# B-1342

# Westport Historic District

**Architectural Survey File**

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the "vertical files" at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 11-18-2019***

Memo to file

September 4, 2019

From: Natalie Loukianoff
Preservation Officer, OPS

Re: B-1062, Westport Power Station
B-1342, Westport Historic District

During the course of a Section 106 review for a proposed undertaking at 2804 Clare Street, Baltimore, it was observed that the structure documented as the Westport Power Station (B-1062), a contributing feature within the Westport Historic District (B-1342) had been demolished. Based on historic aerials, the demolition appears to have occurred between 2007 and 2008.

Re: B-1093, Carr-Lowery Glass Company
B-1342, Westport Historic District

During the course of a Section 106 review for a proposed undertaking at 2804 Clare Street, Baltimore, it was observed that the structure documented as the Carr-Lowery Glass Company (B-1093), a contributing feature within the Westport Historic District (B-1342) had been demolished. Based on historic aerials, the demolition appears to have occurred between 2005 and 2006.

Re: B-1097, Baltimore Novelty Steam Boiler Works
B-1342, Westport Historic District

During the course of a Section 106 review for a proposed undertaking at 2804 Clare Street, Baltimore, it was observed that the structure documented as the Baltimore Novelty Steam Boiler Works (B-1097), a contributing feature within the Westport Historic District (B-1342) had been demolished. Based on historic aerials, the demolition appears to have occurred between 2008 and 2009.

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes___ no___

Property Name: Westport Historic District Inventory Number: B-1342

Address: Multiple City: Baltimore Zip Code: 21230

County: Baltimore City USGS Topographic Map: Baltimore West

Owner: Multiple Is the property being evaluated a district? X yes

Tax Parcel Number: _____ Tax Map Number: 25 Tax Account ID Number: Multiple

Project: MagLev Agency: MTA

Site visit by MHT staff: X no ____yes Name: _____ Date: _____

Is the property is located within a historic district? ____ yes X no

*If the property is within a district* District Inventory Number: _____

NR-listed district ____ yes Eligible district ____ yes Name of District: _____

Preparer's Recommendation: Contributing resource___yes ___ no Non-contributing but eligible in another context ___ yes

*If the property is not within a district (or the property is a district)* Preparer's Recommendation: Eligible X yes ___ no

Criteria: ___ A ___ B ___ C___ D Considerations: ___ A ___B___ C___ D___ E___ F ___G X None

Documentation on the property/district is presented in: MIHP for B-1342, February 2002; Report on Bridge Replacement - Annapolis Road, 2002; MTA Double Track Report, 1999; Survey Files, CHAP; Vertical Files, Pratt Library Maryland Collection

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

Westport is an intact historic district eligible for listing under criterion A as it relates to the expansion and growth of Baltimore's industrial heritage throughout the early to mid-twentieth century.

This determination of eligibility appends a recent DOE for the Westport district, dated February 2002 and prepared by Gail Lyn Walls of KCI, as part of the Waterview Avenue Bridge project, number 01-01064.

The previous DOE and MIHP forms include excellent information concerning the district; however notably absent from the report is the inclusion of period industrial resources, such as the Carr-Lowery Glass factory, and community resources, such as the Westport Academy.

This DOE form assesses the district as eligible under the same criteria, but expands the boundaries of the district to include the following areas:

Kloman Street to the Middle Branch of the Patpasco River and north to Clare Street, an area that includes the Novelty Steam

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended** X **Eligibility not recommended** ____

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

**MHT Comments**

Andrew Lewis — 10/18/02

**Reviewer, Office of Preservation Services** **Date**

[signature] — 8/15/03

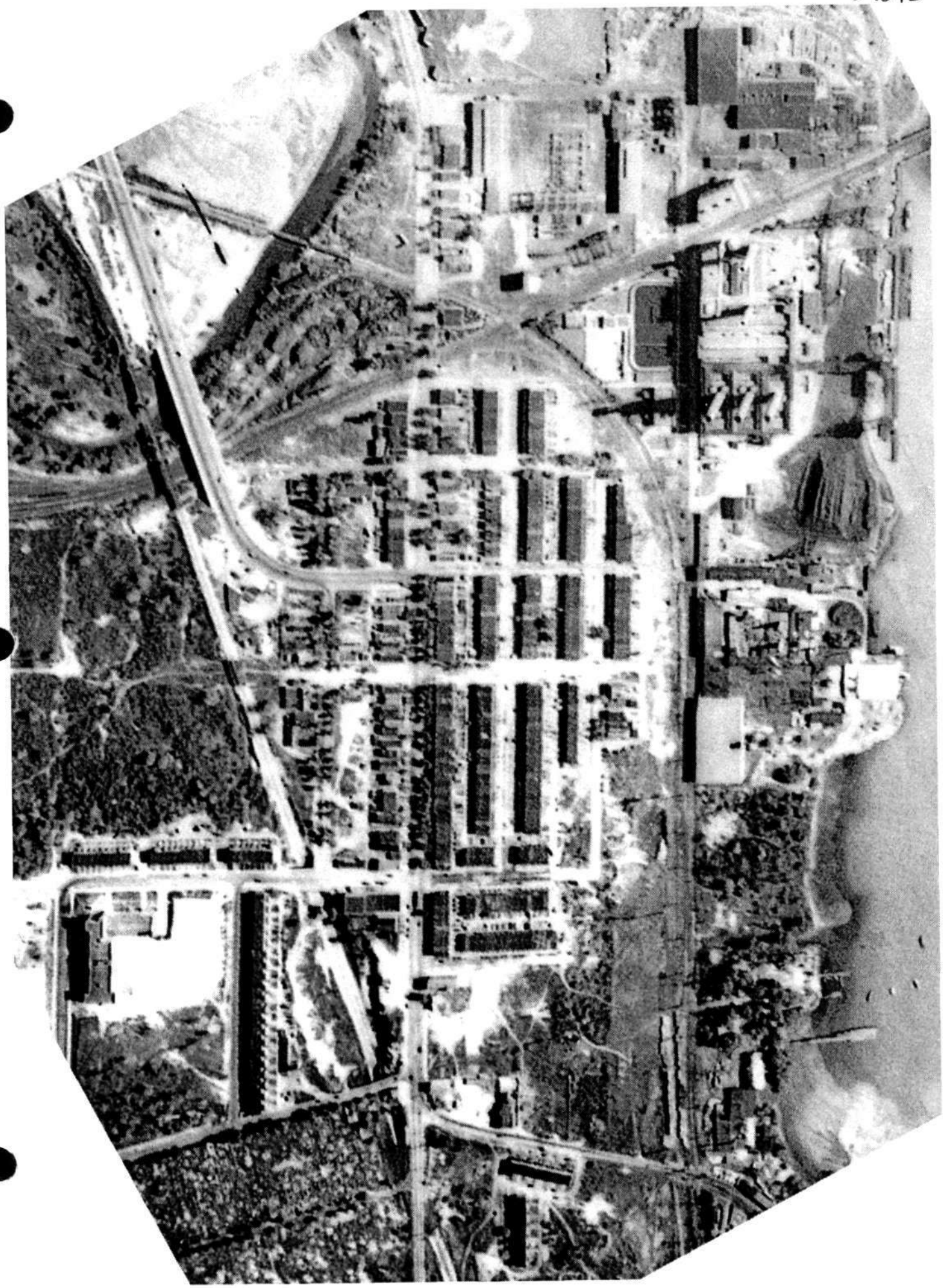
**Reviewer, NR Program** **Date**

Boiler Works (B-1097); Westport Power Station (B-1062); and the Carr Lowery Glass Factory (B-1093). Additionally, the boundary is increased to include Westport and Nevada Streets west of the B/W Parkway and south of Maisel Avenue, which encompasses a number of similar early 20th century row houses, and the Westport Academy.

This DOE does NOT include Mt. Auburn Cemetery, an adjacent NRHP property to the southwest of the district. Themes relevant to Mt Auburn's significance are incongruous with those of the Westport Historic District, as determined by the MHT in a concurrence memo dated 21 August 2002.

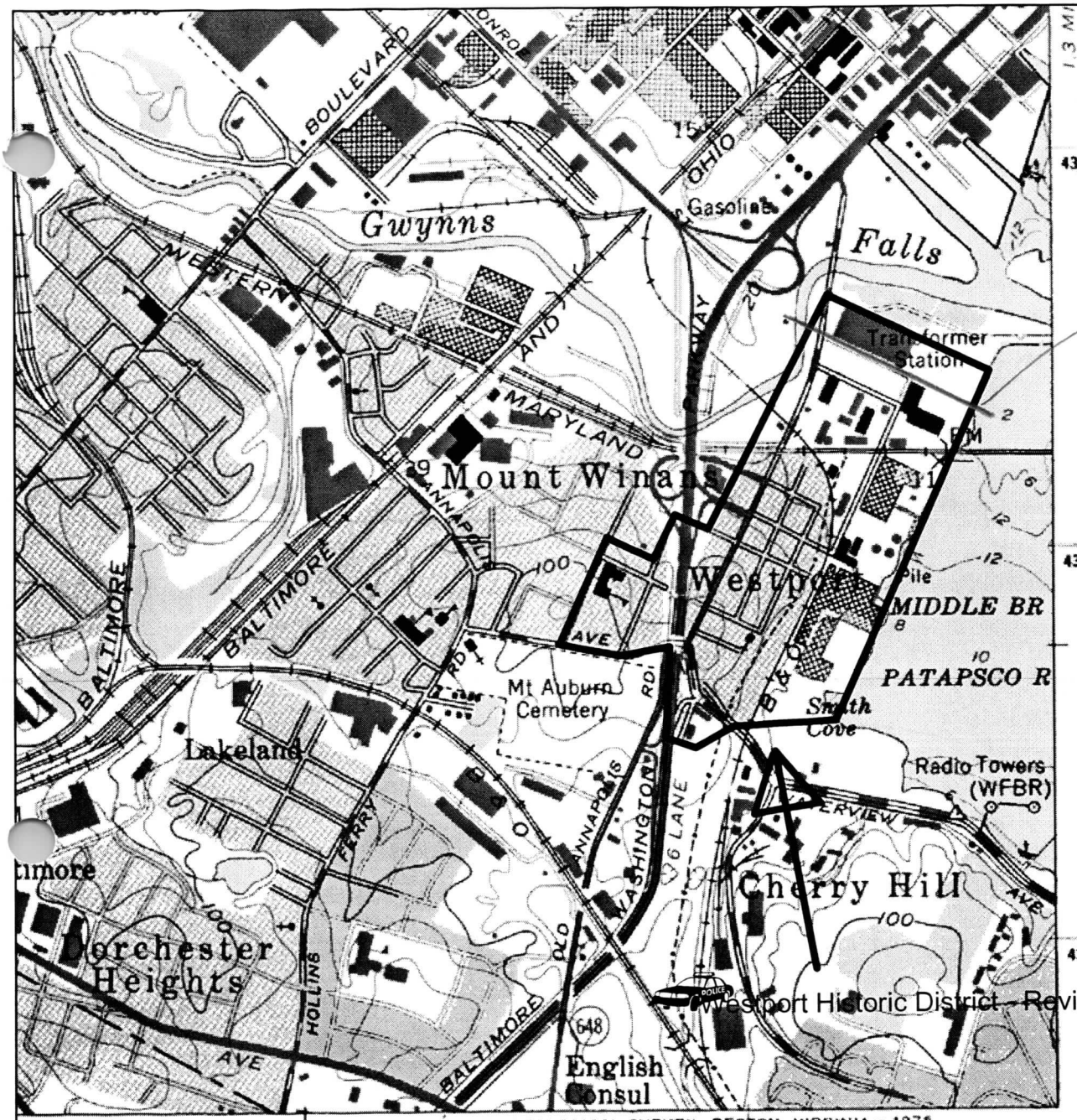
Prepared by: Brian Michael Lione, EACA Date Prepared: 9/11/2002

B-1342



WESTPORT 1938

B-1342




# BALTIMORE WEST, MD.

## SW/4 BALTIMORE 15' QUADRANGLE

Name: BALTIMORE WEST
Date: 9/11/2002
Scale: 1 inch equals 1333 feet

Location: 039° 15' 26.9" N 076° 38' 11.9" W
Caption: B-1342 Westport HD - Revised Boundary (9/02)

Copyright (C) 1997, Maptech, Inc.



B-1342

2100 BLOCK OF SIDNEY AVE, WESTPORT HISTORIC DISTRICT

BALTIMORE CITY, MD

B. LIONE

15 MAY 2002

MD SHPO

VIEW NE SHOWING REPRESENTATIVE TOWNHOUSE TYPE

1/6


SPEED LIMIT
25

B-1342
2400 BLOCK OF ANNAPOLIS ROAD,
WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
B. LIONE
15 MAY 02
MD SHPO
VIEW NE
2/6

67 NNNN --- 05/25/02 001 TECHLAB


CARRY-OUT
SUB · SEAFOOD · SANDWICHES
OPEN

B-1342
INTERSECTION MANOKIN AND ANNAPOLIS,
WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
B. LIONE
15 MAY 02
MD SHPO
VIEW N/NE
3/6

NA --- 05/25/02 003 TECHLAB



B-1342
INDIANA AVENUE, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
B. LIONE
15 MAY 02
MD SHPO
VIEW NE
4/6

NNNN --- 05/25/02 002 TECHLAB



B-1342
FIRE COMPANY NUMBER 58, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
B. LIONE
15 MAY 02
MD SHPO
VIEW E, SHOWING WESTPORT TEMPLE AT RIGHT
5/6



B-1342
WESTPORT ACADEMY (ELEM. SCHOOL)
NEVADA ST. WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
B. LIONE
15 MAY 02
MD SHPO
VIEW NE
6/6

NNNN --- 05/25/02 001 TECHLAB

# Maryland Historical Trust
# Maryland Inventory of
# Historic Properties Form

Inventory No. B-1342

## 1. Name of Property (indicate preferred name)

historic Westport Historic District

other

## 2. Location

street and number Annapolis, Westport, Indiana, Maisel, Sidney and Waterford Avenues __ not for publication

city, town Baltimore City __ vicinity

county n/a

## 3. Owner of Property (give names and mailing addresses of all owners)

name Multiple

street and number Multiple telephone Multiple

city, town Baltimore state MD zip code N/A

## 4. Location of Legal Description

courthouse, registry of deeds, etc. Recorder of Deeds liber Multiple folio Multiple

city, town Baltimore tax map Multiple tax parcel Multiple tax ID number Multiple

## 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:*_____

## 6. Classification

**Category**
__X__ district
_____ building(s)
_____ structure
_____ site
_____ object

**Ownership**
_____ public
_____ private
__X__ both

**Current Function**
_____ agriculture
__X__ commerce/trade
_____ defense
__X__ domestic
_____ education
_____ funerary
_____ government
_____ health care
__X__ industry
_____ landscape
_____ recreation/culture
__X__ religion
_____ social
_____ transportation
_____ work in progress
_____ unknown
_____ vacant/not in use
__X__ other:

**Resource Count**

| Contributing | Noncontributing | |
|---|---|---|
| app. 436 | app. 45 | buildings |
| _____ | _____ | sites |
| _____ | app. 2 | structures |
| _____ | _____ | objects |
| app. 436 | app. 47 | Total |

**Number of Contributing Resources previously listed in the Inventory**

_____

# 7. Description

Inventory No. B-1342

**Condition**

| | |
|---|---|
| ___ excellent | ___ deteriorated |
| ___ good | ___ ruins |
| X fair | ___ altered |

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

The Westport Historic District is a neighborhood of two-story, three-bay brick row houses with a shed roof and ceramic tile false roofs. Constructed circa 1925, the neighborhood is located along the Sidney and Waterview Avenues and Westport and Maisel Streets. Also present are two to three-story brick commercial dwellings. A warehouse is located at the end of Indiana Avenue. A fire station as well as a church are located along Annapolis Road.

The neighborhood is primarily made of two-story, three-bay brick row houses. The neighborhood includes Annapolis, Westport, Indiana, Maisel, Sidney, and Waterview Avenues. The dwellings are constructed of common bond brick walls that support shed or flat roofs. Single, double-hung replacement windows with soldier brick headers pierce the walls. Awnings ornament several of the windows. Porches consist of a variety of columns ranging from Doric, wood posts, and iron railings supporting shed roofs. Permastone has been added to some of the dwellings.

Commercial buildings include two story, three bay stories constructed of concrete block and faced with brick. The fire station was constructed in 1923 and is located along Annapolis Road. The stone and brick building is two stories high and one bay wide with a flat roof and a one-story hose tower. Westport Temple was constructed in 1920 and is one-story, three-bays with a side-gable roof and parapet walls. The roof ridge is ornamented with a cupola.

# 8. Significance

Inventory No. B-1342

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

**Specific dates** circa 1925 **Architect/Builder** Multiple

**Construction dates** circa 1925

Evaluation for:

__X__ National Register X Maryland Register _____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.)

See DOE Form

## 9. Major Bibliographical References

Inventory No. B-1342

See attached DOE form

## 10. Geographical Data

Acreage of surveyed property approximately 88.38
Acreage of historical setting
Quadrangle name Baltimore West, MD Quadrangle scale: 1 : 24000

**Verbal boundary description and justification**

Starting at a line at the intersection of Annapolis Road and Clare Street approximately 800 feet southeast to Kloman Street continuing approximately 3,000 feet southwest turning approximaetly 250 feet to the west to the B & O Railroad tracks continuing approximately 500 feet to the south along the railroad tracks continuing west approximately 250 feet to a line parallell to Russell Street continuing approximately 1,000 feeting to Waterview Avenue continuing approximately 500 feet southwest along Waterview Avenue to Westport Road cointuing apprxoiamtely 2,000 feet northeast to the intersection of Westport and Mondkin continuing along Mandkin approximately 500 feet to the east-northeast along the B &O Railroad tracks to Annapolis Road continuing approximately 1,000 feet southeast to the starting point.

## 11. Form Prepared by


name/title Gail Lin Walls /Architectural Historian

organization KCI Technologies, Inc. date 27 February 2002

street & number 5001 Louise Drive, Suite 201 telephone 717-737-6882

city or town Mechanicsburg, PA state 17055



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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

# MARYLAND HISTORICAL TRUST
# NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ___
no ___

Property Name: Westport Historic District Inventory Number: B-1342

Address: Multiple City: Baltimore Zip Code: N/A

County: N/A USGS Topographic Map: West Baltimore

Owner: Multiple

Tax Parcel Number: Multiple Tax Map Number: Multiple Tax Account ID Number: Multiple

Project: Recons. Of Annapolis Road/Waterview Ave. Bridge Agency: City of Baltimore

Site visit by MHT Staff: X no ___yes Name: _____ Date: _____

Eligibility recommended X Eligibility **not** recommended ____

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

Is the property located within a historic district? ____no X yes Name of district: Westport Neighborhood

Is district listed? X no ___yes Determined eligible? ___no ____yes District Inventory Number: _____

Documentation on the property/district is presented in:

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

Westport Historic District is a neighborhood of two-story, two-bay brick row houses with shed roofs and slate and ceramic tile false roofs with a one-story porch. Constructed circa 1926, the neighborhood is located along the 2400 block of Westport Street, the 2600 and 2700 block of Maisel Street, the 2500 block of Sidney Avenue and 2300 block of Waterview Avenue. The style of row houses found here are common in Baltimore City, the 2- to 3-story, 2- to 3-bay wide row houses set close to the street. Two and three story commercial buildings dating from the early decades of the twentieth century are primarily located along Annapolis Road. A one-story brick warehouse is located off of Indiana Avenue.

During the mid-eighteenth century, the area that would become Westport was known for its iron mills and furnaces (Brooks and Rockel 1979:34; Scharf 1881; Olson 1997:6; Wall 2001:12). Other mills were introduced into the area during the nineteenth century. During this time Annapolis Road was laid out (Olson 1997; Wall 2001:13).

Mills in the Baltimore area during the nineteenth century centered on textiles, paper and glass. The nineteenth century witnessed a population explosion in Baltimore. In 1790 the population of the city had been 13,000. However, by 1860 the population of Baltimore had increased to 212,418 (Olson 1997; McCardell n.d.; Wall 2001:13-4). Baltimore was growing; however, the area that would become Westport remained somewhat rural partially due to the lack of a bridge across Middle Branch; a bridge was constructed until 1856 (McCardell n.d.; Wall 2001:14).

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended** X **Eligibility not recommended** _____

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

**Comments:** ELIGIBLE UNDER CRITERIA A AND C

Andrew Lewis — 04/29/02
**Reviewer, Office of Preservation Services** **Date**

[signature] — 5/14/02
**Reviewer, NR program** **Date**

200201261

Nearby Mount Winans began to grow during the 1880s (Lewis and Company 1879; Wall 2001:14). Businesses at this time included taverns and small, fruit-producing farms (Scharf 1881:936; Wall 2001:14). Milling and iron extraction continued to be important during the mid-nineteenth century (Wall 2001:14).

Westport was known in earlier days as the "Spring Gardens" region of the Patapsco River (Travers 1990; Wall 2001:15). A glass factory along with eleven dwellings were located in the Westport area in 1882 (Silverman 1958; McCadell n.d.: Wall 2001:15). The area was used for fishing and recreation during the late-nineteenth and the early twentieth centuries until the late 1920s (Olson 1997:259; Wall 2001:15).

Iron was processed in Westport during the last years of the nineteenth century. In 1893 a fire department followed by the first church the next year were established in Westport (Lathe 1957; Wall 2001:15). A grid plan for the area was developed during the late 1800s as Baltimore continued to grow southwest. In 1918 Westport was annexed to the City of Baltimore (Wall 2001:15).

The population of Baltimore had reached 800,000 by 1930 while Westport continued to grow with the construction of streets, rail lines, and transportation facilities. The Westport Paving Brick company was established in Westport during the early years of the twentieth century along with other industries (Wall 2001:16).

The majority of growth in the Annapolis Road/Waterview Avenue project area occurred in the 1920s, with the construction of row houses along Annapolis Road, Indiana Street, Westport Street, Maisel Street, Sidney Avenue and Water Avenue. The fire station was constructed in 1923 and is a two-story, one-bay brick and stone building with a flat roof and a one-story hose tower. The Westport Temple was constructed in 1920 and is a one-story, three bay, side-gable building with a parapet wall at each gable end and a cupola located at the center of the roof.

Westport Historic District is significant as an example of Baltimore's growth during the early twentieth century. The neighborhood retains its location and setting and retains its design in that it possess its style, scale, and proportion. Although some of the buildings have been sided, have replaced windows, and/or new porches, the neighborhood retains a sense of feeling in that Westport creates a sense of time and place and is associated with the period of Baltimore's outward expansion. Within its boundary, the neighborhood retains a cohesiveness that defines its association with the growth of the city. The Westport Historic District is recommended eligible for listing in the National Register of Historic Places under Criterion A for its association with the City of Baltimore's expansion during the early twentieth century.

Bibliography

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1957 "I Remember...Westport as a Country Village." *Baltimore Sun*, April 14, 1957.

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1879 *Directory of Baltimore, Carroll and Harford Counties*. Baltimore, Maryland.

McCardell, Lee
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1997 *Baltimore: The Building of an American City*. Second edition, Johns Hopkins University Press, Baltimore.

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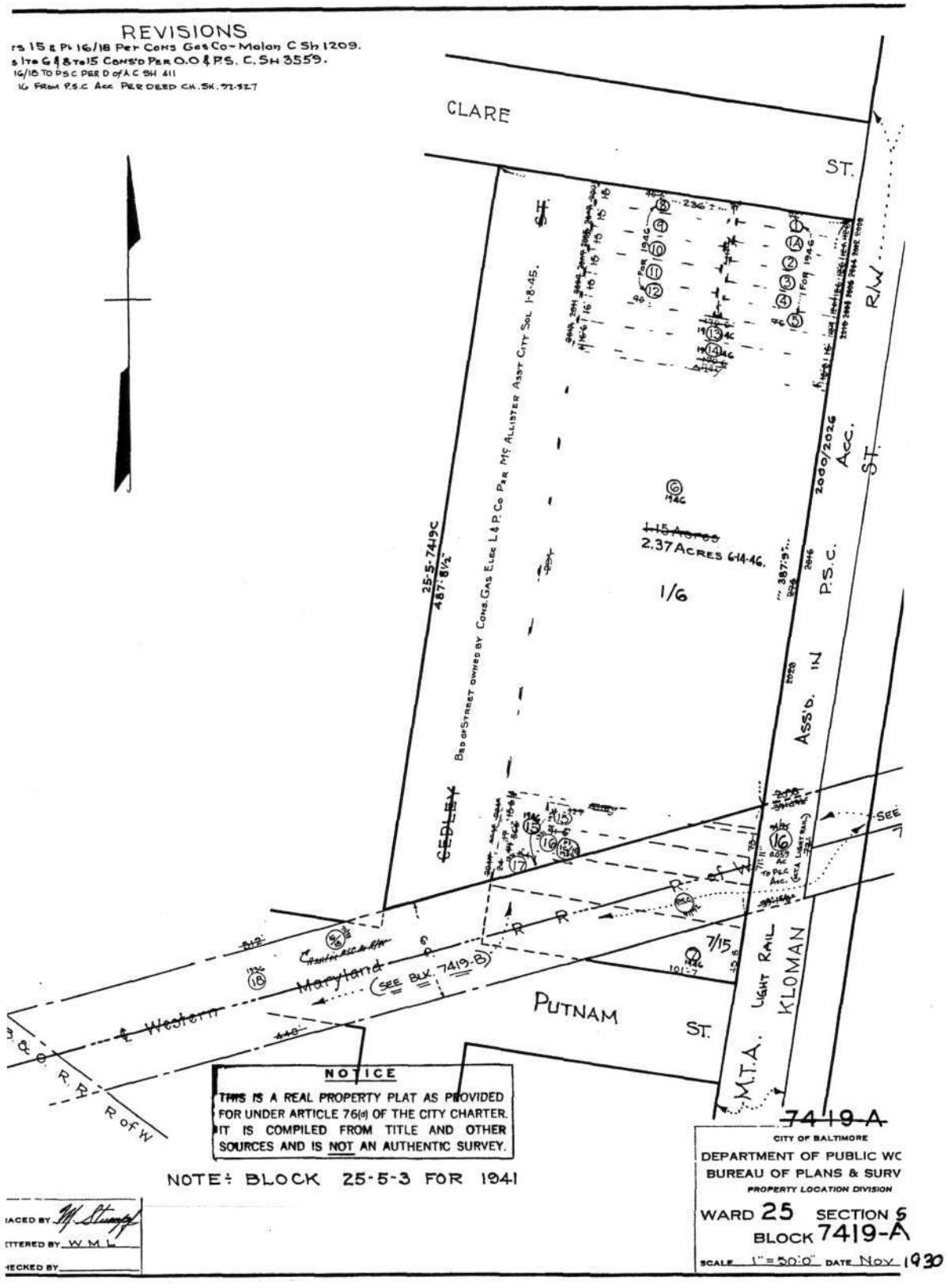
Silverman, Harold I.
1958 "Discovery of Iron Kept Westport from Being Hub of Baltimore." *Baltimore American*. September 14, 1958.

Travers, Paul J.
1990 *The Patapsco: Baltimore's River of History*. Tidewater Publishers, Centreville, Maryland.

Wall, Robert D. "Phase IA Archaeological Investigations of the Proposed Reconstruction Area of the Annapolis Road/Waterview Avenue Interchange at MD 295/Russel Street Baltimore, Maryland. Catonsville, MD: Robert Wall and Associates.

