

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Curtis Bay Survey District Inventory Number: B-5241
 Address: _____ Historic district: yes no
 City: Baltimore Zip Code: 21226 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 Curtis Bay Survey District (B-5241)
 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 Listed: yes
 Site visit by MHT Staff yes no Name: _____ Date: _____

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

Curtis Bay survey district is a large neighborhood of southern Baltimore City which had its origins as an Anne Arundel County speculative community, planned by real estate developers and industrialists. It later evolved into a part of the city fabric after it was annexed in 1919. The survey district consisted of the entire neighborhood boundary (as existing in 2012), approximately 554 acres. Historically the home of Eastern European immigrant industrial workers, Curtis Bay's built environment reflects common working-class housing styles in its development from the late nineteenth through mid-twentieth century.

Similarly to its neighbor, Brooklyn, the survey district consists of multiple pockets of defined development that are not well connected with each other due to a variety of factors, including layout, architectural style, services, and other socio-economic factors. Along the eastern half lies the oldest developed section of Curtis Bay, reflected in its original grid-like street pattern, roughly bordered by Prudence Street to the west, East Patapsco Avenue to the north, Curtis Avenue to the east, and Ceddox Street to the south. There is no densely developed commercial area in Curtis Bay; however, a few commercial entities, including restaurants/bars and convenient stores, are randomly located along the two, main, parallel thoroughfares that traverse the neighborhood (Pennington and Curtis Avenues). From Ceddox Street to the south end of Pennington, development is dispersed, with undeveloped lots, and a notable large multi-acre area on the west side of Pennington, encompassing the entire southeast corner of the survey district. Along the northern street boundary, Patapsco Avenue, residential development is clustered along a grid,

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F 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.

[Signature]
Reviewer, Office of Preservation Services

1/22/14
Date

[Signature]
Reviewer, National Register Program

2/4/13
Date

appearing more connected with Brooklyn’s grid pattern than the north-south grid of Curtis Bay. The semi-circular development at the south edge of this grid was never completed as a full circle as originally platted and planned, and has seen 1990s residential construction on the streets that were formed. Curtis Bay is not an early example of this type of development, nor was it innovative in design. Further, it is not known to be associated with events that have made a significant contribution to the broad patterns of history or Baltimore. Baltimore City DHCD recommends the Curtis Bay survey district as not eligible under Criterion A, and recommends that further research occur at select smaller areas within the survey district for potential historic districts within the 554 acre area.

Curtis Bay was platted and developed by the Patapsco Company, a group of local landowners and Baltimore businessmen, reorganized in 1874 as the Patapsco Land Company, and reorganized again as the South Baltimore Harbor and Improvement Company. To-date, 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.

Architectural 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 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:

- Curtis Bay School (now The American Legion) at 1527 Cherry Street;
- Benjamin Franklin School at 1201 Cambria Street;
- Tudor Revival-style Curtis Bay fire station;
- Curtis Bay Water Tower, located on the west end of Filbert Street;
- Gothic Revival-style St. Athanasius Church at 4704 Prudence Street;
- SS Peter & Paul Church (formerly St. Barnabas Episcopal Church) at 1506 Church Street;
- Colonial Revival-style Curtis Bay United Methodist Church at 1429 Church Street;
- St. Paul’s Evangelical Lutheran Church at 3909 Pennington Avenue;
- Curtis Bay Hotel (formerly associated with the Car Shop, now Emanuel World Outreach) at 4201 Pennington Avenue;
- Industrial Bank (now BMW Construction Specialist) at 4200 Pennington Avenue;
- Polish Home Hall (B-5143) at 4416 Fairhaven Avenue, listed on the National Register of Historic Places in 2007.

Notable residential buildings include:

- Car Shop Houses along the west side of the 4100-4200 blocks of Curtis Avenue;
- Terrace Houses, Queen Anne-style brick row houses on the west side of the 4900 block of Pennington Avenue;
- 4600 and 4700 blocks of Pennington Avenue detailed in Queen Anne-style elements;
- Italianate row construction on the east side of the 4800 block of Pennington 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

Two Queen-Anne style single family dwellings on the west side of the 4800 block of Pennington Avenue;
Three "shot-gun" style houses located at 1514, 1509, and 1511 Locust Street.

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

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-5241

1. Name of Property Curtis Bay Survey District

historic Pennington, South Baltimore (Anne Arundel County)

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 21226

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: Polish Home Hall (MIHP# B-5143) – NR-listed (NR# 07001311).

6. Classification

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

7. Description

Inventory No. B-5241

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.

Curtis Bay is a neighborhood located in the southern section of Baltimore City that encompasses approximately 554 acres. Its built environment reflects its history of industrial development from the late nineteenth century through the mid-twentieth century, as well as transportation and defense–manufacturing growth from the early to mid-twentieth century. The neighborhood exemplifies a variety of architectural styles and building types. Commercial, industrial, institutional and green space developments spot the landscape. Architecturally, these constructions range from early frame dwellings of the late 1800s to brick row house blocks of the 1940s and 1950s. The condition of the architecture is fair.

The neighborhood boundaries of Curtis Bay roughly define a linear shape, bordered by the city neighborhoods of Brooklyn to the northwest, Fairfield to the north, and Curtis Bay Industrial Area to the east. Neighborhoods within Anne Arundel County extend along the area's southwestern side. Along its eastern half lies the oldest developed section of Curtis Bay, reflected in its original grid-like street pattern, roughly bordered by Prudence Street (originally named Prospect Avenue) to the west, East Patapsco Avenue to the north, Curtis Avenue to the east, and Ceddox Street (originally Cedar Street) to the south. There is no densely developed commercial area in Curtis Bay; however, a few commercial entities, including restaurants/bars and convenient stores, are randomly located along the two, main, parallel thoroughfares that traverse the neighborhood (Pennington and Curtis avenues). Both are narrow, one-way, two-lane roads, trending north-south along the eastern side of the neighborhood.

Pennington Avenue is flanked by a combination of late nineteenth- and early to mid-twentieth-century development, and includes residential, commercial and some of the areas well-known community buildings and green spaces. A few blocks have noticeable areas of demolition. They either remain unbuilt or have been rebuilt with modern infill. The streetscape from Patapsco Avenue south to Olmstead Street contains the later period of development and consists primarily of mid-twentieth-century row houses and a few anonymous green spaces. From Olmstead Street to Filbert Street is a three-block span of early to mid-twentieth-century development of community anchors, including a former bank building (the Industrial Bank, ca.1917), a former hotel building (the Curtis Bay Hotel, ca. 1918), Curtis Bay Park and Recreational Center (ca.1940-50s), and the Curtis Bay fire station (ca.1923). The former Curtis Bay Hotel building highlights aspects of the Colonial Revival style:

The term "Colonial Revival" refers to the rebirth of earlier English and Dutch styles and periods. In this movement, details and ornamentation from one or more of earlier styles and prototypes were combined and applied. This was a dominant style for particularly domestic constructions throughout the country from the late nineteenth-century well into the mid-twentieth-century, however, also appeared in commercial development. Identifying features include accentuated 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 these constructions are entrances, cornices, and windows (McAlester and McAlester 1997: 321-326).

The fire station reflects aspect of the Tudor-Revival style:

This style traces its lineage back to architect-designed Tudor landmarks of the late nineteenth century. Their revival, less pretentious constructions, spanned only the first few decades of the twentieth century. Relatively uncommon before World War I, the style boomed with popularity across the country in the 1920s and 1930s as masonry veneering techniques allowed even the most modest examples to mimic the brick and stone exterior of the English prototypes. Key elements of this style often include assymetrical massing, steeply pitched roofs, usually side gabled with a facade dominated by one or more

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prominent cross gables. Windows are often tall and narrow, usually in multiple groups with multi-pane glazing. English detailing such as doorways inset within arched surrounds were also typical (Gottfried and Jennings 1988:193).

From Filbert Street to Ceddox Street is a five-block streetscape of late-nineteenth to early twentieth-century residential properties. The development on the west side of the road includes a combination of single-family dwellings and row houses, primarily oriented toward the cross streets. The constructions on the east side of the roadway are all row houses, the most notable of which are the Queen Anne-style row houses locally known as the Terrace Houses, located between Elmtree and Church streets:

The Queen Anne style architecture was widely influential in America from the 1870s until the turn of the century. Wall surfaces were the primary decorative elements, 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. Asymmetrical plans and irregular shapes were expected. Common interior features were a grand entrances, large and embellished fireplaces and built-in inglenooks. 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).

