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BA-2213

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic: Dundalk

and/or common: Dundalk Historic District (preferred)

2. Location

street & number: Multiple Streets — n/a ___ not for publication

city, town: Dundalk / Baltimore City — n/a vicinity of — congressional district: Second and Third Baltimore County

state: Maryland — code: 24 — county: Baltimore (independ. city) — code: 005 / 510

3. Classification

Category	Ownership	Status	Present Use	
X district	___ public	X occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	X commercial	X park
___ structure	X both	___ work in progress	X educational	X private residence
___ site	**Public Acquisition**	**Accessible**	X entertainment	X religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
		___ no	___ military	___ other:

4. Owner of Property

name: Multiple Public and Private (more than 50)

street & number:

city, town: ___ vicinity of — state:

5. Location of Legal Description

courthouse, registry of deeds, etc.: Baltimore County Courthouse / Baltimore City Courthouse

street & number:

city, town: Towson / Baltimore — state: Maryland / Maryland

6. Representation in Existing Surveys

title: Maryland Historical Trust / Historic Sites Inventory — has this property been determined elegible? ___ yes X no

date: 1983 — ___ federal X state ___ county ___ local

depository for survey records: Maryland Historical Trust, 21 State Circle

city, town: Annapolis — state: Maryland 21401

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
X good	___ ruins	X altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

SUMMARY DESCRIPTION

Dundalk, Maryland, is an unicorporated community in Baltimore County located just southeast of Baltimore City. The Dundalk Historic District, while primarily in the county, extends slightly into the city so as to fully encompass the significant resources of this early 20th century community. Although bisected into eastern and western sections (commonly known respectively as Old Dundalk and St. Helena), the district is a cohesive unit made up of residential, commercial, and institutional buildings. Structures generally date from 1910-1940 and document all phases of the district's growth during that period. Major architectural styles represented include Period Revival (particularly Colonial Revival and Tudor Revival) and Art Deco/Art Moderne. Much of the district is laid out in a plan which is a good example of "Garden City" planning precepts. The integrity of this plan is excellent, including the retention of a variety of open space areas. Such integrity is also seen in the buildings of the district, which have generally undergone relatively reversible alterations. This integrity of plan and architecutral fabric, plus the relative lack of intrusive modern structures, makes the Dundalk Historic District a cohesive and significant source of architectural documentation. The District comprises 982 resources, of which 98% (962) contribute to its significance.

GENERAL DESCRIPTION

The Dundalk Historic District is bisected by Dundalk Avenue, a 6-lane, divided road, which serves to geographically, visually and psychologically separate the district into distinct eastern and western sections (photo 1/600). Although both sections are considered part of the greater Dundalk area, the eastern is commonly known as Old Dundalk, while the western section is often known as St. Helena. These names will hereafter be used to differentiate between the eastern and western sections of the district. The two areas are linked by continuities in appearance and design which mesh the district into a unified whole, however, each section also has distinct characteristics which subtly differentiate the areas. Thus, the district can be profitably considered not only in terms of its unifying themes, but also in terms of sectional specificity.

The district contains two separate residential areas. In Old Dundalk, the residential section is bounded by Shipway Road, Eastship Road, Northship Road, Admiral Boulevard, Portship Road, Sunship Road, and Dundalk Avenue. In St. Helena, the residential area includes portions of Baltimore Avenue, Patapsco Avenue, and Colgate Avenue, and includes all of St. Helena Avenue, Parnell Avenue, and Ventnor Terrace. Parnell Avenue and part of St. Helena Avenue fall within the boundary of Baltimore City.

The most significant relationship between the residential areas is their historical association: approximately 90% of the houses were constructed as two housing developments by the United States Shipping Board Emergency Fleet Corporation (EFC) in 1918-1919.[1] The architect for the development was Edward L. Palmer, who was responsible for creating the basic residential designs which are repeated throughout the district.[2] Thus, the vast majority of the district's houses are directly linked, both historically and visually, and tend to collectively produce the feeling and appearance of a cohesive unit.

SEE CONTINUATION SHEET #1

GENERAL DESCRIPTION (Continued)

The EFC houses are of hollow-tile construction and originally had stuccoed exterior walls and slate roofs. In designing the houses, Palmer worked with a limited stylistic vocabulary, the simplicity dictated by the government's need for expediency and low cost. Stylistically, the emphasis is on simple, picturesque Period Revival motifs. All of the houses exhibit a combination of elements, including steep roof slopes (with combinations of gable, jerkin head, shed, and flared shapes), and contrasts in materials. While the overall impression in all of the houses is of picturesque, vaguely Tudor Revival design, the basic motifs were combined to produce a variety of distinct house types.

In St. Helena, only one such design type is represented. The houses were originally "convertible houses," without kitchens, designed to house bachelor shipyard workers.[3] After being sold by the federal government to a private real estate speculator, the houses were converted for family use, but still remain the smallest and least pretentious of the district's EFC houses. A typical example is 117-127 Patapsco Avenue (photo 2/60). Each house is 2 stories plus attic, 2-bays by 2-bays, and arranged in rows of 4, 6, 8, or 10 units. The end units of each row project slightly, creating a pseudo-H shape. Roofs are gabled and eye brow vents vent the attic story. Each house has a 1-story porch with hipped roof, the end houses having individual porches and the center houses sharing double porches.

The rowhouses in St. Helena are sited in straight lines on grid pattern streets, creating continuous linear streetscapes, notably on St. Helena Avenue, where EFC houses are uninterrupted by any other housing type (photo 3/60). Presently, the majority of the front facades of these houses have been altered from their original appearance, usually through expansion and enclosure of porches and/or the application of formstone or aluminum siding. In almost all cases, however, the integrity of the buildings could be restored relatively easily.

In Old Dundalk, the EFC houses were originally constructed for families rather than bachelors and therefore tend to be more substantial and variegated in design. The houses range from 1½-stories to 1½-stories plus attic and include rowhouses, semi-detached houses, and detached houses. Nine distinct designs can be identified. In all of the designs, fenestration tends to be somewhat irregular, with paired windows often used in dormers and upper stories. Ornamentation is minimal, with windows delineated only by brick lintels contrasting with the stucco wall. The focal points of visual interest are the roofs, which exhibit a picturesque juxtaposition of styles and shapes. To briefly summarize the styles, below is a list of typical examples and their key characteristics:

SEE CONTINUATION SHEET #2

GENERAL DESCRIPTION (Continued)

Rowhouses

Type 1: 64-70 Shipway Road (photo 4/60)

1½-story plus attic; each house 2-bays by 2-bays; jerkin head roof; shed roofed dormer wall on the upper half story; small shed roofed dormers light attic; main roof extends down to form hipped roofs with flared eaves on first story double porches

Type 2: 36-46 Kinship Road (photo 5/60)

Same as Type 1, except: 1½-story; no small shed roofed dormers

Type 3: 3-9 Midship Road (photo 6/60)

Same as Type 1, except: roof does not extend down to form porch roofs; double porches have separate hipped roofs with flared eaves

Semi-detached Houses

Type 4: 1-3 Kinship Road (photo 7/60)

1½-story plus attic; each house 3-bays by 2-bays; jerkin head roof; shed roofed dormer wall on upper half story; small shed roofed dormers light attic; main roof extends down to form hipped roof with flared eaves on first story double porch; porch supported by large stuccoed columns; 1-story porches on side facades

Type 5: 4-6 Playfield Road (photo 8/60)

Same as Type 4, except: gable roof; roof does not extend down to form porch; each house has separate hipped roof porch on first story; no porches on side facades.

Type 6: 38-40 Admiral Boulevard (photo 9/60)

Same as Type 5, except: no front porches; 1-story porches on side facades

Type 7: 5 Bayship Road and 60 Kinship Road (photo 10/60)

1½-story; each house 2-bays by 2-bays; gable roof; 4-bay shed dormer extends length of duplex on both side facades; entrances and 1-story, hipped roof porches on gable ends

SEE CONTINUATION SHEET #2

GENERAL DESCRIPTION (Continued)

Detached Houses

Type 8: 1 Leeway Road (photo 11/60)

1½-story plus attic; 2-bays by 2-bays; jerkin head roof; shed roofed dormer wall on upper half story; 1-story, hipped roof front porch

Type 9: 14 Southship Road (photo 12/60)
1½ story; 2-bays by 2-bays; jerkin head roof; shed roofed dormer wall on upper half story, side facades; entrance and 1-story hipped roof porch on jerkin head end

In addition to houses for families, the EFC also constructed two boarding houses in Old Dundalk, both essentially identical in design.[4] As 1 Friendship Circle (photo 13/60) shows, these boarding houses are 2½ stories tall and H-shaped with jerkin head roofs. Large shed roofed dormers break the roof of the main block and the roofs of the side blocks. There is a 3-bay, 1-story, hipped roofed front porch. After leaving government control, the buildings contined to be used as boarding houses/hotels, 1 Friendship Circle being known as the Marine Hotel, while its counterpart 2 Friendship Circle was called the Dundalk Hotel. Today, both buildings are still partially rented out to roomers.[5]

The EFC houses in Old Dundalk are intermixed in an asymmetrical street plan. Unlike the flat, traditional grid-iron streets in St. Helena, there are curved streets, streets set on a diagonal, and one circle. This attempt to depart from the grid-iron plan and to introduce a more variegated pattern is a clear reflection of the influence of Garden City ideals during the 1910's. Straight streets appear less linear because of the slope of the terrain, which falls downward from Shipway Road. One street, Admiral Boulevard, is wide, with a streetscape characterized by a broad, sloping, curving view (photo 14/60). Most other streets, like Township Road, are narrow, creating an intimate feeling of enclosed space and interrupted vistas with numerous curves and corners (photo 15/60). A large number of trees and plantings line the streets.

The integrity of most of the EFC houses in Old Dundalk is good. To a greater degree than their counterparts in St. Helena, the houses of Old Dundalk have retained their stucco covering, with only a relatively small portion being covered by formstone or aluminum siding. Most front facades have remained relatively unaltered, except for the enclosure and extension of porches, which has altered the symmetry of many of the duplexes and rows. As in the case of St. Helena, however, most alterations are reversible.

While the houses built by the EFC represent the bulk of the residential structures in the district, other houses document the area's history both immediately before and immediately after the intervention of the federal government. Documenting the early rural character of the area is the Sparks

SEE CONTINUATION SHEET #4

GENERAL DESCRIPTION (Continued)

Farmhouse at 2540 Liberty Parkway, one of the few surviving 19th century farmhouses in the immediate region (photo 16/60). The house was originally owned by John W. Sparks, part of whose land would be subdivided to create St. Helena, while other Sparks property would be developed by the EFC in Old Dundalk.[6]

The Sparks Farmhouse is believed to have been built in 1893, the owner stating that this date is inscribed on the chimney.[7] It is a 2½-story, frame house, now covered by asbestos shingles. T-shaped, each block of the house has a gable roof, and there are two interior chimneys. In the inner corners of the "T" are modified towers, 2 stories tall with modified cross gable roofs. A 1-story, partially enclosed porch wraps around the front of the house, while another 1-story porch decorated by simple bargeboards extends across the rear of the building. Much original material, such as mouldings, doors, staircase, etc., remains on the interior.