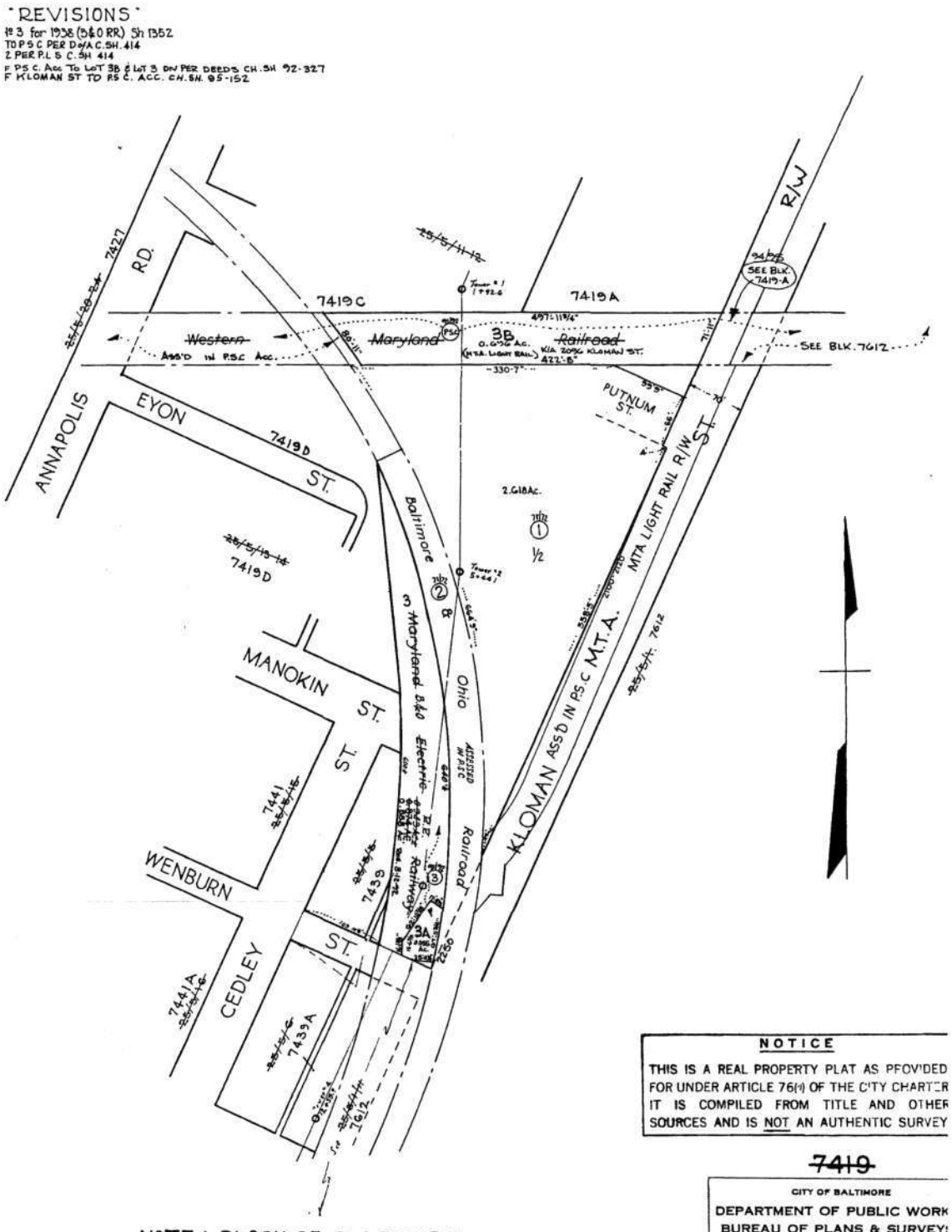
Prepared by: Gail Lin Walls Date Prepared: 27 February 2002


Westport Historic District
Westport Historic District
2000 0 2000 Feet
B-1342
Westport Historic District
Baltimore City
Baltimore West Quadrangle




B-1342
Westport Historic District
Baltimore City
Tax Map 1/31
Scale: 50% as indicated on map

B-1342
Westport Historic District
Baltimore City
Tax Map 2/31
Scale: 50% as indicated on map




**NOTICE**

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(f) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY

~~7419~~

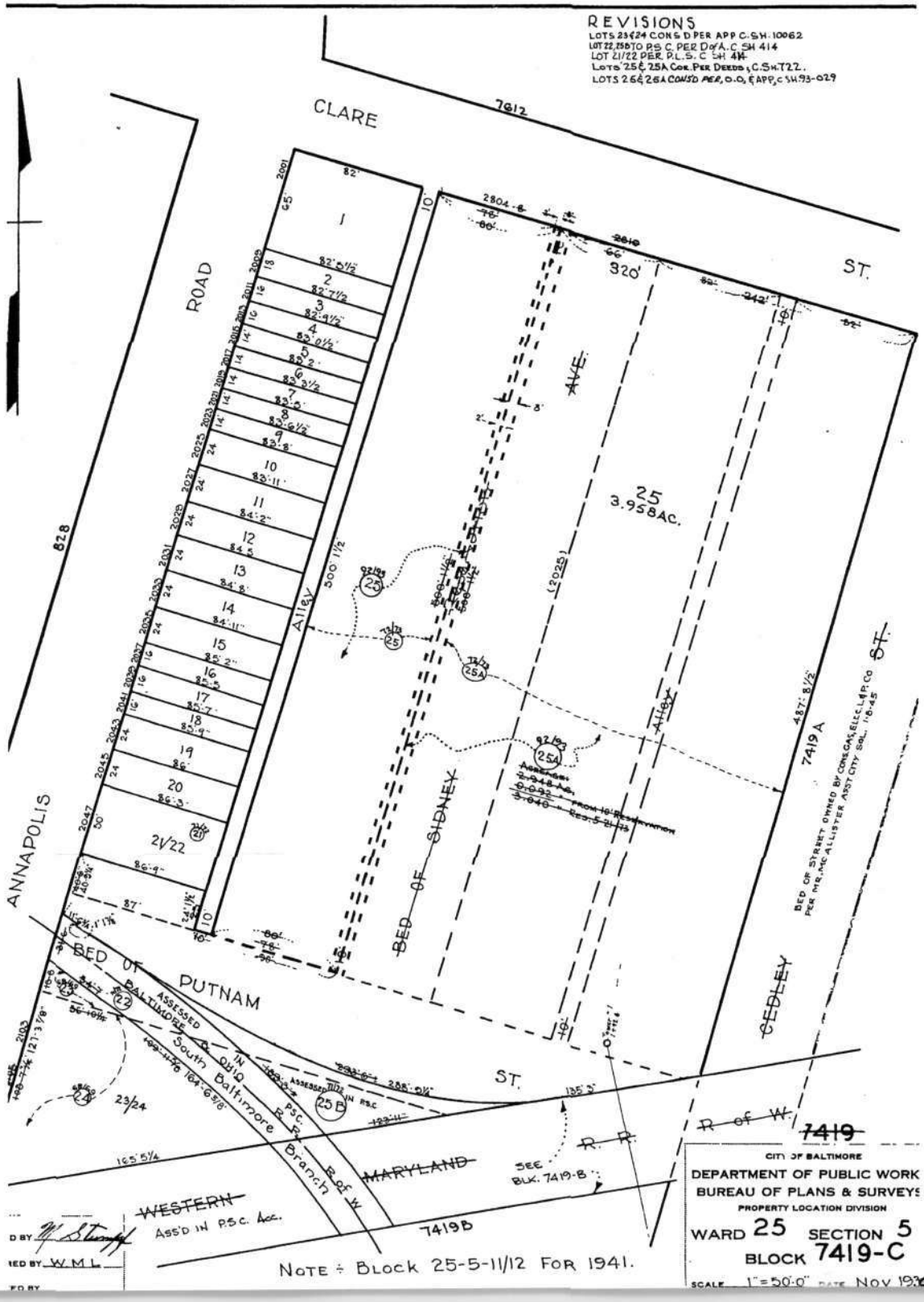
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF PLANS & SURVEYS
PROPERTY LOCATION DIVISION

WARD 25 SECTION 5
BLOCK 7419-B

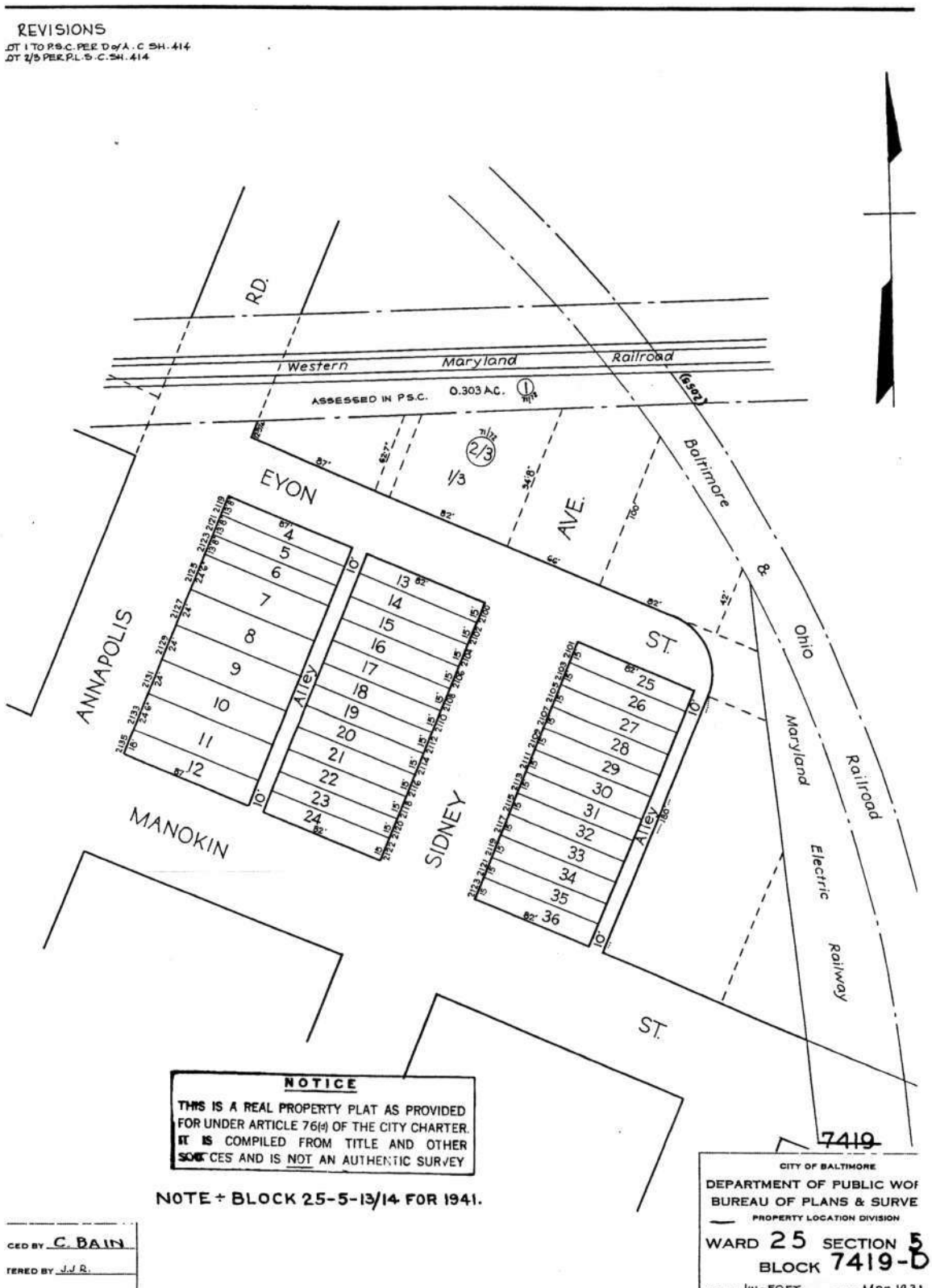
SCALE 1IN.=100FT. DATE Mar 1931

D BY C. BAIN
TED BY J.J.R.
ED BY

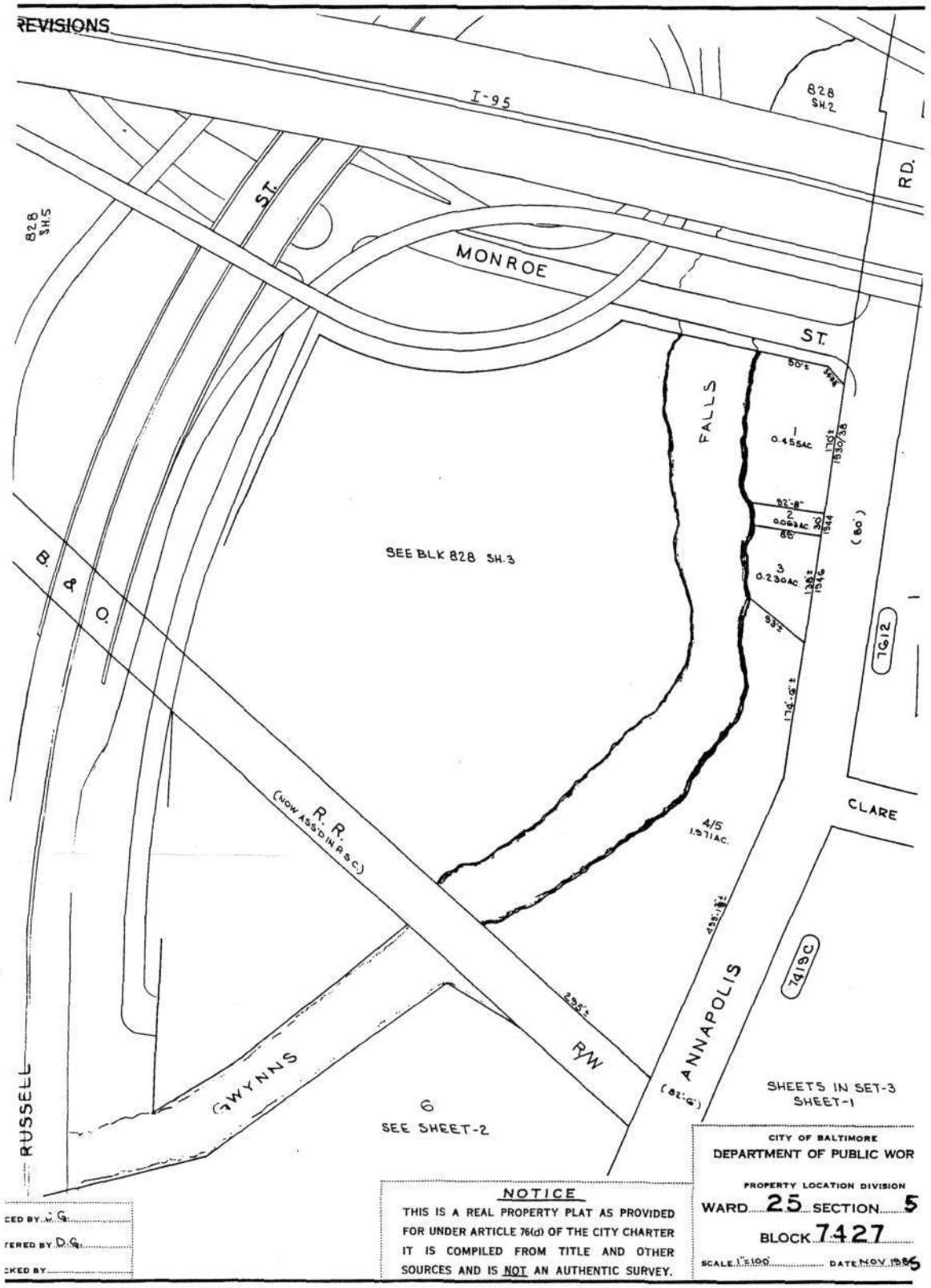
B-1342
Westport Historic District
Baltimore City
Tax Map 3/31
Scale: 50% as indicated on map



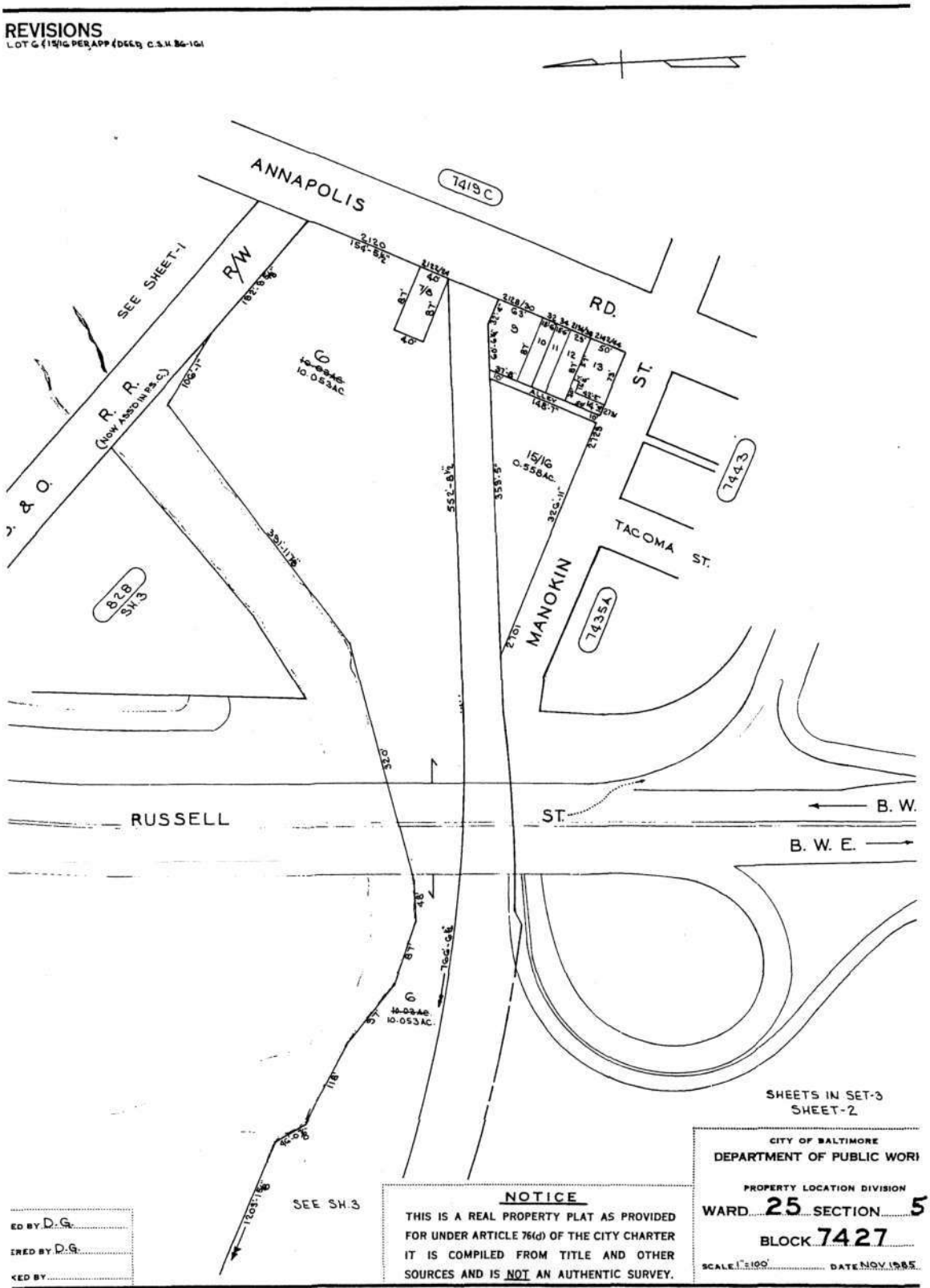
B-1342
Westport Historic District
Baltimore City
Tax Map 4/31
Scale: 50% as indicated on map



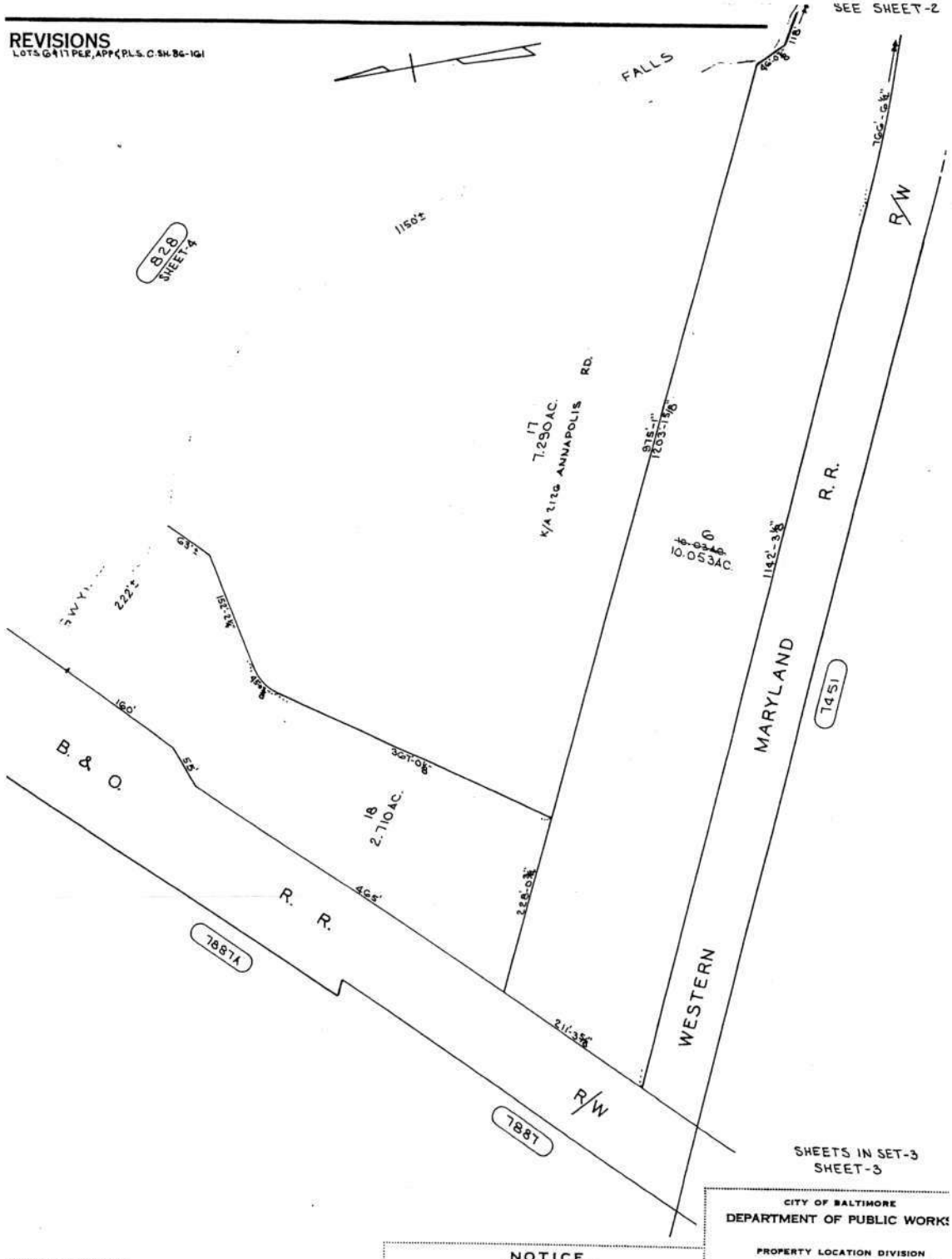
B-1342
Westport Historic District
Baltimore City
Tax Map 5/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 6/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 7/31
Scale: 50% as indicated on map



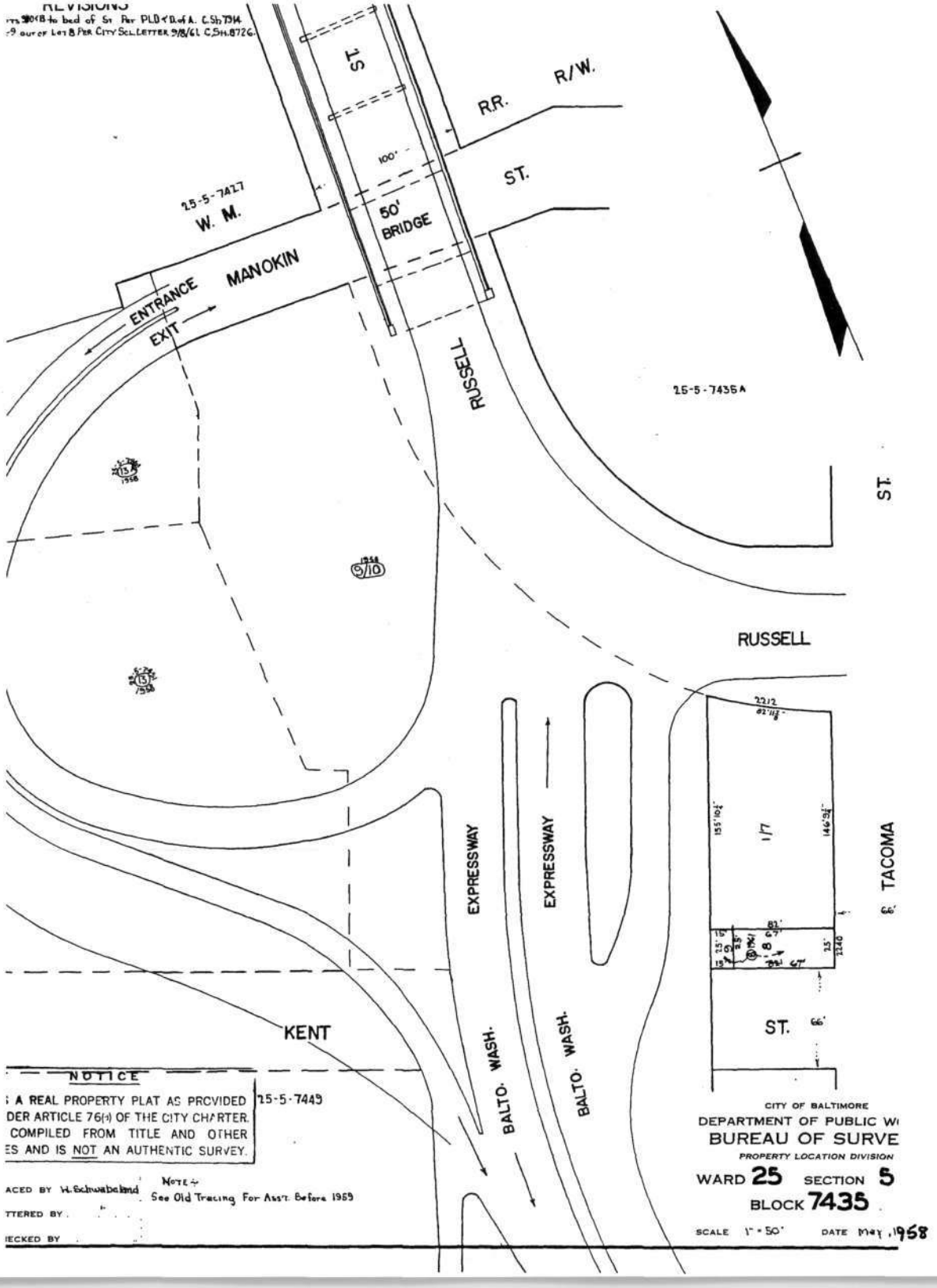

SHEETS IN SET-3
SHEET-3

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7427
SCALE 1"=100' DATE NOV 1965

NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(d) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

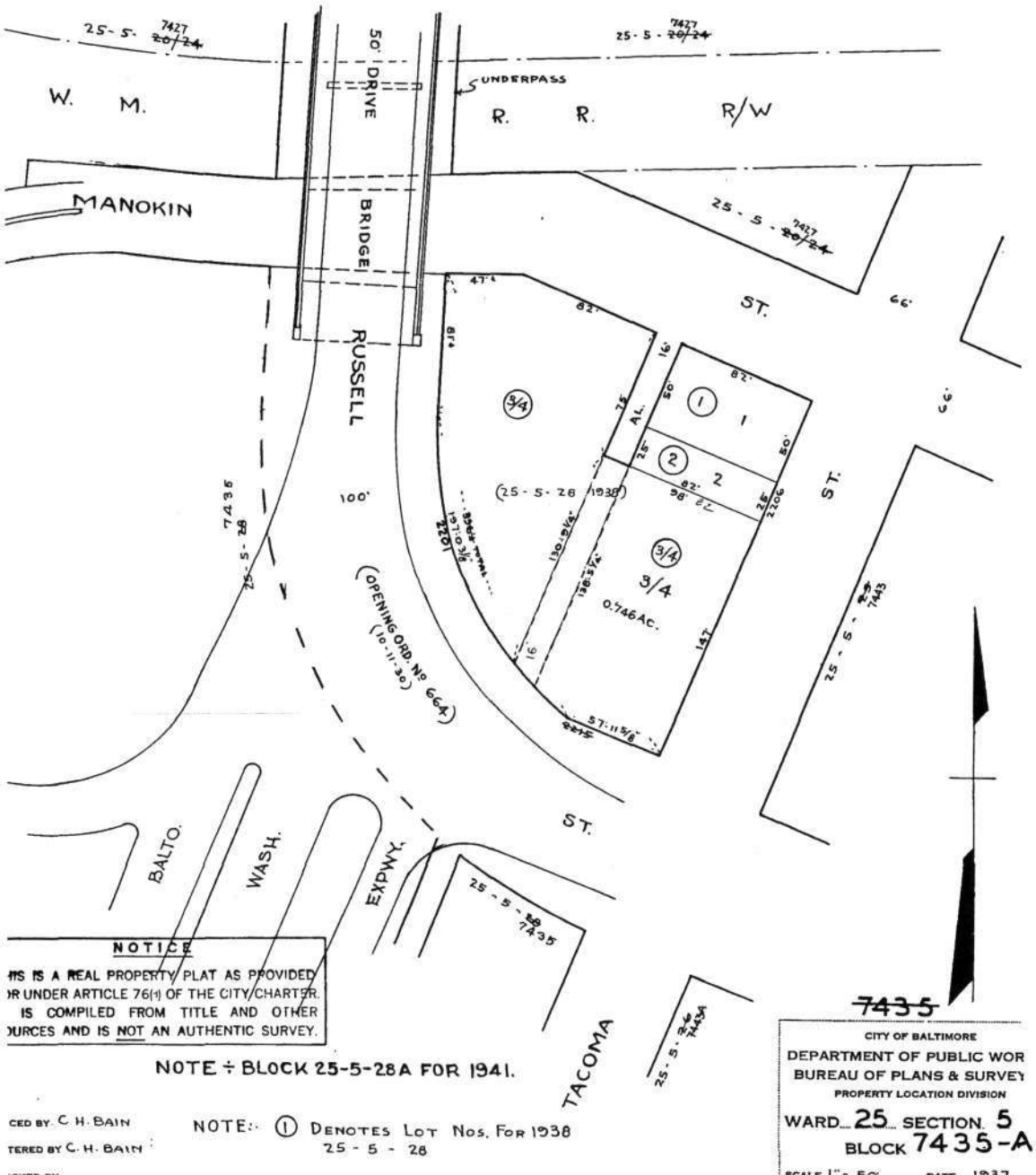
BY D.G.
ED BY D.G.
D BY

B-1342
Westport Historic District
Baltimore City
Tax Map 8/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 9/31
Scale: 50% as indicated on map

EVISIONS:- Block Revised See C.Sh. 1465
Lot 3/4 No. Ne Per P.L.D.-C.Sh. 9040A




NOTICE
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NOTE ÷ BLOCK 25-5-28A FOR 1941.

