-05-10_27	Streetscape of west side of West Bay Avenue; view to southwest.

B-5240_2012-05-09_28	3500 block of 4 th Street, oldest frame dwelling at left; view to southeast.
B-5240_2012-05-09_29	Charles Stoll House, Annabel Avenue at 6 th Street; view to northwest.
B-5240_2012-05-09_30	Modern infill on 6 th Street south of Annabel Avenue; view to south.
B-5240_2012-05-09_31	Garrett Park and houses along 3 rd Street; view to east.
B-5240_2012-05-09_32	Streetscape of modern row houses along north side of Maude Avenue; view to northeast.
B-5240_2012-05-09_33	Streetscape of row houses along west side of 4 th Street from Maude Avenue; view to southwest.
B-5240_2012-05-09_34	2 nd Street at Jeffrey Street; view to southeast.
B-5240_2012-05-09_35	2 nd Street at Talbott Street; view to northwest.
B-5240_2012-05-09_36	3 rd Street at Pontiac Avenue; view to northwest.
B-5240_2012-05-09_37	4 th Street at Pontiac Avenue; view to southeast.
B-5240_2012-05-09_38	Streetscape of dwellings along Pontiac Avenue; view to southeast.
B-5240_2012-05-09_39	St. Johns Christian Day School, corner of Garrett and 3 rd streets; view to west.
B-5240_2012-05-09_40	Streetscape of row houses along east side of 3 rd Street; view to northeast.
B-5240_2012-05-09_41	Streetscape of dwellings along 4 th Street at Frankle Street; view to northeast.
B-5240_2012-05-09_42	Streetscape of dwellings along 4 th Street at Calvert Street; view to southeast.
B-5240_2012-05-09_43	Streetscape of dwellings along 4 th Street at Jeffrey Street; view to southeast.
B-5240_2012-05-09_44	Streetscape of dwellings along Highland Avenue; view to southwest from Frankle Street intersection.
B-5240_2012-05-09_45	Streetscape of dwellings along 5 th Street; view to northwest from Jack St. intersection.
B-5240_2012-05-09_46	Streetscape of dwellings along 500 block of Washburn Avenue; view to southeast from 5 th Street.
B-5240_2012-05-10_47	Streetscape of row houses along Audrey Avenue; view to northeast from 5 th Street intersection.
B-5240_2012-05-10_48	Alley off 5 th Street between Audrey and Doris avenues; view to east.
B-5240_2012-05-10_49	Streetscape of row houses along Brooklyn Avenue; view to southwest from 8 th Street and Pontiac Avenue intersection.
B-5240_2012-05-10_50	Streetscape of row houses along 8 th Street; view to north from Elarton Court intersection.
B-5240_2012-05-10_51	Streetscape of row houses along 9 th Street; view to northwest from Washburn Avenue intersection.
B-5240_2012-05-10_52	Streetscape of row houses along 10 th Street; view to north from Jeffrey Street intersection.
B-5240_2012-05-10_53	Patapsco Landing Apartments Courtyard, 10 th Street; view to east.
B-5240_2012-05-10_54	Patapsco Landing Apartments., 10 th and Stoll streets; view to north.
B-5240_2012-05-10_55	Brooklyn Homes, 6 th Street; view to northwest.
B-5240_2012-05-10_56	Farring Bay-Brook Park from Cross Street and Faring Court intersection; view to southeast.
B-5240_2012-05-10_57	Farring Bay-Brook Park from south end of West Bay Avenue; view to northwest.

Ink and Paper Combination used to create the prints:

HP Vivera ink on HP Premium Plus Paper

Brand, Make, and Dye type of the DVD-R GOLD:

Verbatim, UltraLife Gold Archival Grade DVD-R, Shiny with Hard Coat



Grand Opening

Grand Opening

SPEED LIMIT 25

B-5240_2012-05-09_01

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

3500 block of S. Hanover St; view looking north
from Patapsco Ave.

1/57



TRUCKS
OVER 10'

12' 6"

100
100

B-5240-2012-05-09-02

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Bank at 3601 S. Hanover St.; view to East

2/57



B-5240_2012-05-09-03

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

3600 Block S. Hanover St.; view looking south
from Patapsco Ave. intersection.

3/57



HANDY ST

OTS

B-5240_2012-05-09_04

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape along east side of S. Hanover St.; view
looking east at Pontiac Ave.

4/57



ACME
LADDER &
SCAFFOLD

ACME

Home & Garden Center

JHN-281

B-5240_2012-05-09-05

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape along west side of S. Hanover St.;
view looking north at Washburn Ave.