Sited behind the Sparks Farmhouse is 19 Northship Road, another house built by the Sparks family (photo 17/60). While the exact date that the house was built is unclear, it seems to appear on an 1898 atlas of the area.[8] A 2½-story frame house on a raised basement, it is essentially square, being 2 bays on each side. The roof is pyramidal with a gable roofed extension on the north side, this extenstion being lit by a palladian window. There are large gabled dormers on the main and south facades. A 1-story enclosed porch extends the length of the main facade.

Prior to 1918, slow development had occurred in the St. Helena area, which had been subdivided by John Sparks in the early 1890's. While many of St. Helena's older houses are not included in the district (see boundary justification) several do fall within its perimeters and serve as evidence of the area's character prior to the arrival of the EFC. These houses are varied in design, but tend to be relatively simple houses, some having vaguely Colonial Revival motifs. These houses are:

-- 60 Willow Spring Road (photo 18/60)
Built 1898-1911; 2-story; frame; 2 narrow bays by 3 bays; pedimented gable roof; entrance and 1-story enclosed porch on gable end; 1st story covered by formstone; 2nd story covered by asbestos shingles[9]

-- 62 Willow Spring Road (photo 19/60)
Built 1898-1915; 2-story; brick; 2-bays by 5-bays; flat roof; main facade now completely encased in formstone; original windows with segmental arches visible on north facade[10]

SEE CONTINUATION SHEET #5

GENERAL DESCRIPTION (Continued)

-- 64 Willow Spring Road (photo 20/60)
Built 1898-1915; 2½-story on raised basement; frame with stucco and formstone sheathing; 2-bay front; hipped roof; 1-story enclosed porch on main facade; 2 bay windows on 2nd story; shed roofed dormer[11]

-- 88-90 Baltimore Avenue (photo 21/60
Built 1915; 1½-story; frame; duplex; 4-bay by 2-bay; gambrel roof; 1-story porch extends across main facade; 2 entrances, #88 with transom and #90 with transom and sidelights; projecting bays with double windows on 1st story; shed dormers with double windows[12]

-- 92 Baltimore Avenue (photo 22/60)
Built 1916; 1-story on raised basement; frame with asbestos shingle covering; 3-bay by 5-bay; hipped roof which extends over 1-story front porch; overhanging eaves; entrance on gable end[13]

-- 96 Baltimore Avenue (photo 23/60)
Built 1916; 1½-story on raised basement; frame with stucco covering; 3-bay by 2-bay; gable roof; shed roofed 1-story porches across front and rear; shed roofed dormer; overhanging eaves; tongue and groove boards on eaves and porch ceiling[14]

-- 99 Baltimore Avenue (photo 24/60)
Built 1915-1919; 1½-story on raised basement; frame; 3-bay by 6-bay; gable roof; large gabled dormers; entrance on gable end has sidelights and transom; 1-story hipped roof porch extends across main facade and west facade; porch supported by Doric columns on stone pedestals; pseudo-palladian window lights gable of main facade[15]

Other houses in the district reflect the direction taken by private development after the EFC dissassociated itself from the area. The primary agent behind new development in Old Dundalk was the Dundalk Company, a subsidiary of Bethlehem Steel Corporation. One of the company's development priorities was utilization of an area, bounded by Township Road, Northship Road, Leeway Road and Flagship Road, which had been used as a sand and gravel pit by the EFC.[16] In 1926, the Dundalk Company subdivided this land and in the next one to two years constructed 36 houses.[17]

Because of the size of the area they were working with, the Dundalk Company found that subdivision into standard lots still left a central part of the section undeveloped. Their solution was to divide this center section into small lots which were sold along with the larger house lots. Today, these small center lots are generally used for gardens, thus producing a pocket of open space within the residential area (photo 27/60).

SEE CONTINUATION SHEET #6

GENERAL DESCRIPTION (Continued)

More imposing than the houses built by the Dundalk Company is the Reier House at 4 North Center Place (photo 28/60). The house was built for a local physician, Dr. Adam W. Reier in 1927-1928, and the design is attributed to a Baltimore architect, William H. Emory.[18] Once again, the Colonial Revival style is the primary design influence. Built of red brick laid in Flemish bond, the house is 2½ stories tall. The gable roof is broken by two pedimented gabled dormers. The house is made up of a central block (3-bays by 2-bays), a 1-story western wing (1-bay by 2-bays) and an eastern hyphen and 1½-story wing (1-bay by 3-bays). The eastern wing was added shortly after 1967 while the house was being used as offices for the Dundalk Community College. Decorative elements which reflect the Colonial Revival influence include a 1-story pedimented porch supported by simple Doric columns; central entrance with side lights and transom; louvered shutters; and lunette windows. In addition to being used by the Community College, the house was later used during the 1970's for county government offices. Presently, it serves as the office of the community's newspaper, The Dundalk Eagle.

In St. Helena, post-war development centered around the area of Ventnor Terrace. 201-203 Willow Spring Road is a typical example of the rowhouses built in the area prior to 1929[19] (photo 29/60). Two stories tall and built of brown brick, the houses commonly have 3-bay fronts. The flat roofs are parapetted with tiled shed roof projections at the cornice line. One-story porches supported by square wooden columns on uncoursed stone bases cover each facade.

An interesting curiosity in St. Helena is 128-136 Patapsco Avenue (photo 30/60). Built prior to 1928, this row closely mimics the design of the neighboring EFC houses.[20] The design is virtually the same as the earlier EFC design except that the roof pitch is less severe and there are no roof vents. Presently the houses are sheathed in asbestos shingles and aluminum siding.

Servicing the residential areas of the district are two churches, of which the oldest is the First Baptist Church on St. Helena Avenue in St. Helena (photo 31/60). Originally known as the Community Church, the building was constructed in 1920 and also served as a social center, including within it a gym, game room, stage, etc.[21] T-shaped, the original building now has a modern addition on the east. The original building is 2 stories and stuccoed, the stucco serving to visually link the building to the nearby EFC houses. On the main facade, 2-story entrance pavilions project slightly at each end. On the second story of the center section is a series of arcaded windows, delineated by bands of stucco. Stucco belt courses serve to define each story. The roof on the front section of the building is hipped, with each entrance pavilion having its own hipped roof. A low octagonal cupola tops the building. The rear section of the building has a gable roof and is lit by arched stained glass windows. The church is set back on a large lot, which is the largest area of open space in the St. Helena section of the district(photo 32/60).

SEE CONTINUATION SHEET #7

GENERAL DESCRIPTION (Continued)

The second church in the district is St. George's and St. Matthew's Episcopal Church at 2900 Dunleer Road(photo 33/60), built in 1928.[22] The church is L-shaped, with the long side of the "L" being the nave. The building is stuccoed with random brick decoration which contributes to the overall appearance of being Tudor and Gothic Revival. The brick and stucco contrasts with the slate of the gable roof, which flares slightly at the eaves. The main facade faces Dundalk Avenue and is lit by Gothic arched windows of stained glass. To the north side of the main facade is a gable roofed porch with half-timbering, while on the south end is a round tower with conical roof. The secondary facades of the building are decorated with leaded windows, bay windows, and a square tower with pyramidal roof.

St. George's and St. Matthew's Church is located at the southern end of the commercial district in Old Dundalk. This commercial area was envisioned by the EFC planners and the later planners of the Dundalk Company as a planned community center which would offer residents all needed services and recreation. The area lies immediately south of the residential area of Old Dundalk, and is bounded by Dunmanway Road, Liberty Parkway, Shipway Road, and Dundalk Avenue. The area contains three parks, a business district (laid out in a grid-iron plan), and a school and recreational fields.

The northwest facade of St. George's and St. Matthew's Church faces onto a park, which contains both paved and dirt paths, benches, trees and other plantings (photo 34/60). At the northern end of the park, facing Center Place, is the Dundalk Post Office (photo 35/60). Dedicated in 1941, it is one of the District's newer buildings, but architecturally conforms to the Colonial Revival Style prevalent in the area.[23] A 1½-story red brick building, it has a 4-bay by 2-bay main block and a 9-bay rear wing. The roof is gabled with pedimented ends decorated with dentil trim. On the main facade, the end bays project slightly and are defined by brick pilasters. A double entranceway is capped by a blind arch decorated with a bas-relief eagle. Capping the building is a square cupola supported by columns and surmounted by a pyramidal roof and metal weathervane. Parking for post office vehicles has taken up a portion of the park behind the building.

Directly across Center Place from the Post Office is the Dundalk Library (photo 36/60). The building was constructed in 1929 and served as the offices of the Dundalk Company prior to its dedication as a library in 1954.[24] Once again, the style is Colonial Revival. A 1-story, red brick building it is 3-bays by two bays, and there is a slate covered hipped roof. On the main facade, the entrance is located in a central pedimented projecting pavilion. The entrance is flanked by pilasters and capped by a dentiled blind arch decorated in the center by a raised stylized "D". Windows with louvered shutters have splayed marble arches with keystones. There are also small marble panels on either side of the entrance. The rear facade is similar, except that a palladian style window arrangement takes the place of the entranceway.

SEE CONTINUATION SHEET #8

GENERAL DESCRIPTION (Continued)

The rear of the Library faces onto a second park, known as Veteran's Park (photo 37/60). Bounded by Shipping Place, North Center Place, Dundalk Avenue, and Center Place, Veteran's Park is symmetrically placed to the park behind the Post Office. The name of the park derives from a monument to Dundalk veterans located just off Shipping Place. Like its counterpart, the Veteran's Park has paved walks, benches and plantings, but also has a wooden, hipped roof pavilion with benches.

Facing Veteran's Park to the north is the Reier House (see Continuation Sheet #6), which serves as a pivotal anchor building, as does the Library, the Post Office, and St. George's. These four buildings serve to create a linear progression of structures which serves to unify and anchor the two parks, which are sometimes referred to as Dundalk's "village green."

Across Shipping Place from the parks is the business district of Old Dundalk, concentrated along Shipping Place, Market Place, Center Place, Commerce Street, and Dunmanway Road. Beginning at the northern end of Shipping Place is the Strand Theatre (38/60). Constructed 1926, the architect was John F. Eyring, who designed several theatres in the Baltimore area, with this being one of his earlier commissions.[25] A 2-story, rectangular building, the Strand is faced with buff brick on the second story and with pink marble and maroon glazed tiles on the first. The building is 3 wide bays by 8 wide bays. Eyring combined the Art Deco with the Classical Revival in his decorative elements for the main facade. Classical details include corner pilasters, inset panels of red brick, round arch windows, foliated cornice, and garland decoration in the roof parapet. Deco can be seen in the stylizing of the Ionic capitals of the pilasters and in the sharp angularity of the stepped parapet. The large, stylized triangular marquee dominates the facade and was added sometime during the 1940's, as was the facing on the first story. Recently, the interior has been altered by the conversion of the balcony into a second mini-theatre.