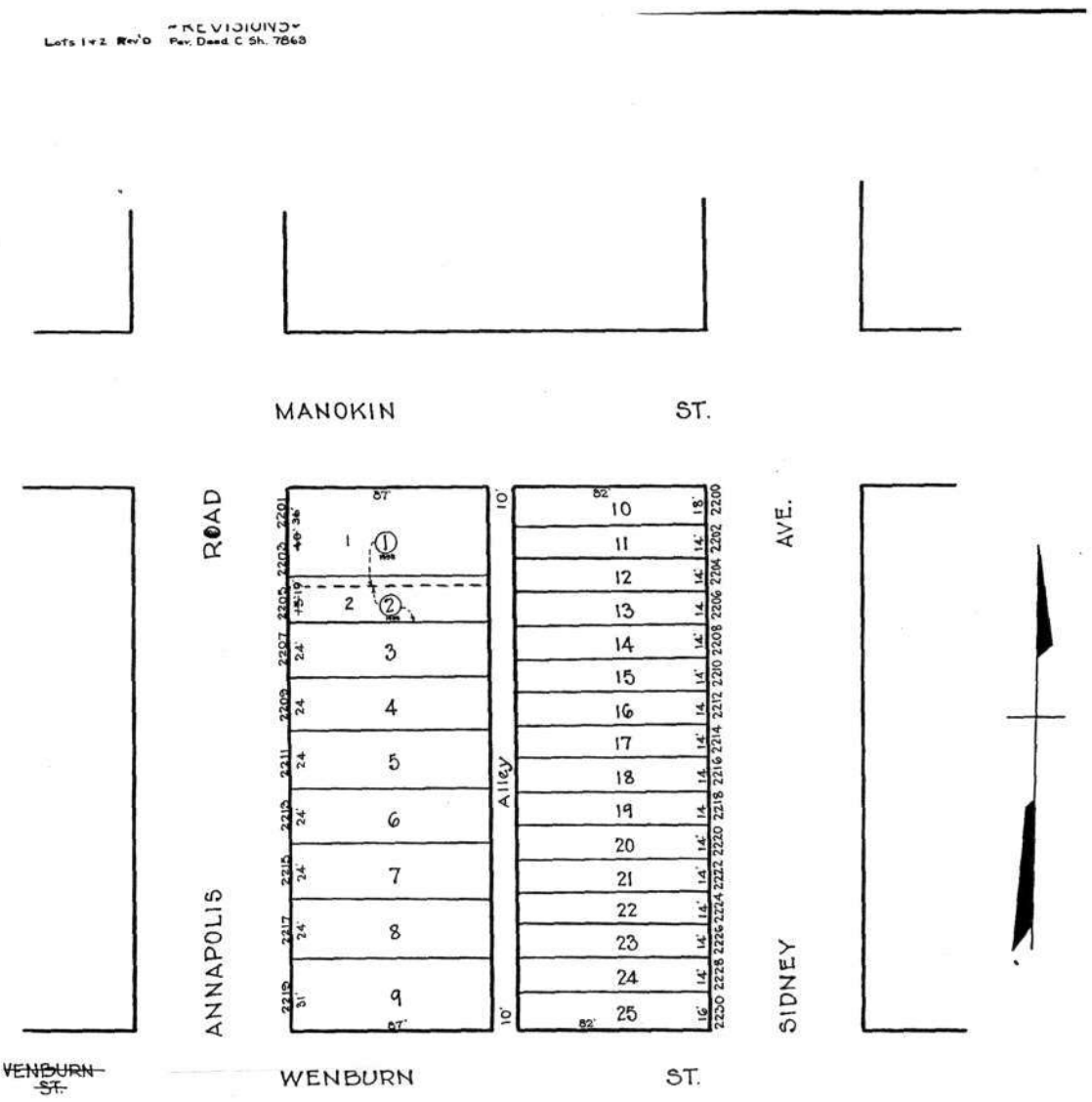
CED BY C. H. BAIN
TERED BY C. H. BAIN
CKED BY

NOTE:- ① Denotes Lot Nos. For 1938
25 - 5 - 28

~~7435~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WOR
BUREAU OF PLANS & SURVEY
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7435-A
SCALE 1" = 50' . . . DATE 1937

B-1342
Westport Historic District
Baltimore City
Tax Map 10/31
Scale: 50% as indicated on map




NOTICE

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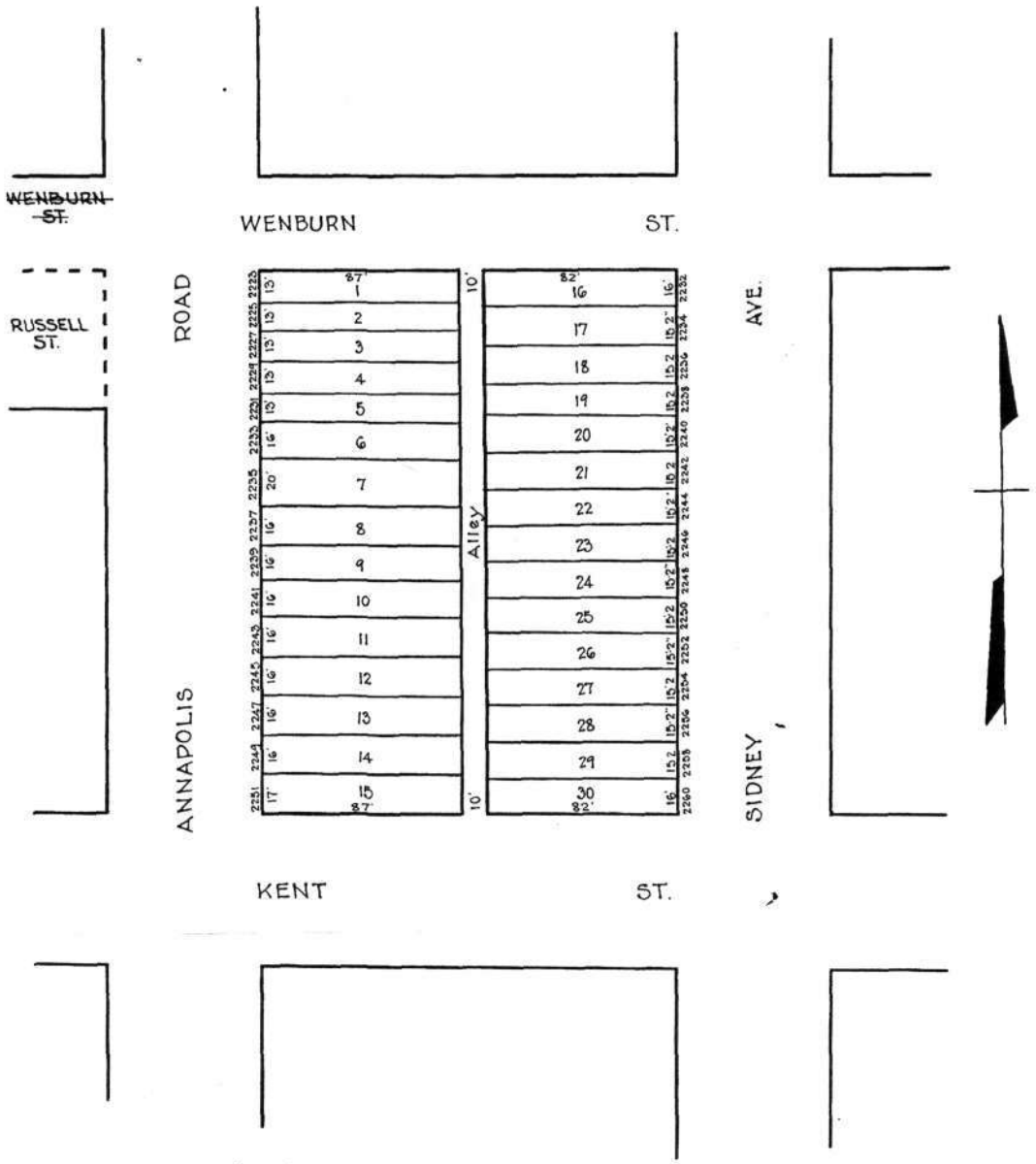
NOTE + BLOCK 25-5-17 FOR 1941.

~~7437~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WO
BUREAU OF PLANS & SURVE
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7437
SCALE 1"=40'0" DATE NOV. 1930

ACED BY W. Stumpf
TTERED BY W.M.L.
ECKED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 11/31
Scale: 50% as indicated on map




NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(1) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

NOTE ÷ BLOCK 25-5-18 FOR 1941.

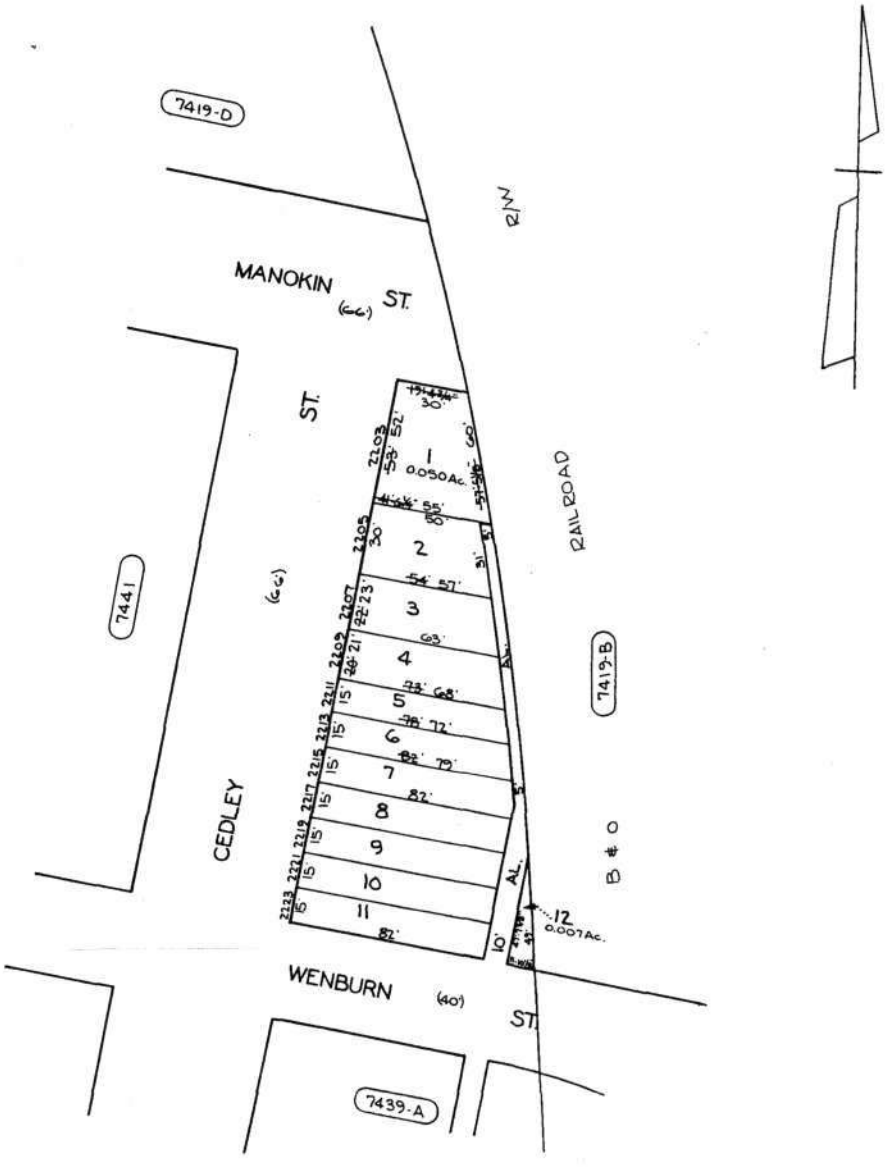
~~7442~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC W
BUREAU OF PLANS & SUR
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7437-A
SCALE 1"=40'0" DATE Nov. 1930

TRACED BY M. Stumpf
LETTERED BY W.M.L.
CHECKED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 12/31
Scale: 50% as indicated on map

**REVISIONS**
LTS 1 THRU 6 CORR. PER DEEDS CH. SAL. 85-557



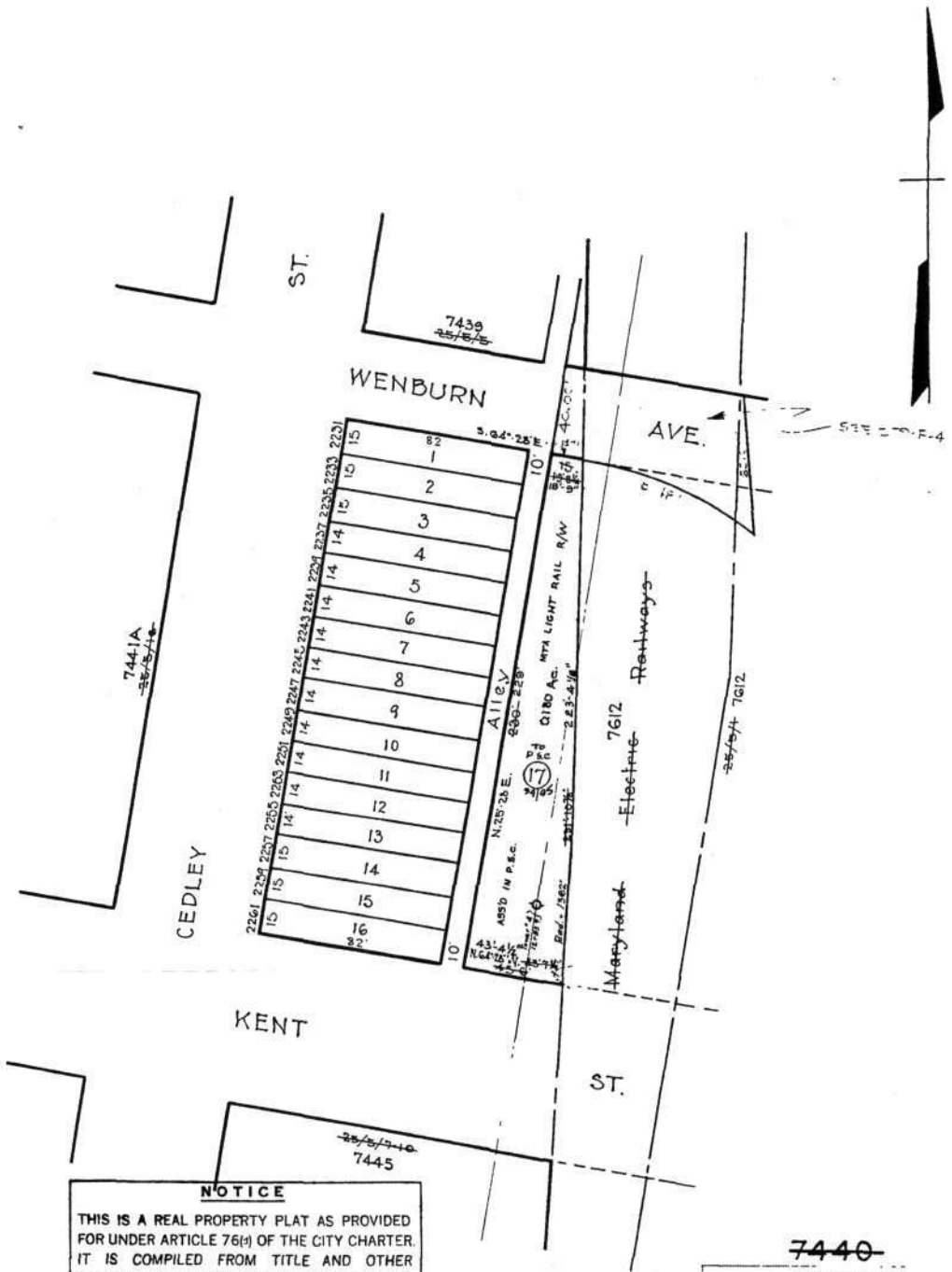

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORK
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7439
SCALE 1" = 40' DATE JUNE, 1985

NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(d) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

ED BY B. Beatty
RED BY W.B.B.
CED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 13/31
Scale: 50% as indicated on map

REVISIONS:
LOT 17 TO REC. ACC. C.H.SH. 95-152




NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(h) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY

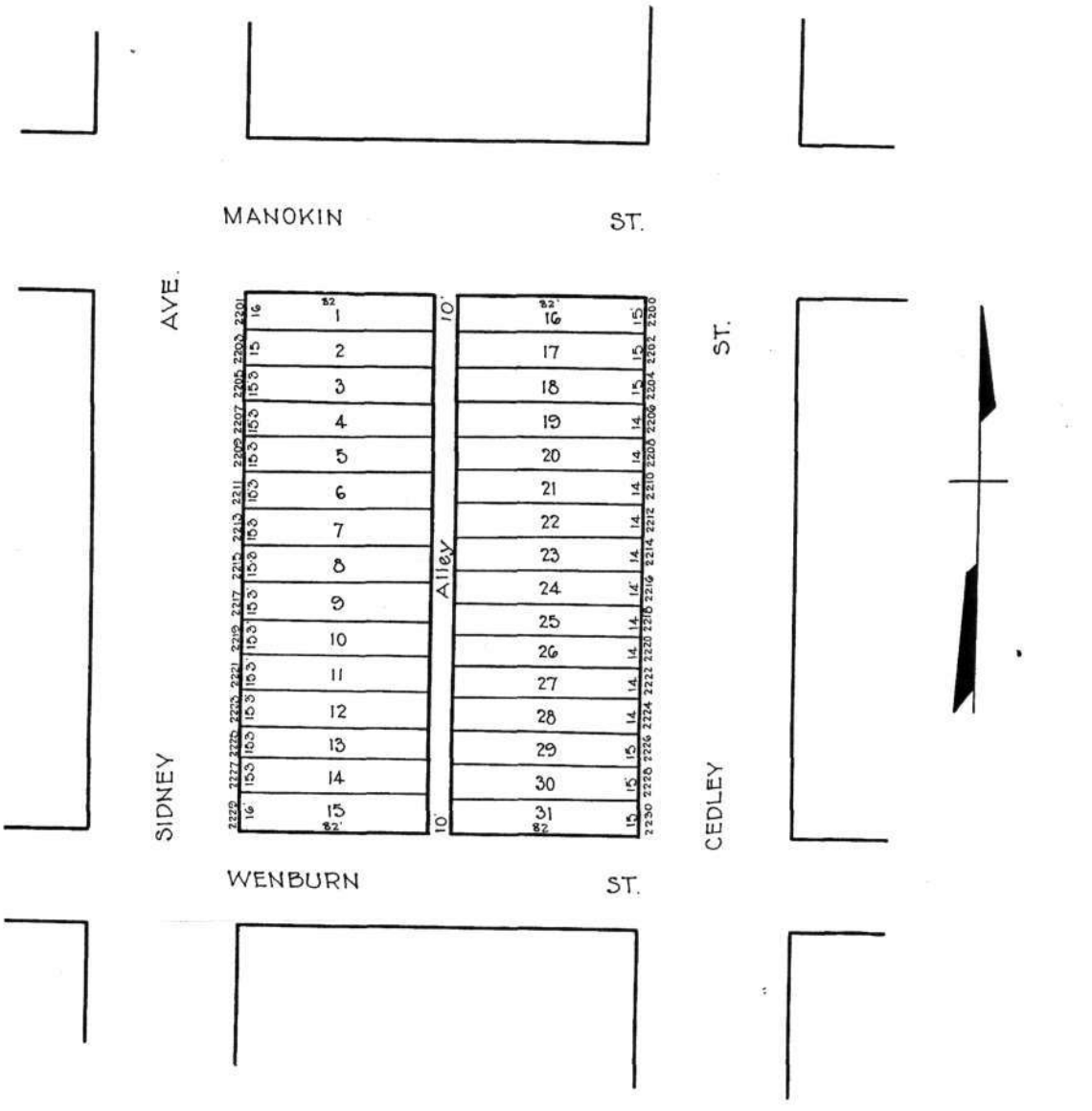
NOTE: BLOCK 25-5-6 FOR 1941.

~~7440~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WC
BUREAU OF PLANS & SURV
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7439-A
SCALE 1" = 40'0" DATE NOV. 1930

PLACED BY W. Stamp
LETTERED BY W M L
CHECKED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 14/31
Scale: 50% as indicated on map




NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(H) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

NOTE: BLOCK 25-5-15 FOR 1941.

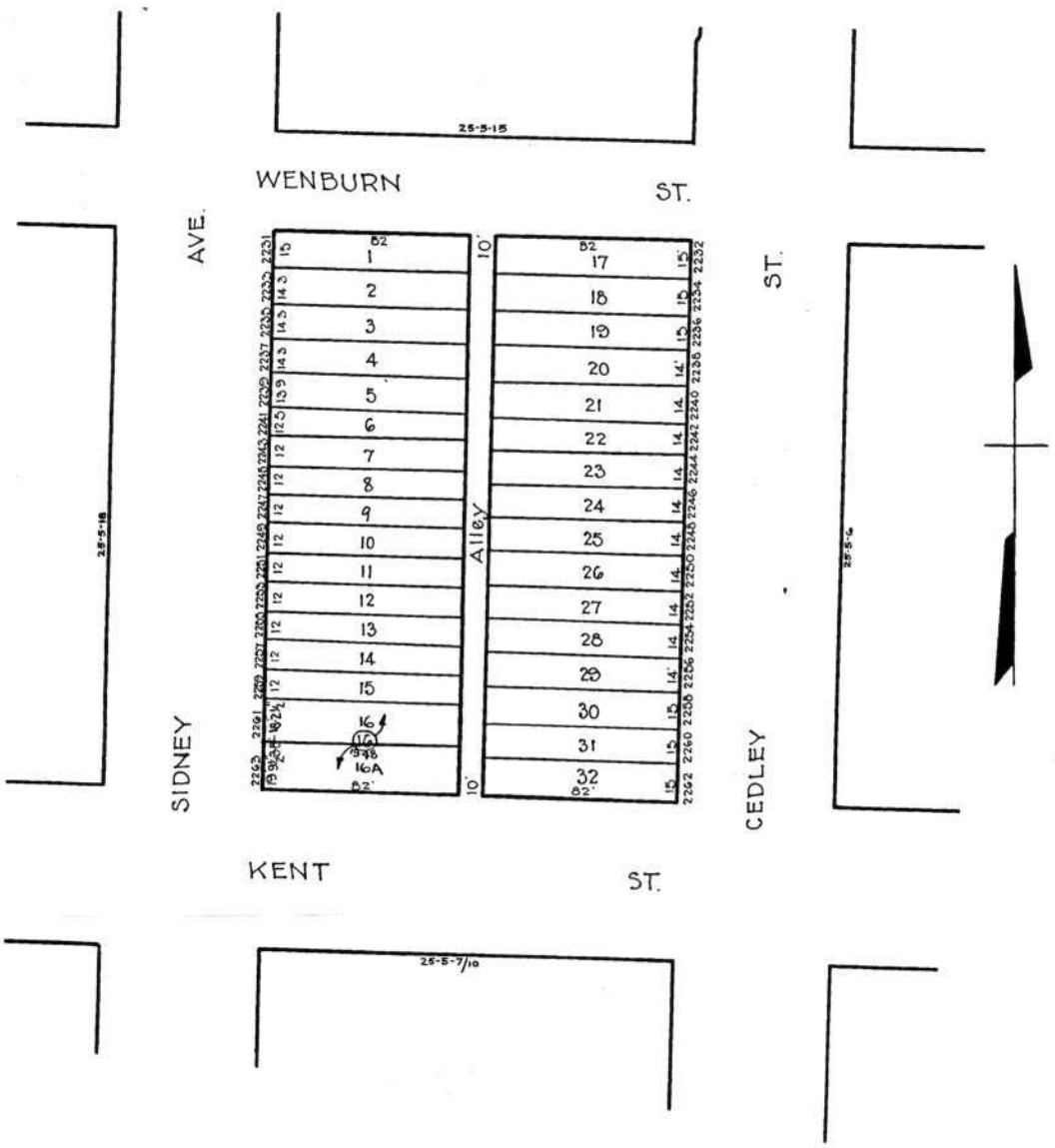
~~7428~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS
BUREAU OF PLANS & SURVEY
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7441
SCALE 1"=40'-0" DATE NOV 1930

ED BY W. M. L.
ERED BY
KED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 15/31
Scale: 50% as indicated on map

REVISIONS
Lots 16 & 16 A Per Deed 7073-501 C Sh.4433




NOTICE

THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(4) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

NOTE ÷ BLOCK 25-5-16 FOR 1941.

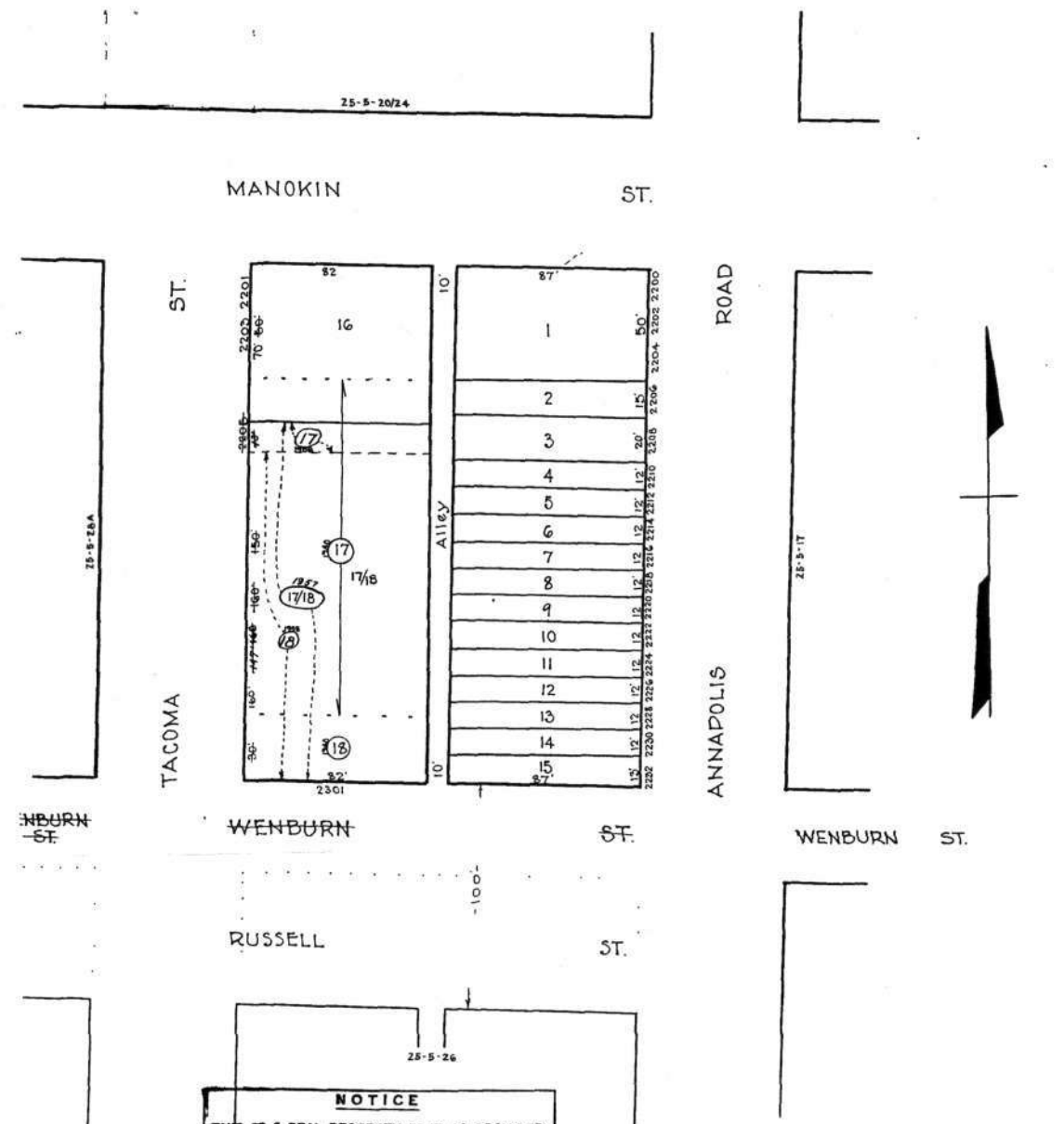
~~7441~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WC
BUREAU OF PLANS & SURVI
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7441-A
SCALE 1"=40'-0" DATE Nov 1930

PLACED BY M. Stumpf
LETTERED BY W M L
CHECKED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 16/31
Scale: 50% as indicated on map

REVISIONS
-at 17 & Lot 18 Cons'd. Per App 407 C Sh. 1922
-at 17/18 Divided Per. Deed C Sh. 7642
-at 17 & 18 Cons'd Per P L D C Sh. 7999-13




NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76( ) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

NOTE ÷ BLOCK 25-5-25 FOR 1941.