A notable string of Italianate-style row houses is located between Church and Ceddox streets:

The Italianate style dominated American residential construction between the 1850s and the 1880s. It was particularly common in expanding towns and cities, and areas that were still growing. Identifying features of this style are two and three stories; tall, narrow windows, commonly arched or curved above; bay openings with elaborated crown elements; and square cupolas or towers. Principal areas of elaboration in Italianate constructions are windows, cornices, porches and doorways (McAlester and McAlester 1997: 211-212).

From Ceddox Street to the south end of Pennington and the Curtis Bay neighborhood, development is dispersed, with obvious indications of demolition and/or undeveloped lots, some containing modern infill. A notable large multi-acre area on the west side of Pennington, encompassing the entire southeast corner of the neighborhood, is undeveloped land. This area is bordered by Cherry Street to the north, Pennington Street to the east, and the municipal boundary between Baltimore City and Anne Arundel County to the southwest.

Only the west side of Curtis Street falls within the boundaries of the Curtis Bay neighborhood. All of the industrial entities along the east side of this roadway are a part of the Curtis Bay Industrial Area. It is visibly evident that the two areas share a strong industrial-residential historical context. Along the west side of Curtis Avenue north of the Birch Street intersection is a one-block area of dispersed, modern infill development. From Benhill Avenue north to Filbert Street, the west side of the street is lined with a combination of narrow blocks of row houses and corner store constructions that face Curtis, dating to the early twentieth century. Wider blocks of row houses face the cross streets. The row houses along Ceddox, Cereal, Cherry and Church streets are some of the earliest from the early twentieth century. The two-block area between Filbert and Locust streets contains Curtis Bay Park and Recreational Center and additional row houses from the 1930s.

From Locust to Plum streets stands a nearly five-and-a-half-block complex of identical, frame attached houses, dating from the early twentieth century (ca. 1918). Each block of houses stands two-stories in height, sheltered by hipped roofs. Chimneys/masonry covered exhausts rise from the center of each unit. Semi-enclosed porches extend from the façade of

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each, and small rear yards to the rear. Narrow, pedestrian alleys lie between the lawn spaces of each row of units. Historically these houses were occupied by employees of the Baltimore Car and Foundry Company that formerly stood on the east side of Curtis; however, today this business is no longer in existence. It should be noted that the former Curtis Bay Hotel (facing Pennington Avenue) was built at the same time and for the same company and purpose as the attached houses.

From Plum to Spruce streets is a two-block area of mid-twentieth-century brick row houses. The last block on the north end of Curtis is a large multi-acre parcel that contains a vast green space, and large utility building and infrastructure.

West of the primary corridors, the topography of the neighborhood abruptly becomes hilly, with the western side of the area built primarily uphill. Streets are laid out in a combination of angled, curvilinear, and grid-like patterns. In the northwest corner of the neighborhood is Cambria Street, located one block south of and parallel to Patapsco, aligned in a northwest-southeast direction. This roadway is an extension from the adjacent Brooklyn neighborhood and is flanked on the south by a large junior high school dating from the circa 1920s with sprawling rear additions toward its northwestern end. The Benjamin Franklin school reflects the Italian Renaissance style:

The Italian Renaissance style is commonly found in the early twentieth century but is considerably less common than the contemporary Craftsman, Tudor or Colonial Revival styles. This style was primarily showcased in architect-designed landmarks in major metropolitan areas prior to World War I, however, vernacular interpretations spread with the perfecting of masonry veneering techniques. Most examples of this style date from the 1920s. The style steadily declined between the 1930s and 40s. Identifying features of this style include low-pitched hipped roofs, roofs typically sheathed in tile, upper-story openings smaller and less elaborate than lower level openings, accentuated entrances, and facades that are symmetrical (McAlester and McAlester 1997: 397-398).

The southeast end of the roadway is flanked by early to mid-twentieth-century row houses, continuing along both sides of Pontiac Avenue just one block to the south. Immediately south of this area is a distinctive curvilinear, semi-circular development containing one inner circle (Monroe and Inner circles), intersected by two perpendicular roads (Everett and Tompkins streets). The majority of this area consists of modern single-family houses; however, parts of the northwestern quadrant contain mid-twentieth-century (ca.1950s) houses.

Northeast of the semicircular development is a narrow, vertical, grid-patterned area, that encompasses a sizable section of Curtis Bay's residential stock. From Sassafras south to Ceddox Street, and between Pennington Avenue to parts of Prudence Street, this eighteen-block area reflects periods of construction ranging from the mid-twentieth century (in the north) to early twentieth century (in the south). A few churches anchor corner blocks, but the area primarily contains brick row houses and narrow, wood-frame, vernacular, single-family houses.

Immediately southeast of the semicircular development is a modern row house development, along the curvilinear streets of Hazel Street and Pascal Avenue which overlook Farring Bay-Brook Park. This large green space is another continuation of the adjacent Brooklyn neighborhood. Curtis Bay Elementary School, built in the early 1960s, stands at the southernmost point of the park. Overlooking the entire neighborhood along Filbert Street, at the south end of the school is a massive, brick, circular-shaped water tower, built in the 1930s.

8. Significance

Inventory No. B-5241

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 checked="" 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 checked="" type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input checked="" 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 1882, 1919, 1941-1945

Architect/Builder

Construction dates Ca. 1880-1960

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

Curtis Bay is a neighborhood of Baltimore City which had its origins as an Anne Arundel County speculative community planned by real estate developers and industrialists. It later evolved into a part of the city fabric after it was annexed in 1919. Historically the home of Eastern European immigrant industrial workers, Curtis Bay's built environment reflects its development from the late nineteenth century through the mid-twentieth century. From a few early frame dwellings of the late 1800s to the brick row house blocks of the 1940s and 1950s, Curtis Bay's built environment reflects popular neighborhood design principles and common working-class housing styles prevalent in Baltimore during the 1880-1960 time periods.

Narrative History of Curtis Bay

The Curtis Bay 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, 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 by 1856, a perpendicular east-west road, precursor of East Patapsco Avenue, passed east to the end of the peninsula. Both were located near the crossroads near the north end of the peninsula. An 1856 coastal survey map indicates that at that time the current Curtis Bay neighborhood was largely forested hillsides with a few scattered orchards, houses, and a road curving south along the base of the hill. Farm fields were located on flatter terrain further east on the peninsula.

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 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. Although some street names have changed, this basic grid dictated the development of the first community on the peninsula and is extant today (See MIHP# B-5240).

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In 1866, within the Curtis Bay area, specifically in and around the Curtis Creek section between the head of Marley Creek and Stoney Creek, was the first colored settlement in the United States known as Freetown.

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 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 to the east. 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.

In 1882, the Baltimore & Ohio (B&O) Railroad selected the Curtis Bay waterfront at Stone House Cove as the site for a new coal pier and constructed a new rail line past Brooklyn down to the construction site, located at the proposed site of Pennington. The rail line followed the same trajectory anticipated in 1874. In 1886, the railroad built a new station at Brooklyn, improving the community's access to the outside world in unprecedented ways. 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 and often notorious resort at the south end of what is now the Curtis Bay neighborhood.

Jack Flood's Park was a famous pleasure resort in the Curtis Bay area well-known for its entertainment and entertainers, as well as for its fish, sandwiches and beer. John T. Flood (owner of the area/park) charged no admission, consequently allowing for a broad mix of people and conditions which most often frequented on the weekends. Visitors to the park had a range of activities to entertain themselves with including staying at the park for theatrical amusement, renting rowboats for fishing, and/or catching one of the local ferries to other places along the creek. It was not uncommon for stranded theatrical companies whose principal attractions usually was a line of hefty, curvesome chorines, played through the summer months from a pavilion stage to audiences at tables in the shade of huge trees.

Meanwhile, the Patapsco Land Company reorganized again and became the South Baltimore Harbor and Improvement Company. It still owned much of the land in what is now the Curtis Bay neighborhood.

With transportation well established, development on the peninsula 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 at Wagner's Point, along with the railroad car wheel factory and coal pier east of Curtis Avenue. Early companies locating in the Curtis Bay area included the Monarch Engineering Co. (smelting furnaces), National Supply Co. (bolts and fittings), and the Ryan-McDonald Co. (railway construction supplies).

As industrial development accelerated along the waterfront, many workers from the new plants and piers began to seek homes in what is now Curtis Bay. The name Pennington was used only briefly if at all; the neighborhood was variously called Curtis Bay or South Baltimore, Anne Arundel County, and the name Pennington was used as the name of the primary north-south street. The grid plan delineated by the Patapsco Land Company in 1874 formed the basis of the community plan. East-west streets were named after trees, while north-south avenues were named Curtis, Pennington,

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Fairview, and Prospect. The community was oriented along Pennington and Curtis avenues, where initial development occurred. Church, Cherry, and Cedar streets were the most important cross streets.