Abutting the Strand Theatre is 3-5 Shipping Place, usually known as the Strand Building (photo 39/60). A 2-story duplex building, it is faced with light tan brick. Nine bays wide on the main facade, the 1st story has been altered through the addition of modern storefronts, although on #3 part of the older pressed metal storefront is still intact. On the second story, there are two narrow, round arched windows in the center bay, while the remaining rectangular windows show signes of being partially bricked in. Above the second story windows are small, square stone panels and a stone belt course. The roof is slightly battlemented with a central stepped parapet which echoes that of its neighbor the Strand Theatre, and which suggests the influence of the Art Deco/ Art Moderne Style.

SEE CONTINUATION SHEET #9

GENERAL DESCRIPTION (Continued)

Next to the Strand Building is the Dundalk Police Station (photo 40/60). As its datestone records, the building was constructed in 1920, thus making it one of the oldest non-residential buildings in the district. The architect was William Emory (to whom the Reier House is attributed) and it was originally constructed to house both police and fire stations. Of red brick, the main block of the building is 2 stories, with a 7-bay front. To the rear of the building is a 1-story wing and a 3-story tower, originally designed to store fire hoses. The main facade is trimmed by concrete quoins and an uncoursed stone raised foundation. Pilasters with quoins divide the facade into two sections, both of which have arched areas of decorative brick patterning. Each of the two sections now has an entrance, although the southern section originally had a large opening to accomodate a fire engine. Above a concrete cornice is a slightly battlemented parapet. The future of this important building is in serious doubt, since the police will be moving from the building in the immediate future.

Also facing Shipping Place, across Market Place from the Police Station, is the Dundalk Building (photo 41/60). Built in 1919 by the EFC, it is the oldest non-residential building in the district.[26] Designed to house stores, offices, apartments and a community hall, it is one of the state's earliest "shopping centers." Architect of the EFC houses, Edward L. Palmer, was also designer of the Dundalk Building, and his familiarity with the Roland Park Center in Baltimore no doubt influenced his design. The Roland Park Center, built 1896, is considered the earliest of its type in the nation, and as architect for the Roland Park Company, Palmer was probably influenced by the earlier design.[27]

The Dundalk Building is stucco with brick trim and a slate roof, Pseudo H-shaped, it consists of a central block and flanking gabled ended sections (the northern section being larger than the southern). The central block is 1½ stories tall, while the end blocks are 1½ stories plus attic. Rising from the rear of the building is a 3-story, square tower with gable roof. There are shed-roofed dormer walls on the side facades, while on the central block the slope of the roof breaks at several points to sweep steeply down to the first story level. In each such section is a shed roofed dormer. Each gable end of the building is decorated with a mouse tooth brick pattern which contrasts with the stucco wall finish. This patterning plus the steep gable roofs and the juxtaposition of roof shapes gives the building the same picturesque, Period Revival appearance as the nearby EFC houses. Presently, the building is still being used for commercial and apartment use, with modern storefronts and signage having been added to the first story.

SEE CONTINUATION SHEET #10

GENERAL DESCRIPTION (Continued)

South of the Dundalk Building on Shipping Place are two other shopping center buildings, the Dunleer and Dunkirk Buildings, which mirror the former building in mass if not in style (photos 42 & 43/60). The Dunleer Building was constructed in 1929 while the Dunkirk Building was built the following year.[28] Both buildings have an almost identical design, which draws heavily on Colonial Revival motifs. Both are of red brick and are 2½ stories tall. Like the Dundalk Building, these buildings are pseudo H-shaped, with central blocks and gable ended flanking sections. On the central block of each building is a slightly projecting pedimented Pavilion, the pediment lit by a circular window. Gabled dormers break the roofs on the central and side blocks. The differences between the two buildings are minimal. The major difference is that the Dunkirk building is larger, having a 22-bay front versus a 14-bay front. Another difference is that the gable ends of the Dunleer Building are lit by semi-circular windows, while those of the Dunkirk Building are lit by palladian-style window arrangements. The gable ends of both buildings are parapetted, with the Dunkirk Building having fake chimneys rising from the southern end. Both buildings are still used as businesses and apartments.

The Dunkirk Building marks the southern terminus of Shipping Place. From the Strand Theatre to the north to the Dunkirk Building, the streetscape of Shipping Place is characterized by the broad street faced by the large commercial buildings to the one side and the open space and smaller buildings to the other (photo 44/60). Envisioned by the planners of the EFC and the Dundalk Company as the focal point of the commercial district of Old Dundalk. Shipping Place still contains the central services and businesses of the district and is a major traffic artery.

Several other important commercial buildings are located just off of Shipping Place on the intersecting perpendicular streets. On Market Place is the Bates Building (photo 45/60), which was constructed in 1935.[29] Built of brown brick, the building is two stories tall with a 3-bay front. The plan is essentially square, with additions to the rear. The central entranceway has a round arch with a concrete keystone, and is partially filled in so as to square, with additions to the rear. The central entranceway has a round arch with a concrete keystone, and is partially filled in so as to accomodate a modern door. Above the second story windows is a wooden cornice, above which is a brick parapet. Decorating the parapet are concrete panels, the center one with inset stripes, and the flanking panels with bas-relief garlanded swags. Stylistically, the building combines Colonial Revival motifs with the angularity of the Art Deco.

Lining the southern side of Center Place is a series of small commercial buildings which combine to create an undisturbed row. As is typical in the district, these buildings reflect a combination of Colonial Revival and Art Deco/Art Moderne allusions. These buildings are:

SEE CONTINUATION SHEET #11

GENERAL DESCRIPTION (Continued)

-- 1 Center Place (Colony Grill) (photo 46/60)
Built by 1938; 1½ story; brick; T-shaped; 2-bay by 2-bay main block, 2-bay by 7-bay rear block; parapeted gable roofs[30]

-- 3 Center Place (Lillich's Pharmacy) (photo 47/60)
Buildt by 1938; 2-story; brick; 3-bay by 6-bay; parapeted gable roof over front of building, flat roof to rear; dentiled brick cornice; wooden storefront on first story, with arched window openings supported by slender pilasters and with a dentiled cornice[31]

-- 5 Center Place (First National Bank) (photo 48/60)
Built 1938; 2-story; stone and marble facing; 2-bay front; flat roof; original brick facade now sheathed in stone and marble; modern plate glass windows and double doors on first story[32]

-- 7 Center Place (photo 48/60)
Built 1941; 2-story; brick; 3-bay front, 1-bay recessed; flat roof; modern storefront on first story; flat arched lintels and louvered shutters on 2nd story; above 2nd story windows is patterned brick belt course[33]

-- 9 Center Place (photo 48/60)
Built 1948; 2-story; yellow brick; 3-bay front; flat roof; first story has modern facing in brown brick with metal shed roofs over door and windows; 2 tripartite windows on second story with continuous header lintel and stretcher flat arch; band of stretchers at roof line[34]

-- 11 Center Place (Bradley's Limited) (photo 49/60)
Built post 1948; 2-story; red brick; 2-bay front; modern storefront and large sign on first story; slightly corbeled brick at roofline[35]

-- 13-15 Center Place (photo 49/60)
Built 1941; 2-story; buff brick; duplex; 4-bay front; flat roof; modern storefronts on first story; on second story, 4 belt courses of projecting brick; above each second story window are four bands of projecting brick; projecting row of headers at roofline[36]

The final important commercial structure in Old Dundalk is what is now known as the St. Rita's Church Annex at 8 Dunmanway (photo 50/60). While now used as classrooms by St. Rita's Catholic Church, the building was originally constructed in 1930-1931 to house the telephone exchange office.[37] A 2-story, brick building, the main facade is 3-bays wide and is divided into 3 sections separated by stepped pilasters. These pilasters and the central section rise above the flat roof, thus creating a stepped roofline suggestive of Art Deco influence. Decorative patterned brickwork surrounds the central entrance.

SEE CONTINUATION SHEET #12

GENERAL DESCRIPTION (Continued)

Immediately surrounding the door is all header bond, while above the door is a miter-arched pediment of angled brick. Flanking this surround are two small windows that have brick laid in a chevron pattern above and in a zig-zag angled pattern below.

Lying to the east behind the business area is the Dundalk Park (photo 51/60). which is bounded by Trading Place, Dunmanway Road, Playfield Road and Shipway Road. The park is criss-crossed by a series of winding paths which converge at a central walk which bisects the park. Attractively landscaped, the park has numerous large trees of various species. Designed as part of the original plan for Old Dundalk, the Dundalk Park is a larger reflection of the parks which line Shipping Place, thus flanking the business district with open space on either side. The Dundalk park serves as a vital focal point for the community, being the site of numerous annual community events and festivals.

Facing the Dundalk Park to the east is the Dundalk Elementary School (photo 52/60). The original portion of the school was constructed in 1926 on land which had been specifically set aside by the planners for a school and athletic fields.[38] Of the three sections of the facade facing Playfield Road, the northern two sections represent the original building. Later, in 1930, the southern section was added to the main block, along with a rear wing which includes an auditorium and classrooms. The rear wing was then expanded in 1948.[39] With these additions, the building currently has an asymmetrical H-shape. A red brick building, the school is 2-stories tall. The main entrance lies in the projecting center section of the main block. The central bay is faced in stone, which surrounds the entrance and a second story set of windows. The double doors are inset in a Tudor arch, above which is an entablature decorated with relief sculpture of a seal and scrolls. An upper entablature near the roof line bears the words "Dundalk School" (photo 53/60). In the past several years, the school was threatened with closure, however, protests from community residents prevented this from occurring. Presently, the building functions as an elementary school.

Surrounding the Elementary School lie open athletic fields, which are bounded by Playfield Road, Dunmanway Road, Liberty Parkway, and Shipway Road (photo 54/60). Laid out as part of the original plan for Old Dundalk, these athletic fields are still well utilized. Facilities include tennis courts, softball diamonds, and a children's playground.

SEE CONTINUATION SHEET #13

GENERAL DESCRIPTION(Continued)

While the non-residential area of Old Dundalk was carefully planned by the planners of the EFC and the Dundalk Company, commercial growth in St. Helena was less structured. Without the context of planned open space and centralized business district, the commercial area in St. Helena grew in traditional fashion as a strip along Dundalk Avenue. The earliest of such commercial buildings, and one of the oldest non-residential buildings in the entire district, is 10 Dundalk Avenue, which was built in 1920 (photo 55/60).[40] Built by a prominent local merchant, George R. Norris, the building was for many years a garage and car dealership, but now houses various businesses, including a bowling alley.[41] A 2-story, stuccoed building with hipped roof, it reflects the design motifs used in the nearby EFC houses. Eight large bays wide, the facade has been greatly altered on the first story by the filling in of original storefronts and the addition of modern signs and materials. The southern-most bay, now housing the Dundalk Liquor Store, is the only original storefront still intact. The second story is lit by a series of windows while there are eyebrow vents venting the roof.