~~7436~~

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WOR
BUREAU OF PLANS & SURVEY
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7443
SCALE 1" = 40'-0" DATE Nov. 19

CED BY W. Stumpf
ERED BY W M L
CKED BY

B-1342
Westport Historic District
Baltimore City
Tax Map 17/31
Scale: 50% as indicated on map

REVISIONS
#1/6 per opening RUSSELL ST C.Sh.641
Pts 13, 14 & 14-A Consd. Per App 9377 C.Sh. 2592
Pts 13/14 No. No. Per P.L.D. C. Sh 7508 B
of 1/7 Per P.L.D. & D.P.C. Sh. 8302




NOTICE
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(1) OF THE CITY CHARTER. IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY

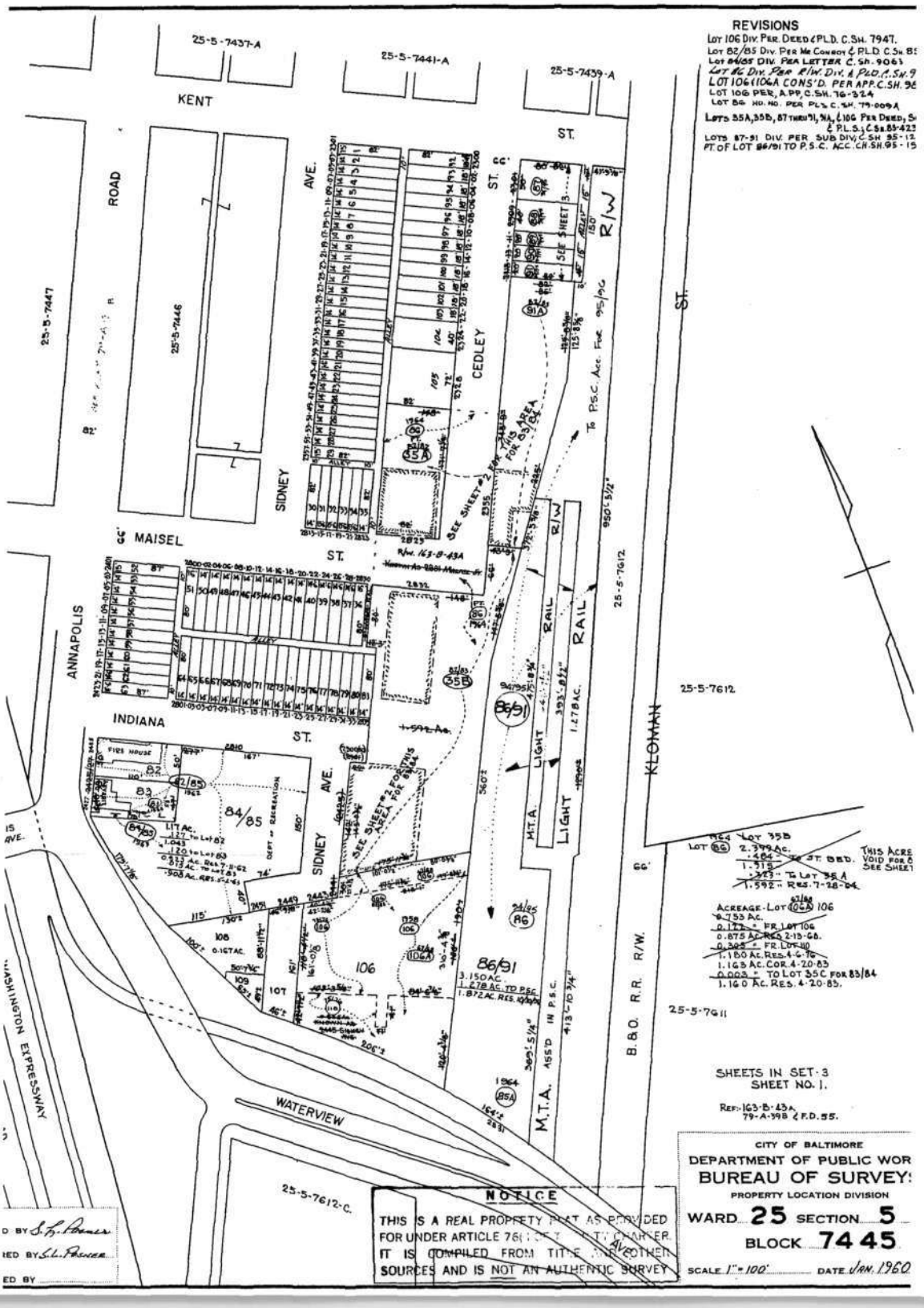
NOTE: BLOCK 25-5-26 FOR 1941

~~7443-A~~

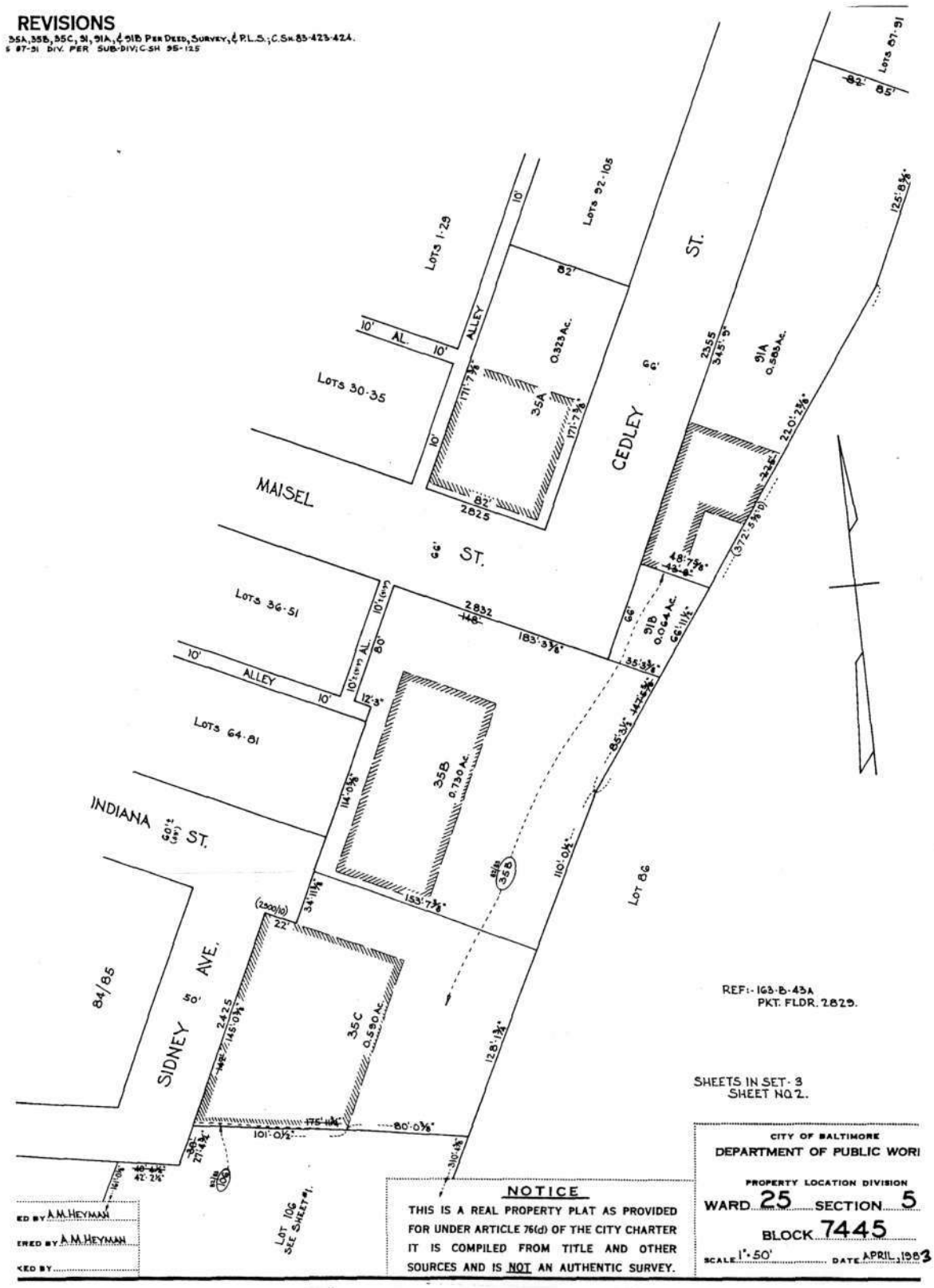
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WOI
BUREAU OF PLANS & SURVE
PROPERTY LOCATION DIVISION
WARD 25 SECTION 5
BLOCK 7443-A
SCALE 1" = 40'-0" DATE NOV 19 30

ACED BY M. Stumpf
TERED BY W.M.L.
ECKED BY

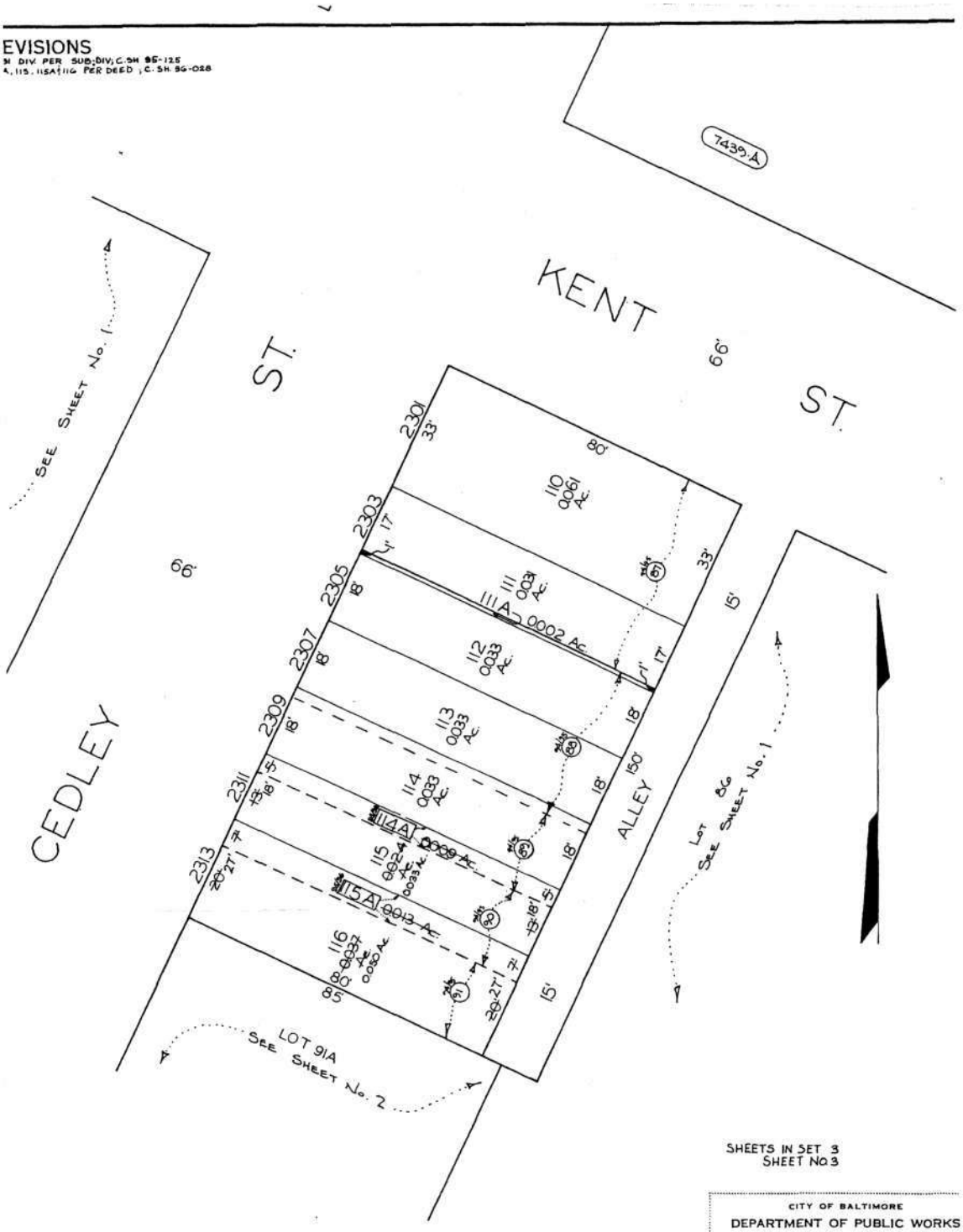
B-1342
Westport Historic District
Baltimore City
Tax Map 18/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 19/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 20/31
Scale: 50% as indicated on map




SHEETS IN SET 3
SHEET No 3

CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WORKS

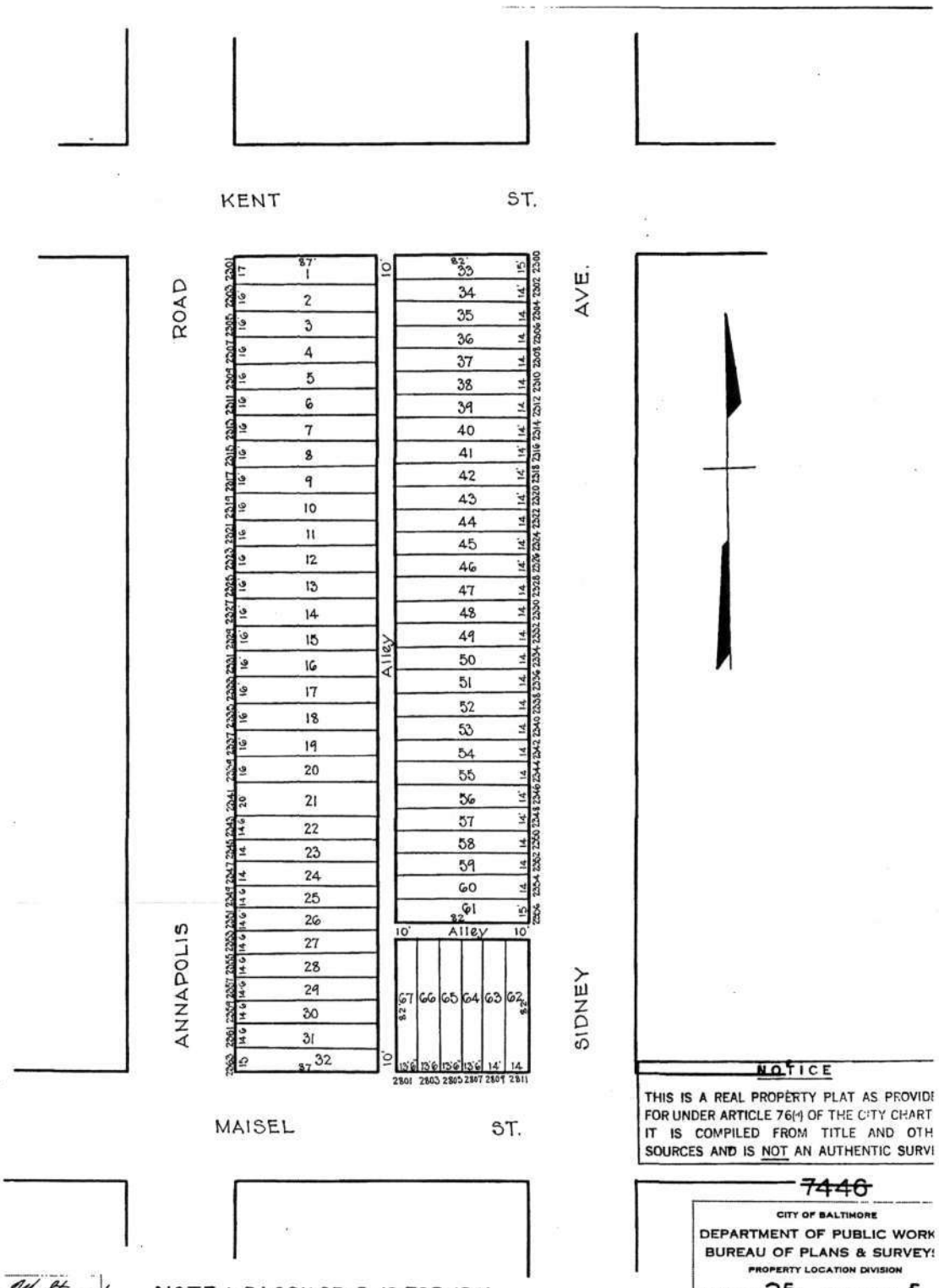
PROPERTY LOCATION SECTION
WARD 25 SECTION 5
BLOCK 7445
SCALE 1"=20' DATE JULY 1995

NOTICE

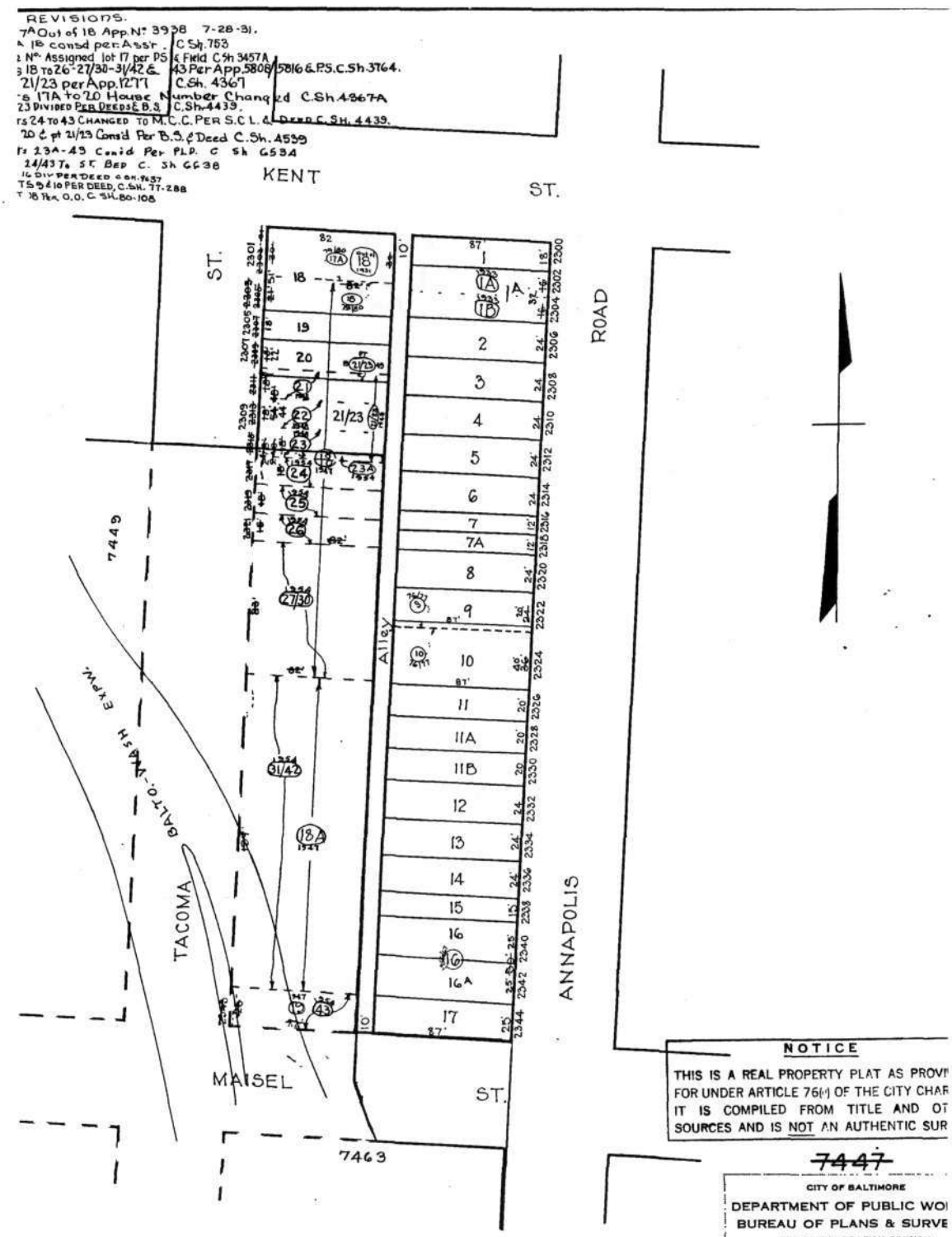
THIS IS A REAL PROPERTY PLAT AS PROVIDED FOR UNDER ARTICLE 76(d) OF THE CITY CHARTER IT IS COMPILED FROM TITLE AND OTHER SOURCES AND IS NOT AN AUTHENTIC SURVEY.

BY TV
ED BY TV
D BY

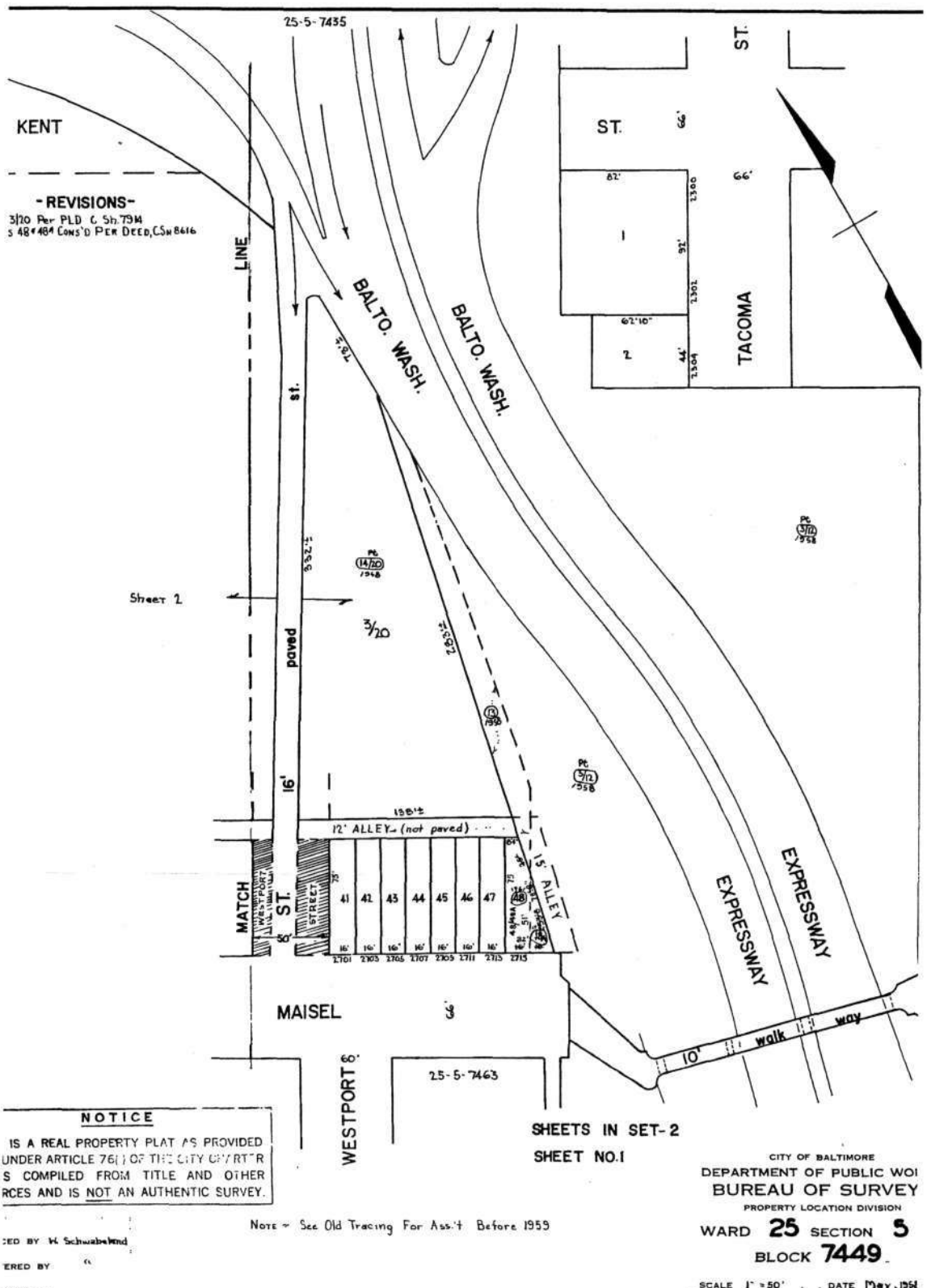
B-1342
Westport Historic District
Baltimore City
Tax Map 21/31
Scale: 50% as indicated on map



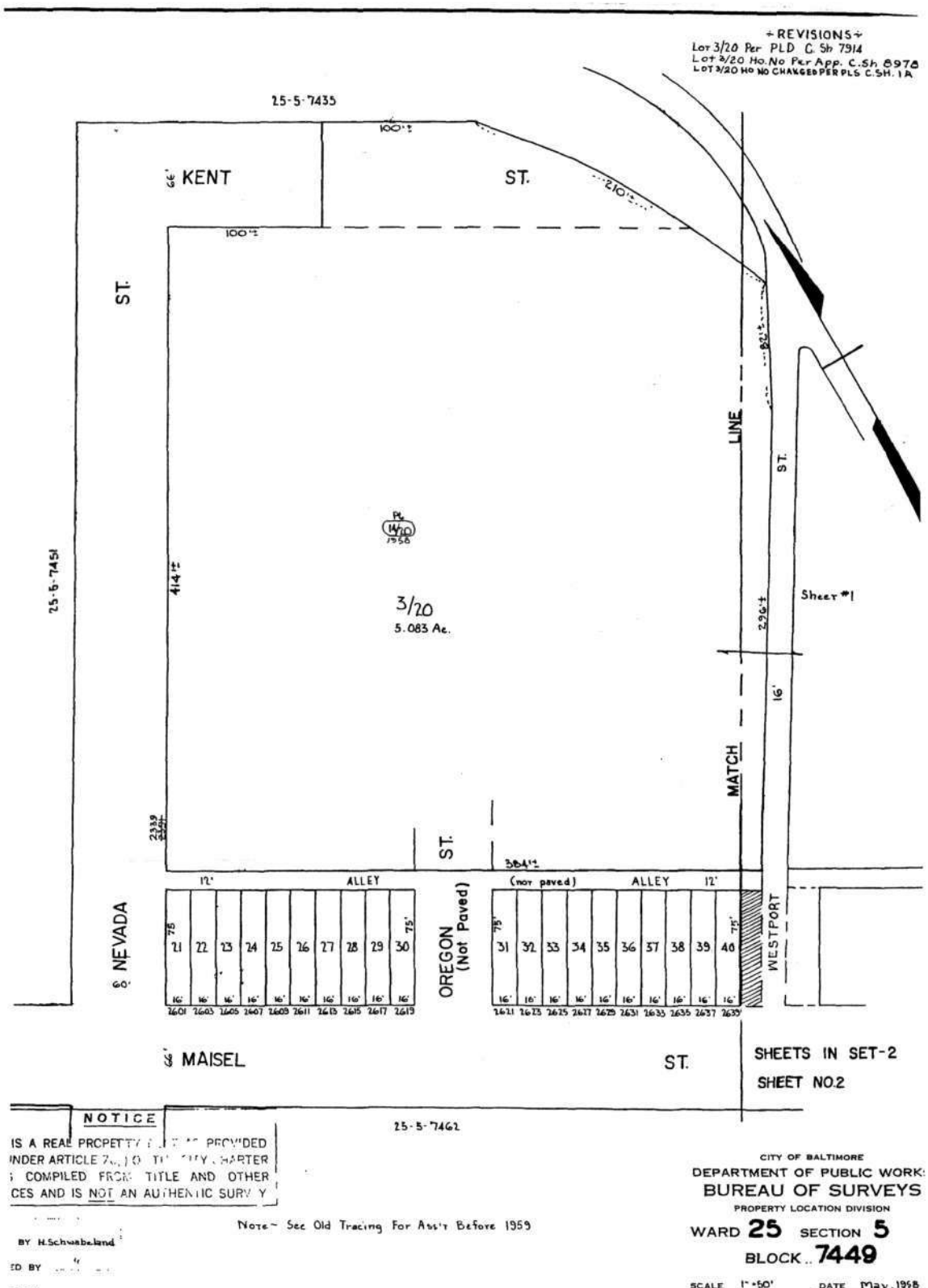
B-1342
Westport Historic District
Baltimore City
Tax Map 22/31
Scale: 50% as indicated on map



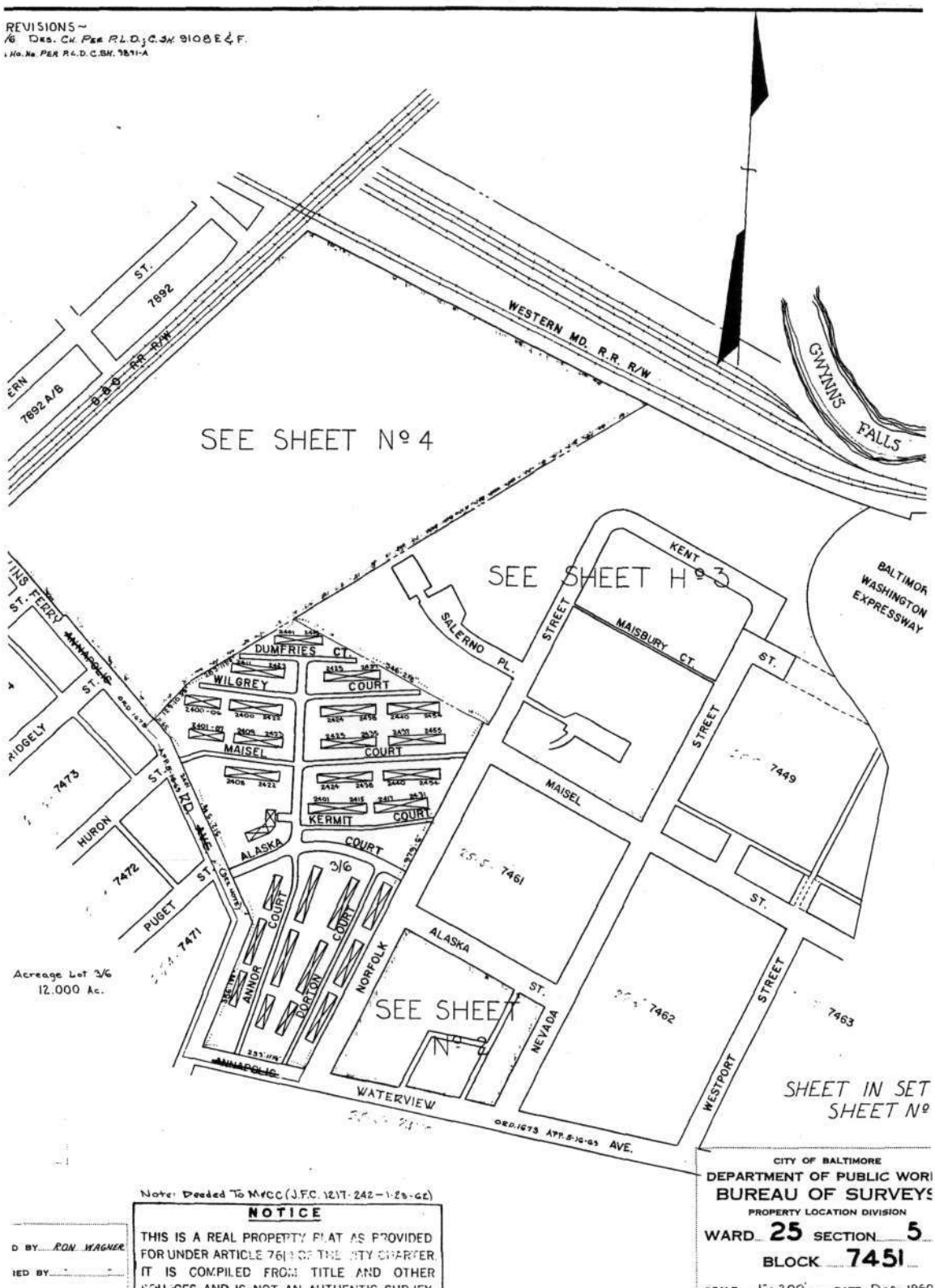
B-1342
Westport Historic District
Baltimore City
Tax Map 23/31
Scale: 50% as indicated on map