5/57



PROGRESSIVE
Insurance Co. Agency

APARTMENTS
FOR RENT

MAY

CITY

CLEANING & LAUNDRY

MAY

Cafe

NO
STOPPING

B-5240-2012-05-09-06
Brooklyn Survey District
Baltimore city, MD
C. Clark
May 09, 2012

MD SHPO

Streetscape along east side of S. Hanover St.; view
to south from Talbott St. intersection.

6/57



RENTAL TRUCKS
7347 700

WALKER

WALKER

B-5240-2012-05-09-07

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape along East Patapsco Ave.; view to
west at S. Hanover St. intersection.

7/57



B-5240_2012-05-09-08

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape along E. Patapsco Ave.; view to northwest
at 2nd St. intersection.

8/57



B-5240-2012-05-09-09

Brooklyn Survey District

Baltimore City, MD

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May 09, 2012

MD SHPO

Garrett Park and Brooklyn Recreational Center;
view to northeast from E. Potapscow Ave.

9/57



B-5240_2012-05-09_10
Brooklyn Survey District
Baltimore City, MD
C. Clark

May 09, 2012
MD SHPO

Garrett Park; view to north.

10/57



Belle Harbor Hotel
HARBOUR HOUSE FL
1850

3600
3 RD

45 00

354-8120

B-5240-2012-05-09-011
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD STPO

McCully-Pozniak Funeral Home, 237 E. Patapsco Ave.;
view to southwest.

11/57

ENOCH PRATT FREE LIBRARY
A BROOKLYN BRANCH

100th ST



B-5240_2012-05-09_12
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Enoch Pratt Free Library, Brooklyn Branch,
300 E. Patapsco Ave.; view to northeast at 3rd St.

12/57



B-5240-2012-05-09_13

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Crisp Memorial Church (B-4290), 301 E. Patapsco
Ave.; view to southeast.

13/57



B-524D_2012-05-09_14
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SITPO

Crisp Memorial Church (B-4290) parsonage;
view to south.

14/57



SAVINGS BANK

B-5240-2012-05-09_15
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Arundel Federal Savings and Loan Association,
333 E. Patapsco Ave.; view to south at 4th St.

15/57



Antonio's Hair Design
354-4344

SAV
Coca-Cola

WNL 356

B-5240_2012-05-09_16
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012

MD SHPO

400 block of E. Patapsco Ave.; view to south.

16/57



OT

PATAPSCO MART

White Horse Liquors
Liquors & More
EST. 1911

A GREAT GREAT GREAT
EST. 1911

B-5240-2012-05-09_17
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Southwest corner of E. Patapsco Ave. and 5th St.
intersection; view to southwest.

17/57



B-5240_2012-05-09_18
Brooklyn Survey District
Baltimore City, MD
C. Clark

May 09, 2012
MD SHPO

500 block of E. Patapsco Ave.; view to southeast.

18/57



B-5240_2012-05-09-19
Brooklyn Survey District
Baltimore City, MD

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May 09, 2012

MD SHPO

500 block of E. Patapsco Ave.; view to north west.

19/52



13-5240-2012-05-09-20
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

500-600 blocks of E. Patapsco Ave. at 6th St.;
view to southwest.

20/57



JOHNSON'S
FURNITURE, SEATING,
SALES AND PARTS
303-4000

RENT

B-5240-2012-05-09-21
Brooklyn Surrey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SFPD

700 block of E. Patapsco Ave.; view to southeast.

21/57



B-5240-2012-05-09-22
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape of E. Patapsco Ave. at 9th St. intersection;
view to west.

22/57



FLEX-PRINT 404-337-7300

boost

KUPPER

4

B-5240_2012-05-09_23
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Streetscape of E. Patapsco Ave. at St. Margaret St.
intersection; view to west.

23/57



B-5240-2012-05-09-24

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Southwest corner of E. Patapsco Ave. and West Bay Ave.
intersection; view to southwest.

24/57



SPEED
LIMIT
25

NO
LEFT
TURN

SPEED
HUMPS
AHEAD

SLOW
SPEED
15
M.P.H.

B-5240-2012-05-09-25
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012
MD SHPO

Streetscape of West Bay Ave. at E. Patapsco Ave.;
view to south.

25/57



B-5240-2012-05-10-24

Brooklyn Survey District

Baltimore City, MD

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May 10, 2012

MD SHPO

Streetscape of west side of West Bay Ave.;

view to north.

26/57



B-5240-2012-05-10-27
Brooklyn Survey District

Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Street scape of west side of West Bay Ave.;
view to southwest.

27/57



B-5240_2012-05-09_28
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

3500 block of 4th St., oldest frame dwelling
at left; view to southeast.

28/57



B-5240-2012-05-09-29
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Charles Stoll House, Annabel Ave. at 6th St.;
View to northwest.

29/57



B-5240_2012-05-09_30
Brooklyn Survey District
Baltimore city, MD

G. Clark
May 09, 2012
MD SITPO

Modern infill on 6th St, south of Annabel Ave.;
view to south.