Further north on Dundalk Avenue are a series of other significant early commercial structures, which reflect the stylistic motifs common to the district, namely the Colonial Revival and Art Deco/Art Moderne. 20-22 Dundalk Avenue strongly suggests the latter stylistic influence (photo 56/60). Probably built in the mid 1930's, it is a 1-story, rectangular building with a rounded corner entrance facade. The lower portion of the main facade has large plate glass windows, below which are panels of green marble. Above the windows and rounding the corner above the door is a inset metal belt course. The upper portion of the facade is stuccoed. The northern bay of the main facade is set off from the remainder by pilasters of buff colored marble with deep inset vertical grooves. These pilasters are interrupted just before the roof line, but then recommence to form small parapets. There is another parapet on the rounded corner of the building, this one being made of metal and bearing decorative raised circles and triangles.

Next door to the above building is 24-30 Dundalk Avenue, which also reflects the Art Deco/Art Moderne influence (photo 57/60).[42] 1-story and built of beige brick, the building was constructed in 1937-1938. Consisting of four separate stores, the lower portion of the facade has four storefronts. The three southernmost storefronts apparently retain much of their original appearance, while the fourth has been radically altered by being filled in by aluminum siding. The southernmost storefront has a central entrance flanked by plate glass windows, while the other two original storefronts have side doors and single plate glass windows. All have black glazed tiles below, transoms above, and early metal brackets and apparatus for hanging awnings. The upper portion of the building is decorated by panels of patterned brick. Two small triangular parapets project from the southern half of the building, while the northern half has a large stepped parapet. Presently, large modern signs hang on the main facade.

SEE CONTINUATION SHEET #14

GENERAL DESCRIPTION (Continued)

Progressing north on Dundalk Avenue, across Patapsco Avenue, is 30½-34 Dundalk Avenue (photo 58/60), which was built in 1930.[43] Stylistically, the empahsis in this building is on Colonial Revival motifs. A 2-story, red brick building, it has a chamfered corner entrance facade at the corner of Patapsco and Dundalk Avenues. The storefront on this facade has been greatly altered and refaced in modern brick. However, the second story of the corner facade is intact, with its original window (although partially filled in) with an arched brick surround with stone corner blocks. Similar windows with the original gothic sashes can be found on the first story on the side and main facades. Each facade also has an entranceway with a similar arched opening, while the Dundalk Avenue facade also has two modern storefronts. Above the second story windows is a simple frieze and cornice, topped by a brick parapet.

Further north is the Lane Theatre, which faces Dundalk Avenue, but whose address is 60 North Dundalk Avenue (photo 59/60). Built in 1940, it was designed by John F. Eyring, the architect of the Strand Theatre (photo 38/60).[44] The proximity of the two theatres allows for an interesting comparison of stylistic change from 1926 to 1940. While the earlier Strand displays a mixture of Colonial Revival and vaguely Art Deco motifs, the Lane reflects the later popularity of the Art Moderne, with its streamlined, geometric, minimalist design. 2-stories, the main facade is faced in buff colored brick with orange brick trim. The first floor now has plate glass windows surrounded by grooved metal panels. On the southernmost bay is a large, triangular marquee. On the second story, there is a series of windows, above which is a curving, stepped parapet. The curves of this parapet are outlined in orange brick, and orange brick bands extend horizontally across the facade above the windows. Similar bands decorate the first story of the northernmost bay. After being renamed as the Abbey Lane Theatre in 1955, the theatre closed in 1961. It was converted to a Goodwill Store in 1962.[45]

Finally, north of the Lane Theatre is 101-103 St. Helena Avenue (photo 60/60). A side facade of #101 faces Dundalk Avenue and a chamfered corner entrance facade faces the corner of Dundalk Avenue and St. Helena Avenue. Probably built in the mid-1930's the row consists of seven stores. Number 101 is the largest, being 2-stories, while the others are 1-story. On the Dundalk Avenue facade of #101, there is an entrance in the southernmost bay that has a transom and cornice with foliated consoles. On the northernmost bay is a plate glass window with green marble panels below. A similar window arrangement is on the St. Helena Avenue facade. Above a series of windows on the second story is a simple frieze and cornice. Above this cornice is a brick parapet. Between the first and second stories is a similar cornice, which continues to extend down the row of 1-story stores. This, plus the fact that several of these stores are built of the same kind of brick as #101, suggests that some, if not all, were built at the same time as part of a unit. Numbers 103-113 have all been modernized on the main facade, particularly #105-107 which has been completely refaced.

SEE CONTINUATION SHEET #15

GENERAL DESCRIPTION (Continued)

Although lacking the unity of design visible in the Old Dundalk planned commercial district, this strip of commercial development in St. Helena is nevertheless important. Although periodically interrupted by more modern buildings, the series of buildings outlined above nevertheless create a streetscape which reflects the early 20th century development of the community. Stylistically, the buildings document the major styles of the district, the Period Revival and Art Deco/Art Moderne. Also they serve to visually link the St. Helena side of Dundalk Avenue to the EFC houses on the opposite side.

BOUNDARY JUSTIFICATION

The district boundaries were drawn so as to include all of the structures constructed by the United States Shipping Board Emergency Fleet Corporation (EFC) and to include the planned community center in Old Dundalk. Surrounding most of the district is housing stock of later date than that of the bulk of the district buildings or housing stock whose significance is not directly related to the themes unifying the district. Thus, many buildings in St. Helena which predate the EFC houses are not included; they may be significant in their own context, but are not directly related to the specific significance of the district. Commercial resources on Dundalk Avenue are included because they reflect the continuing development of the community into the 1930's.

FOOTNOTES

[1]Dundalk-Patapsco Neck Historical Society, Dundalk, Then and Now, 1894-1980. (Dundalk, MD: Dundalk-Patapscoe Neck Eistorical Society, 1980), p. 5.

[2]U.S. Shipping Board Emergency Fleet Corporation, Types of Housing for Shipbuilders Constructed as a War Necessity Under the Direction of the United States Shipping Board Emergency Fleet Corporation Passenger Transportation and Housing Division (1919).

[3]National Archives, Record Group 32, Records of the United States Shipping Board Emergency Fleet Corporation, Passenger Transportation and Housing Division, General Project Files, St. Helena File #262.21.

[4]U.S. Shipping Board Emergency Fleet Corporation, Types of Housing . . .

[5]Interview with owner of 1 Friendship Circle, June 1983.

SEE CONTINUATION SHEET #16

GENERAL DESCRIPTION (Continued) FOOTNOTES (Continued)

[6]George W. Bromley and Walter S. Bromley, Atlas of Baltimore County, Maryland (Philadelphia: George W. Bromley & Co., 1898).

[7]Interview with Ann Merritt, June 1983.

[8]Bromley and Bromley, 1898.

[9]Does not appear on Bromley and Bromley Atlas, 1898; appears in Baltimore County Tax Ledger, 1911, p. 697/

[10]Does not appear in Bromley and Bromley 1898 Atlas; appears in George W. Bromley and Walter S. Bromley, Atlas of Baltimore County, Maryland (Philadelphia: George W. Bromley & Co., 1915).

[11]Ibid.

[12]House listed as "New" in Baltimore County Tax Ledger, 1915, p. 942.

[13]House listed as "New" in Baltimore Tax Ledger, 1916.

[14]Ibid., 529.

[15]House appears as "New" in Baltimore County Tax Ledger, 1919.

[16]National Archives, Dundalk File 214.0.

[17]Subdivision of land shown in Baltimore County Plat Bood 8, Folio 74, dated 15 November 1926; houses appear on Baltimore County Tax Ledger, 1928, pp.210-211.

[18]Maryland Historical Trust Historic Sites Inventory Form, "Reier House."

[19]Houses pictured in Homes and Home Sites in Dundalk (Dundalk, MD: The Dundalk Company, 1929), p. 21.

[20]Appears in Baltimore County Tax Ledger, 1928, p. 632.

[21]"Community Church Building," The Dundalk Booster, 18 December 1920.

[22]Dundalk-Patapsco Neck Historical Society, p. 46.

[23]Ibid., p. 22.

[24]First appears in Baltimore County Tax Ledgers in 1929; plaque on building gives 1954 date.

SEE CONTINUATION SHEET #17

GENERAL DESCRIPTION (Continued) FOOTNOTES (Continued)

[25]Robert Kirk Headley, Exit: A History of Movies in Baltimore (1974), p. 31.

[26]National Archives, Dundalk File 005.0

[27]The Livlier Baltimore Committee for the Citizens Planning and Housing Association, Beyond the White Marble Steps: A Look at Baltimore Neighborhoods (1979) p. 33-34.

[28]Dunleer Building appears in Baltimore County Tax Ledger as "New" in 1929, p. 217; Dunkirk Building appears in 1930, p. 218.

[29]Appears as "New" in Baltimore County Tax Ledger, 1935, p. 328-2.

[30]Dundalk-Patapsco Neck Historical Society, p. 18. Shown in photograph which other evidence shows to have been taken 1938-1941.

[31]Appears as "New" in Baltimore Tax Ledger, 1938, p. 475.

[32]Ibid.

[33]Appears as "New" in Baltimore County Tax Ledger, 1941, p. 876-1

[34]Appears as "New" in the Baltimore County Tax Ledger, 1948, p. 1240.

[35]Does not appear in Baltimore County Tax Ledger, 1948.

[36]Appears in Baltimore County Tax Ledger, 1941, p. 926.

[37]Appears as "New . . . Exchange Building" in Baltimore County Tax Ledger, 1931, p. 134.

[38]Dundalk-Patapsco Neck Historical Society, p. 38.

[39]From caption of photograph hanging in administrative offices of school.

[40]Appears as "New" in Baltimore County Tax Ledger, 1920.

[41]Dundalk-Patapsco Neck Historical Society, p. 26.

[42]Part of building appears as "New" in Baltimore County Tax Ledger, 1937; other part of building appears as "New" in 1938.

[43]Appears as "New" in Baltimore County Tax Ledger, 1930.

[44]Headley, p. 10.

[45]Ibid.