Although some single-family frame houses were built, primarily on the cross streets, Curtis Bay from the beginning had a housing stock composed primarily of brick row houses. Among the first major developments was a striking block of Queen Anne-style row houses known as the Terrace Houses in the 4900 block of Pennington Avenue. William Gischel, an early resident, built the Terrace Houses and another smaller row of six houses on Cedar (now Ceddox) Street, creating the original residential nucleus of the community. Subsequent blocks of housing were typical inexpensive Italianate-style speculator-built rows, some with bay fronts, similar to what was built in other working-class Baltimore neighborhoods of the early twentieth century. Development began near the south end of the community and rapidly spread north and west. Commercial development, which was never extensive, concentrated on Pennington Avenue, Curtis Avenue, and Cedar (later Ceddox) streets. A public water supply was provided in 1893, a relatively early date. A pumping station at Curtis Avenue and Filbert Street, fed by artesian wells, conveyed water to a tall steel water tank at the top of the hill on Filbert Street. The system was upgraded with new water mains throughout the community, extending to Brooklyn by 1914.

Most of the first residents were recent immigrants from Germany, and were followed by immigrants from Poland, Ukraine, and Austria-Hungary. The farmers already in the vicinity of Curtis Bay were typically descendants of families which had been there for generations. Community institutions arrived rapidly on the heels of the housing built for new residents. The first Curtis Bay School was built on Cherry Street in 1887 as a one-room brick building; it was expanded in 1895 with a two-story addition at the rear which contained four additional classrooms. By 1905, it was too small and a large new school, Curtis Bay School #8, was built at Cherry and Fairhaven streets. The old school was then used by the Brown Memorial Presbyterian Church as a Neighborhood House. St. Athanasius Catholic Church was built in 1890, the first Curtis Bay United Methodist Church was built in 1891 (rebuilt 1923), and the St. Barnabas Episcopal Church (now SS Peter and Paul Ukrainian Catholic Church) and St. Paul's Evangelical Lutheran Church were both built in 1893-1895. The community also had fire protection early; the first fire company was organized in 1893. A combination town hall-fire house was built ca. 1905 at the corner of Fairview and Filbert streets, and a brick jail building, resembling a row house, stood on Beech (now Benhill) Street at the south end of the town.

World War I served to accelerate the industrialization of the Curtis Bay vicinity. Industrial concerns along the waterfront of the peninsula continued to grow, with the addition of two shipyards (Bethlehem Steel, Inc. in 1918 and Maryland Shipbuilding & Dry Dock Co. in 1920) and several chemical plants by 1920, and the rebuilding and expansion of the B&O coal pier in 1917. The infamous Flood's Park, for decades a scene of revelry and scandalous theatrical performances, was closed down in 1916 and replaced with an alcohol plant.

Originally established in 1899, The South Baltimore Car Wheel Company reorganized in 1907 as the Baltimore Car and Foundry Company. Around 1918, the company built a brick hotel, known as the Curtis Bay Hotel, and a large complex of two-story frame attached employee houses in an area immediately west of the plant. At one time, this Curtis Bay firm owned upward of 10,000-acres of land in upper Anne Arundel, skirting the waterfront from the Patapsco River to Baltimore-Annapolis Boulevard. The housing complex, known as the Car Shop Houses, still stands in the area surrounded by Pennington and Curtis avenues between Plum and Locust streets, and has its own network of tiny streets (Morrison, Graham, and Grace courts). The hotel, later called The Pennington, still stands at 4201 Pennington Avenue.

To the south of Curtis Bay were two other major employers, both of which were government agencies: the Coast Guard Yard on Arundel Cove, established in 1899; and the U.S. Ordnance Depot, established during World War I.

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Name Curtis Bay Survey District, Baltimore City, Maryland
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During the World War I period and afterward, the community's original developers tried to market the remaining northern sections of Curtis Bay west of Pennington Avenue and north of Church Street. In an echo of the 1874 marketing effort, Curtis Bay Terrace, Inc., a subsidiary of the South Baltimore Harbor & Improvement Co., released a promotional booklet and map entitled *Curtis Bay: Baltimore's \$250 Million Industrial Development* in 1918. The mapping indicated that Curtis Bay's immediate waterfront then contained the Associated Chemical Co., Standard Guano Co., Republic Distilling Co., United Fertilizer Co., and the Baltimore Car and Foundry Company. Further out on the point were the Wagner packing houses and oil, asphalt, and chemical companies, among others. The portion of Curtis Bay being advertised for sale featured a wagon-wheel-like pattern of three concentric circles (Park, Inner, and Monroe), spliced by two perpendicular "spokes" (Everett and Tompkins streets). The streets surrounding the circles were grid-patterned but often asymmetrical. Much of this street pattern survives today, although the circles were never fully developed and only parts of them are extant.

Commercial development in Curtis Bay was never extensive, and consisted mostly of a few hotels, restaurants/bars, and small shops in row house buildings. There are few specifically commercial buildings. Grocers, barbers, druggists, bakers, ship chandlers, and mechanics were among the business establishments. Aside from Cedar Street where a number of businesses were located, there was no compact, concentrated shopping area. Corner stores and a few commercial buildings stood at scattered locations along Pennington and Curtis avenues. The Horton Drugstore, a corner shop in a row house at the corner of Cedar Street and Curtis Avenue, also served as the local post office. The Industrial Bank was built ca. 1917 on Pennington Avenue, opposite the Curtis Bay Hotel. It lasted until 1931 and was the only bank ever established in Curtis Bay. The building later became a church and then a funeral home. A movie house was established in 1905 but was later supplanted by a larger movie theater on Curtis Avenue. The theater building still stands but has been closed for many years and now houses a business.

During the 1910s, 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 Curtis Bay, notably street names, as many of the original streets then had duplicate names in Baltimore City. Over the next years, the following street names were changed: Poplar became Popland Street, Olive became Olmstead Street, Elm became Elmtree Street, Cedar became Ceddox Street, Beech became Benhill Street, Fairview became Fairhaven Avenue, and Prospect Avenue became Prudence Street. A few Brooklyn street names (Cambria and Pontiac streets) were extended into the area between the circles and East Patapsco Avenue. In 1923, the city built a handsome Tudor Revival-style brick fire station at the corner of Pennington Avenue and Filbert Street, which is still in use. In 1926, a new junior high school was built in Italian Renaissance Revival style on Cambria Street. Originally called Curtis Bay School 208-A, it went through a series of names until it became Benjamin Franklin School #239. Already too small by the time it was completed, it still stands, having undergone numerous additions to the south.

The expanding population meant that the 1914 water main system was no longer adequate, and the city installed a new gravitational system throughout the peninsula in 1931-1932. At the top of the hill on Filbert Street, the city replaced the old water tower with a massive cylindrical steel tank, 120 feet wide and 59 feet tall. Surrounding the tank was a two-foot-thick shell of brick in a Romanesque Revival-style arcaded design, featuring 28 shades of brick ranging from red to yellow, all

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manufactured by the U.S. Clay Products Kilns. This distinctive water tower was designed by architect Frank O. Heyder and, with its elaborate shading effect, has been called one of the most beautiful examples of brickwork in the country. It has a less-elaborate twin in Catonsville, west of Baltimore City. After installation of the water mains, the roads of Curtis Bay and its surrounding communities received their first hard paving during the early 1930s. A new bridge across Curtis Creek was built at the south end of Pennington Avenue in 1930. Then accessible by rail, streetcar, and automobile and boasting all modern amenities, Curtis Bay continued to grow.

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 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. With a lack of sufficient space to both build and fabricate, Bethlehem built a fabrication plant about two miles away on Curtis Avenue in Curtis Bay. At the fabricating plant, workers cut steel and assembled components by welding, and making identical sections for multiple ships at a time. Crane operators and riggers then moved the sections to outside work area to be further welded into units. A system of cranes, locomotives, railroad cars, and locomotive cranes then transported the pre-assembled units two miles back to the yard. The units were laid-out in order to efficiently receive and store the pre-assembled units before cranes moved them into position for erection as the hulls to the new ship constructions.

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 a major problem. Newspapers announced in 1942 that an influx of thousands of workers was expected to arrive 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 could potentially be drafted. Housing was scarce. In the early years of the war, housing 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 in both neighborhoods with 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. In August of 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). In Curtis Bay, many of these developments were brick row house blocks built by private developers in the northern part of the community, filling in what had previously been empty areas marketed as part of Curtis Bay Terrace in 1918.

Brooklyn Homes was a development that lay mostly in what is now Brooklyn, but its larger housing section extended into the northwest portion of Curtis Bay near the circles. 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 major development occurred along Fairhaven Street, Locust Street,

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Spruce Street, Popland Street, Pascal Avenue, Everett Street, Monroe Circle, Pontiac Street, and Filbert Street, with smaller pockets elsewhere.