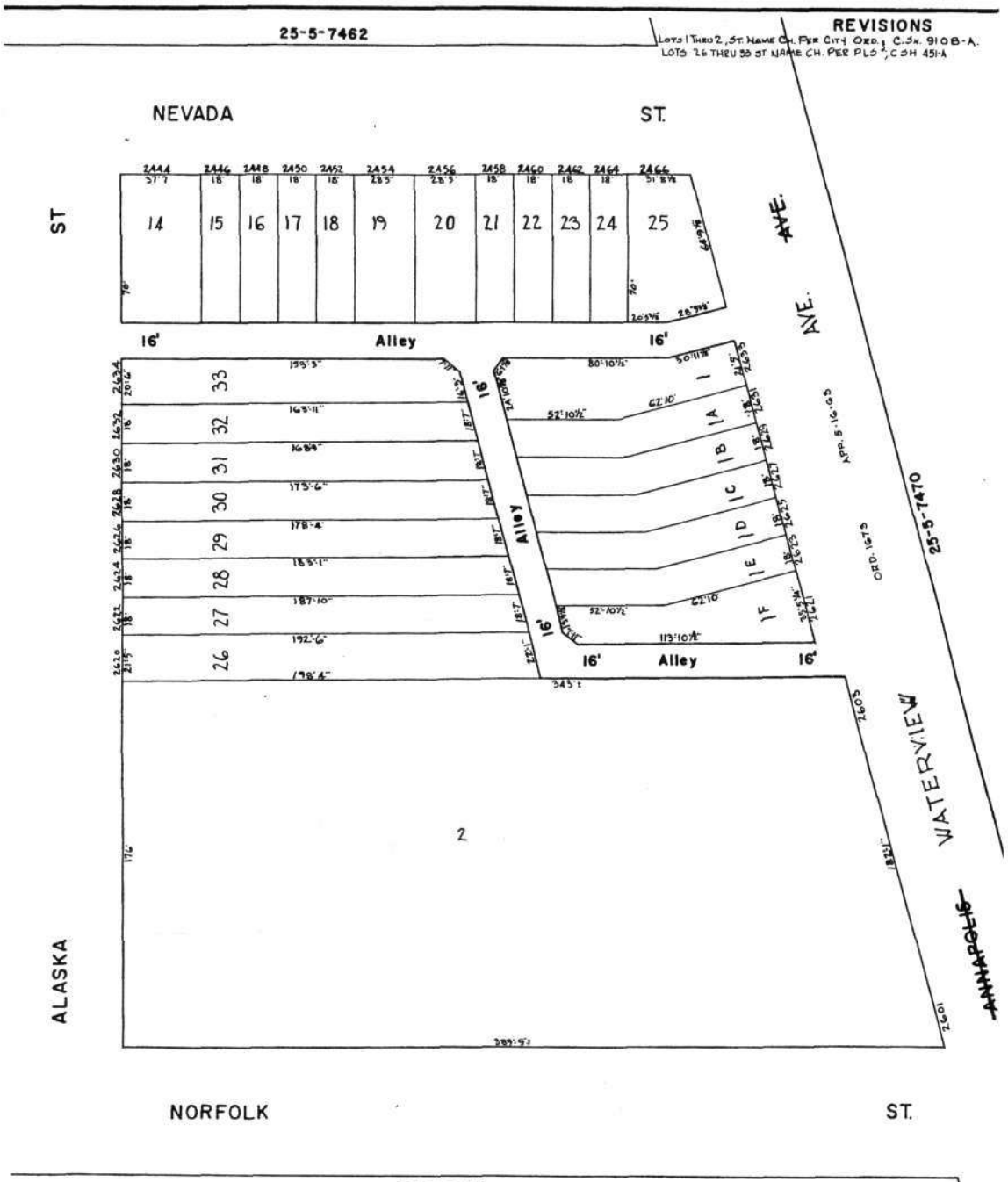
B-1342
Westport Historic District
Baltimore City
Tax Map 24/31
Scale: 50% as indicated on map



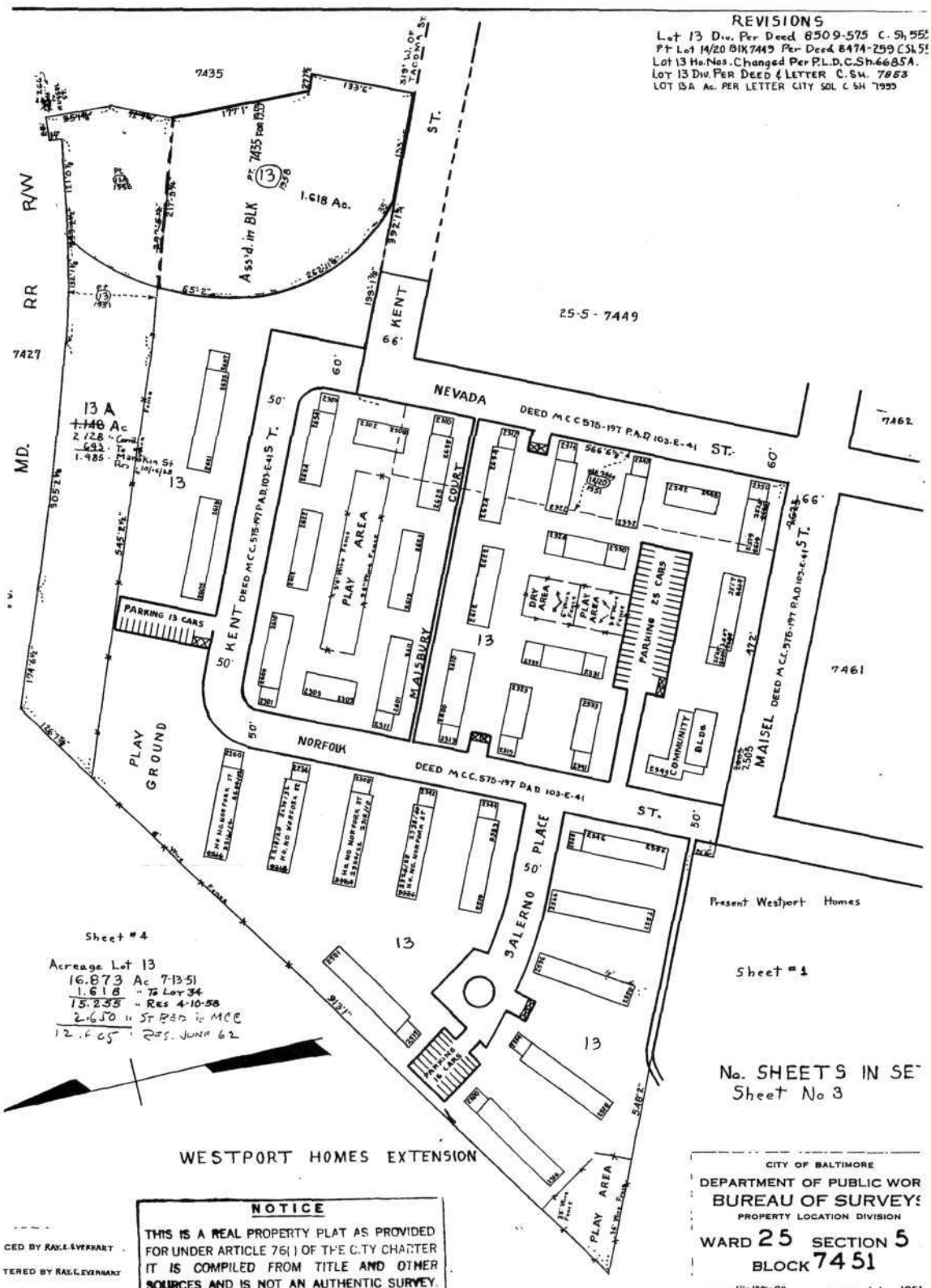
B-1342
Westport Historic District
Baltimore City
Tax Map 25/31
Scale: 50% as indicated on map



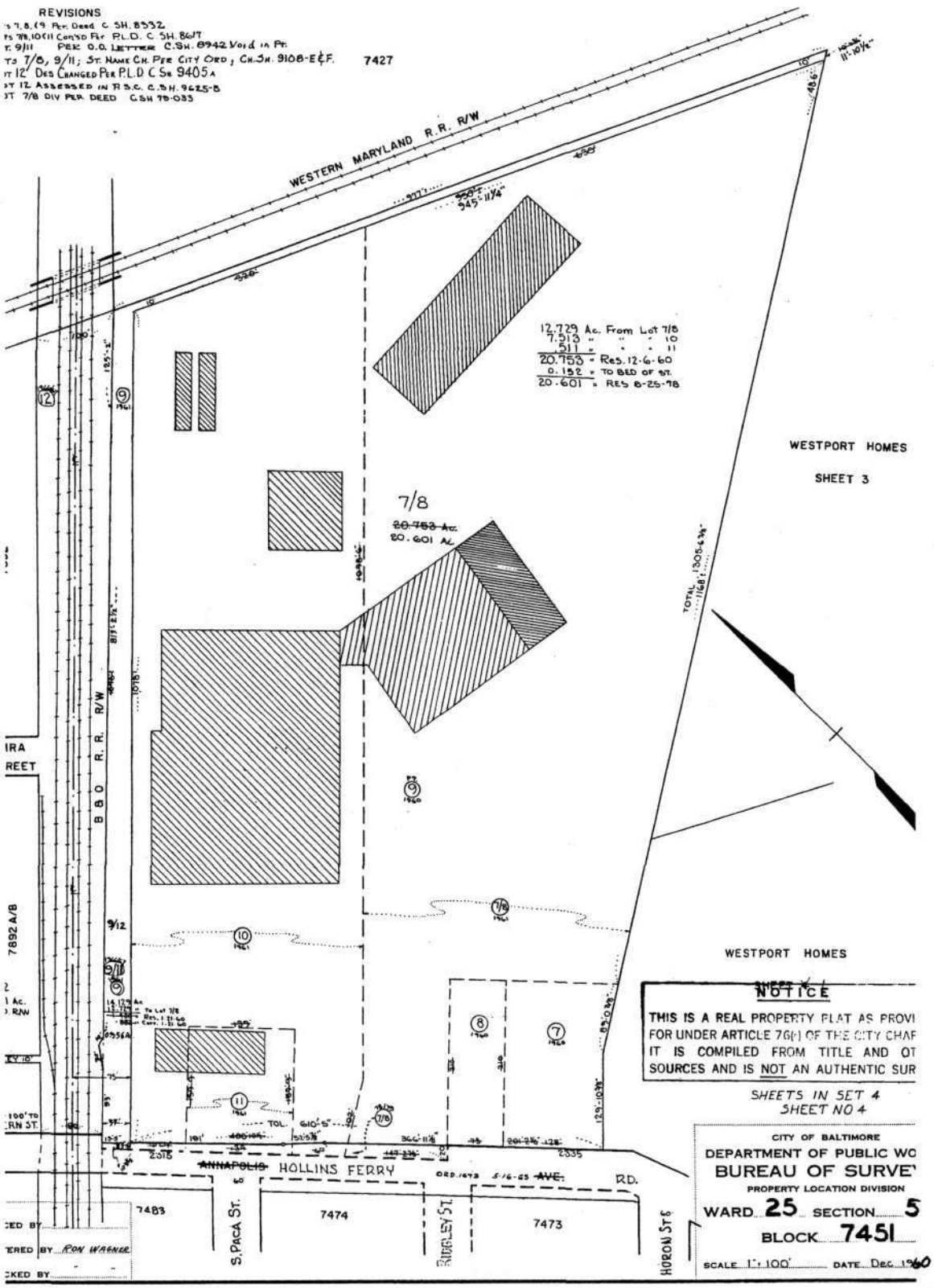
B-1342
Westport Historic District
Baltimore City
Tax Map 26/31
Scale: 50% as indicated on map



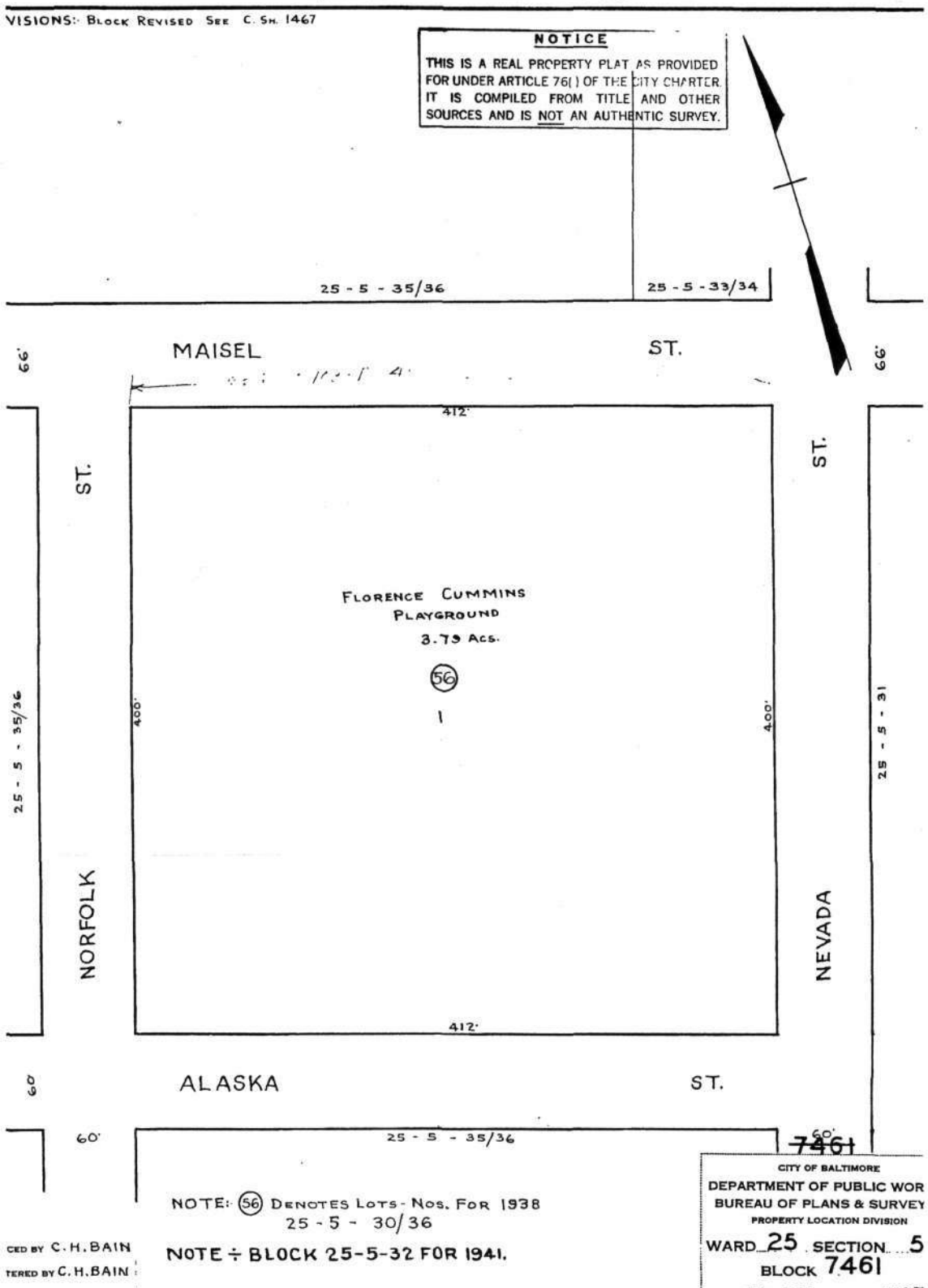
B-1342
Westport Historic District
Baltimore City
Tax Map 27/31
Scale: 50% as indicated on map



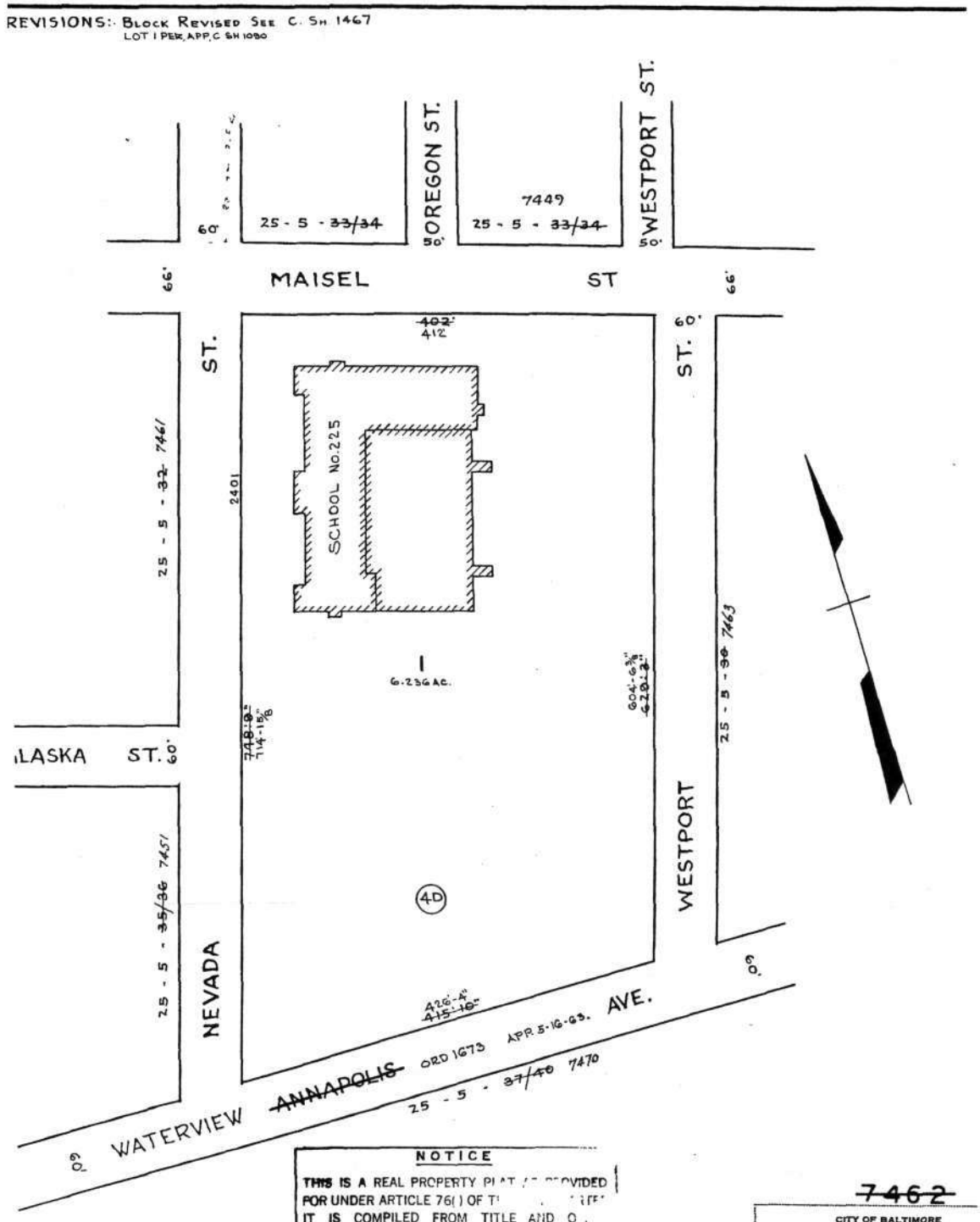
B-1342
Westport Historic District
Baltimore City
Tax Map 28/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 29/31
Scale: 50% as indicated on map



B-1342
Westport Historic District
Baltimore City
Tax Map 30/31
Scale: 50% as indicated on map




NOTICE

THIS IS A REAL PROPERTY PLAT (AS PROVIDED FOR UNDER ARTICLE 76( ) OF T[illegible] IT IS COMPILED FROM TITLE AND O[illegible] SOURCES AND IS NOT AN AUTHENTIC SURVEY

NOTE: (4D) DENOTES LOT Nos. FOR 1938
25 - 5 - 30/36

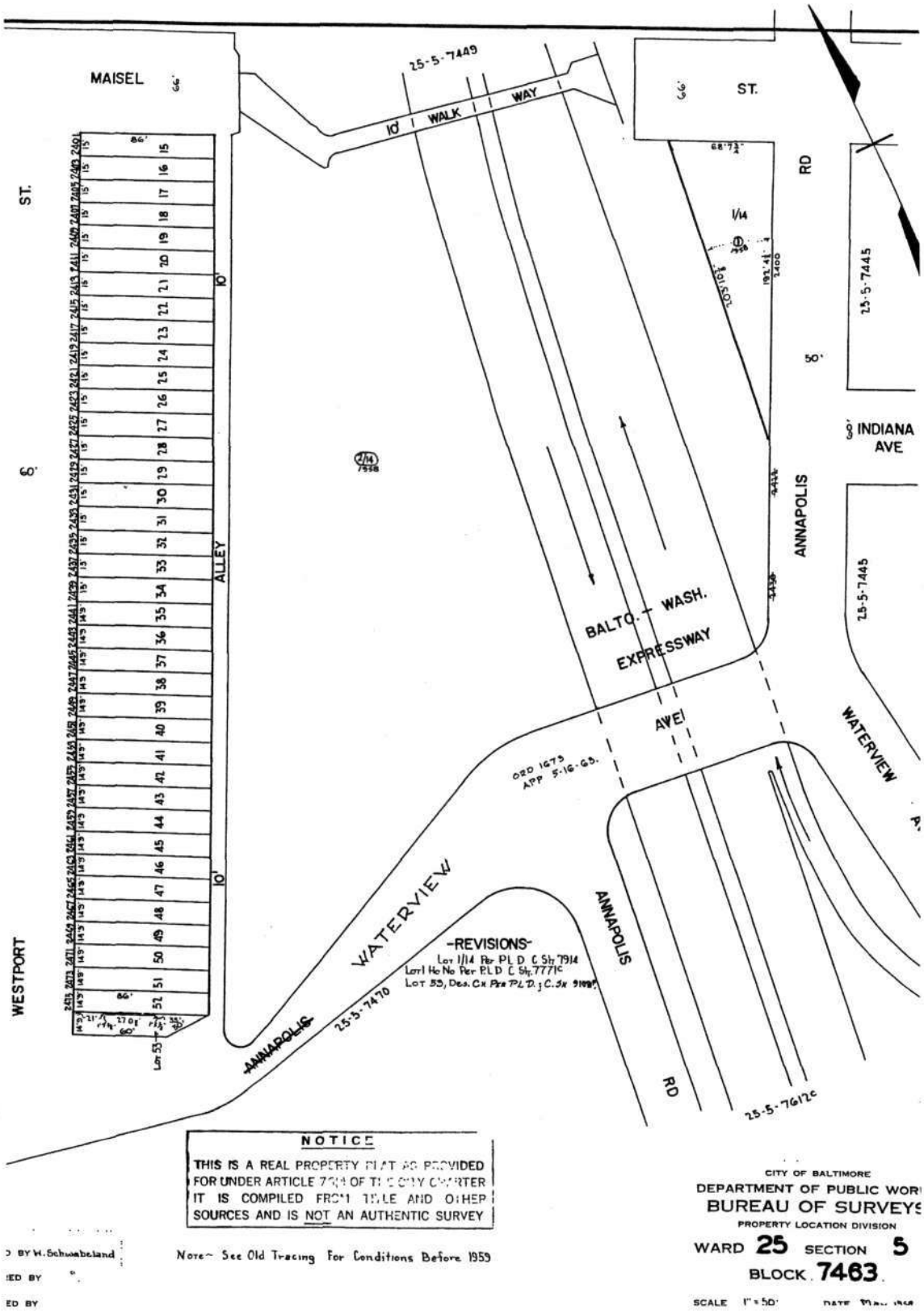
NOTE ÷ BLOCK 25-5-31 FOR 1941.

ACED BY C.H. BAIN
ITERED BY C.H. BAIN
ECKED BY

~~7462~~

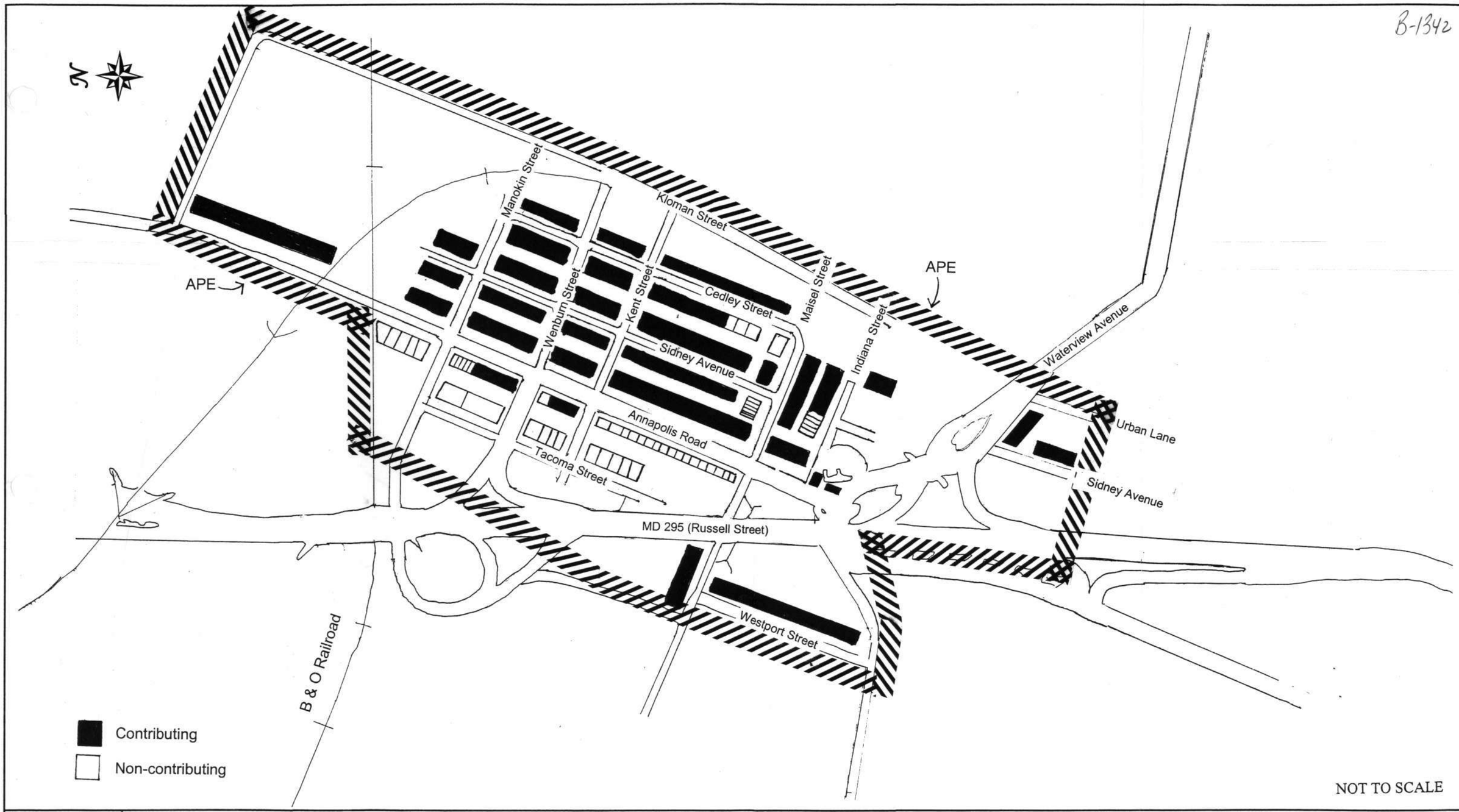
CITY OF BALTIMORE
DEPARTMENT OF PUBLIC WO[illegible]
BUREAU OF PLANS & SURVE
PROPERTY LOCATION DIVISION

WARD 25 SECTION 5
BLOCK 7462
SCALE 1" = 80' DATE 1937




B-1342
Westport Historic District
Baltimore City
Tax Map 31/31
Scale: 50% as indicated on map

B-1342




KCI TECHNOLOGIES

Site Map of Westport Historic District (B-1342)
City of Baltimore



B-1342
Firestation and Westport Temple facing east (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
East side of Annapolis Road
1/13

DSC_0003.JPG 10/16/2001 11:28:31 AM


J'S MINI MARKET

B-1342
2500 Block Annapolis Road (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
Westside of Road
2/13

011 ANNH 0552 11/28/01 VHEG16 \ 003



B-1342
2400 Block Annapolis Road (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
East side of Road
3/13

011 NNNN 0552 11/28/01 MEG20 > 005



B-1348
2300 Block of Annapolis Road (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
East side of Road
4/13

011 NNNN 0552 11/28/01 MEG21 > 004



B-1342
2300 Block of Sydney Avenue (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
East sides of Road
5/13

010 NNNN 0552 11/28/01 CHEQ13 A 004



B-1342
2000 Block of Sydney Avenue (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
East side of road
4/13

011 NNNN 0552 11/28/01 CHEG 0 1 001



B-1342
1200 Block of Cedley Street (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
West side of road
7/13

010 HHNW 0552 11/28/01 CHEG15 > 007


2262

B-1342
2200 Block (Northside) of Cedley Street (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
West side of road
8/13

010 NNNN 0552 11/28/01(NEG16 ) 000


28

B-1342
2812 Waterview (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
Northeast elevation
9/13

011 MMMM 0552 11/28/01 \NEG11 > 002



B-1342
Streetscape of Indiana St (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MC SHPO
North side of road
10/13

010 HHHH 0552 11/28/01 CHICO 5 - 001


CAITEC CORPORATION
IMPORTER OF CAGES
(DISTRIBUTORS ONLY, NO CASH SALES)
2900 INDIANA STREET

B-1348
Warehouse at 2900 Indiana Street (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
Facing southeast (Northwest elevations)
11/13

0 MHMA 0552 11/28/01 MES 6 3 002


SIDNEY
MUSEL

B-1348
2800 Block of Maisel Street (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
North side of road
12/13

0 MHHH 0552 11/28/01 NEG 7 X 005



B-1342
Westport Avenue (Westport Historic District)
Baltimore, Maryland
Gail Lin Walls
October 16, 2001
MD SHPO
Northeast side of street
13/13

010 NNNN 0552 11/28/01 CNE017 ? 005

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

**Inventory No. B-1342**


**Name of Property: Westport Historic District**
**Location: Baltimore City, Maryland**

---

In 2022, three properties located at 2009, 2011 and 2013 Annapolis Road will be demolished as part of Phase 5 of Project CORE (Creating Opportunities for Renewal and Enterprise), a joint blight elimination initiative between the State of Maryland and City of Baltimore. The properties encompass .1 acres in the Westport Survey District.