FOOTNOTES CONTINUED ON ITEM 8, PAGE

8. Significance

BA-2213

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	X community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
X 1900–	___ communications	X industry	X politics/government	___ other (specify)	
		___ invention			

Specific dates 1893–1941 **Builder/Architect** Edward L. Palmer, architect

Statement of Significance (in one paragraph) Applicable Criteria: A, C

SIGNIFICANCE SUMMARY

The Dundalk Historic District is a significant community for its historical associations and for its architecture. Historically, the district is important for encompassing the only two housing developments built by the United States Shipping Board Emergency Fleet Corporation (EFC) in Maryland during World War I. (Only 36 such projects were carried out by the EFC nationwide.) As such, Dundalk is representative of the Federal government's first venture into the field of housing. Essentially intact in terms of buildings and plan, the community is a particularly good source of documentation for the EFC projects. In addition to serving as concrete evidence of a crucial broadening of the government's role and responsibilities, Dundalk is also significant as an expression of early 20th century community planning. The plan of much of the district, with its curvilinear streets and planned community center (including parks, school, shopping center, etc.), reflects experimentation with Garden City planning ideals. Reinforcing this "model" character of the community was the early and continued influence of planners and administrators of Roland Park, an early, precedent setting model suburb of Baltimore. Another important influence upon the community's development was the Bethlehem Steel Corporation, which controlled much of the district's physical growth to a greater or lesser degree. Thus, Dundalk is also significant as an example of one type of "company town." With respect to architecture, the district represents significant and well-preserved collection of examples of early 20th century Period Revival and Art Deco/Art Moderne styles applied to residential, commercial, and institutional buildings. This general architectural cohesiveness, plus the overall integrity of the district, tends to produce a distinct sense of place. While many changes have occurred around the district, and to some degree within it, the community retains a distinctive visual appearance and feeling of cohesiveness. Many of the buildings within the District represent the work of noted Baltimore architect Edward L. Palmer.

HISTORY AND SUPPORT

Until the 1890's, the area now known as Dundalk was predominantly rural, the landscape dotted by scattered farmhouses, such as the Sparks Farmhouse now at 2540 Liberty Parkway. Nascent urbanization began in the 1890's, after John W. Sparks subdivided part of his farmland to create the community of St. Helena. Growth in St. Helena was slow, however, and the take-off period for the area did not begin until 1916. In that year, Bethlehem Steel Corporation took over the blast furnaces of the Maryland Steel Corporation, located on nearby Sparrows Point. Anticipating the need for worker housing, Belthlehem purchased approximately 1,000 acres and created a subsidiary, The Dundalk Company, to oversee development.[46]

SEE CONTINUATION SHEET #18

HISTORY AND SUPPORT (Continued)

With United States entry into World War I, work at the Bethlehem Steel shipyards at Sparrows Point increased dramatically, leading to a parallel need for workers and worker housing. This problem was part of a larger national trend, with many industrial urban centers facing acute housing shortages as demand for labor in war industries outstripped the supplies of available housing. The severity of the situation and its potential impact on productivity forced the government into an unprecedented recognition of federal responsibility for housing. As a result, the United States Shipping Board Emergency Fleet Corporation (EFC) was given the task of administering a federal program of housing construction for industrial workers.

The EFC had been formed nearly a year previously to expedite the responsibility of the Shipping Board to build, purchase, and maintain merchant ships. However, since the housing shortages at shipyards were having a negative impact on shipbuilding, the EFC was given the additional responsibility of providing needed housing.[47] Thus, the EFC entered into a program whereby it would lend money to shipbuilding companies to fund housing construction. The EFC retained, however, a great deal of control over design and management.[48]

In 1918, Bethlehem Steel created another subsidiary, the Liberty Housing Company, which entered into an agreement with the EFC to develop two projects, to be known as Dundalk and St. Helena. In the Dundalk project, 531 houses and a group of stores were constructed, while in St. Helena, 284 "convertible" houses for bachelors and a mess hall were built.[49] Today, both projects exist in their entireties, except for the St. Helena mess hall, which was razed sometime in the 1930's.

On the state level, the Dundalk Historic District is important for including the only two EFC projects built in Maryland. However, the Dundalk and St. Helena projects are also two of only 36 built throughout the entire country, thus making the district important nationally as a representative example of the work of the EFC. But, more importantly than its significance which derives from numerical scarcity, the district is important for what it reflects about the changing definition of federal responsibility. Previous to the work of the EFC, the idea of the federal government providing housing was totally alien to the American experience. Only a crisis situation, such as that created by World War I, could overcome this laissez faire tradition and push the federal government into its first venture into the field of housing. The Dundalk Historic District serves as excellent documentation of this critical expansion of the role of the federal government.[50]

SEE CONTINUATION SHEET #19

HISTORY AND SUPPORT (Continued)

While representative of changing government responsibility, the Dundalk Historic District is also important as a reflection of changing concepts of urban planning. Many of the leaders of the EFC were architects, housing reformers, and planners, who saw in the EFC building program an opportunity not only to provide shelter, but also to set standards and to experiment with emerging principals of urban planning. Thus, they used the EFC as a laboratory in which to experiment with the most modern planning concepts, including that of the "Garden City."[51]

Ebenezer Howard's "Garden City" ideal was a major influence on the emerging planning field since the concept's introduction in 1898. Seeking an alternative to the industrial urban slums of his native England, Howard envisioned satellite cities to house industrial workers, cities limited in area and population and designed to offer attractive homes, open spaces, community services and amenities. The influence of such conceptes can clearly be seen in the development of much of the Dundalk District. Typical to Garden City planning, a variety of housing types (detached, semi-detached and rowhomes) were placed on curvilinear streets. To serve residents a community center was planned which was designed to include shopping facilities, churches, a school, and other needed community services. The EFC's Dundalk Building (one of the earliest "shopping centers" in Maryland) was the original cornerstone of the community center, which would grow over the years to fulfill its function of giving the community amenities and a sense of self-sufficiency. Also typical of the Garden City ideal, open space was an integral part of the EFC's plan for Dundalk, including area reserved for parks in front of and behind the shopping district and an area for recreation near the proposed school.

The integrity of the plan for the Dundalk project is excellent. The configuration of residential streets remains unchanged. Likewise, the community center continues to serve the community and includes stores, a movie theatre, library, police station, school, church and post office. Original open spaces also remain intact, except for the park near the post office, part of which has been converted to a parking lot. Thus, the overall integrity of the Dundalk plan makes it a good example of Garden City planning. At the same time, the district also serves to provide comparison with earlier planning forms through the juxtaposition of the EFC plan with the traditional grid-iron plan of St. Helena, laid out in the 1890's.

Despite the enthusiasm and progress of the architects and planners of the EFC, they soon found that their unique opportunity for experimentation in urban planning was to be short lived. In November, 1918, the armistice was signed, coming only four months after construction began on the Dundalk and St. Helena projects. In EFC projects throughout the country, construction was ordered to be immediately curtailed, and a debate began over the future of those houses which had already been constructed. Congress was anxious to restore normalcy after the shocks of World War I, and federal intervention in the housing market

SEE CONTINUATION SHEET #20

HISTORY AND SUPPORT (Continued)

was considered an abnormality. Therefore, Congress resolved to finish those projects which, like Dundalk and St. Helena, were nearly complete and to sell the houses on the market as soon as possible.[52]

By June 1920, the EFC houses in Dundalk and St. Helena had been sold either to private individuals or to the Dundalk Company.[53] The Dundalk Company, originally formed to oversee development in Dundalk, still owned a large amount of undeveloped land in the area, and with the purchase of many of the EFC buildings, replaced the federal government as the major force shaping the community's development. A charter member and the first president of the Dundalk Company was Edward H. Bouton, who brought to the company his experience as president of the Roland Park Company. Roland Park, a suburb of Baltimore, had been begun in 1890, and under Bouton's direction had developed into a precedent setting community, carefully planned to be a "model" suburb. The application in Dundalk of techniques used in Roland Park helped to assure that development continue along the lines implied by the community's Garden City plan. One important technique was the use of restrictive covenants, which gave the Company control over the uses and appearance of property.[54] Likewise, in constructing new housing, the emphasis was on building substantial detached houses, which though less pretentious than homes in Roland Park were nontheless quality housing for the working class. The Roland Park example was also important in shaping the development of the community's shopping district, since Roland Park had pioneered in this area with the construction of what is recognized by many as the first shopping center complex in the nation.[55] Thus, the historic district is significant for drawing directly upon the example of thk nation's pioneering model suburbs as the pattern for its growth during the 1920's and 1930's.

While the Dundalk Company was greatly influenced by the example of Roland Park, company policy was more fundamentally shaped by its parent company, Bethlehem Steel Corporation. Essentially Dundalk was a "company town," in which a large number of the residents worked for Bethlehem Steel and the company exercised control (through the Dundalk Company) over the community's physical development. The physical symbol of Bethlehem's control was the office of the Dundalk Company (now Dundalk Library) at the heart of the community. Bethlehem's control over the community was not rigid as in some earlier company towns where virtually every aspect of the lives of the residents was prescribed. Nevertheless, as typical in later company towns, Dundalk was influenced by a general degree of moderate, paternalistic control. As a result, Dundalk is important as an example of one direction taken in the development of "company towns" during the early 20th century.

SEE CONTINUATION SHEET #21

HISTORY AND SUPPORT (Continued)

Under the direction of the Dundalk Company, further development in Dundalk followed, to a great degree, the architectural precedents set by the EFC. Architect for both the St. Helena and Dundalk projects was Edward L. Palmer, a noted Baltimore architect. In later years, Palmer would go on to design several important buildings in Baltimore, including dormitories for Johns Hopkins University and many of the buildings for City Hospital. However, Palmer may well be best known as architect for the Roland Park Company. Being architect for both Dundalk and Roland Park, he was naturally one of the key individuals responsible for linking the two communities philosophically and stylistically.

As he had done in Roland Park, Palmer used Period Revival motifs in his designs for the EFC buildings, and Period Revival styles continued to be a primary influence on the area's architecture throughout the 1920's and 1930's, Several good examples reflecting the Colonial Revival Style include the Reir House, the Dunleer and Dunkirk Buildings, and the library. Like wise, St. George's and St. Matthew's Episcopal Church is a good example of Tudor Revival/Gothic Revival stlyes. During the 1930's and 1940's, the Art Deco/Art Moderne style was introduced to the community. Many of the businesses along Dundalk Avenue, particularly the Lane Theatre, exhibit the stylized geometrical motifs typical of this style. The ArtDeco/Art Moderne and Period Revival styles dominate the district, giving the community a distinct, unified architectural character. The architectural integrity of the district and its many good stylistic examples, make Dundalk a significant source of documentation for early 20th century architectural development.