The postwar period saw Curtis Bay 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. Tank farms first arrived during the war years, as well as chemical industries. 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. Major roadway changes to Curtis Bay occurred in 1963. The intersection of East Patapsco, Curtis, and Pennington avenues was completely rebuilt, and both Pennington and Curtis avenues were made into one-way streets to relieve congestion. In 1976, the Baltimore Beltway (I-695) was constructed immediately south of Curtis Bay, and a new Pennington Avenue Bridge across Curtis Creek was completed, replacing the 1930 span.

Along with the churches, a number of social organizations had been established by this time, and new community facilities were added, including a new recreation center built in 1950 on Curtis Avenue and the new Curtis Bay Elementary School built in 1964 on West Bay Avenue.

According to a newspaper article printed in 1958:

The new recreation center was a project seven years in the making, brought about by a lot of hard work by the community. Prior to it having been built, there was only an outside playground with limited activities. Now there is a place for children to play regardless of the weather conditions, as well as a "pleasure seeking environment for adults."(The Baltimore News American, Maryland Department, Enoch Pratt Free Library)

The 1905 Curtis Bay School #208 on Cherry Street was torn down in 1964. Meanwhile, 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 until the early 1960s, 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). Curtis Bay residents also suffered from smog and poor air quality for a number of years, although conditions improved in recent decades. Some redevelopment has occurred, with older homes being renovated by public agencies and the addition of some infill development. Modern housing has been built in the western areas of Curtis Bay, including the Farring Heights townhouse development, built in the early 1990s along Pascal Avenue, Hazel Street, and Prudence Street. Newer housing has also been built in the circles and along Cypress Street.

Overall, Curtis Bay illustrates the history of an industrial community established in the 1880s, which flourished with the success of greater Baltimore as an industrial, transportation, and defense-manufacturing powerhouse in the early-to-mid-twentieth century. Annexation by the City of Baltimore in 1919 added to its amenities and gave it a number of notable buildings, and both World Wars spurred much of its growth and development. Curtis Bay has been a stable working-class community for much of its history.

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Notable built resources in Curtis Bay include a range of constructional types, including residential institutional, public utility, religious and commercial. Residentially, there are the Terrace Houses, a block of Queen Anne-style brick row houses on the west side of the 4900 block of Pennington Avenue, built ca. 1890 and believed to be the first brick row in the neighborhood; late nineteenth- and early twentieth-century row houses on the east side of the 4600 and 4700 blocks of Pennington Avenue detailed in Queen Anne-style elements; an Italianate row construction on the east side of the 4800 block of Pennington Avenue; two Queen-Anne style single family dwellings on the west side of the 4800 block of Pennington Avenue; some shotgun plan dwellings along Locust Street (#1509, #1511, and #1514); and the Car Shop Houses along the west side of the 4100-4200 blocks of Curtis Avenue. All may be historically significant, but lack architectural integrity. Institutionally, there are the first Curtis Bay School (now The American Legion) at 1527 Cherry Street, built in 1887; and the Benjamin Franklin School at 1201 Cambria Street, built in 1926 in Italian Renaissance Revival style. Both schools lack architectural integrity. The Tudor Revival-style Curtis Bay fire station, built in 1923 at 4427 Pennington Avenue, is well maintained. Perhaps the most significant historic structure is the striking and well-preserved, shaded-brick Curtis Bay Water Tower, located on the west end of Filbert Street. There are a number of notable religious buildings in the area, including the original Gothic Revival-style St. Athanasius Church at 4704 Prudence Street, built ca. 1890; SS Peter & Paul Church (formerly St. Barnabas Episcopal Church) at 1506 Church Street, built in 1891; St. Paul's Evangelical Lutheran Church at 3909 Pennington Avenue, built in 1893-1895; and the Colonial Revival-style Curtis Bay United Methodist Church at 1429 Church Street, built in 1923. Each stands as a representation of local history and overall, is well preserved. The Industrial Bank (now BMW Construction Specialist) at 4200 Pennington Avenue, built ca. 1918; and the former Curtis Bay Hotel (now Emanuel World Outreach) across the street from the bank, at 4201 Pennington Avenue, are two commercial buildings that appear to possess some level of local significance. However, both buildings exhibit signs of alteration and neglect that have diminished their architectural integrity. The Polish Home Hall (B-5143) at 4416 Fairhaven Street, initially built as Curtis Bay's town hall/fire station and purchased in 1925 by a group of Polish societies, was listed on the National Register of Historic Places in 2007.

9. Major Bibliographical References

Inventory No. B-5241

See continuation sheet.

10. Geographical Data

Acreage of surveyed property 554 acres
Acreage of historical setting unknown
Quadrangle name Curtis Bay, Md.

Quadrangle scale: 7.5-minute

Verbal boundary description and justification

Curtis Bay is an irregular-shaped neighborhood bounded by Patapsco Avenue on the north, Curtis Avenue and industrial areas to the east of it, Curtis Creek on the south, the Baltimore City line on the southwest, and Church Street and West Bay Avenue on the west. 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 on the southeast corner of the intersection of Patapsco Avenue and West Bay Avenue, Curtis Bay is bounded on the north by Patapsco Avenue, running east to its intersection with Curtis Avenue, then following Curtis Avenue southeast and south to its southernmost point, then continuing in the same trajectory to a former railroad spur, then following the spur to the southwest until it intersects Curtis Creek, then west along the north bank of Curtis Creek to the Baltimore City Line, then northwest with the Baltimore City Line to Church Street, then east along Church Street to West Bay Avenue, then north along West Bay Avenue 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.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Unknown

1781 "Ville, port et rade de Baltimore dans le Maryland, 1781." From original in Library of Congress, Rochambeau Collection:13. Photostat made Nov. 1935. French army map series, author unknown.

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Photo Log for
MIHP #B-5241, Curtis Bay
Baltimore City, Maryland

Image File Name	Description of the view
B-5241_2012-05-10_01	Building at corner of Sassafras Street and Pennington Avenue; view toward west.
B-5241_2012-05-10_02	Streetscape of row houses along west side of Pennington Avenue; view toward southwest.
B-5241_2012-05-10_03	Streetscape of row houses along south side Spruce Street; view toward southeast.
B-5241_2012-05-10_04	3900 block of west side of Pennington Avenue; view to southwest from Spruce Street intersection.
B-5241_2012-05-10_05	4000 block of west side of Pennington Avenue; view to southwest from Popland Street intersection.
B-5241_2012-05-10_06	Streetscape of row houses along south side of Popland Street; view toward southeast.
B-5241_2012-05-10_07	Streetscape of row houses along south side of Popland Street; view toward southwest.
B-5241_2012-05-10_08	Former Industrial Bank at 4200 Pennington Avenue; view to west.
B-5241_2012-05-10_09	Former Curtis Bay Hotel at 4201 Pennington Avenue; view to southeast.
B-5241_2012-05-10_10	Streetscape of row houses along south side of Locust Street; view toward southeast.
B-5241_2012-05-10_11	4300 block of west side of Pennington Avenue; view to southwest from Locust Street.
B-5241_2012-05-10_12	Curtis Bay Fire Hall/Station at 4427 Pennington Avenue; view to east.
B-5241_2012-05-10_13	4500 block of east side of Pennington Avenue; view to southeast from Filbert Street.
B-5241_2012-05-10_14	Streetscape of dwellings along Elmtree Street; view to west from Pennington Avenue.
B-5241_2012-05-10_15	Bayfront row houses along 4600 block of Pennington Avenue, east side; view to southeast.
B-5241_2012-05-10_16	1300 block of Cypress Street; view to west from Pennington Avenue.
B-5241_2012-05-10_17	Streetscape of row houses along south side of Church Street; view toward southeast.
B-5241_2012-05-10_18	4800 block of Pennington Avenue, east side; view to southeast from Church Street.
B-5241_2012-05-10_19	4800 and 4900 blocks of Pennington Avenue; view to southwest.
B-5241_2012-05-10_20	Dwellings along 4800 block of Pennington Avenue, west side; view toward west.
B-5241_2012-05-10_21	View along Cherry Street showing original Curtis Bay School; view to west.
B-5241_2012-05-10_22	4900 block of Pennington Avenue showing the "Terrace Houses"; view to southwest.
B-5241_2012-05-10_23	1600 block of Cereal Street from Pennington Avenue; view to east.
B-5241_2012-05-10_24	Streetscape of row houses along south side of Ceddox Street; view toward southeast.
B-5241_2012-05-10_25	South end of Pennington Avenue near Benhill Avenue; view to south.
B-5241_2012-05-10_26	South end of Curtis Avenue near Ceddox Street intersection; view to south.
B-5241_2012-05-10_27	Curtis Avenue; view to north from Cereal Street intersection.
B-5241_2012-05-10_28	Streetscape of row houses along Church Street; view to west from Curtis Avenue.
B-5241_2012-05-10_29	Curtis Avenue; view to north from Church Street intersection.
B-5241_2012-05-10_30	Curtis Bay Park and Recreation center; view to northwest from Curtis Avenue.
B-5241_2012-05-10_31	Curtis Bay Park and Recreation center; view to southwest from Curtis Avenue.
B-5241_2012-05-10_32	"Car Shop Houses" at 4100-4200 blocks of Curtis Avenue; view to northwest from Curtis Avenue.
B-5241_2012-05-10_33	"Car Shop Houses" on Grace Court; view to north from Olmstead St.