2009- 2013 Annapolis Road are two-story brick rowhouses that were constructed in the late nineteenth century. The brick facades have all been painted and included raised brick foundations with stone water tables.

2009 is three-bays wide with two boarded basement windows, two windows on the first floor and three windows on the second floor. The windows are replacement one-over-one sash with brick segmental arches and wooden sills. Three concrete steps lead to a replacement front door with an infilled transom window. The front façade is capped with a wooden Italianate cornice with brackets.

2011 and 2013 are two-bays wide and divided by an arched sallyport leading to the rear yards. They both have a single boarded basement window and replacement one-over-one sash windows with brick jack arches and wooden sills, many of which have been encased with aluminum. Four concrete steps lead to the replacement doors with transom windows, one of which is extant while the other was infilled. The houses are capped with wooden Italianate cornices with decorative scroll sawn attic vents.

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

**Inventory No. B-1342**


**Name of Property: Westport Historic District**
**Location: Baltimore City, Maryland**

---

**PHOTO LOG**

**Name of Photographer: Melissa Archer**
**Date of Photographs: March 16, 2022**
**Location of Original: MD SHPO**

Photo 1 of 6:
Perspective view of the northeast and northwest elevations, looking south
B-1342_03-16-2022_01.tif

Photo 2 of 6:
Front façade, looking southeast
B-1342_03-16-2022_02.tif

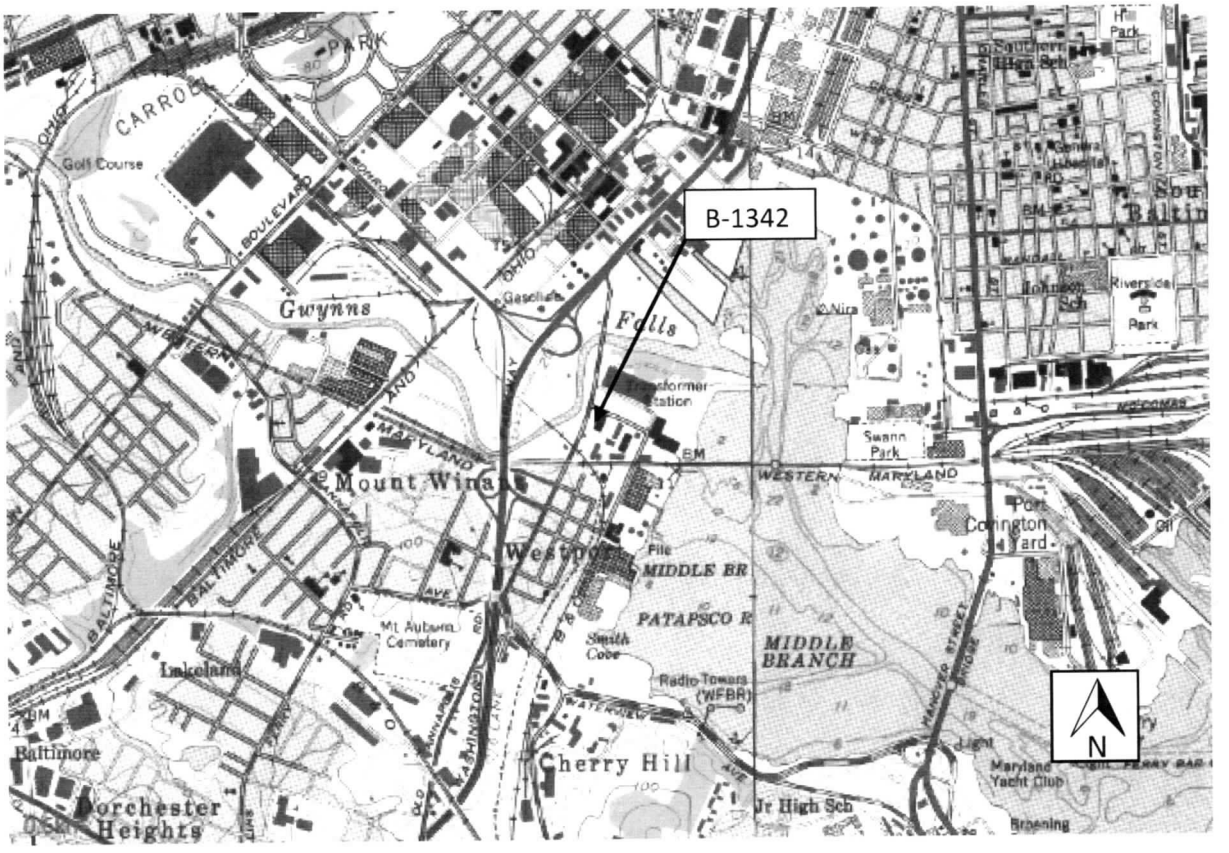
Photo 3 of 6:
Detail of sally port, looking southeast
B-1342_03-16-2022_03.tif

Photo 4 of 6:
Detail of cornice of 2013 Annapolis Road, looking southeast
B-1342_03-16-2022_04.tif

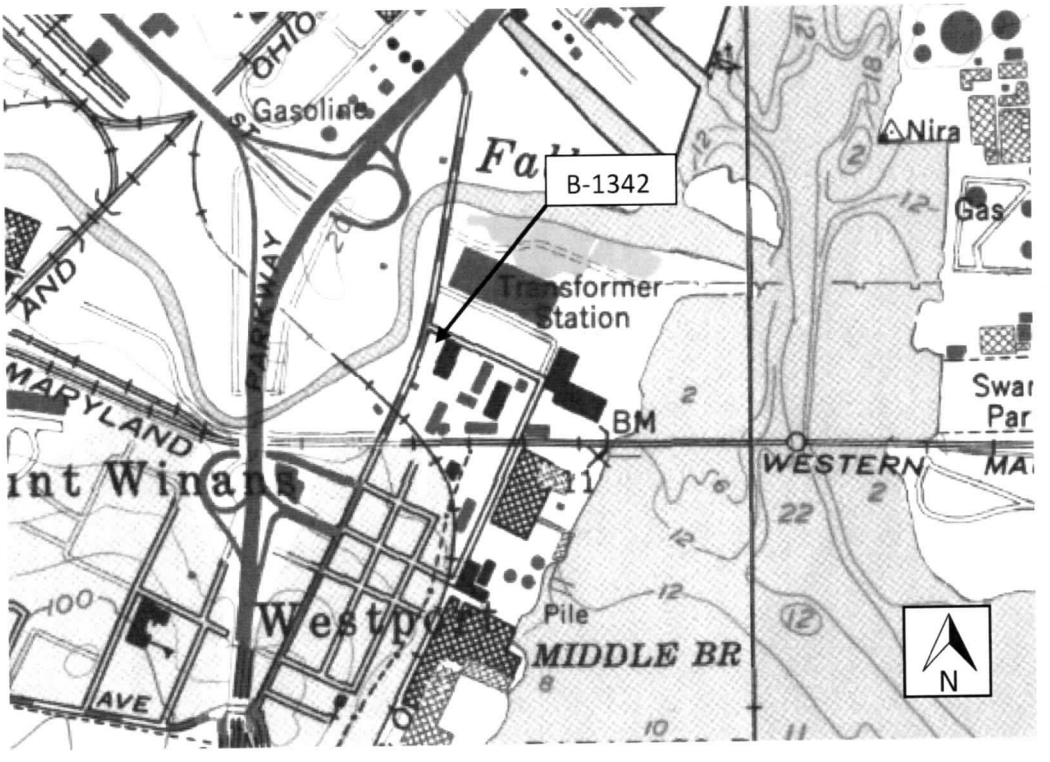
Photo 5 of 6:
View of northeast elevation, looking southwest
B-1342_03-16-2022_05.tif

Photo 6 of 6:
View of southeast elevations, looking northwest
B-1342_03-16-2022_06.tif

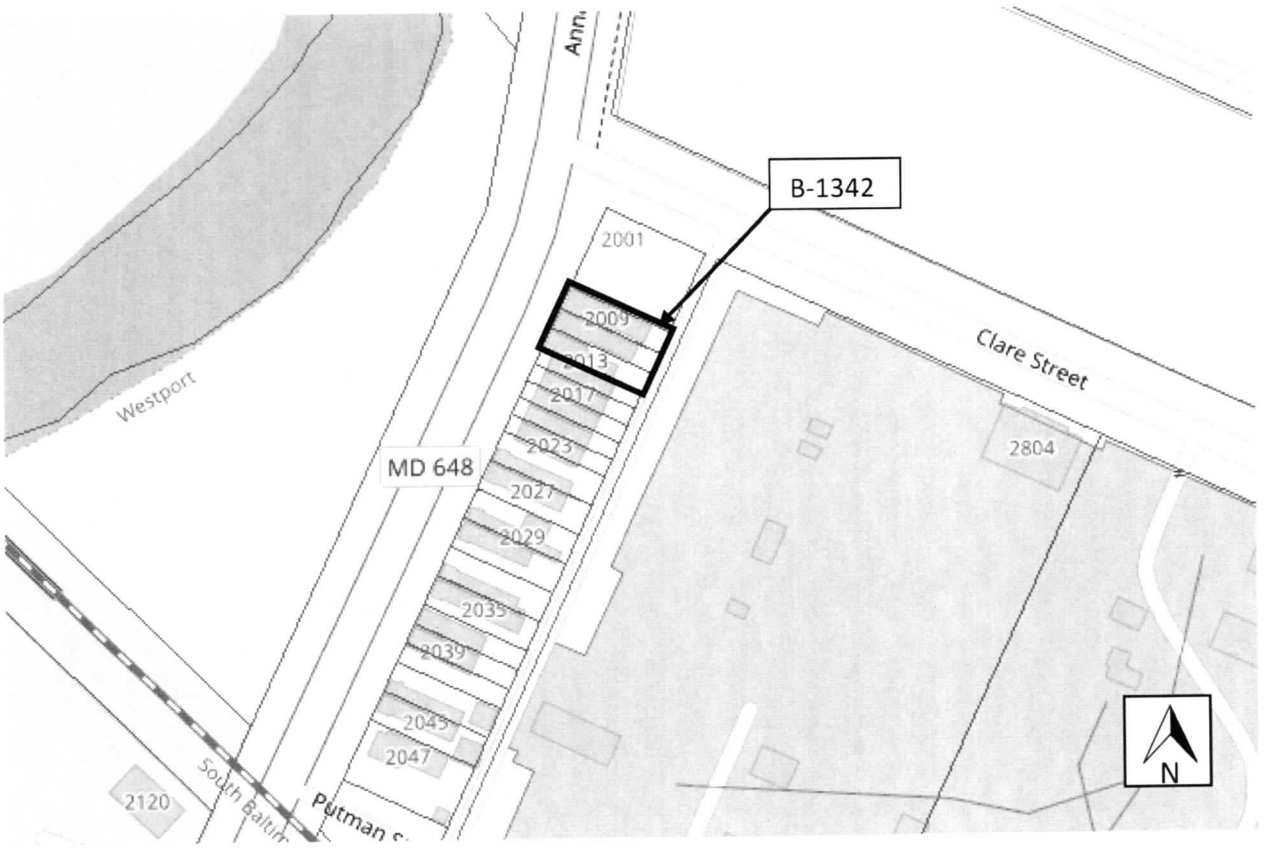
B-1342
Westport Historic District
2009, 2011, and 2013 Annapolis Rd.
Block 7419C Lot 02-04
Baltimore City
Baltimore Quad West



B-1342
Westport Historic District
2009, 2011, and 2013 Annapolis Rd.
Block 7419C Lot 02-04
Baltimore City
Baltimore Quad West



B-1342
Westport Historic District
2009, 2011, and 2013 Annapolis Rd.
Block 7419C Lot 02-04
Baltimore City





B-1342

3/16/22

1/6



E-1342
Melissa Archer
3/16/22
2/6



B-1342
Melissa Archer
3/16/22
3/6



B-1342
Melissa Archer
3/16/22
4/6



B-1342
Melissa Archer
3/16/22
5/6



B-1342
Melissa Archer
3/16/22
6/6

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. B-1342


**Name of Property: Westport Historic District**
**Location: Baltimore City, Maryland**

---

The buildings at 2203, 2205, and 2707 Cedley Street are two-story, four-bay wide brick rowhouses that were constructed in the early twentieth century. They encompass approximately .12 acres in the Westport historic District and are planned for demolition as a component of Project CORE (Creating Opportunities for Renewal and Enterprise) a joint blight elimination initiative between the State of Maryland and the City of Baltimore.

The homes are constructed with polychrome red common bond brick bearing walls and have sloping flat membrane roofs. The homes have been altered over time, are vacant, and in significant disrepair. The masonry on the front façade of 2203 is intact, however a portion of the original brick veneer on 2205 has collapsed and the façade of 2207 was covered with vinyl siding. The homes originally had concrete front porches with pent roofs that extended across the center two bays of each home. The porch on 2205 is missing and the porches on 2203 and 2207 have been altered with replacement columns and railings. All of the original doors have been replaced but there is evidence of a wooden transom above the entrance of 2205. The front door of 2203 was relocated where a set of ganged casement windows used to be, as evidenced by the extant historic six-pane wooden casement windows with painted concrete sills and lintels found on the first floor of 2205. The remaining windows on the first and second floors are one-over-one vinyl or wood sashes with painted concrete sills and lintels.

The houses are capped with simple molded metal cornices that break between each unit .The units are further delineated by a pronounced brick firewall at each unit end. The basements have two square windows with painted concrete sills and lintels. All of the basement windows are boarded. Information on the interior of the buildings is not available.

| Image File Name | Description of View |
|---|---|
| B-1342_2018-02-20_01 | 2203-2223 Cedley Street, northwest elevations, looking east |
| B-1342_2018-02-20_02 | 2203-2207 Cedley Street, northwest elevations, looking south |

Photographer: Melissa Archer
Paper and Ink combination used: Epson UltraChrome K3 Ink with Epson Premium Photo Paper Glossy

**Prepared by:**


| | | |
|---|---|---|
| **Name/title** | **Melissa Archer, Preservation Officer** | **Date: April 16, 2018** |
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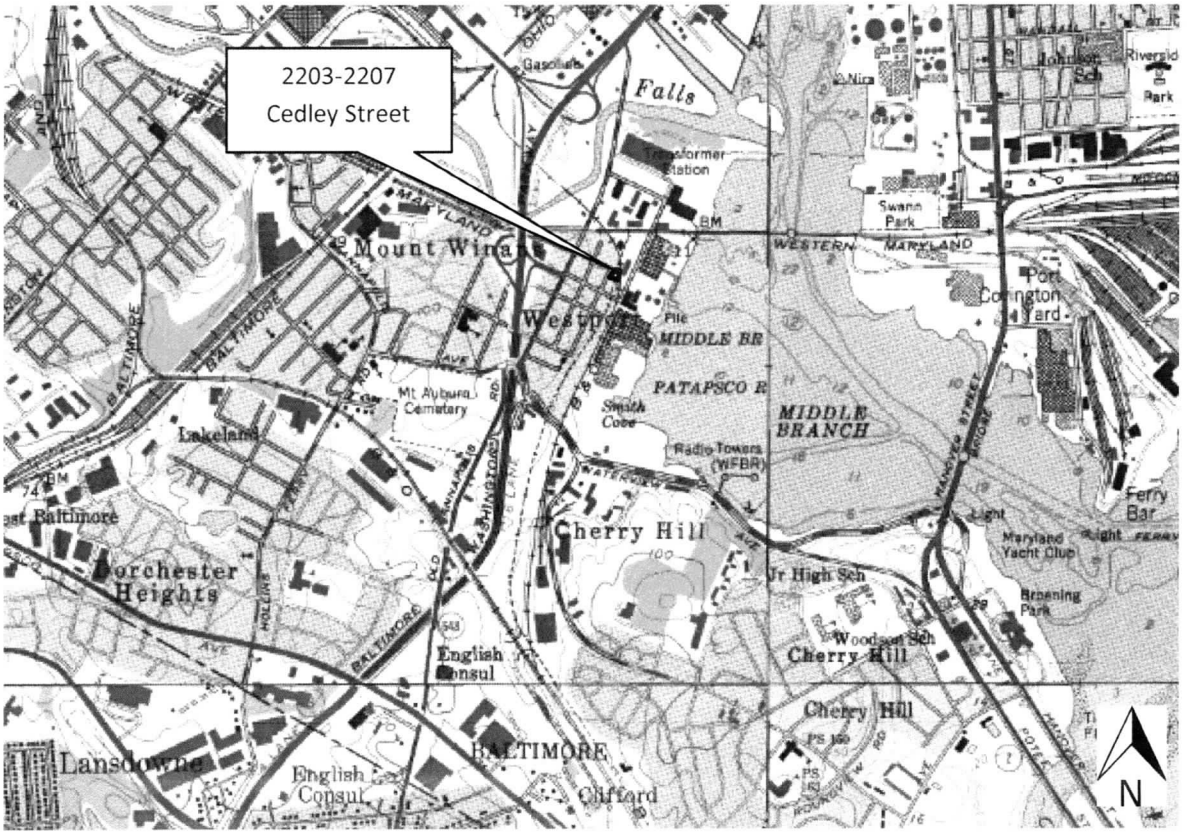
B-1342
Westport Historic District
2203-2207 Cedley Street
Block 7439, Lots 001-003
Baltimore City
Baltimore West Quad




ROAD
CLOSED
LOCAL TRAFFIC
ONLY

B-1342
NESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
2-20-18-MELISSA ARCHER
2203-2223 CADLEY ST, NORTHWEST ELEVATIONS,
LOOKING EAST
1 OF 2



B-1342
WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
02-20-18 - MELISSA ARCHER
2203-2207 CEDLEY ST, NORTHWEST ELEVATIONS,
LOOKING SOUTH
2 OF 2

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## SUMMARY DESCRIPTION

Westport is a small early 20th century residential neighborhood in south Baltimore defined by its topography and the modes of transportation that extend through it. The neighborhood rises from the Middle Branch of the Patapsco River to a plateau 300 ft. above sea level near the Westport School. Route 295, a depressed six-lane highway, divides the district. Annapolis Road forms the district's commercial core; the elevated light rail that runs roughly parallel to Kloman Street separates older rowhouses from former and current industrial use and newer development along the Middle Branch of the Patapsco. The district features a variety of building types including rowhouses, low-rise commercial establishments, industrial and manufacturing facilities, automobile-related structures, a firehouse, a school, and a former public library. Landscape features include a terraced open space associated with the Westport School and a narrow greenbelt associated with Route 295 and its interchanges. Additional vacant land west of Kloman Street is associated with rail transport and former industrial yards. While the neighborhood contains some buildings in fair to good condition, much of the neighborhood and its architectural fabric are deteriorated. Many buildings have been abandoned. Alterations to buildings are typical of those found in Baltimore's older rowhouse neighborhoods and along automobile-related commercial corridors. Route 295, Route 295 interchanges, and the elevated light rail compromise the historic integrity of the district more than any changes to individual buildings.

## GENERAL DESCRIPTION

Westport is a rectangular-shaped neighborhood situated between Ridgely's Cove and Smith Cove along the Middle Branch of the Patapsco. The topography of the neighborhood rises quickly to high ground some 300 ft. above sea level near the Westport School. (See Attachments B and C) The historic and topographical context of the area around Westport both limited and shaped the manner in which it was developed. The Middle Branch of the Patapsco River formed a natural harbor east of Westport. To the north, Gwynns Falls (near the present location of Interstate 95) separated Baltimore City and the Westport area. Mount Auburn cemetery, a large African American cemetery, limited 20th century development on the southeast. Maryland

Avenue (Annapolis Road), a historic road linking Baltimore and Annapolis became the early spine of the district.

**Transportation Corridors and Street Configuration**

The appearance of the neighborhood today is defined by the interlaced roadbeds of different modes of transportation that extend through the district. Because each mode of transportation terminated in Westport or bridged Gwynns Falls for access to Baltimore, Westport became a complex junction point as rail lines and roads established their rights of way. The B&O Railroad crossed Gwynns Falls at Paca Street well west of the district; the Western Maryland Railroad constructed a bridge across the Middle Branch to Port Covington between Clare and Putnam Streets east of the district. Two street railways maintained separate bridges across Gwynns Falls. Annapolis Road also crossed Gwynn Falls. With additional excavation, the hilly topography in Westport facilitated roads being constructed above rail tracks (Annapolis Avenue/Waterview Avenue over street railway tracks). Rail spurs serving industrial concerns along the water extend out from the B&O and Western Maryland tracks, which cross one another at the north end of the district. The complex historical roots of this transportation infrastructure continue to define the district.

**The Three Physical Segments of Westport**

Route 295, Annapolis Road, and the elevated light rail running along Kloman Avenue divide the district into three vertical segments. Route 295 follows the corridor of the earlier Washington, Baltimore & Annapolis Street Railway, which ran on an excavated roadbed as it passed through Westport (Attachment D). Attachment H depicts the impact of Route 295 and its interchanges on the district.

*The western segment*

The depressed corridor for the six lanes of Route 295 divides the district in half. Vehicular and pedestrian access between the two portions of the district is segregated. There is a footbridge across Route 295 at Maisel Street, which maintains the connection Maisel Street provided earlier in the 20th century; cars now access the western portion of the district from the interchange at Waterview Avenue. Westport School dominates the area west of Route 295, which is the highest ground in the district. This western portion of the district, which was the last to develop, has two streets of late 1920s and early 1930s rowhouses. Westport Street faces east to

the rear of the school; Maisel Street faces the north side of the school. There is late 20th century residential construction outside of the district on the west side of Nevada Avenue and on Maisel west of Nevada.

*Central wedge: Route 295 to the west side of Annapolis Road*

Annapolis Road, a four lane street, is a major commercial thoroughfare and truck route. The irregular triangle between Annapolis Road and Route 295 is defined by highway interchanges at the north (Russell Street) and south (Waterview Avenue) ends of the district. The Russell Street exit empties into Wenburn Street; Manokin Street feeds into southbound Route 295. Buildings are scattered along irregular single-block long remnants of the original street grid. One free-standing house remains in this area, which exhibits industrial and automobile-related use. While a number of residential structures survive on the west side of Annapolis Avenue, most have been altered for commercial or institutional use.

*Rowhouse wedge: east side of Annapolis Road to Kloman Street*

Rowhouses occupy the area between Annapolis Road and the elevated light rail running along Kloman Street. Streets in this section are laid out in a grid pattern parallel to Annapolis Road. With the exception of Indiana Avenue and Maisel Street, which run east/west, rowhouses are laid out along the long face of the blocks, which run roughly north/south. Each residential block is bisected by a narrow alley. For the most part, the east side of Annapolis Road, Sidney Street, Cedley Street, and Indiana Street are lined with two-story brick rowhouses. The firehouse and former branch library are situated at the southern end of Annapolis Road near the intersection of Waterview Avenue and Annapolis Road. This intersection and the Waterview/Route 295 interchange have orphaned two ranks of rowhouses associated with Westport: a group of 12 houses on the east side Sidney Street south of Waterview facing I-295 and another group of 11 houses on the south side of Waterview Avenue. Low-rise, mid-20th century buildings housing office and light industrial concerns are situated at the intersection of Indiana Avenue and Cedley Streets.

In addition to the elevated light rail, rail tracks at grade also run along Kloman Street. The strip of land between Kloman Street and the Middle Branch, now being developed for residential use, was once devoted to industrial use. The Carr-Lowrey Glass Factory occupied the lower third of the strip from the 19th until the late 20th century and the Westport Power Plant occupied

the middle third. The only site along the water that retains its industrial buildings is the Novelty Steamworks site, now used for storage and trash hauling, at the north end.

## Building Types

*Residential buildings – rowhouses and free-standing houses*

Continuous streetscapes of two-story brick 20th century working class rowhouses characterize the residential portion of the district. Some paired rowhouses with side yards remain on Annapolis Road. Some two-story free-standing houses also remain. With the exception of a two-story, free-standing colonial revival house, all of these dwellings are vernacular in character. Any stylistic detail consists of applied decoration.

- *Paired rowhouses* - The earliest rowhouses in the district, which pre-date the 1918 annexation of Westport, are two-story, semi-detached paired rowhouses with side yards. Found only on Annapolis Road, these houses have wrap-around porches and are set back from the sidewalk. An exuberant, bracketed frame cornice with an incised frieze extends around each pair. Some houses still display low fences along the sidewalk. Many of these houses are in poor condition or have been extensively altered for commercial use.

- *Rowhouse streetscapes* - The two-story working class rowhouses in Westport sit on narrow 14-16 ft. wide lots. Two groups of early 20th century rowhouses adhere to the conventions of the late 19th century Italianate rowhouse typology in Baltimore City.[1] These houses, which pre-date the 1918 annexation, can be found in two locations: on the east side of Sidney Street in the 2200 block between Wenburn and Kent Street and one block north on the west side of Sidney in the 2200 block between Wenburn and Manokin. The two-bay houses are flush with the property line and rest on raised basements. There are segmental arches over the window openings and corbelled hood molds over the doors. A molded brick beltcourse with a Greek key design extends the width of each rowhouse between the 1st and 2nd floors on the houses on the east side of

[1] Mary Ellen Hayward's book *The Baltimore Rowhouse* (1999) provides a scholarly framework for the analysis of the Baltimore rowhouse. The small size and working class market of the Westport rowhouses limited the design options available to Westport builders.

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Sidney Street. A stained glass transom is still visible at 2261 Sidney on the east side of the street.[2] On the west side of the street, the houses feature frieze panels in the cornice.

Later rowhouses are set back from the property line consistent with Baltimore City's building regulations promulgated after the Great Fire of 1904. Since the houses all rested on high raised basements, the setback had to accommodate steps which could not extend into the public sidewalk. The narrow lots that these later houses occupied affected the manner in which builders accommodated popular typologies and amenities. The typical Westport rowhouse is a compact two or three-bay wide rectangular brick block two-stories high that rests on a raised basement. The houses have broad frame front porches and are set back from the sidewalk to create small front yards. Both red pressed brick and iron spot brick are employed on the front façade. Simple metal cornices are applied to the front of each house. Steps and trim are wood. Most of the houses incorporate 2nd floor projecting frame bays on the rear. Faced in metal or shingles, these bays were probably originally used as sleeping porches. Only isolated houses have garages; most have small, narrow rear yards. The most common two-bay rowhouse form is found in the 2300 block of Sidney Street, the west side of the 2200 block of Sidney between Kent and Wenburn as well as the north third of the east side of that block, the east side of the 2200 block of Sidney between Wenburn and Manokin, the 2200 blocks of Cedley Street between Kent and Manokin, part of the east side of the 2200 block of Annapolis Avenue, and the 2800 block of Maisel between Annapolis Road and Cedley Street. In some of the later rows, such as the row on Maisel Street, the porch assumes a more solid form. A low brick wall demarcates the substantial porch which boasts wood columns resting on brick piers.

Later rowhouses adopt elements from the popular daylight rowhouse typology. At 15 ft., these later rowhouses are slightly wider and feature a smaller front porch more expressive of the individual nature of each rowhouse.

The most elaborate of the pseudo-daylight rowhouses may be found in earlier rows constructed at the south end of the 2200 block of Annapolis Road and the north end of the 2300 block. These two-story brick rowhouses, which rest on raised basements,

[2] It is difficult to determine whether any of the other Italianate rowhouses featured stained glass transoms because doors have been replaced and openings boarded up.

feature projecting semi-octagonal 2nd floor bays, Doric capitals on the columns supporting the porches, and a wide paneled frieze below the projecting cornice.

The rowhouses west of Route 295, the last to be constructed in Westport, all have Mansart roofs. The houses on Maisel Street have metal Mansart roofs simulating tile; the houses on Westport Avenue feature slate shingles. Westport Avenue displays some attention to the design of the row itself. Rowhouses are articulated in pairs. Porches only extend over a part of the façade of each house with a single porch extending across each pair of rowhouses to create a pattern of solid and void across the row. Wood columns that support the porches have substantial brick bases. The three-bay rowhouses along Maisel Street are more differentiated than earlier rows. Each individual rowhouse boasts its own two-bay porch.