The district has remained relatively cohesive architecturally through six decades of sometimes rapid change. Although development was slowed by a post-war recession in 1919-1920 and by the Depression of the 1930's, the population of the greater Dundalk area had risen by 1974 to be over ten times what it had been in 1920.[56] Suburban sprawl has enveloped the EFC projects of Dundalk and St. Helena; however this early core district has retained a clear sense of place and community. Approximately 90% of the district is united visually and historically by being part of the EFC projects, while the remainder of the district is architecturally cohesive and designed to adhere to the community's original plan. There are some modern buildings within the district, but they are limited in number and often not visually intrusive. But, in addition to the district's visual unity, there is also a distinct sense of community and of community vitality. The shopping district is still well used, residents recently fought a successful fight to keep the Dundalk School open, and the parks and recreation fields are used year round for a variety of community events. There is a clear feeling of community loyalty and interest in community history on the part of many residents, a loyalty and interest which frequently extends

SEE CONTINUATION SHEET #22

HISTORY AND SUPPORT (Continued)

to the area's early buildings, although organized preservation activity has not yet taken place. However, with its unique historical importance and its significant cohesiveness and integrity, the Dundalk Historic District will no doubt continue to receive further recognition and increasing amounts of preservation activity.

FOOTNOTES

[46]Dundalk-Patapsco Neck Historical Society, Dundalk, Then and Now, 1894-1980 (Dundalk, MD: Dundalk-Patapsco Neck Historical Society, 1980), p. 5.

[47]Darrell Havenor Smith and Paul V. Bettner, The United States Shipping Board: Its History, Activities and Organization (Washington D. C.: The Brookings Institute), pp.13-19.

[48]Roy Lubove, "Homes and 'A Few Well Placed Fruit Trees:' An Object Lesson in Federal Housing," Social Research, XXVII (Winter, 1960), p. 475.

[49]Dundalk-Patapsco Neck Historical Society, p. 5.

[50]Kenneth T. Jackson, "Federal Subsidy and the Suburban Dream: The First Quarter-Century of Government Intervention in the Housing Market," Records of the Columbia Historical Society of Washington D. C., Vol. 50 (1980), pp. 421-422.

[51]Lubove, p. 471.

[52]Lubove, p. 484.

[53]National Archives, Record Group 32, Records of the United States Shipping Board Emergency Fleet Corporation, Passenger Transportation and Housing Division, General Project File, File #2020.

[54]Baltimore County Land Record, Liber 498, Folio 470.

[55]The Livelier Baltimore Committee of the Citizens Planning and Housing Association, Beyond the White Marble Steps: A Look at Baltimore Neighborhoods (1979), pp. 33-34.

[56]Dundalk-Patapsco Neck Historical Society, p. 13.

9. Major Bibliographical References

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SEE CONTINUATION SHEETS #15, 16, 17, and 23

10. Geographical Data

Acreage of nominated property Approx. 122 acres

Quadrangle name Baltimore East, Maryland

Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing
A			
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification Boundaries are delineated on the attached map; for Boundary Description see Continuation Sheet #24.

List all states and counties for properties overlapping state or county boundaries

state	Maryland	code	24	county	Baltimore County	code	005
state	Maryland	code	24	county	Baltimore (indep. city)	code	510

11. Form Prepared By

name/title	Druscilla J. Null
organization	Dundalk Chamber of Commerce
date	July 1983
street & number	Shipping Place
telephone	301-285-5890
city or town	Dundalk
state	Maryland 21222

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

X national X state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only

I hereby certify that this property is included in the National Register

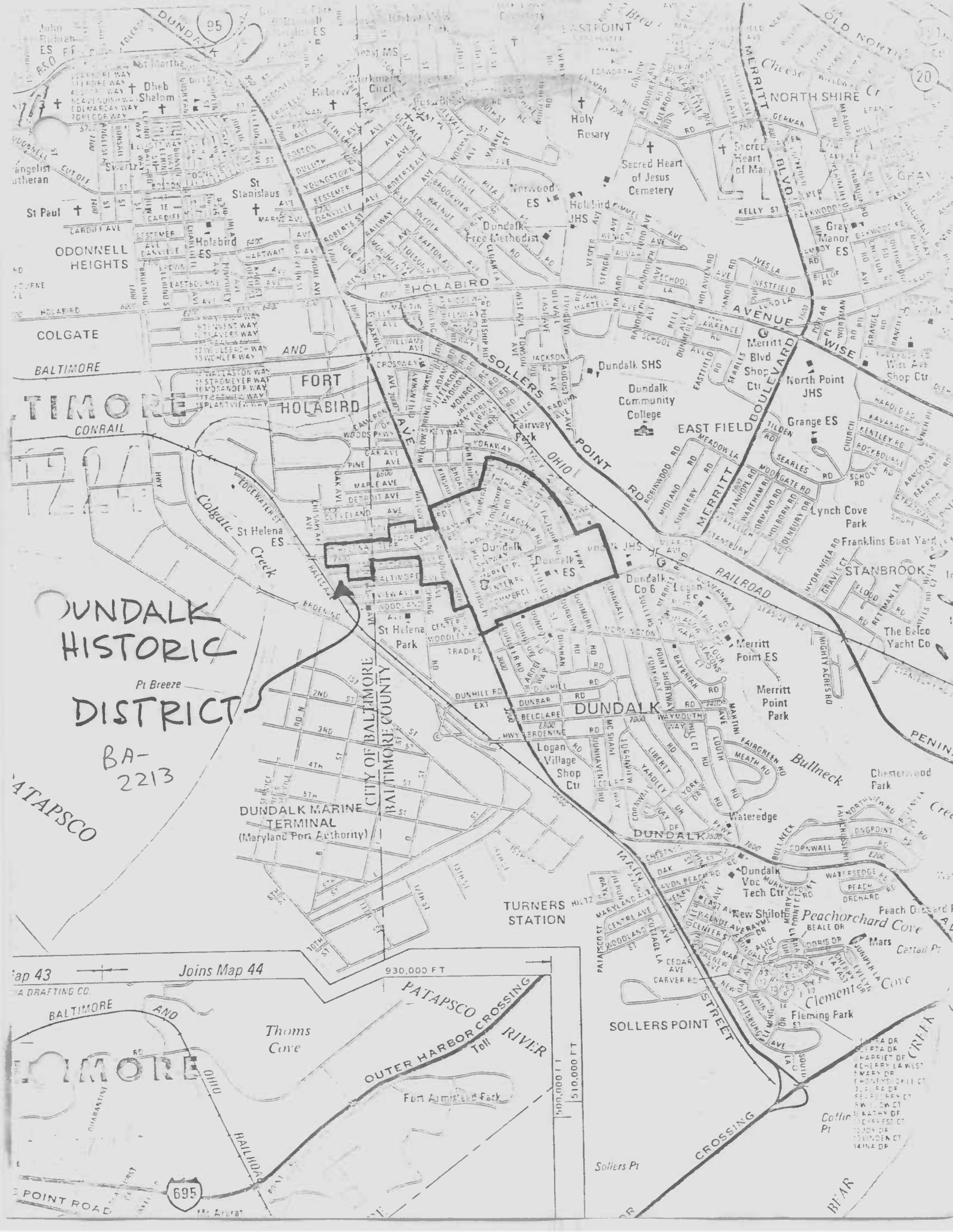
date

Keeper of the National Register

Attest: date

Chief of Registration

GPO 938 835


DUNDALK HISTORIC DISTRICT
BA-2213
DUNDALK
HOLABIRD
FORT HOLABIRD
ODONNELL HEIGHTS
COLGATE
BALTIMORE AND OHIO RAILROAD
CONRAIL
Colgate Creek
St Helena ES
St Helena Park
Dundalk
Dundalk ES
Dundalk Co 6
Logan ES
Merritt Point ES
Merritt Point Park
Logan Village Shop Ctr
Dundalk Community College
Dundalk SHS
Holabird JHS
Holabird ES
Norwood ES
Holy Rosary
Sacred Heart of Jesus Cemetery
Sacred Heart of Mary
Dundalk Free Methodist
Merritt Blvd Shop Ctr
North Point JHS
Grange ES
Lynch Cove Park
Franklins Boat Yard
STANBROOK
The Balco Yacht Co
Gray Manor ES
NORTH SHIRE
EASTPOINT
Dheb Shalom
St Stanislaus
St Paul
Dundalk Free Methodist
Fairway Park
Waterdge
Dundalk Voc Tech Ctr
New Shiloh
Peachorchard Cove
Mars
Clement Cove
Fleming Park
Chesterwood Park
Bullneck
Peach Orchard
Cattail Pt
Coffin Pt
Sollers Pt
SOLLERS POINT
TURNERS STATION
DUNDALK MARINE TERMINAL (Maryland Port Authority)
CITY OF BALTIMORE
BALTIMORE COUNTY
PATAPSCO
Pt Breeze
Joins Map 44
930,000 FT
510,000 FT
500,000 FT
Thoms Cove
PATAPSCO RIVER
OUTER HARBOR CROSSING
Toll
Fort Armistead Park
BALTIMORE AND OHIO RAILROAD
POINT ROAD
695
Mt Ararat
BEAR CREEK
MERRITT BLVD
SOLLERS POINT RD
MERRITT BOULEVARD
AVENUE
WISE
OLD NORTH
95
20

Within HD
BA-2213

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 13 Kinship Road Survey Number: Balt. Co.

Property Address: 13 Kinship Road, Dundalk, Maryland

Project: CDBG Rehabilitation Agency: Baltimore Co

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

District Name: Dundalk Historic District Survey Number: BA-2213

X Listed ____ Eligible _____ Comment

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G X None

The resource X contributes/____ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting X Materials

X Workmanship ____ Feeling X Association

Justification for decision: (Use continuation sheet if necessary and attach map)

13 Kinship Road is located within the boundaries of the National Register listed Dundalk Historic District and is identified in the nomination as a contributing building to the district. This 2-1/2 story stucco rowhouse is located in the Old Dundalk section of the district and is typical of the early twentieth-century (c. 1918-1919) houses in its irregular fenestration, steep jerkin head roof, and windows delineated only by brick lintels contrasting with the stucco walls.