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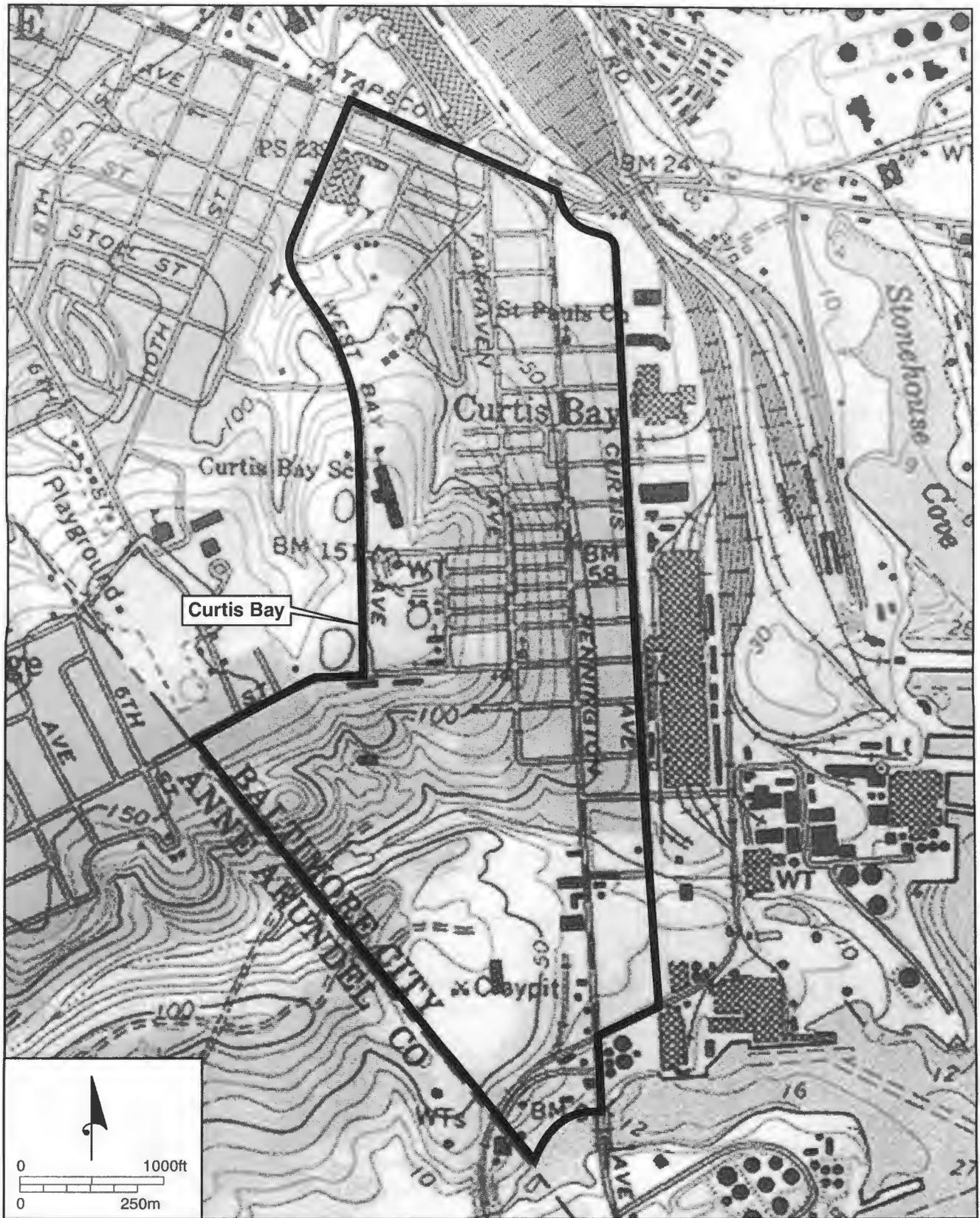
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Image File Name	Description of the view
B-5241_2012-05-10_34	Modernist row houses along 1300 block of Church Street; view to northeast.
B-5241_2012-05-10_35	Streetscape along south side of Church Street; view to southwest from Fairhaven Avenue.
B-5241_2012-05-10_36	St. Athanasius Church Complex, Prudence Street; view to southwest.
B-5241_2012-05-10_37	1200 block of Church Street, at south end of West Bay Avenue; view toward south.
B-5241_2012-05-10_38	Curtis Bay Elementary-Middle School, 4301 West Bay Avenue; view to northeast.
B-5241_2012-05-10_39	Curtis Bay Water Tower at Filbert Street and West Bay Avenue; view toward southeast from Filbert Street.
B-5241_2012-05-10_40	View to east down Filbert Street from Fairhaven Avenue.
B-5241_2012-05-10_41	Polish Home Hall, 4416 Fairhaven Avenue; view to northwest.
B-5241_2012-05-10_42	1400 block Locust Street; view west from Fairhaven Avenue.
B-5241_2012-05-10_43	Streetscape along west side of Fairhaven Avenue; view northwest from Popland Street.
B-5241_2012-05-10_44	Streetscape along east side of Fairhaven Avenue; view northeast from Popland Street.
B-5241_2012-05-10_45	Streetscape along north side of Cambria Street; view northwest from Fairhaven Avenue.
B-5241_2012-05-10_46	3600 block Fairhaven Avenue; view to east.
B-5241_2012-05-10_47	Streetscape along south side of East Patapsco Avenue; view to southeast.
B-5241_2012-05-10_48	Streetscape along south side of East Patapsco Avenue; view to west.
B-5241_2012-05-10_49	12th Street and Benjamin Franklin School; view toward south across East Patapsco Avenue.
B-5241_2012-05-10_50	Dwellings along south side of Monroe Circle; view to southwest from Alton Avenue.
B-5241_2012-05-10_51	Monroe Circle; view to east from Alton Ave.
B-5241_2012-05-10_52	Bay-Brook Park; view southeast toward Pascal Avenue from Inner Circle.
B-5241_2012-05-10_53	Dwellings at Inner Circle; 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