30/57



B-5240-2012-05-09-31

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Garrett Park and houses along 3RD St.;
view to east.

31/57



B-5240-2012-05-09_32

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MD STPD

Streetscape of modern row houses along north side of Meade Ave.; view to northeast.

32/57



B-5240_2012-05-09_33

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPD

Streetscape of row houses along west side of
4th St. From Maude Ave.; view to southwest.

33/57



B-5240-2012-05-09-34

Brooklyn Survey District
Baltimore City, MD

G. Clark

May 09, 2012

MD SHPO

2nd St. at Jeffrey St.; view to southeast.

34/57



3016

B-5240_2012-05-09_35

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 09, 2012

MID SHPO

2nd St. at Talbott St.; view to northwest.

35/57



B-5240-2012-05-09-36
Brooklyn Survey District

Baltimore city, MD

C. Clark

May 09, 2012

MD SHPO

3rd St. at Pontiac Ave.; view to northwest.

36/57



B-5240 - 2012-05-09, 37
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012

MD STPO

4th St. at Pontiac Ave.; view to southeast.

37/57



B-5240-2012-05-09_38
Brooklyn Survey District
Baltimore City, MD

Cr Clark
May 09, 2012
MD SHPO

Streetscape of dwellings along Pontiac Ave.;
View to southeast.

38/57



B-5240-2012-05-09_39
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD STATE

St. Johns Christian Day School, corner to Garrett
and 3rd streets; view to west.

39/57



B-5240_2012-05-09_40
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Streetscape of row houses along east side of
3rd St.; view to northeast.

40/57



B-5240_2012-05-09_41
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPD

Streetscape of dwellings along 4th St. at Frankle St. i
view to northeast.

41/57



B-5240_2012-05-09_42
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPD

Street scene of dwellings along 47th St. at Calvert
St.; view to southeast.

42/57



B-5240-2012-05-09-43
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 09, 2012

MD SHPO

Streetscape of dwellings along 4th St. at
Jeffrey St.; view to southeast.

43/57



B-5240-2012-05-09-44
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Street scape of dwellings along Highland Ave.;
View to southwest from Frankle St. intersection.

44 / 57



B-5240-2012-05-09_45

Brooklyn Survey District
Baltimore City, MD

G. Clark

May 09, 2012

MD STPD

Streetscape of dwellings along 5th St.; view to
northwest from Jack St. intersection.

45/57



B-5240-2012-05-09-46
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 09, 2012
MD SHPO

Streetscape of dwellings along 500' block of
Washburn Ave.; view to southeast from 5th St.

46 / 57



B-5240 - 2012-05-10-47

Brooklyn Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD STPD

Streetscape of row houses along Audrey Ave.;
view to northeast from 5th St. intersection.

47/57



NO PARKING
ANYTIME
ON EITHER
SIDE OF
ALLEY

B-5240-2012-05-10-48
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPD

Alley off 5th St. between Audrey and Doris
Aves.; view to east.

48/57



B-5240_2012-05-10_49
Brooklyn Survey District
Baltimore City, MD

G. Clark

May 10, 2012

MD SHPO

Street scape of row houses along Brooklyn Ave.;
view to south west from BTH St. and Pontiac Ave.
intersection.

49/57



B-5240-2012-05-10-50
Brooklyn Survey District
Baltimore City, MD

C: Clark

May 10, 2012
MD SHPO

Street scope of row houses along BT# St.,
view to north from Elarton Court intersection.

50/57



B-5240-2012-05-10-51
Brooklyn Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPD

Streetscape of row houses along 9th St.;
view to northwest from Washburn Ave.
intersection.

51/57



B-5240-2012-05-10-52
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MUS SHPO

Street scene of row houses along 10th St.;
view to north from Jeffrey St. intersection.

52/57



B-5240_2012-05-10-53

Brooklyn Survey District

Baltimore City, MD

C. Clark

May 10, 2012

MD 53/57

Patapsco Landing Apartments Courtyard,
10th St.; view to east.

53/57



B-5240-2012-05-10_54
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Petapsco Landing Apartments., 10th and Stoll Sts.;
view to north.

54 / 57



B-5240_2012-05-10_55
Brooklyn Survey District

Baltimore City, MD

C. Clark

May 10, 2012

VMD SHPO

Brooklyn Homes, 6th St.; view to northwest.

55/57



B524D_2012-05-10-50
Brooklyn Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD STPD

Farring Bay-Brook Park, from Cross St. and
Faring Court intersection; view to southeast.

56 / 57



B-5240_2012-05-10_57

Brooklyn Survey District
Baltimore City, MD

G. Clark

May 10, 2012

MD SHPO

Farring Bay - Brook Park From south end of
West Bay Ave.; view to northwest.

57/57