Documentation on the property is presented in: Project Review and Compliance Files and and National Register Nomination Form

Prepared by:

J. Ellen Friese 2/10/92

Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

R. Lendrum 4.2.92

Reviewer, NR program Date

Survey No. Baltimore Co.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
_X_	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
_X_	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	____ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
_X_	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
____	Transportation

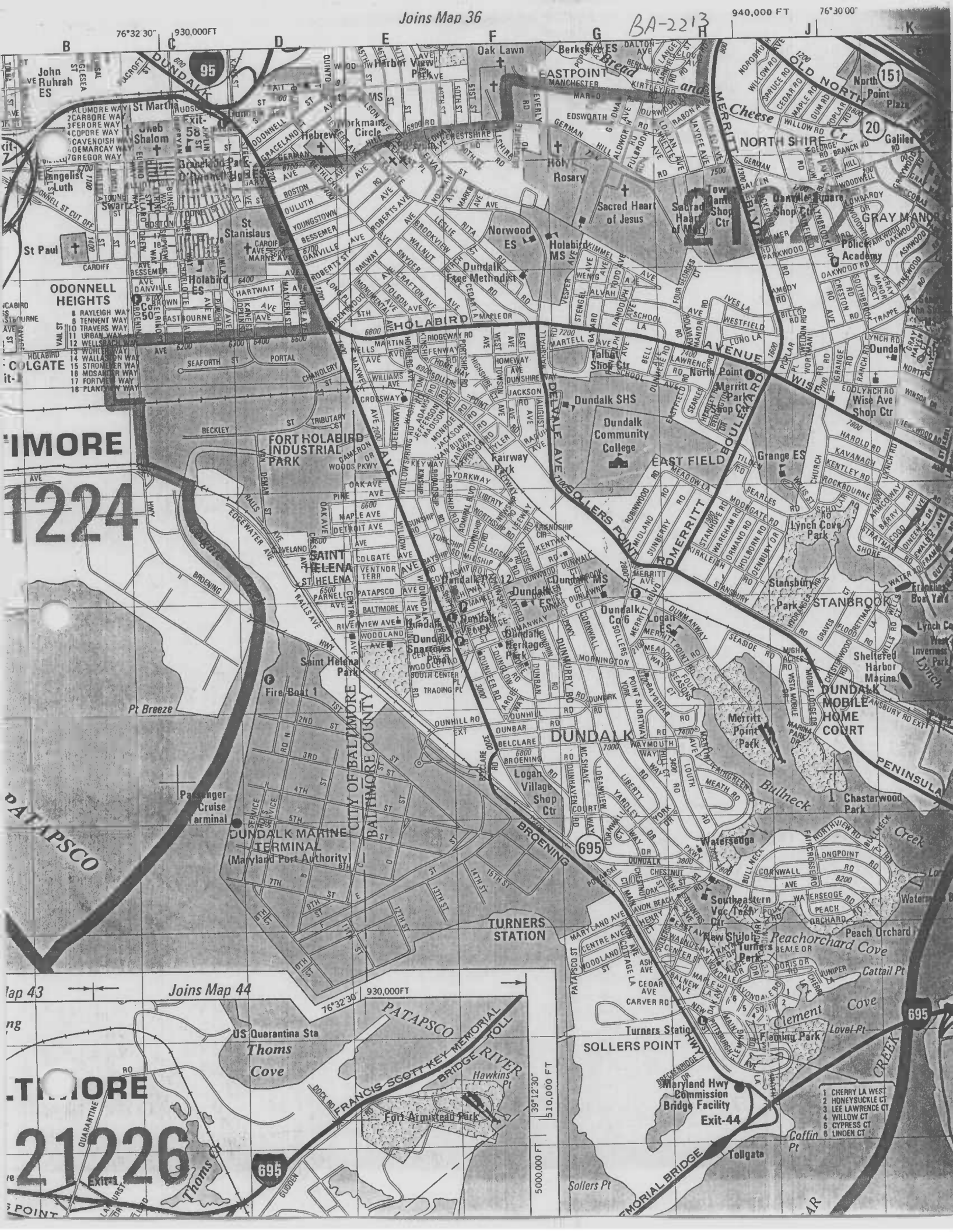
V. Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): House

Known Design Source: na



Joins Map 36
BA-2213
76°32'30"
930,000FT
940,000 FT
76°30'00"
EASTPOINT
NORTH SHIRE
GRAY MANOR
ODONNELL HEIGHTS
HOLABIRD AVENUE
FORT HOLABIRD INDUSTRIAL PARK
SAINT HELENA
EAST FIELD
STANBROOK
DUNDALK
DUNDALK MARINE TERMINAL (Maryland Port Authority)
DUNDALK MOBILE HOME COURT
TURNERS STATION
SOLLERS POINT
Dundalk Community College
Dundalk SHS
Holabird MS
Norwood ES
Dundalk Free Methodist
Holy Rosary
Sacred Haart of Jesus
Police Academy
Merritt Park
Lynch Cove Park
Stansbury Park
Merritt Point Park
Logan Village Shop Ctr
Southeastern Voc Tech Ctr
Fleming Park
Fort Armistead Park
Maryland Hwy Commission Bridge Facility
Exit-44
Tollgate
Thoms Cove
Reachorchard Cove
Clement Cove
Bullneck Creek
Patapsco River
Francis Scott Key Memorial Bridge Toll
Joins Map 43
Joins Map 44
930,000FT
510,000 FT
5000,000 FT
39°12'30"
1 CHERRY LA WEST
2 HONEYSUCKLE CT
3 LEE LAWRENCE CT
4 WILLOW CT
5 CYPRESS CT
6 LINDEN CT

9302319
Within HD
BA-2213

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 222 St. Helena Avenue, Dundalk Survey Number: BA-

Property Address: 222 St. Helena Avenue, Dundalk, Baltimore County

Project: Rehabilitation 222 St. Helena Avenue Agency: CDBG

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

District Name: Dundalk Hstoric District Survey Number: BA-2213 & B-3737

X Listed _____ Eligible December 8, 1983 Comment

Criteria: X A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

The resource X contributes/___ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting _____ Materials

_____ Workmanship X Feeling X Association

Justification for decision: (Use continuation sheet if necessary and attach map)

The Dundalk Historic District is significant under Criteria A and C for architecture, community planning, industry and politics/government. The district encompasses the only two housing developments constructed by the United States Shipping Board Emergency Fleet Corporation (EFC) in Maryland during World War I and as such is representative of the federal government's first venture into the field of housing and of Baltimore's role in the shipbuilding effort of the war years. In addition, Dundalk is significant as an expression of early 20th century community planning and as a well-preserved collection of examples of early 20th century architectural styles. The house at 222 St. Helena Avenue represents a common EFC house type and, though altered by the enclosure of the porch and application of formstone, retains sufficient integrity to contribute to the district.

Documentation on the property is presented in: Project File and nomination form

Prepared by: _____

Elizabeth Hannold — October 12, 1993

Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Ronald L. Andrews — 10.12.93

Reviewer, NR program — Date

jmg

Survey No. BA

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

___	Eastern Shore	(all Eastern Shore counties, and Cecil)
___	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
X	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
___	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

___	Paleo-Indian	10000-7500 B.C.
___	Early Archaic	7500-6000 B.C.
___	Middle Archaic	6000-4000 B.C.
___	Late Archaic	4000-2000 B.C.
___	Early Woodland	2000-500 B.C.
___	Middle Woodland	500 B.C. - A.D. 900
___	Late Woodland/Archaic	A.D. 900-1600
___	Contact and Settlement	A.D. 1570-1750
___	Rural Agrarian Intensification	A.D. 1680-1815
___	Agricultural-Industrial Transition	A.D. 1815-1870
X	Industrial/Urban Dominance	A.D. 1870-1930
___	Modern Period	A.D. 1930-Present
___	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

___	Subsistence
___	Settlement
___	Political
___	Demographic
___	Religion
___	Technology
___	Environmental Adaption

IV. Historic Period Themes:

___	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
X	Economic (Commercial and Industrial)
___	Government/Law
X	Military
___	Religion
___	Social/Educational/Cultural
___	Transportation

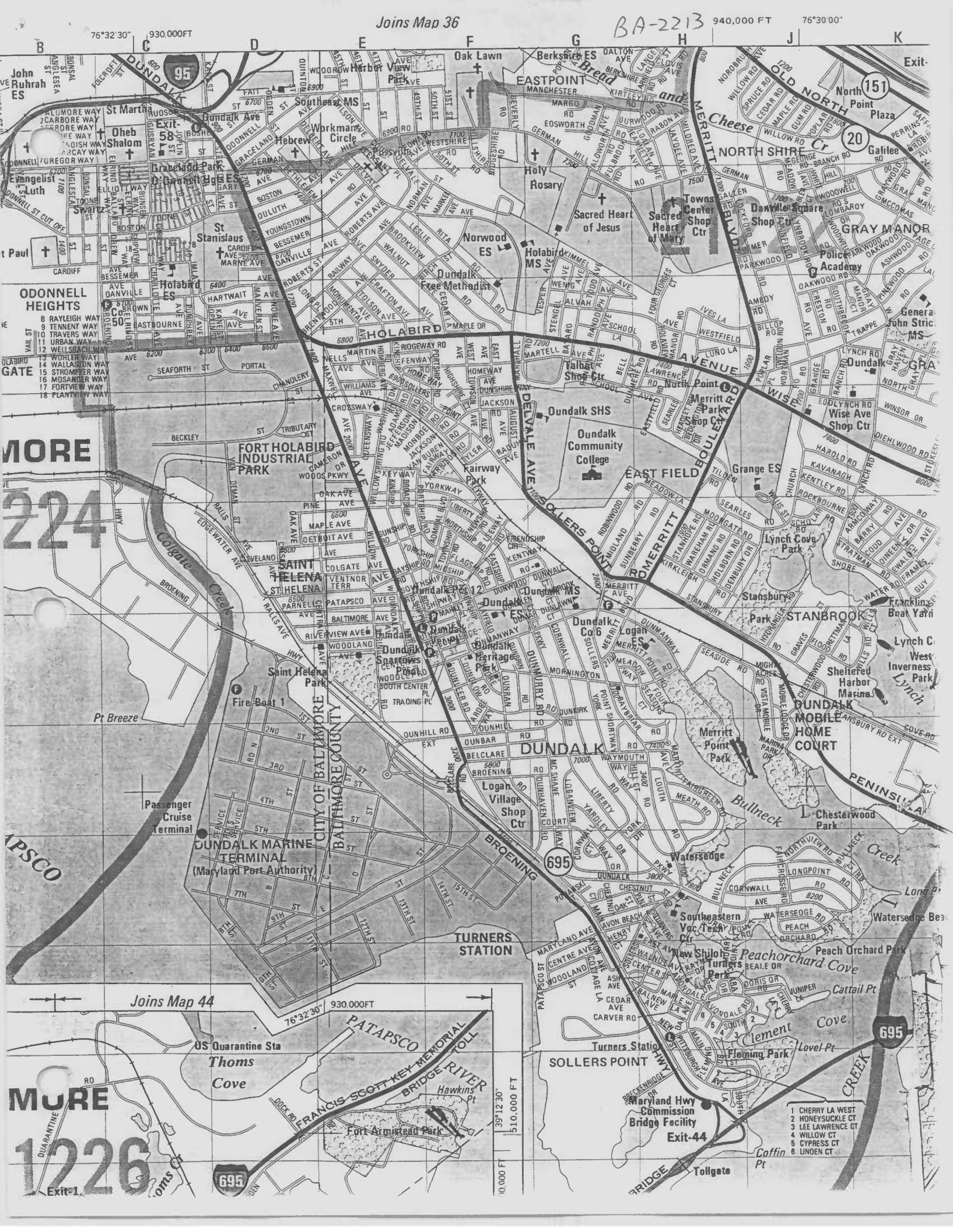
V. Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): Dwelling