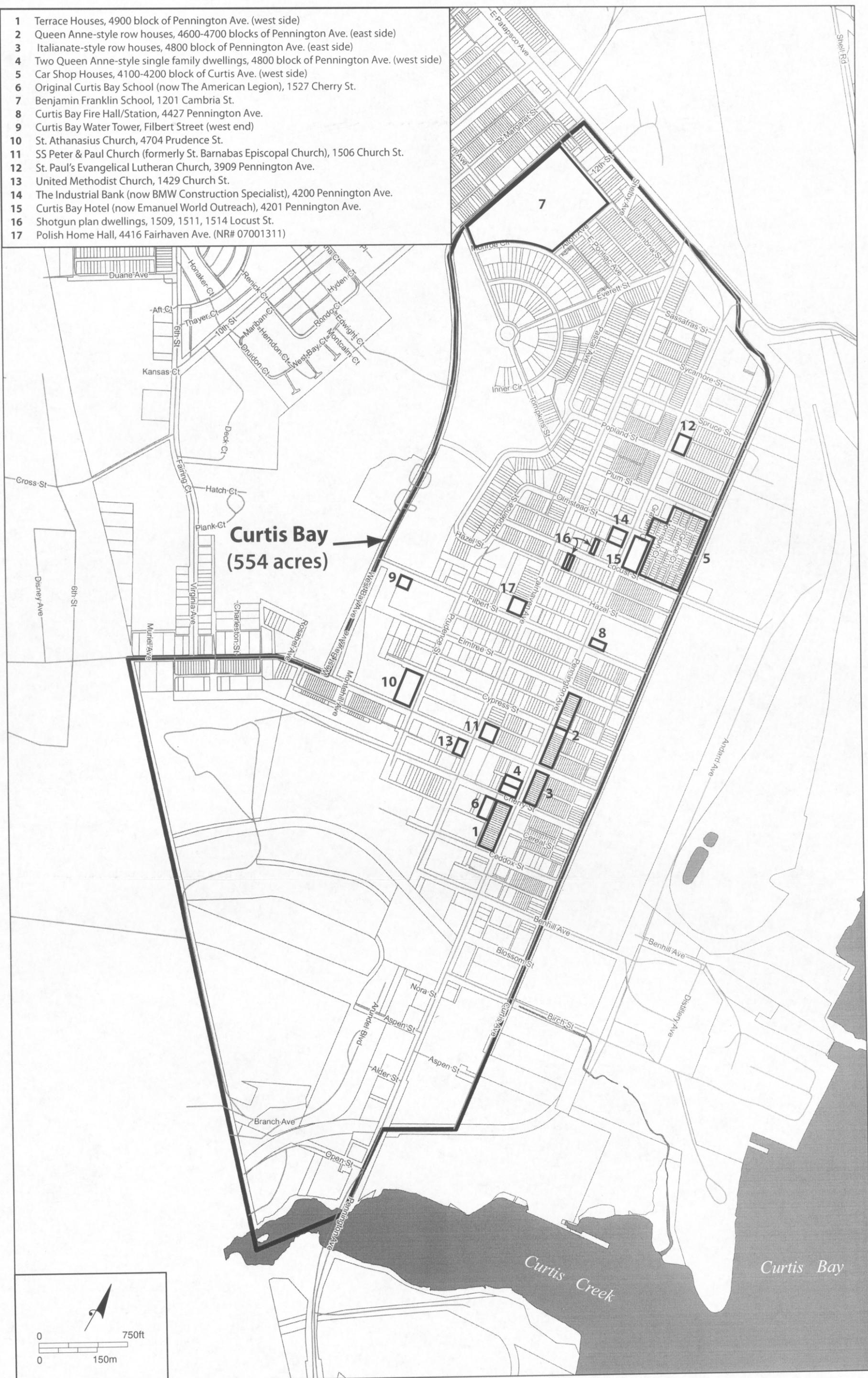


Detail of Curtis Bay, MD 7.5-minute quadrangle (USGS 1969, photorevised 1974), showing Curtis Bay.



Location of Curtis Bay Survey District within Baltimore City.

- 1 Terrace Houses, 4900 block of Pennington Ave. (west side)
- 2 Queen Anne-style row houses, 4600-4700 blocks of Pennington Ave. (east side)
- 3 Italianate-style row houses, 4800 block of Pennington Ave. (east side)
- 4 Two Queen Anne-style single family dwellings, 4800 block of Pennington Ave. (west side)
- 5 Car Shop Houses, 4100-4200 block of Curtis Ave. (west side)
- 6 Original Curtis Bay School (now The American Legion), 1527 Cherry St.
- 7 Benjamin Franklin School, 1201 Cambria St.
- 8 Curtis Bay Fire Hall/Station, 4427 Pennington Ave.
- 9 Curtis Bay Water Tower, Filbert Street (west end)
- 10 St. Athanasius Church, 4704 Prudence St.
- 11 SS Peter & Paul Church (formerly St. Barnabas Episcopal Church), 1506 Church St.
- 12 St. Paul's Evangelical Lutheran Church, 3909 Pennington Ave.
- 13 United Methodist Church, 1429 Church St.
- 14 The Industrial Bank (now BMW Construction Specialist), 4200 Pennington Ave.
- 15 Curtis Bay Hotel (now Emanuel World Outreach), 4201 Pennington Ave.
- 16 Shotgun plan dwellings, 1509, 1511, 1514 Locust St.
- 17 Polish Home Hall, 4416 Fairhaven Ave. (NR# 07001311)



Notable historic resources within Curtis Bay Survey District.

B-5241

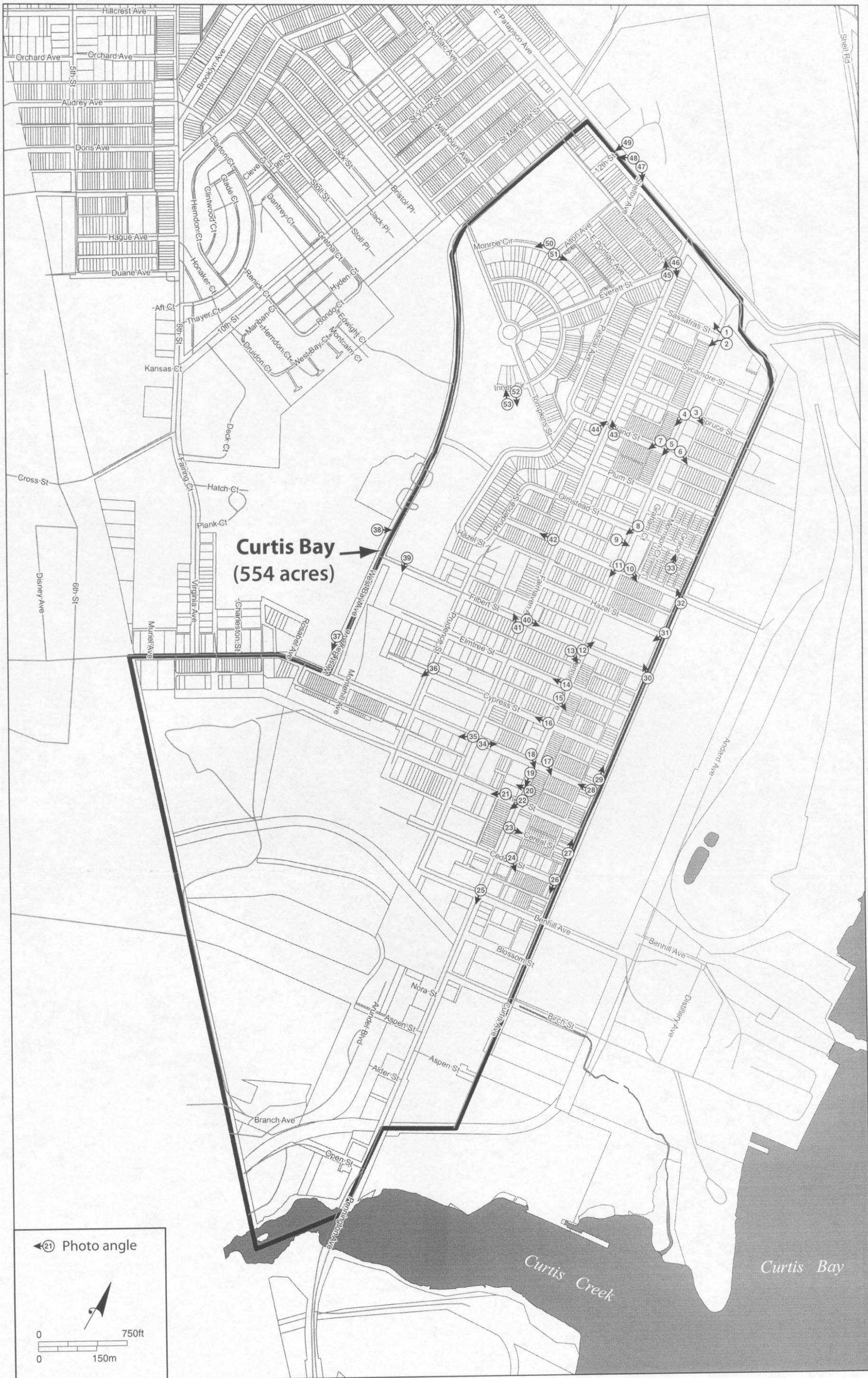


Photo locations for Curtis Bay Survey District.

B-52411

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Curtis Bay Survey District Inventory Number: B-5241

Address: _____ Historic district: yes no

City: Baltimore Zip Code: 21226 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 Curtis Bay Survey District (B-5241)

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)*

Curtis Bay survey district is a large neighborhood of southern Baltimore City which had its origins as an Anne Arundel County speculative community, planned by real estate developers and industrialists. It later evolved into a part of the city fabric after it was annexed in 1919. The survey district consisted of the entire neighborhood boundary (as existing in 2012), approximately 554 acres. Historically the home of Eastern European immigrant industrial workers, Curtis Bay's built environment reflects common working-class housing styles in its development from the late nineteenth through mid-twentieth century.