- *Free-standing houses* – There are a handful of free-standing houses in Westport. At the southern end of the 2100 block of Annapolis Road (the northernmost block in the district) on the east side of the street there is a frame, two-bay front gable house clad in shingles that was constructed between 1914 and 1918. The front porch wraps around the house, which has a large, open lot to the south. The house still retains its picket fence, multiple-pane sash windows, and original porch. A second, much altered frame house survives at 2257 Tacoma Street. A two-story brick colonial revival house constructed after 1923 occupies the southeast corner of the intersection of Tacoma and Kent Streets. While the concrete block four-square houses on the west side of Annapolis Road between Maisel Street and Kent Street adopt the form of free-standing houses behind their projecting storefronts, these buildings appear to have been constructed as doubles.

*Commercial buildings*

Westport's commercial buildings line the west side of Annapolis Road from Maisel Street to the Western Maryland railroad tracks. Westport has three types of purpose-built commercial buildings: the two-part commercial block, the one-part commercial block, and the enframed window wall.[3] A few stealth corner stores may also be found within raised basements on residential blocks in the district.

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[3] This typology is adopted from Richard Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture.*

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- *Two-part commercial blocks* are the most common type found along Annapolis Road. Earlier frame buildings, such as the two-story building at the northwest corner of Manokin and Annapolis Road, were probably constructed as storefronts with residences above. In original form, most of the purpose-built commercial buildings are 2-stories tall and have first floor storefronts consisting of a center entry flanked by display windows beneath a cornice. Most of the second stories, which are relatively unaltered, are indistinguishable from rowhouses in Westport. A few examples dating from the 1920s through the 1950s have second stories that draw from the Arts and Crafts and Moderne styles. The building at 2344 is a good example of a two-part commercial block. Demely's Drugstore at 2215-2217 Annapolis Road, which retains its handsome storefront with multiple-pane transom, housed the Demely family on its second floor. Most of these buildings feature center entrances facing Annapolis Road. Only a handful of buildings, such as 2236 Annapolis Road at the northwest corner of Kent and Annapolis, and Jack's Carry-out at the northeast corner of Annapolis Road and Manokin have corner entrances set on the diagonal. A number of the commercial establishments that now read as two-part commercial blocks are two-story residential buildings that have been converted to commercial use. This typical alteration can be found in the 2300 block of Annapolis Road on the west side of the street. Both setback rowhouses and four-squares have one-story mid-20th century masonry additions that project out to the sidewalk.

- *One-part commercial blocks* – One-part commercial blocks are generally one-story tall and consist of a storefront with a high roof or a parapet wall giving the building a more monumental appearance. The Union Trust Bank at the northeast corner of Annapolis Road and Wenburn is the finest example of this type. Constructed of brick, this one-story corner building features a brick watertable, a limestone cornice, and a high parapet. The central entry is highlighted by a shallow portico with a triangular pediment supported by engaged columns on piers. The single door within this entrance is placed under a round-arched transom placed within the pediment. The bank has round arch window openings set off by prominent stone keystones and spring blocks. Inset terra cotta diamonds within the light-colored stone cornice provide additional interest. Other one part commercial blocks on Annapolis Road take the form of projecting pavilions added to residences originally set back from the street. The office components of industrial facilities constructed in the mid-20th century at Cedley and Maisel Streets and on Indiana Avenue also take this form.

- *Enframed window wall* – One extensively altered enframed window wall sits at the southwest corner of Wenburn and Annapolis Road. Constructed as a grocery store, the Westport Foodmarket originally had large plate glass windows extending to either side of a corner entrance. A chrome cornice projected out from the windows below a shallow brick parapet. The adjoining, older 2-story building occupying the lot immediately south of the low corner store has been embraced within the corner block. A large window was inserted in the 1st floor, which was faced with the same brick used in the corner store. The chrome cornice above the storefront unifies both the old and new building.

- *Stealth corner stores and bars* appear within the raised basements of rowhouses in the eastern residential segment of the district. In the late 19th century, the end units of Baltimore rowhouse streetscapes were commonly designed with storefronts for corner stores. Although largely prohibited in zoning codes promulgated in 1923, the raised basements of corner houses along Wenburn and Kent appear to have been adapted for commercial use. The change in grade along these streets provided for full-height raised basements. Doors were inserted in the side facades of end units and window openings added along the side façade and the front façade under porches. While many of the openings and doors have been boarded up for security reasons, some buildings still retain glass block windows and signage signifying earlier commercial use.

*Industrial buildings*

Industrial buildings are located between Annapolis Road and Route 295, at the foot of Indiana Avenue, and Maisel Street at Cedley. For the most part, these are simple utilitarian buildings that have undergone alterations as needs changed. The newer buildings situated on the east side of the district consist of low warehouses attached to one-story office blocks. Examples of industrial buildings include:

- The industrial complex located at 2701 Manokin between Russell Street, Manokin and the Western Maryland railroad tracks is a compound steel-frame building clad in corrugated metal. The complex includes a 1-story office block and a fenced side yard housing materials.

- 2900 Indiana Avenue houses the Caltec Corporation, a cage importer. A ca. 1948 one-story brick office with a central entrance adjoins a much larger one-story brick warehouse on a concrete block foundation. The office building, which has a flat roof, features a terra cotta sill course and lentil course. Single windows to either side of the entrance are now boarded up. While utilitarian in appearance, the warehouse boasts a moderne entry feature on its north façade facing a fenced parking lot. The entry surround is outlined in stone that tapers down from a projecting lintel. The wall between the door and surround is detailed entirely in horizontal stretcher brick.

- Irving Tool & Die Company last occupied the 1-story building at the corner of Manokin and Tacoma that originally housed the Andorfer Long Paint Company. The building has a flat roof and a corner entrance. The building has been covered with formstone in a rock-faced brick pattern with grapevine molding. Earlier decorative window surrounds with dentils and bolection molding are still visible.

- Helfenbein Company at 2825 Maisel is a two-part building at the corner of Cedley and Maisel Streets. This one-story ell-shaped building wraps around a loading area that faces onto Maisel Street. The entrance on Cedley Street features a simple stone surround set at the center of the façade.

Other industrial buildings include the mid-20th century FMB Laundry at 2355 Cedley and two low one-story late 20th century buildings associated with the Maryland Department of the Environment and Waste Management immediately south of the Western Maryland tracks on the east side of Annapolis Road.

*School*

The Westport School, constructed in 1925, is the largest and most impressive building in Westport. It is an excellent example of the Collegiate Gothic schools designed along Beaux Arts principles that Baltimore City constructed in the 1920s. This 3-story building, which faces west onto a grassy park, features a long central block flanked by two end pavilions housing secondary entrances. The highly detailed façade features an elaborate 3-story stone frontispiece highlighting the central entrance. A contrasting stone beltcourse extends around the 2nd floor at the base of the 2nd floor windows. Fenestration consists of windows grouped to establish the rhythm of the long west and south façade. Window surrounds feature stylized quoins. A simple cornice below a parapet extends around the building. End pavilions feature entrances

housed within trabeated surrounds. The stone frontispiece extends above the parapet at the center of the building; the end pavilions have a crenellated parapet. A 1-story mid-20th century gymnasium addition extends from the southeast corner of the school.

*Firehouse and library*

The 2-story, one-bay Tudor revival fire house shares the block with the former Branch 27 of the Enoch Pratt Free Library. Along with the Westport School, these civic buildings signal the arrival of municipal services to this recently annexed area. Designed by Herbert C. Aiken and Carll F. Strohmeyer, the fire house was constructed in 1923. The compact square block, which has a hose tower rising from its northwest corner, is highlighted by a brick and stone frontispiece that articulates its front façade. The building, which is topped by a raised parapet and flat roof, features a basket-arched truck bay below an arched tripartite opening that houses recent one-over-one windows. Stylized stone pilasters rise to the cornice of the building on either side of the door and window. The pilasters frame brick shafts that terminate in an arch below the simple capitals. "Baltimore Fire Dept." is incised at the top of the frontispiece in the secondary cornice below the parapet. A simple stone watertable and cornice extend around the building. Header and soldier courses add emphasis to the simple watertable and cornices. The fire house boasts decorative iconography that relates to its function, executed in stone. Stylized fire hoses drape from the keystones above the arched shaft of the pilasters and the engine bays. Engaged fireplugs form the keystones incorporated within the arched tops of the pilasters. Sculpted fire helmets are inset with the secondary cornice that tops the frontispiece.

The refined execution and domestic Colonial Revival style of the Enoch Pratt Free Library Branch immediately to the south contrasts with the more masculine firehouse. The 1-story library, which is constructed of Flemish bond brick, features brick side gable walls and a central lantern rising from the gable roof. The frame entry surround for the central entrance extends to the roof line. There are projecting frame bay windows that once housed multiple-pane glass to either side of the door. The building has been converted to a church. Windows are now boarded up and a back-lit cross surmounts the lantern.

*Churches*

No purpose-built churches survive in Westport. A number of buildings and groups of buildings along Annapolis Road have been adapted to storefront churches. These churches typically feature blank 1st floor walls unifying the facades of disparate buildings. The True

Holiness Church of God occupies a former store at the southwest corner of Manokin and Annapolis Road. The New Jerusalem Deliverance Temple, the largest of these adapted buildings, occupies four buildings at 2330-34 Annapolis Road. The church extends from a 2-story brick corner store to a 2-story setback rowhouse at the south end of the complex. The primary entrance to the church is situated in a recent 1-story building at the sidewalk property line adjacent to the setback rowhouse. Both the highly visible side wall and front of the rowhouse are painted white. The 1st floor of the two brick buildings to the north is painted the same white as the 1-story building, unifying all of the buildings into a single façade at the street level. The Unity Tabernacle of God occupies a 1-story storefront with a decorative concrete screen façade at 2314 Annapolis Road.

**Integrity Considerations**

*Changes to buildings*

Buildings in Westport have undergone a variety of changes related to abandonment, security concerns, and changes in use. Both residential and commercial buildings have been altered in ways that are common to these types in Baltimore. Abandoned buildings are gutted or boarded up. Enclosed ground floors and sealed windows on commercial buildings and sealed basements in houses provide evidence of the neighborhood's downward slide in the late 20th century.

Changes that are typical of continuously occupied rowhouses include changes to the rear of the rowhouses to repair non-masonry elements, replacement of wood steps and porches with metal, concrete, or concrete block, and replacement windows. Formerly unpainted rowhouses have been painted and some houses have been covered with formstone, often a sign of home-ownership and continued occupancy. The first floor porches of a few houses have been enclosed.

A particularly noteworthy example of a house that has been covered in formstone is 2241 Sidney Street, the Ravens House. The owner of this house has not only covered the façade in formstone, he has transformed the facade to reflect his love of Baltimore's professional football team and its defensive back, Ray Lewis (No. 52). Formstone has been carefully placed below the cornice of this early 20th century façade, which is adjacent to a vacant, boarded up rowhouse. The formstone has been painted white and the architectural elements of the façade highlighted in the Ravens colors of purple and gold. Quoins along the side of the building,

segmental arches above the windows, the corbelled hood mold above the door, and the quoins of the door surround have been highlighted in alternate bands of purple and gold. The owner has painted a shield combining the Maryland state flag with "Ravens" and the initials "BR" in the transom above the door. The Ravens' logo has been placed on shields below the cornice brackets, also painted in alternate colors of purple and gold. The owner has placed "52" between the 2nd floor windows and "BALTIMORE RAVENS" across the façade between the 1st and 2nd floor. A shallow porch extends across the front façade. A banner proclaiming "RAVENSTOWN" drapes from the porch. Decals embellish the windows. The porch also supports a floodlight that illuminates the façade at night.

Rowhouses and four-squares on Annapolis Road have been altered for commercial and institutional use. These changes are discussed in the section under commercial buildings. Commercial buildings incorporate new or enclosed storefronts that reflect changing taste and security concerns. Changes that convert commercial and residential buildings along Annapolis Road to institutional use are also discussed in the section on churches.

*Changes to the district*

Changes to individual buildings pale in comparison to the effect the construction of Route 295 and the elevated light rail have brought to the overall form of this area. These changes have split the neighborhood in two disrupting the physical sense of its historic context. The Russell Street and Waterview Avenue interchanges, constructed to late 20th century transportation standards, have obliterated any sense of pedestrian scale. Similarly, the light rail forms a physical barrier between the residential streets of the district and Kloman Street and a visual barrier blocking general views of the Westport Power Plant that once dominated the waterfront. The elevated portion of Interstate 95 and its elevated Interstate 395 interchange form a visual barrier that separates Westport from the fabric of the city to the north.

*Contributing/non-contributing buildings*

Over 95% of the properties included within the boundaries of the Westport Historic District contribute to the district. Non-contributing properties consist of buildings that are less than fifty years old and earlier buildings that have been so radically altered as to be unrecognizable. With few exceptions, most of the contributing buildings appear on the 1951 Sanborn Map. Maryland Assessment records provided the date of construction for many of the contributing

buildings constructed during the 1950s. There are 15 non-contributing properties in the district as well as empty lots created by demolition or abandonment.

For the most part, the buildings that have experienced the most change are structures on Annapolis Road. Many of these changes took place within the period of significance of the historic district. Storefront alterations and changes such as covering openings to improve security are typical of commercial buildings. Dwellings on Annapolis Road have been substantially altered, typically by the addition of projecting one-story storefronts, to convert them to commercial use. Since the upper story and roof of these dwellings are still visible permitting the building to read as a record of change over time on this commercial strip, these buildings contribute to the historic district. A third type of major alteration on Annapolis Road is the conversion of early to mid-20th century buildings into storefront churches. As with the conversion of dwellings into commercial use, these changes can involve projecting first floor additions and infill that unifies formerly distinct structures into a single property. As with the storefront alterations, these changes relate to the evolution of Westport in the 20th century.

Covered buildings are considered to contribute until such time as the covering is removed and the building demonstrates insufficient integrity to contribute to the district, in accordance with "Evaluating Deteriorated, Damaged, or Previously Altered Buildings within Registered Historic Districts," issued by the National Park Service. Typically, if the appearance of the historic facades visible from the street has been irretrievable lost, then the building no longer possesses sufficient integrity to contribute to the sense of the historic environment of the Westport Historic District.

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## SUMMARY SIGNIFICANCE

Westport, a neighborhood that Baltimore annexed in 1918, is a self-contained industrial village that has survived far-reaching physical and cultural changes over its existence. From its beginning as a late 19th century agricultural area settled by the Maryland-born children of German immigrants, Westport developed to become a working class neighborhood in the 20th century. Well into the mid-20th century Westport was a stable settlement characterized by long-time residents. In addition to this German American core, Westport added new residents from other states and immigrants from other countries as the Carr-Lowrey Glass Works expanded and intensive residential development took place after the 1918 annexation. Westport can claim its share of famous sons, including Baseball Hall of Famer Al Kaline and noted movie theater historian Robert K. Headley.

In the mid-20th century, Route 295, now a six-lane limited access road with interchanges at either end of Westport, irrevocably split the neighborhood and compromised its historic pedestrian scale. Public housing immediately to the west changed the former demographic of homogeneous, long-term residents. By the early 1970s, Westport was a blighted neighborhood. Industries along the waterfront declined and ultimately abandoned their plants. Nevertheless, despite these changes, Westport retains a distinct physical identity.

## RESOURCE HISTORY AND SIGNIFICANCE

### Overview of Development Patterns in Westport

*Early settlement*

Until the 1918 annexation, Westport was a part of Baltimore County, situated on its northeastern edge near Anne Arundel County. Westport's location along the west side of the Middle Branch of the Patapsco immediately south of Gwynns Falls served to isolate it until the 20th century. In the early 18th century, British settler John Moale held a number of tracts on the Middle Branch. Moale founded the Baltimore Company and constructed an iron furnace at the mouth of Gwynns Falls that operated until the Civil War.[1]

[1] The natural harbor at the Middle Branch might have served as the original settlement of Baltimore had Moale not believed that iron mining was more lucrative than real estate speculation.

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While the land forming the natural harbor along the Middle Branch was always accessible to Baltimore City by water, land access proved more challenging. By 1836, Harmon's Three Cent Bridge spanned Gwynns Falls, providing land access from Baltimore City to the south bank of Gwynns Falls. Two major roads, the Baltimore Annapolis Road (now Annapolis Road) and Fish House Road (now Waterview Avenue), extended around the southwest portion of the Middle Branch. The rural area south of Gwynns Falls was relatively inaccessible to outsiders until the introduction of streetcars in the early 20th century. In 1871, members of the Sharp Street Methodist Church purchased land southeast of the intersection of Annapolis Avenue and Hollins Ferry Road. The land they purchased at Hollins Ferry Road and Annapolis Avenue became Mount Auburn Cemetery, a cemetery for people of color.[2]

*Railroads and roads*

Westport's location near the junction of roads and railroads connecting Baltimore, Washington, and Annapolis influenced both its residential and industrial development. As both road and rail traffic were channeled to bridges crossing Gwynns Falls and the Middle Branch, Westport's site became the junction of various main lines and spurs, particularly for the B&O Railroad, which crossed Gwynns Falls at Manokin Street and Paca Street. The Western Maryland Railroad accessed the railroad yards at Port Covington through its bridge that crossed the Middle Branch immediately below Gwynns Falls. Tracks ran down Kloman Street with rail spurs running into the various manufacturing plants. By 1898, the Annapolis Short Line Railroad, which owned a large site north of Clare Street, opened their Westport Station, a brick building near the present location of Manokin and Cedar Streets.[3] The Washington Baltimore & Annapolis Street Railway threaded its way into Baltimore through Westport along the present Route 295 corridor. These various forms of transportation reduced the historic isolation of the land along the Middle Branch. Improved transportation facilitated both residential and

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[2] J. Gordon Melton, *A Will to Choose: The Origins of African American Methodism*, p. 65. Sharp Street Church, founded in 1802, was among the first churches in the country founded by free African Americans. Dedicated to the African American community, the Sharp Street Church established the seminary that would later become Morgan State University. The congregation also recognized the need for a burying ground that would accept its members. The Mt. Winans Church was an offshoot of the Sharp Street Church's mission to the Mount Auburn cemetery and the African American settlers at nearby Hullsville. The Sharp Street Church established what would become Mount Winans United Methodist Church, outside the boundaries of the Westport Historic District, as a place of worship associated with the cemetery. The Mount Winans church later became an independent congregation.

[3] 1898 Bromley Atlas of Baltimore County.

industrial development by providing public transportation for Westport residents who were no longer limited to jobs within walking distance of their homes and by increasing the labor force available for local manufacturing.

*Land use patterns and the emergence of Westport*

During the 19th century, land use patterns in what would become Westport and its surroundings reflected the importance of agriculture and fishing. By the late 19th century, the area offered a blank state for future development. Land use along the Middle Branch exhibited a pattern found in other areas of Baltimore County immediately outside the city. The Westport area offered large parcels of undeveloped land in close proximity to both rail and water transport that were attractive to growing companies, industries that needed a large footprint, and manufacturing works dependent on water and rail transportation for raw materials and for the coal that powered their operations. Industrial development located near the water appeared before rowhouse settlement.

In addition, less desirable land uses prohibited within city limits located immediately outside city boundaries. Mount Auburn cemetery is typical of these types of uses. The lowlands along Gwynns Falls and the Middle Branch were irresistible magnets for fill. A sprawling dump, which continued to operate until the mid-20th century, developed along Gwynns Falls. Much of the debris from the Great Fire of 1904 filled in the banks of the Falls. Industrial concerns expanded their shoreline property with ash and other waste products from industrial processes.

The name "Westport" first appears in connection with this area on the 1898 Bromley Atlas of Baltimore County; the U.S. Manuscript Census for 1900 enumerates "Westport" as a distinct settlement. While the Hopkins 1877 Map of Baltimore County shows a vacant area with a single road, the 1878 Hopkins Map of Anne Arundel County shows the area south of Gwynns Falls laid out with potential streets and poised for development. The 1878 map included most of Westport north of Indiana Avenue within a single irregularly shaped parcel under the ownership of the South Baltimore Company. The street grid, which follows the configuration of surviving streets, extends well below Fish House Road (the present Waterview Avenue). Named streets articulated with dotted lines extend out into the water, suggesting an early expectation of later fill.

By the end of the 19th century, only a handful of scattered buildings were in place. Most of the immediate area was devoted to vegetable farming. In 1940, long-time resident William A. Muhl recalled that the only dwellings present when his family arrived around 1880 were Christian

Muhlbach's farmhouse between the present Annapolis Road and the river and a row of eleven small houses "down near the old glass factory."[4]

Westport ultimately developed into three basic land use segments bisected by the Annapolis Road corridor, a mixed-use zone. There was a large industrial area along the water, rowhouses on the east side of Annapolis Avenue and on streets to either side of the school, and an amorphous zone between Annapolis Road and Route 295. The first to develop was the industrial area along the water east of Kloman Street. Industrial operations also came to occupy most of the northernmost part of the district east of the houses along Annapolis Road and north of Eyon Street and curved around the southern part of the district immediately north of Waterview Avenue. Annapolis Road, earlier known as Maryland Avenue, served as the spine of the neighborhood and the site for residential, commercial, and institutional uses. In contrast to the rest of the neighborhood, the wedge of land between Annapolis Road and the cut for the street railway (what is now Route 295) contains irregularly shaped lots and developed in a piecemeal fashion with a blend of residential, commercial, industrial, and automobile-related uses.

There are three distinct rowhouse zones. The largest is the land between Annapolis Road and Kloman Street, which by 1928 was developed into streetscapes of rowhouses – all facing the long side of narrow blocks. A second fragment of rowhouses clustered along Sidney Street and Waterview Avenue south of Waterview Avenue. The third zone of development that was built after the Westport School was constructed in 1924 is located west of what is now Route 295 on Westport and Maisel Streets.

**Industry and Workplaces**

Industrial development fueled Westport's growth. Beginning with the Carr-Lowrey glass works, the shoreline along the Middle Branch proved attractive for heavy industry. Water transport furnished the massive quantities of coal that produced the high temperatures to manufacture glass, to fabricate structural steel, and to run power plant turbines. The shoreline offered a convenient place to deposit ash and industrial waste. Finished products could be

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[4] Lee McCardell," John Moale started something...," *Evening Sun*, 5 December 1940, p. 49. The small houses to which Muhl refers may be the cluster of rowhouses, demolished by the 1950s, in the northeastern section of the district. These frame and brick rowhouses occupied the north end of the Cedar and Kloman at Clare Street. There was a second glass factory near the Novelty Steamworks site.

shipped out by rail or water. Other industries such as the brick yard and broom factory took advantage of large parcels of undeveloped land near rail and water transportation. As automobile and truck transport became more important, smaller industrial concerns located in the area between Annapolis Road and the street railway (now Route 295). Automobile-related concerns took advantage of proximity to Baltimore and traffic along Annapolis Road.

*Glass works*

In 1889 Samuel L. Carr and William W. Lowrey established a glass works just north of Smith's Cove at the foot of what is now Maisel Street. The Carr-Lowrey factory (B-1062) manufactured pharmaceutical and cosmetic bottles.[5] In the Bromley Atlas of 1898, another small, unnamed glass factory was present immediately south of Gwynns Falls. The vignette of Westport in the map for "Lowrey P.O." likely reflects the importance of the bustling glass works to the area. The 1900 census reveals the glass works were Westport's major employer. Most of the men worked at glass factories.[6] Unlike other occupations the census enumerator lists, occupations in the glass business reveal gradations: glass blower, glass blower apprentice, glass mold maker, batch maker, mold polisher, stopper grinder, assorter, and glass gatherer. Even less skilled occupations such as laborer, packer, watchman, lamp worker, mold cleaner, and sherrier specified that the person worked in the glass house. For the most part, these workers were men under the age of 40 who rented their houses. Only one woman, 17 year old Florence Lilly whose father and brothers worked at the glass house, was employed there, working as a packer. The pull of the glass factory can be seen in sons living at home who worked in the glass factory rather than in their fathers' occupation. Although Robert Vanskiver was a fisherman, his three sons were apprentice glass blowers. Because of the intense heat required to operate the glass works, the plant would close in May and reopen in the early fall.[7]

In the first decades of the 20th century, the Carr-Lowrey Glass Works expanded, more than doubling the size of their plant and incorporating provisions for automated bottle blowing machinery in the first decades of the 20th century. As operations grew, skilled workers from established glass working centers in New Jersey and Pennsylvania moved into Westport.[8]

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[5] Dennis M. Zembala, ed. *Baltimore: Industrial Gateway on the Chesapeake Bay*, pp. 61-62.

[6] In addition to the second, unnamed glass factory depicted in the 1898 Bromley Atlas, Swindell Bros. operated a glass factory in Baltimore City a short distance across Gwynns Falls from Westport at the Russell and Bayard Street location of the motel.

[7] Interview with Louis Demely, 25 November 2008.

[8] Interview with Louis Demely. Demely's grandfather, who worked in Pennsylvania and New Jersey, was recruited to work in Baltimore.

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Despite automation, the growth of the business continued to fuel employment. By the end of World War II, Carr-Lowrey faced more competition at home and abroad, particularly from the increasing use of plastic products. In 1999, the Carr-Lowrey Company continued to operate with the intervention of Baltimore's Abell Foundation, which loaned them $6.85 million to keep creditors at bay. In 2003, the "cornerstone of the Baltimore glass industry" declared bankruptcy; the Abell Foundation was its largest creditor.[9]

*Steel fabrication*

By the early 20th century, the Lauer & Harper Iron Works replaced the unnamed glass works that the 1898 Bromley Atlas showed at the northernmost five acre industrial site between Gwynns Falls and the Western Maryland Railroad between Kloman Street and the Middle Branch. Established in 1900 by W.J. Lauer and Isaac O. Harper, the business specialized in structural steel for buildings and bridges, supplying 50 tons of finished products per month. The company held contracts for the Dickeyville Bridge, Wilkins Avenue Bridge, and Severn River Bridge and supplied the structural steel for the Maryland Institute, the George Gunther, Jr. Brewing Company, Crown Cork & Seal, and the Baltimore Custom House. The company maintained a plant in Westport through 1915.[10] In 1916, the company joined forces with Chesapeake Iron Works. Chesapeake Iron Works, which had occupied a nearby plant at Severn and Bayard, manufactured ornamental and structural cast and wrought iron. By 1926, Chesapeake Iron Works had folded and the site was sold to the Novelty Steam Boiler Works.[11]

The Baltimore Novelty Steam Boiler Works, founded in 1905, was formerly located in small buildings in the 900 block of South Howard Street. The company manufactured the "Arrow Unconditionally Guaranteed Tank," which was shipped throughout the U.S. and overseas. The volume of production led the company to abandon the steam power plant, installing an electrical system that made the company one of Baltimore Gas & Electric Company's largest users.[12] The site remained in use by McNamara Fabricators and other metal fabricating firms through the end of the 20th century, when it functioned as a salvage yard.

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[9] Robert J. Terry, "Bankrupt Carr Lowrey to pay back Abell first," *Baltimore Business Journal*, 18 June 2003.
[10] Isidor Blum, *Jews of Baltimore*, p. 286; Bromley Atlas of Baltimore, 1915.
[11] Maryland Inventory of Historic Properties Form for the Novelty Steam Boiler Works (B-1097).
[12] Maryland Inventory of Historic Properties Form for the Novelty Steam Boiler Works (B-1097).

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*Brick yards*

For many years Westport was home to substantial brick yards that took advantage of its vacant land and transportation advantages. By the end of the 19th century, there was an expansive brick yard up the hill from the Carr-Lowrey Glass Works. The complex extended north for three blocks from the present intersection of Waterview Avenue and Sidney Street.[13] By 1915, the brick yard left the site. F.O. Singer, Jr. constructed rowhouses on much of the land the brick yard occupied between Indiana Avenue and Kent Street.

Later, the Westport Paving Brick Company located on Waterview Avenue at the southwestern corner of the Middle Branch. The large plant had 18 brick kilns as well as a plant building. The company, which had their own shipping pier extending into the Middle Branch, dug clay from the banks of Cherry Hill. Products included vitrified brick and paving bricks supplied to Baltimore City. The company was in business through 1941. In 1946, Sexton Foundry and Manufacturing Company acquired their plant at Fish House and Annapolis Road.[14]

*Westport Power Plant*

In 1905, the Consolidated Gas, Electric Light & Power Company began construction of their massive Westport Power Plant (B-1062). Said to be the largest reinforced concrete generating station in the world, by 1908 the power plant produced all of the company's electricity. The company chose the Westport site because of its proximity to the harbor and the B&O and Western Maryland railroads. Unlike most buildings constructed in Westport to that date, the power station had a dignified appearance comparable to major public works projects in the city. Despite its utilitarian function, the well-proportioned structure exhibited classical detailing such as monumental thermal windows, cornices, and recessed panels. Its operations extended across Kloman Street. The power plant's large filter pond, filter house, and gas tanks occupied the block below the Western Maryland rail tracks bounded by Sidney and Kloman Streets.[15] By the end of the 20th century, the Westport Power Plant functioned only to generate additional power during peak periods.