Known Design Source: United States Shipping Board Emergency Fleet Corporation



Joins Map 36
BA-2213
940,000 FT
76°30'00"
76°32'30"
930,000FT
Joins Map 44
DUNDALK
EASTPOINT
Oak Lawn
Berkshire ES
Harbor View Park
Southeast MS
Workman Circle
Hebrew
Holy Rosary
Sacred Heart of Jesus
Sacred Heart of Mary
Towns Center Shop Ctr
Danville Square Shop Ctr
NORTH SHIRE
GRAY MANOR
Police Academy
Galilee
North Point Plaza
OLD NORTH
Bread and Cheese Cr
MERRITT BLVD
Norwood ES
Holabird MS
Dundalk Free Methodist
HOLABIRD AVENUE
Talbot Shop Ctr
Merritt Park Shop Ctr
Wise Ave Shop Ctr
Dundalk SHS
Dundalk Community College
EAST FIELD
Grange ES
Fairway Park
DELVALE AVE
SOLLERS POINT
MERRITT BOULEVARD
Lynch Cove Park
Stansbury Park
STANBROOK
Franklin Boat Yard
Lynch Cove
West Inverness Park
Sheltered Harbor Marina
DUNDALK MOBILE HOME COURT
Merritt Point Park
Chesterwood Park
Bullneck Creek
PENINSULA
Watersedge
Southeastern Voc Tech Ctr
New Shiloh
Turners Park
Peachorchard Cove
Peach Orchard Park
Watersedge Bea
Cattail Pt
Clement Cove
Lovel Pt
Fleming Park
Turners Station
SOLLERS POINT
Maryland Hwy Commission Bridge Facility
Exit-44
Tollgate
Coffin Pt
BRIDGE
CREEK
695
95
151
20
Exit-58
Dundalk Ave
Oheb Shalom
St Martha
Evangelist Luth
Swartz
Graceland Park
O'Donnell Hgts ES
St Stanislaus
Holabird ES
ODONNELL HEIGHTS
8 RAYLEIGH WAY
9 TENNENT WAY
10 TRAVERS WAY
11 URBAN WAY
12 WELLSBACH WAY
13 WOHLER WAY
14 WALLASTON WAY
15 STROMEYER WAY
16 MOSANDER WAY
17 FORTVIEW WAY
18 PLANTVIEW WAY
FORT HOLABIRD INDUSTRIAL PARK
SAINT HELENA
Colgate Creek
Dundalk Pkwy 12
Dundalk Co 6
Logan ES
Dundalk Heritage Park
Dundalk Sportows Pool
Saint Helena Park
Fire Boat 1
Pt Breeze
Passenger Cruise Terminal
DUNDALK MARINE TERMINAL (Maryland Port Authority)
CITY OF BALTIMORE
BALTIMORE COUNTY
Logan Village Shop Ctr
BROENING
TURNERS STATION
US Quarantine Sta
Thoms Cove
PATAPSCO RIVER
FRANCIS SCOTT KEY MEMORIAL BRIDGE TOLL
Hawkins Pt
Fort Armistead Park
Exit-1
1 CHERRY LA WEST
2 HONEYSUCKLE CT
3 LEE LAWRENCE CT
4 WILLOW CT
5 CYPRESS CT
6 LINDEN CT
MORE
224
MORE
1226

BA-2213

RIDENHOUR
222 ST. HELENA

Within HD
BA-2213

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: 121 Ventnor Terrace Survey Number: Balt. Co.

Property Address: 121 Ventnor Terrace, Dundalk, Maryland

Project: CDBG Rehabilitation Agency: Baltimore Co

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

District Name: Dundalk Historic District Survey Number: BA-2213

X Listed _____ Eligible _____ Comment

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G X None

The resource X contributes/___ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting X Materials

_____ Workmanship _____ Feeling _____ Association

Justification for decision: (Use continuation sheet if necessary and attach map)

121 Ventnor Terrace falls within the western portion of the NR listed Dundalk Historic District known as St. Helena and is a typical example of the rowhouses built in this area prior to 1929. These houses are characteristically two stories tall, built of brown brick and commonly have 3-bay fronts. The flat roofs are parapetted with tiled shed roof projections at the cornice line. One-storey porches typically supported by wooden columns on uncoursed stone bases cover each facade of this row. Many facades in this district have been altered through the enclosure and extension of porches, but as in this case, most alterations are reversible.

Documentation on the property is presented in: Project Review and Compliance Project Files and National Register Nomination Form

Prepared by:

Jo Ellen Freese Jo Ellen Freese 3/30/92

Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

[signature] 4-2-92

Reviewer, NR program Date

jmj

Survey No. Baltimore Co.

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
_X_	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
_X_	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	____ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
_X_	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
____	Transportation

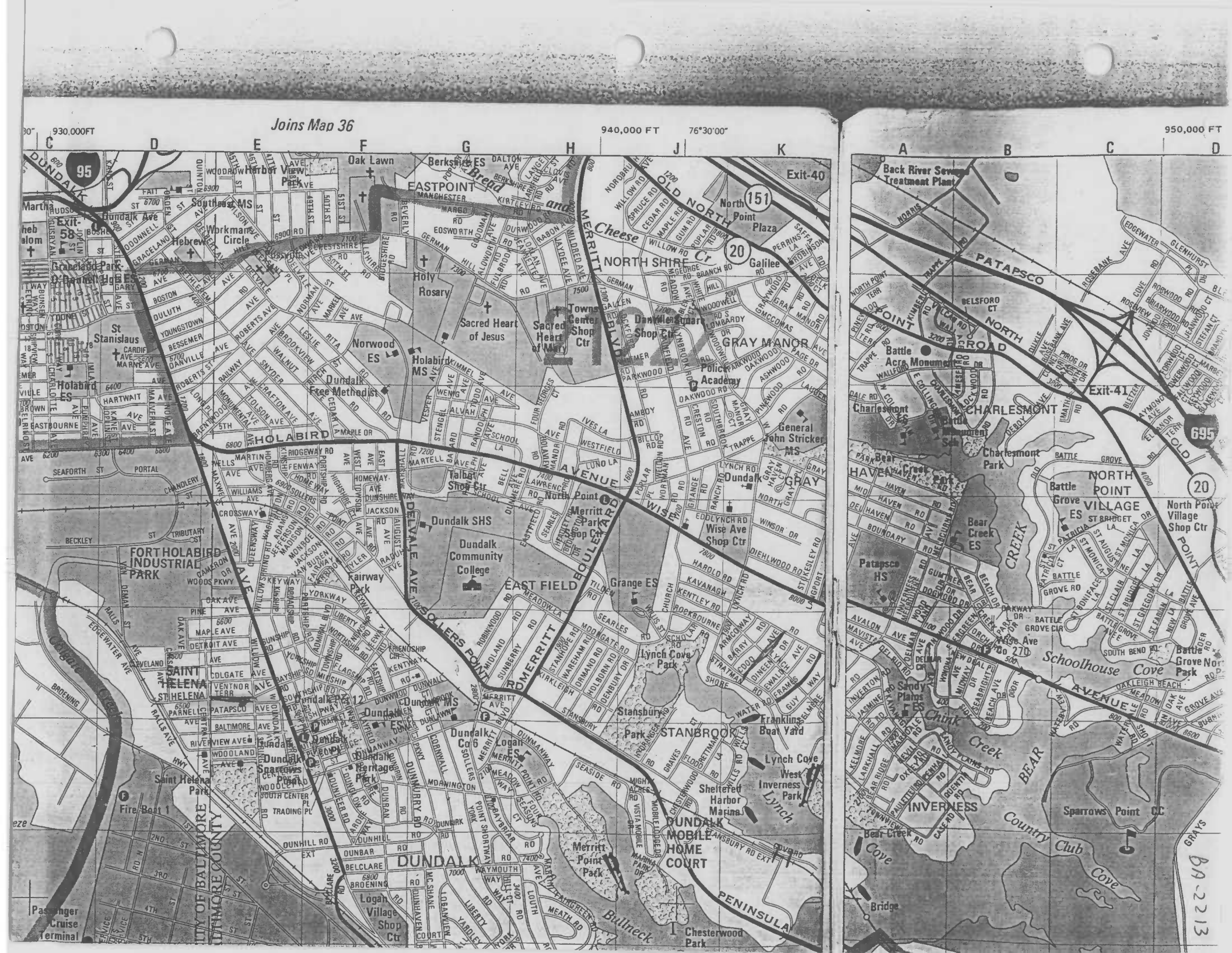
V. Resource Type:

Category: Building

Historic Environment: Suburban

Historic Function(s) and Use(s): House

Known Design Source: na


Joins Map 36
930,000FT
940,000 FT
76°30'00"
950,000 FT
C
D
E
F
G
H
J
K
A
B
C
D
DUNDALK
FASTPOINT
NORTH SHORE
GRAY MANOR
HOLABIRD
AVENUE
FORT HOLABIRD INDUSTRIAL PARK
EAST FIELD
STANBROOK
DUNDALK MOBILE HOME COURT
SAINT HELENA
CHARLESMONT
INVERNESS
NORTH POINT VILLAGE
Dundalk SHS
Dundalk Community College
Patapsco HS
Sandy Plains ES
Norwood ES
Holabird ES
Holabird MS
Grange ES
Logan ES
Dundalk MS
Dundalk ES
Dundalk Free Methodist
Police Academy
General John Stricker MS
Oak Lawn
Berkshire ES
Harbor View Park
Southeast MS
Workmans Circle
Hebrew
Graceland Park-O'Donnell Hgts ES
St Stanislaus
Holy Rosary
Sacred Heart of Jesus
Sacred Heart of Mary
Norwood ES
Holabird MS
Dundalk Free Methodist
Police Academy
Town Center Shop Ctr
Dundalk Square Shop Ctr
Talbot Shop Ctr
North Point Merritt Park Shop Ctr
Wise Ave Shop Ctr
Kairway Park
Heritage Park
Saint Helena Park
Fire Boat 1
Lynch Cove Park
Stansbury Park
Franklins Boat Yard
Lynch Cove West Inverness Park
Sheltered Harbor Marina
Merritt Point Park
Logan Village Shop Ctr
Chesterwood Park
Passenger Cruise Terminal
Back River Sewage Treatment Plant
North Point Plaza
Galilee
Battle Acre Monument
Charlesmont Park
Bear Creek ES
Battle Grove ES
North Point Village Shop Ctr
Battle Grove Park
Schoolhouse Cove Park
Sparrows Point CC
Bear Creek Cove
Lynch Cove
Bear Creek
Chink Creek
Country Club Cove
Bridge
Exit-40
Exit-41
Exit-58
Old North Point Rd
Merritt Blvd
Delvale Ave
Sollers Point Rd
Wise Ave
Peninsula Expy
Patapsco Ave
Broadway
Dundalk Ave
Edgewater Ave
Rosedale Ave
Battle Grove Rd
Bear Creek
Cheese and Bread Cr
Lynch Cove
Bullneck
BA-2213

BA-2213

STRAND

DISCOUNT PHARMACY
HEALTH AND BEAUTY AIDS
PROVIDENT SAVINGS BANK

BA-2213