Similarly to its neighbor, Brooklyn, the survey district consists of multiple pockets of defined development that are not well connected with each other due to a variety of factors, including layout, architectural style, services, and other socio-economic factors. Along the eastern half lies the oldest developed section of Curtis Bay, reflected in its original grid-like street pattern, roughly bordered by Prudence Street to the west, East Patapsco Avenue to the north, Curtis Avenue to the east, and Ceddox Street to the south. There is no densely developed commercial area in Curtis Bay; however, a few commercial entities, including restaurants/bars and convenient stores, are randomly located along the two, main, parallel thoroughfares that traverse the neighborhood (Pennington and Curtis Avenues). From Ceddox Street to the south end of Pennington, development is dispersed, with undeveloped lots, and a notable large multi-acre area on the west side of Pennington, encompassing the entire southeast corner of the survey district. Along the northern street boundary, Patapsco Avenue, residential development is clustered along a grid,

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

appearing more connected with Brooklyn's grid pattern than the north-south grid of Curtis Bay. The semi-circular development at the south edge of this grid was never completed as a full circle as originally platted and planned, and has seen 1990s residential construction on the streets that were formed. Curtis Bay is not an early example of this type of development, nor was it innovative in design. Further, it is not known to be associated with events that have made a significant contribution to the broad patterns of history or Baltimore. Baltimore City DHCD recommends the Curtis Bay survey district as not eligible under Criterion A, and recommends that further research occur at select smaller areas within the survey district for potential historic districts within the 554 acre area.

Curtis Bay was platted and developed by the Patapsco Company, a group of local landowners and Baltimore businessmen, reorganized in 1874 as the Patapsco Land Company, and reorganized again as the South Baltimore Harbor and Improvement Company. To-date, 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.

Architectural 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 faades. 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 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:

- Curtis Bay School (now The American Legion) at 1527 Cherry Street;
- Benjamin Franklin School at 1201 Cambria Street;
- Tudor Revival-style Curtis Bay fire station;
- Curtis Bay Water Tower, located on the west end of Filbert Street;
- Gothic Revival-style St. Athanasius Church at 4704 Prudence Street;
- SS Peter & Paul Church (formerly St. Barnabas Episcopal Church) at 1506 Church Street;
- Colonial Revival-style Curtis Bay United Methodist Church at 1429 Church Street;
- St. Paul's Evangelical Lutheran Church at 3909 Pennington Avenue;
- Curtis Bay Hotel (formerly associated with the Car Shop, now Emanuel World Outreach) at 4201 Pennington Avenue;
- Industrial Bank (now BMW Construction Specialist) at 4200 Pennington Avenue;
- Polish Home Hall (B-5143) at 4416 Fairhaven Avenue, listed on the National Register of Historic Places in 2007.

Notable residential buildings include:

- Car Shop Houses along the west side of the 4100-4200 blocks of Curtis Avenue;
- Terrace Houses, Queen Anne-style brick row houses on the west side of the 4900 block of Pennington Avenue;
- 4600 and 4700 blocks of Pennington Avenue detailed in Queen Anne-style elements;
- Italianate row construction on the east side of the 4800 block of Pennington 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

Two Queen-Anne style single family dwellings on the west side of the 4800 block of Pennington Avenue;
Three "shot-gun" style houses located at 1514, 1509, and 1511 Locust Street.

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

Photo Log for

**MIHP #B-5241, Curtis Bay
Baltimore City, Maryland**

Image File Name	Description of the view
B-5241_2012-05-10_01	Building at corner of Sassafras Street and Pennington Avenue; view toward west.
B-5241_2012-05-10_02	Streetscape of row houses along west side of Pennington Avenue; view toward southwest.
B-5241_2012-05-10_03	Streetscape of row houses along south side Spruce Street; view toward southeast.
B-5241_2012-05-10_04	3900 block of west side of Pennington Avenue; view to southwest from Spruce Street intersection.
B-5241_2012-05-10_05	4000 block of west side of Pennington Avenue; view to southwest from Popland Street intersection.
B-5241_2012-05-10_06	Streetscape of row houses along south side of Popland Street; view toward southeast.
B-5241_2012-05-10_07	Streetscape of row houses along south side of Popland Street; view toward southwest.
B-5241_2012-05-10_08	Former Industrial Bank at 4200 Pennington Avenue; view to west.
B-5241_2012-05-10_09	Former Curtis Bay Hotel at 4201 Pennington Avenue; view to southeast.
B-5241_2012-05-10_10	Streetscape of row houses along south side of Locust Street; view toward southeast.
B-5241_2012-05-10_11	4300 block of west side of Pennington Avenue; view to southwest from Locust Street.
B-5241_2012-05-10_12	Curtis Bay Fire Hall/Station at 4427 Pennington Avenue; view to east.
B-5241_2012-05-10_13	4500 block of east side of Pennington Avenue; view to southeast from Filbert Street.
B-5241_2012-05-10_14	Streetscape of dwellings along Elmtree Street; view to west from Pennington Avenue.
B-5241_2012-05-10_15	Bayfront row houses along 4600 block of Pennington Avenue, east side; view to southeast.
B-5241_2012-05-10_16	1300 block of Cypress Street; view to west from Pennington Avenue.
B-5241_2012-05-10_17	Streetscape of row houses along south side of Church Street; view toward southeast.
B-5241_2012-05-10_18	4800 block of Pennington Avenue, east side; view to southeast from Church Street.
B-5241_2012-05-10_19	4800 and 4900 blocks of Pennington Avenue; view to southwest.
B-5241_2012-05-10_20	Dwellings along 4800 block of Pennington Avenue, west side; view toward west.
B-5241_2012-05-10_21	View along Cherry Street showing original Curtis Bay School; view to west.
B-5241_2012-05-10_22	4900 block of Pennington Avenue showing the "Terrace Houses"; view to southwest.
B-5241_2012-05-10_23	1600 block of Cereal Street from Pennington Avenue; view to east.
B-5241_2012-05-10_24	Streetscape of row houses along south side of Ceddox Street; view toward southeast.
B-5241_2012-05-10_25	South end of Pennington Avenue near Benhill Avenue; view to south.
B-5241_2012-05-10_26	South end of Curtis Avenue near Ceddox Street intersection; view to south.
B-5241_2012-05-10_27	Curtis Avenue; view to north from Cereal Street intersection.

B-5241_2012-05-10_28	Streetscape of row houses along Church Street; view to west from Curtis Avenue.
B-5241_2012-05-10_29	Curtis Avenue; view to north from Church Street intersection.
B-5241_2012-05-10_30	Curtis Bay Park and Recreation center; view to northwest from Curtis Avenue.
B-5241_2012-05-10_31	Curtis Bay Park and Recreation center; view to southwest from Curtis Avenue.
B-5241_2012-05-10_32	"Car Shop Houses" at 4100-4200 blocks of Curtis Avenue; view to northwest from Curtis Avenue.
B-5241_2012-05-10_33	"Car Shop Houses" on Grace Court; view to north from Olmstead St.
B-5241_2012-05-10_34	Modernist row houses along 1300 block of Church Street; view to northeast.
B-5241_2012-05-10_35	Streetscape along south side of Church Street; view to southwest from Fairhaven Avenue.
B-5241_2012-05-10_36	St. Athanasius Church Complex, Prudence Street; view to southwest.
B-5241_2012-05-10_37	1200 block of Church Street, at south end of West Bay Avenue; view toward south.
B-5241_2012-05-10_38	Curtis Bay Elementary-Middle School, 4301 West Bay Avenue; view to northeast.
B-5241_2012-05-10_39	Curtis Bay Water Tower at Filbert Street and West Bay Avenue; view toward southeast from Filbert Street.
B-5241_2012-05-10_40	View to east down Filbert Street from Fairhaven Avenue.
B-5241_2012-05-10_41	Polish Home Hall, 4416 Fairhaven Avenue; view to northwest.
B-5241_2012-05-10_42	1400 block Locust Street; view west from Fairhaven Avenue.
B-5241_2012-05-10_43	Streetscape along west side of Fairhaven Avenue; view northwest from Popland Street.
B-5241_2012-05-10_44	Streetscape along east side of Fairhaven Avenue; view northeast from Popland Street.
B-5241_2012-05-10_45	Streetscape along north side of Cambria Street; view northwest from Fairhaven Avenue.
B-5241_2012-05-10_46	3600 block Fairhaven Avenue; view to east.
B-5241_2012-05-10_47	Streetscape along south side of East Patapsco Avenue; view to southeast.
B-5241_2012-05-10_48	Streetscape along south side of East Patapsco Avenue; view to west.
B-5241_2012-05-10_49	12 th Street and Benjamin Franklin School; view toward south across East Patapsco Avenue.
B-5241_2012-05-10_50	Dwellings along south side of Monroe Circle; view to southwest from Alton Avenue.
B-5241_2012-05-10_51	Monroe Circle; view to east from Alton Ave.
B-5241_2012-05-10_52	Bay-Brook Park; view southeast toward Pascal Avenue from Inner Circle.
B-5241_2012-05-10_53	Dwellings at Inner Circle; 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



B-5241-2012-05-10_01
Curtis Bay, Surrey District
Baltimore City, MD

C. Clark
May 10, 2012
MD STPO

Building at corner of Sassafras St. and Pennington
Ave; view toward west.

1/53



B-5240_2012-05-10_02
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Streetscape of row houses along west side of
Pennington Ave.; view toward southwest.

2/53



B-5241_2012-05-10_03

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Streetscape of row houses along south side of
Spruce St.; view toward SE

3/53



B-5241-2012-05-10-04

Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

3900 blk. of west side of Bennington Ave.; view
to SE from Spruce St.

4/53



B-5241-2012-05-10_05
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

4000 blk. of west side of Pennington Ave.; view to
SW from Poplar St.

5/53



B-5241_2012-05-10_06

Curtis Bay Survey District
Baltimore city, MD

C. Clark
May 10, 2012
MD SHPO

Streetscape of row houses along south side
of Popland St., view toward SE.

6/53



DEAF
CHILD IN
AREA

B-5241_2012-05-10_07

Curtis Bay Survey District

Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

streetscape of row houses along south side
of Popland St.; view toward SW

7/53



4200

ST. JOHN'S
ST. JOHN'S

B-5241-2012-05-10-08.
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHTPO

Former Industrial Bank at 4200
Pennington Ave.; view to W

8/53



B-5241:2012-05-10-09

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Former Curtis Bay Hotel at 4201
Pennington Ave.; view to SE

9/53



B-5241-2012-05-10-10
Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Streetscape of row houses along south side
of Louist St.; view to SE

10/53



A baby costs
\$785 a month.
(That's much more than a house.)

B-5241-2012-05-10-11

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

4300 blk of west side of Pennington Ave;
view to SW from Locust St.

11/53



THE UNIVERSITY OF MICHIGAN
ANN ARBOR, MICHIGAN

1917

B-5241-2012-05-10-12

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD STHO

Curtis Bay Fire Hall/Station
at 4427 Pennington Ave.; view
to E.

12/53



B-5241-2012-05-10_13

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SETPO

4500 blk. of east side of Pennington Ave.;
View to SE from Filbert St.

13/53



B-52411-2012-05-10-14
Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012
MD SHPO

Streetscape of dwellings along Elmtree St.;
view to W from Pennington Ave.

14/53



ATM

NO
STOPPING

30

B-5241-2012-05-10_15
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Bayfront row houses along 4600 blk of
Pennington Ave.; east side; view to SE.

15/53



B-5241_2012-05-10_110

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

1300 blk. of Cypress St.; view to W from
Pennington Ave.

116/53

4600
PENNINGTON AV



B-5241-2012-05-10-17
Curtis Bay Survey District
Baltimore City, MD

G. Clark
May 10, 2012
MD SHPO

Streetscape of row houses along south
side of Church St.; view to SE

17/53



NO TURN ON RED

FORWARD

NO LEFT TURN

CHURCH ST

NO TURN ON RED FROM TO 4000 5000 6000 7000

B-5241-2012-05-10-18
Curtis Bay Survey District
Baltimore City, MD

O. Clark
May 10, 2012
MD SHPO

4800 block of Pennington Ave., east side;
view of southeast from Church St.

18/53



SPEED
LIMIT
30

B-5241-2012-05-10-19
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

4800 and 4900 blocks of Pennington Ave.;
View to southwest.

19/53



B-5241-2012-05-10-20
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Dwellings along 4800 block of Pennington Ave.,
west side; view toward west.

20/53



AMERICAN LEGION
POST 187

PENNINGTON AV.

B-5241-2012-05-10-21
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD STPO

View along Cherry St. showing original Curtis
Bay School; view to west.

21/53



B-5241-2012-05-10-22

Curtis Bay Survey District

Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

4900 block of Pennington Ave. showing the
"Terrace Houses"; view to southwest.

22/53

STON AV

NO STOPPING
←

NO PARKING
ON THIS SIDE OF STREET



B-5241-2012-05-10-23

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

1600 block of Cereal St. from Pennington Ave.;
view to east.

23 / 53



B-5241-2012-05-10-24
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SAPO

Street scene of row houses along south side
of Ceddox St.; view toward southeast.

24/53



DERMAWAY

B-5241-2012-05-10-25

Curtis Bay Survey District
Baltimore City, MD.

C. Clark
May 10, 2012
MD SHPO

South end of Pennington Ave. near Benhill Ave.;
view to south.

25/53



B-5241_2012-05-10_26

Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

South end of Curtis Ave. near Ceddox St.
intersection; view to south.

26/53



CELESTINE

111
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AMERICAN HOTEL

Body Shop

B-5241-2012-05-10-27
Curtis Bay Survey District
Baltimore City, MD.

C. Clark
May 10, 2012
MD SHPO

Curtis Ave.; view to north from Cereal St.
intersection.

27/53



B-5241-2012-05-10_28

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Streetscape of row houses along Church
St.; view to W from Curtis Ave.

28/53



B-5241-2012-05-10-29
Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Curtis Ave. ; view to N from Church St.

29/53



NO LEFT TURN
ON RED LIGHT

FOR RENT
CALL [unreadable]

[unreadable sign]

B-5241-2012-05-10_30
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SAPO

Curtis Bay Park and Recreation Center;
view to NW from Curtis Ave.

30/53



B-5244-2012-05-10-31

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Curtis Bay Park and Recreation Center;
View to SW from Curtis Ave.

31/53



B-5241-2012-05-10_32

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

"Car Shop Houses" at 4100-4200 blks. of
Curtis Ave.; view to NW from Curtis Ave.

32/53



B-5241-2012-05-10-33

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

mtb SHPO

"Car Shop Houses" on Grace Ct.; view to
N from Olmstead St.

33/53



B-5241-2012-05-10-34

Curtis Bay Survey District
Baltimore City, MD

O. Clark

May 10, 2012

MD SHPO

Modernist row houses along 1300 blk.
of Church St.; view to NE

34/53



B-5241-2012-05-10_35

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MS STPO

Streetscape along south side of Church St.;
view to SW from Fairhaven Ave.

35/53



B-5241_2012-05-10_36
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

St. Athanasius Church complex, Prudence St.;
view to SW

36/53



B-5241_2012-05-10-37
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

1200 blk. of Church St., at south end of
West Bay Ave.; view to S

37/53



B-5241-2012-05-10-38
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Curtis Bay Elementary-Middle School,
4301 West Bay Ave.; view to NE

38/53



B-5241_2012-05-10_39

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Curtis Bay Water Tower at Filbert St. and
West Bay Ave.; view to SE from Filbert St.

39/53



B-5241_2012-05-10_40
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHFD

view to east down Filbert St. from
Fairhaven Ave.

40/53



SPEED
LIMIT
25
MILES PER HOUR

Help Us to Restore
The Polish Home Mall
Call
THE DUCK 481-1010
481-1010



B-5241-2012-05-10-41
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
Mid SHPO

Polish Home Hall, 4416 Fairhaven Ave.;
view to NW

41/53



B-5241_2012-05-10_42

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

1400 blk of Locust St.; view to W from
Fairhaven Ave.

42/53



ROAD
CLOSED
AHEAD

11300
PORTLAND ST

B-5241-2012-05-10_43
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Streetscape along west side of Fairhaven
Ave.; view to NW from Popland St.

43/53



ROAD
CLOSED
AHEAD

ROAD AHEAD
100' AHEAD

B-5241-2012-05-10-44

Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SAPO

Streetscape along east side of Fairhaven
Ave.; view to NE from Popland St.

44/53



B-5241_2012-0510_45

Curtis Bay Surrey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Street scene along north side of
Cambria St.; view to NW from
Fairhaven Ave.

45/53



LARGED
LARGED

←

NO LEFT TURN



B-5241-2012-05-10-46
Curtis Bay Survey District
Baltimore City, MD

G. Clark
May 10, 2012
MD SHPO

3600 blk. of Fairhaven Ave; view to E

46153



B-5241_2012-05-10_47
Curtis Bay Survey District
Baltimore City, MD

G. Clark
May 10, 2012
MD SHPO

Streetscape along south side of
E. Patapsco Ave.; view to SE

47/53



B-5241_2012-05-10_48

Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHPO

Streetscape along south side of
E. Patapsco Ave.; view to W

48/53



B-5241_2012-05-10_49
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MD SHTO

12th St. and Benjamin Franklin School;
View to S across E. Patapsco Ave.

49/53



B-5241-2012-05-10_50
Curtis Bay Survey District
Baltimore City, MD

C. Clark
May 10, 2012
MTD SHPO

Dwellings along south side of Monroe Cir.;
view to SW from Alton Ave.

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Curtis Bay Survey District
Baltimore City, MD

G. Clark

May 10, 2012

MD SAPO

Monroe Cir. ; view to E from Alton Ave.

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Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012
MD SHPO

Bay-Brook Park; view SE toward
Pascal Ave. from Inner Circle

52/53



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Curtis Bay Survey District
Baltimore City, MD

C. Clark

May 10, 2012

MD SHPO

Dwellings at Inner Circle; view to NW

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