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[13] 1898 Bromley Atlas for Baltimore County.
[14] Louis Demely, "Westport," pp. 2-3 and Enoch Pratt Vertical and Query Files.
[15] *Baltimore: Industrial Gateway*, p. 61 and 1914 Sanborn Fire Insurance Map

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*Other industries and manufacturing concerns*

Other operations were spread out near the water. During the early 20th century, the Westport Veneer and Basket Company occupied a sprawling frame complex that included a saw mill on the north side of Fish House Road (Waterview Avenue). This concern, which may have become Apex Wood Products Co., manufactured wooden baskets used by produce markets. Because they operated their own saw mill, they also produced fine wood shavings known as excelsior, often used for packing material. In the mid-1940s the company moved to the Eastern Shore after a fire destroyed most of their equipment. In 1914, agricultural uses were still present. L. Strunz, a florist, still maintained a range of four green houses on the south side of Waterview.[16]

The S.A. Ripple Broom Factory occupied a large two-story building that extended from Clare Street to the railroad. Long-time resident Louis Demely recalled:

> The first floor was used for storage, and manufacture was done on the second floor. Broom corn, usually from Mexico was brought to the plant on a railroad siding. To kill weevil in the corn, it was placed in a low building in back of the plant with cans of burning sulphur. An amusing method of shipping was used. The finished brooms were dropped in bundles out of a second floor door onto the tailgate of a truck, and then stacked inside.[17]

The factory closed in the 1950s; Baltimore Gas & Electric Company then took over the property.[18]

Founded by a German cabinetmaker in 1907, C.O. Wurzberger & Sons moved to 2600 Annapolis Avenue across from Mount Auburn Cemetery just outside the historic district in 1937. The new 28,000 sq. ft. plant was not far from its 1910 location in Mt. Winans near C.O. Wurzberger's residence. The firm began its work in architecture and industrial millwork in 1922. A major fire destroyed the plant on July 4, 1944. The plant was rebuilt and the company remained in operation until the 1970s. Westport also embraced more modern means of production to supply the builder's market. Miller Metal Products manufactured metal kitchen cabinets in their plant occupying the trapezoidal site at Russell and Tacoma Streets, at the current location of Fitch Janitorial Supplies.[19]

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[16] 1914 Sanborn Fire Insurance Map and Louis Demely, "Westport," p. 3.
[17] Louis Demely, "Westport," p. 3.
[18] Demely, p. 4.

By the 1930s, City Directories show several contractors and Melvale Equipment & Supply Company, which sold building supplies, were located at the north end of Annapolis Road. A vending machine repair operation, a metal cabinet manufacturer, and the Andorfer-Long Paint Manufacturers were also situated in Westport. The 1951 Sanborn Fire Insurance Map shows that many of these businesses including the Wurzburger Company, the S.A. Ripple Bros. broom factory, a vending machine repair operation, the Miller Metal Products Company, and the Andorfer-Long Paint Manufacturers remained through the mid-20th century.

*Automobile-related concerns*

As early as 1928, the L.B. Duke Motor Company occupied a 100 ft. x 82 ft. parcel on Tacoma Street, foreshadowing other automobile-related businesses that would locate in the amorphous triangular zone between Annapolis Road and the street railway track bed that ultimately became Route 295. By the 1930s, automobile-related concerns also appear on Annapolis Road. Ricktor Brothers Automobile Repair Service operated a shop immediately north of the Western Maryland Railroad tracks on the east side of the street.[20]

**Annexation and the Physical Development of Westport**

*Westport before annexation*

It took some time for Westport's residential development to match its industrial growth. In addition to Westport's isolated location, the politics of annexation in the first two decades of the 20th century and the introduction of municipal zoning in the 1920s created a climate of uncertainty for real estate developers.

In the late 19th and early 20th century, the higher ground offered a more attractive area for settlement than the marshy lowlands near the water. (An unidentified historic map from 1851 shows the Westport area as a "region of Intermittent & Remittent Fever."[21])

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[19] "Wurzberger & Sons Mark Golden Anniversary," *Baltimore*, April 1957 (EPFLVF); *Baltimore*, July 1942; Demely, p. 4. See also *Power Pictorial* 44, Feb. 1940 p. 11 for illustration.

[20] City Directories.

[21] Map reproduced in Barry A. Lanman, *Halethorpe Heritage: A Story of a Maryland Community Halethorpe*, p. 19.

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The village was characterized as "a wilderness" by one newcomer in the years before World War I. The Sanborn Fire Insurance Map of 1914 depicts a large, sparsely settled region. Settlement was strung out along Maryland Avenue (Annapolis Road), concentrated in the area immediately south of Gwynns Falls and adjacent to rail stations. Although Westport viewed itself as a country village, semi-detached brick rowhouses appeared along Maryland Avenue (Annapolis Road) by the first decades of the 20th century. The types of activity found at the water's edge and in the lowlands demonstrate how this area tended to attract marginal uses. The 1914 Sanborn Map shows clusters of fishing shanties next to the water at Smith Cove; gypsies were also known to camp there.[22]

The earliest rowhouses were appropriate for a new suburban village in a formerly rural area. Double rowhouses set back from the street featured ample side yards. Porches wrapped around the fronts of the houses. The side yards and the relationship of the massing of the building and the surrounding open space give these buildings a quaint, suburban appearance, especially when compared with the continuous rows of houses erected after the 1918 annexation.

While the present street grid was in place by the early 20th century, only two continuous rows of houses had been constructed before 1914 – the 15 rowhouses on the north side of Sidney Street between Manokin and Wenburn and a row of 11 similar houses on the south side of Sidney between Kent and Wenburn. These rowhouses may have been less speculative than their appearance would indicate. The north side of Sidney was known as "New Jersey row" since it was occupied by the skilled workers Carr-Lowrey recruited from glassworks in Pennsylvania and New Jersey.[23]

The small real estate developers who constructed rowhouses in Westport may have been waiting to determine when annexation would provide city services to the neighborhood. Through the late 19th and early 20th century, Baltimore City expanded its boundaries through annexation. While the political process in the General Assembly meant that the annexation process could take years, the prospect of annexation was in the air from the first decade of the

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[22] Harold I. Silverman, "Discovery of iron kept Westport from being hub of Baltimore," *Baltimore American*, 14 September 1958.

[23] Interview with Louis Demely.

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20th century.[24] Although Baltimore City residents paid much higher taxes than county residents, the city provided them with running water, sewers, police patrols, and fire departments.

Even before annexation, Westport was poised for the type of large-scale rowhouse development formerly confined to the city limits as improvements in roads and streetcar and rail transportation made the village less isolated. The Three Cent Bridge across the mouth of Gwynns's Falls, which had served the area for close to 100 years, was replaced. In 1914, the Hanover Street Bridge, connecting the north and south banks of the Middle Branch, was constructed. The industrial growth along Westport's waterfront alone provided a ready market for new rowhouses designed for the working class.

*1918 Annexation & Westport's growth spurt*

Westport's interest in becoming a part of the city was secondary to the city's determination to expand around the harbor. Baltimore City required control of the land around the Middle Branch to develop the industrial base of its 20th century economy. The destruction of the Inner Harbor piers in the Great Fire of 1904 intensified discussion about the future of the port to the fate of the city. The construction of the Panama Canal, which began in 1904 and opened in 1914, made planning for the harbor's future even more urgent. Baltimore's vision for the entire harbor formed by the Patapsco made annexation of land in Baltimore County and Anne Arundel County south of the city a high priority.

The 1920s was the period of Westport's greatest physical growth. The industrial facilities east of Kloman Street continued to expand their operations and Westport's streets began to fill with uniform blocks of rowhouses. Prior to new development, Baltimore City's 1920 school survey characterized dwellings in Westport as "good rental type homes" with "poorer flats." As late as 1923, clusters of frame shanties remained in isolated locations near the water south of the Carr-Lowrey Glass Company.

Within five years of the 1918 annexation, the blocks on the east side of Annapolis Road were lined with rowhouses. The 1928 Real Estate Assessment Guide shows that a number of smaller builders constructed houses in Westport. Frank O. Singer, Jr. and the Singer Construction Company appear to have been the most active, constructing all of the rowhouses on the west side of Patapsco (Sidney) Street as well as the rowhouses on First (Maisel) Street and most of the

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[24] By the second half of the 19th century, Maryland law required the consent of the population in the annexed area.

rowhouses on Indiana Avenue. Singer, whose father operated a successful plumbing business, also controlled land along Cedar (Cedley) Street. On the west side of Westport, the Westport Building Company constructed the houses on Westport Street. The Lohmuller Building Company was in the process of constructing rowhouses along Cedley Street between Manokin and Wenburn as well as the rowhouses bounded by the B&O right of way on the east side of Cedley between Manokin and Wenburn; Harry Dubbelde finished six of the 12 houses on the west side of Cedley south of Kent Street.

Westport's 20th century rowhouse developers incorporated amenities that the market demanded by this date, adapting them to the budget of working class owners. All of the rowhouses constructed after annexation had front porches and small front yards.[25] The frame second floor bay projecting from the rear façade was an economical means of providing additional square footage and cleared space on the small lots for a garage or additional work space. Front steps and porches were constructed of wood; pressed metal cornices were simple. Only a few of the houses appear to have boasted stained glass transoms.[26] While adopting outward conventions of the daylight rowhouse such as the front porch and expanse of windows, at 14 ft. wide most of the rowhouses were too narrow to be true daylight rowhouses.

The land on the west side of the Maryland Electric Railway wasn't developed until 1927-28, after the construction of the school. By 1928, the Westport Building Company had constructed the rowhouses on the north half of Westport Street, selling half of them. Development proceeded south from Maisel Street, illustrating the importance of the bridge over the railway connecting the eastern and western sides of the neighborhood. These houses had more generous lots (15 ft. x 86 ft.) and higher tax assessments than the houses west of the Maryland Electric Railway, ranging in value from $3710 to $4710 (No. 2403).[27]

By the end of the 1920s, Westport had developed into its present physical form. Industrial uses occupied the land along the water to the east and along the northeast corner of the neighborhood. Streetscapes of uniform rowhouses lined the long face of blocks on Sidney, Cedley, Indiana, and Maisel. The corner stores incorporated at the ends of several blocks show

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[25] Municipal regulations after the Great Fire of 1904 prohibited front steps from extending onto the public sidewalk.

[26] Boards over doors and transoms make it difficult to make conclusive statements about the absence of this popular amenity. Stained glass transoms are visible at 2307 and 2309 Annapolis Road between Kent and Maisel.

[27] 1928 Assessment Directory, p. 542.

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that Westport remained a walking village even after the introduction of the automobile. Because newly established zoning discouraged traditional corner stores, many of these establishments occupied raised basements in end rowhouses that were otherwise virtually identical to the others on the row.

Annapolis Road retained its residential character with rowhouses predominating along its east side and increasing commercial use on the west. The wedge of land between Annapolis Road and the street railway tracks reflected piece-meal development of individual lots or groups of lots along Tacoma Street and the side streets extending west from Annapolis Road with free-standing houses, small industrial concerns, and the Swindell Methodist Church in close proximity.

Rowhouse development had taken place in the face of daunting odds against residential living conditions – a tribute to the community that flourished alongside Westport's heavy industries. Industrial expansion proved both a blessing and a curse. As the concerns along the water expanded, new zoning for Westport's enticing industrial location conflicted with the manner residential development had evolved.[28]

Early 20th century maps and physical evidence show that the land west of Annapolis Road and the north end of Annapolis Road within closer walking distance to Baltimore served as the first preferred location for residential settlement. Indeed, both the early school house and the Swindell Methodist Church were situated in the sliver between Annapolis Road and what is now Route 295. Industrial development magnified the attractiveness of the higher ground near the street railway. Even with prevailing winds from the west, the 24 hour a day coal-burning power plant, the unrelenting hum from its turbines, the iron smelting operations, and glass factories would not have made the most appealing neighbors. In the days before air conditioning, living in the area east of Annapolis Road was a noisy, sooty proposition.

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[28] Buildings that depart from what became the established pattern of Westport streetscapes provide insight into how Westport developed. William Cragg constructed the gable-front frame house at 2047 Annapolis Road at the south end of the 2000 block of Annapolis Road in 1917. Cragg owned the adjacent double rowhouse, constructed in the late 19th century. He operated a coal yard, which appears on the 1914 Sanborn Insurance Map, on the large property between his rowhouse and the railroad tracks. When he left the coal business, he had a parcel of land large enough for a detached house and sufficient space for an orchard and gardens. Because Cragg constructed the house before annexation, he was not subject to Baltimore City municipal regulations dictating brick construction. Cragg family descendents continue to occupy the house. (Interview with Louis Demely, grandson of William Cragg.

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> For Westport itself, it was almost like living near an active volcano. Along with the dense plumes of smoke that often issued from [the stacks of the Westport Power Plant] came the grainy, black cinders that rained down on the area. Residents called it soot, … actually small pieces of partially burned coal, it covered everything. One could look up the hill on Annapolis Road and easily see who had taken a broom to his sidewalk. The only salvation was for a brisk northwest breeze that carried the particles out over the river.[29]

*Zoning and the shape of development in Westport*

Baltimore's zoning directly affected the appearance and development of Westport. After the 1918 annexation, Baltimore became increasingly interested in land use zoning, a planning tool first used in New York in 1916. Even though the prospect of much of Westport being zoned for commercial or industrial use was clear when the zoning ordinance was first passed in 1923, legal challenges clouded the authority of zoning regulations. When court decisions eliminated all uncertainty, the impact of zoning on Westport became clear.

The 1928 Use District Map of the Zoning Ordinance (Attachment G) shows virtually all Westport and the area surrounding it reserved for industrial use. Baltimore had gone forward with the annexation of the land south of Gwynns Falls and the Middle Branch to control the harbor. The Use District Map shows the city's commitment to industrial uses along the water. From Port Covington and its rail yards, to acres of land on either side Gwynns Falls and the mouth of the Patapsco, industrial use dominates the waterfront and areas to either side of rail corridors. The tidy rowhouse neighborhood that had developed between Annapolis Road and Sidney Street is zoned "first commercial," rather than residential. The only streets in Westport that Baltimore zoning reserved for residential use were Tacoma, Maisel west of Tacoma, Westport Street, and Nevada Avenue – with the exception of Tacoma, the streets associated with Westport School and the park to the west. The commercial zoning along Annapolis Road is spotty – extending from Manokin to Waterview Avenue and picking up again outside the industrial district below the Curtis Bay branch of the B&O.

Consequently, the triangular sliver of land bounded by Annapolis Road and the Maryland Electric Railway (approximately at the location of Route 295) settled into commercial and industrial use, with residential buildings remaining in the mix. The heterogeneous land use

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[29] Louis Demely manuscript, p. 2.

pattern may be due to the isolation, small size, and odd shapes of these blocks, which did not lend themselves to uniform residential development. As late as 1928, numerous parcels still remained under the control of the South Baltimore Company. The desirable high ground well away from the industrial uses along the water became an amorphous zone. As early as 1928 the L.B. Duke Motor Company occupied a 100 x 82 ft. parcel on Tacoma Street foreshadowing other automobile-related businesses that would locate here, just a few yards from the Swindell Methodist Church.[30]

## Westport's People

*Early settlement*

Westport housed a close-knit community that evolved from an early base of agriculture and fishing. Settled by first and second generation German Americans, Westport remained home to a native, Maryland-born population through World War I. The industrial and residential growth that transformed Westport after the 1918 annexation attracted a more heterogeneous population that then became assimilated into the community. Despite the drawbacks of living in an isolated, industrial zone, until the latter half of the 20th century, families that settled in Westport stayed in Westport through several generations.

The U.S. Manuscript Census for 1900, the first to refer to Westport by name, portrays a largely homogeneous population. The Westport census tract extended beyond the present boundaries of the district. Nevertheless, of the some 150 households enumerated, the population was remarkably uniform in character being almost entirely white, Maryland-born, and of German descent. Only six black families appear. The Rittenhouse and Gehb households, both farming families, were the only residents with house servants. Most people were renters with almost all of the men employed in factory work.[31] While most men worked in the glass industry, others were box makers, brickyard laborers, railroad laborers, and telegraph linesmen. There were

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[30] 1928 Assessment Directory, p. 627.

[31] The list of people who owned their home free of a mortgage is particularly interesting since these people do not follow occupations that are representative of the general population. These people include German natives Christian Reinert, a grocer, John Bauerlein, a milk wagon drover, and John Muhlbach Sr., also Mansfield Cooksey, a coal dealer, John Muhlbach, Conrad Muhl, and James Bradley, saloon keepers, George East, a bartender, John Kramer, a grocer, and John and Frank Kirby, both contractors whose parents were born in Maryland. Frequently these households are found adjacent to one another or on the same page of the census.

also a few in construction-related trades; skilled first-generation German immigrants also appear.[32]

The census tract still retained close to 20 farms, many of which were in proximity to one another (likely outside the present Westport boundaries); the occupations of several residents suggested the beginnings of a community large enough to support several saloon keepers, doctors, merchants, and one 14 year old actor. Many of the families with long association to Westport were present by 1900. The census enumerates numerous households with the surnames Muhl, Kramer, Lathe, Stiles, and Lear, names that continue to appear in the city directories and manuscript census through the 1930s.

By and large, women did not work outside the home, a development that would become more pronounced in later census enumerations. The most common occupation was working in service. Women also held jobs titled dressmaker, "tailoress," straw hat maker, cigarette factory worker, candy factory worker, tobacco factory presser, and saleslady. Ada Deering was the sole school teacher.

*Population after the 1918 Annexation*

The 1920 Census shows the degree to which Westport became more heterogeneous. With the exception of a single black servant, the neighborhood remained exclusively white. There were still a few farms in the vicinity, but working class people dominated the area. In addition to the earlier population of German descent that remained, recent Eastern European immigrants settled in the district along with people who were born out of state. Local industries and the railroads continued to provide jobs, but people also worked at shipyards and dry docks, auto repair shops, and at Westinghouse. Westport had a high percentage of homeowners, many of them middle-aged, particularly in newly constructed rowhouses. Virtually all of these new homeowners were working class wage-earners. Renters were concentrated on Maryland Avenue (Annapolis Road).

The impact of the post-World War I housing shortage can be seen in the increased number of boarders in the district. Many families housed single boarders as well as unmarried adult

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[32] The Elias Trostle family included several bricklayers. George Hadel and Bishop Calvert were house carpenters. George Klebe and his son Adam were cabinetmakers along with German immigrant William Runge. Emil Brandt and William Vogel, other German immigrants were a wood carver and stonecutter, respectively.

children. Boarders were primarily single men; almost all of the boarders had occupational ties with the family that owned the house.

## Life in Westport

*Home-grown institutions & civic culture*

Institutions that served the entire community contributed in no small part to Westport's small-town character. By the end of the 19th century, organizations that knit the community together were in place along Maryland Avenue (Annapolis Road) and on Tacoma Street. There was a "Hall" at the southwestern corner of the intersection of Eyon and Maryland Avenue (Annapolis Road) along with the volunteer fire department founded in 1893 in the same block. Over a period of years, the Community Hall developed as a tavern and recreation center, housing a stage for plays and other entertaining programs. In the 1930s, City Directories show a mid-block building at 2138 Annapolis Road remained in use as the Westport Community Hall housing the Jackson Democratic Club, the Westport Improvement Association, the Patriotic Order of Sons of America Camp No. 11, and "Br No. 118 CBBA." During the 1940s, the Community Hall hosted dances every Saturday night.[33]

A post office was situated at the northeastern corner of Maryland Avenue and Manokin. The only school was a four-room frame school at Russell and Tacoma Streets. A 1911 fire destroyed the school, which then met in a resident's house. A single church further contributed to the homogeneous feel of the young village. The congregation that ultimately became the Swindell Methodist Church began in tent meetings and operated its early Sunday School classes in the B&O railroad station. The church constructed their first building in 1894, followed later by their long-time church edifice (now gone), situated at Tacoma and Kent.

Annexation provided additional facilities that promoted community life. The municipal services that Baltimore quickly put in place after the 1918 Annexation transformed Westport. Engine House No. 58, constructed in 1923 at the south end of Annapolis Road at the corner of Indiana Avenue, brought professional fire fighting to Westport. The Engine House, designed by Herbert C. Aiken and Carll F. Strohmeyer, was the most elaborate building constructed on Annapolis Road. The volunteer fire department disbanded and their one-story frame building at the north end of Annapolis Road became the community hall. Public School 225, an imposing three-story Collegiate Gothic edifice built in 1924 on one of the highest points in the

[33] John Moale started something...," *Evening Sun*, 5 December 1940, p. 54; City Directories; Demely, p.6.

village, provided an apt symbol of municipal beneficence. In 1927, Enoch Pratt Free Library constructed a branch library next to the new fire house. Designed by O. Eugene Adams, the library was an exquisite Colonial Revival jewel box with side gables, projecting bay windows, and Flemish bond brick. It was the perfect architectural companion to the adjacent fire house. The high style architecture of the school, fire house, and library, far grander than anything Westport had seen, made a statement about how the country village was now a part of the city. The uses the buildings housed also helped open Westport to outside influences. Nevertheless, even as late as 1940, "many residents…, watching their taxes skyrocket to the level of city rates, have a feeling that they are Baltimore's stepchildren."[34]

*Recreation in Westport*

During the late 19th and early 20th century, Westport residents enjoyed sandy beaches and excellent fishing. The Middle Branch abounded with abundant shad, herring, rock fish, and yellow perch, with soft shells becoming prevalent at flood tide. The scene of summer recreation for the city, Westport also offered good swimming and boating. Thomas B. Lathe, born ca. 1870, recalled seining in the river close to Bush and Ridgely Streets (immediately north of Gwynns Falls) prior to the area being filled by debris from the Baltimore Fire of 1904. Lathe caught enough fish, eels, turtles, and crabs to sell, once netting 50 dozen soft shell crabs in one day.[35]

During the 19th and early 20th century, the area around the Middle Branch was known as the "Monte Carlo of Maryland." Nearby recreational venues included Kelley's Park, a neighborhood institution that occupied a large trapezoidal site on Maryland Avenue (Annapolis Road) west of the present Waterview Avenue. At its widest point, the park extended to Westport Street. "Bradley's Road House," was north of the park on a site taken for Route 295.[36]

Prior to World War I, Westport still maintained its raffish character. Several saloons anchored corners along Maryland Avenue and appeared along the waterfront. In 1914 there were at least two clusters of fish shanties along Smith Cove – the largest below the Carr-Lowrey Glass Company between the location of Kent and Maisel Streets. Boat clubs also maintained boat houses between the Westport Power Plant and the Carr-Lowrey factory.

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[34] Lee McCardell," John Moale started something…," *Evening Sun*, 5 December 1940, p. 49.

[35] Thomas B. Lathe, "I remember ……Westport as a Country Village" in *Sun*, 14 April 1957.

[36] Lathe, *Sun*, 14 April 1957, Eleanor Johnson, "Suburb once a Monte Carlo now is 'real friendly,'" *Evening Sun*, 15 June 1951, and 1914 Sanborn Fire Insurance Map.

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Baseball moved north from its origins in Kelley's park. The area north of Clare Street became the "Westport Baseball Park," a ball field that was still present in the late 1950s. In the post World War I years when Baltimore and America struggled to erase signs of their German roots, the German Singing Society found a home in a large shed-like structure east of Annapolis Road below Fish House Road (Waterview Avenue).

In June 1940, the Hicks Circuit opened a neighborhood movie theater (now gone) at 2305 Russell Street. The free-standing theater, designed by E. Bernard Evander, featured a terra cotta and glass block façade.[37]

*Annapolis Road – Westport's Main Street*

While parts of Annapolis Road remained solidly residential in character, what was once Maryland Avenue became the commercial heart of Westport. The community boasted a number of grocers and confectionary stores, most situated along Annapolis Road. The building on the corner of Annapolis and Manokin that now houses Joe's Lunch held Abe Fisher Notions; John G. Creamer Jr. sold groceries on the other side of the street at 2142 Annapolis Road. The corner building at 2200 Annapolis Road housed Julius Weinstein's hardware store and John Hyne's produce market. Westport provided a strong market for sweets. Bertha Prendergast, a confectioner, was adjacent to John Hynes. Another confectioner, John Kotmair, was across the street.[38] The west side of the block of Annapolis Road between Manokin and Wenburn also housed a barber, J.W. Crooks grocery store, and Joseph Woleman tailor; the east side boasted barber Herman Keyser as well as the branch of the Union Trust bank on the corner. The southwest corner of Wenburn and Annapolis Road, demolished for the widening of Russell Street, housed Louis A. Demely's drug store as well as the Westport branch of the U.S. Postal Service. The rowhouses on the east side of the street housed professional offices as well as residences. William Harold (contractor), J. Willis Guyton (physician), Nathan Miller (dentist) operated offices there. The west side of Annapolis Road between Kent and Maisel, which was still home to many long-time residents of Westport, housed George Mentis (confectioner), Eliza and Louis Stiles (hairdresser and barber), a Great Atlantic & Pacific Company grocery, James

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[37] Robert K. Headley, *Motion Picture Exhibition in Baltimore: An Illustrated History and Directory of Theaters, 1895-2004*, p. 435.

[38] Louis Demely recalls that Mr. Kotmair was a saloon owner. That he appeared as a "confectioner" in 1920s City Directories suggest that this occupation may have been a refuge for former barkeepers or that it served as a cover for speakeasies during Prohibition.

Addy's shoe repair and Harvey Howard's shoe repair, as well as Samuel Monroe's real estate agency. Similarly, while streetscapes of rowhouses occupied the area between Annapolis Road and the industrial zone along the Middle Branch, commercial uses such as small grocery stores were tucked away in the raised basements of corner buildings.

An account of life in Westport in a 1927 newspaper column reveals that Westport continued to place a premium on loosely supervised conviviality after annexation – and that Annapolis Road became the site of that activity. Unlike earlier times, when its recreational offerings attracted people from Baltimore and the countryside, Westport's delights in the 1920s were geared towards its own citizens. Robert Garland reported that at Hadel's soft drink parlor "all that comes in bottles isn't Coca-Cola. But Mrs. Hadel, large and indifferent as to costume, has nothing but Coca-Cola to sell those who don't belong to Westport." Every night there was pinochle game in the back room of Pendergast's lunch room, situated at 2202 Annapolis Road. George Mentis' establishment at Kent and Annapolis, nominally a confectionary, was "a tony sort of Pendergast's" offering "chance-boards." Otto Krieger operated a cellar saloon where "the home-brew [wasn't] objectionable."[39]

Annie Kramer, who had considerable real estate holdings scattered throughout Westport, lived in the semi-detached rowhouse at 2330 Annapolis Road; her son Lloyd lived in the other half of the pair in 2328. Mary Lear, a member of another long-time Westport family, operated a grocery at 2340-42 Annapolis Road. Land use patterns became even more varied in the block on the west side of the street south of Maisel, which is now truncated for the Waterview Avenue Route 295 interchange. Lawrence Webster operated two garages – one at the corner and another at 2410 at his residence. The Bureau of Child Welfare was housed at 2412 Annapolis Road.

After World War II, Annapolis Road remained the commercial heart of the neighborhood with a department store, drug stores with soda fountains, gas stations, a dry cleaner, two grocery stores, a restaurant, and automobile repair facilities. Known for its friendliness, Westport was characterized by its long-time police officer, Henry Glover, as "the quietest place I know. Never any trouble down there. A real friendly place."[40]

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[39] Robert Garland, "Day by day," *Baltimore Daily Post*, 13 January 1927, p. 3.
[40] Eleanor Johnson, "Suburb once a Monte Carlo now is 'real friendly,'" *Evening Sun*, 15 June 1951.

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*The Dump*

At the north end of Annapolis Road, the area along Gwynn Falls where the debris from the Great Fire of 1904 was deposited continued in use as a dump until the 1940s. Long-time resident Louis Demely recalls the dump's impact on the neighborhood:

> Offal of all kinds was disposed of here, including food waste. Needless to say, it was infested with rats. Fires smoldered day and night. When the wind blew from the east, the smoke and stench would pervade the lower section of Westport, known in those days as the "level."
>
> The dump was home to a number of vagrants. Called "smokehounds" because of their affinity for cheap booze, they literally lived off the bounty that lay at their feet. They constructed crude huts from scrounged materials. Heat was provided by stoves made from oil drums. Finding fuel for the stoves was never a problem. The most famous of the dump denizens was "Irish Pat," well known in the neighborhood because of his daily visits to its saloons to obtain refreshments.
>
> For the boys of Westport, the dump had the fascination of a treasure hunt. In the summer, some of them could be found there every day. Adults, too, would go there in search of an odd item that could be used for a makeshift household repair job.[41]

*Al Kaline & the Kaline family's life in Westport*

In the 1920 manuscript census, Baseball Hall of Famer Al Kaline's grandfather appears at 2203 Sidney Street. Philip Kaline, whose parents were German, was a self-employed fisherman. The size of his household was considerably larger than most in Westport. Philip's six sons ranging in age from 14 to 29 lived in the house with Philip and his wife, Margaret. His divorced daughter Katherine, who worked as a forelady in a box factory, also lived there with her two children.

Al Kaline came of age during the 1940s. Kaline, born in 1934, was among the few players to join the major leagues after high school graduation, never playing for a minor league team. Kaline became a Detroit Tiger after graduating from Southern High School in 1953. He was the youngest American Leaguer to win a batting title, which he received before turning 21. Playing

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[41] Demely, pps. 7-8.

22 seasons for the Detroit Tigers, Kaline had a lifetime .222 batting average that included 399 home runs and 3,007 hits.

Kaline was the third child and only son of Nicholas and Naomi Kaline. Al Kaline grew up at 2222 Cedley Street around the corner from the house at 2203 Sidney Street where his father had grown up. The Kalines were devout Methodists who attended Westport's Swindell Methodist Church. Nicholas Kaline, who worked in the broom factory winding metal wire around broom handles, continued as a broom maker through 1955. Naomi Kaline scrubbed floors until she went to work in a pill factory when Al was 15. Nicholas, who had been a semi-pro catcher, was never too tired to play ball with his son. While the U.S. Census for 1920 and 1930 shows that children in the extended Kaline family began to work as teenagers, Nicholas and Naomi never made Al take a job, freeing him to play baseball.

Al Kaline grew up seeing the men from the Westport Power Plant coming out to play during their lunch break. The men played on the vacant land southwest of the railroad tracks near his house. Kaline later described his life in Westport,

> We lived right behind a power factory. Every time I get to take my kids to Baltimore, I take them around to Cedley street and I show them where I lived. I show them that power factory and those three smoke stacks. I just want them to know that life wasn't always this easy.... I guess we didn't have a whole lot when I was a kid.... I mean we had a nice enough house – three bedrooms upstairs, a kitchen, a living room and what we called a sitting room. But my dad and mom, they really had to work hard to keep things together.[42]

**Westport during & after World War II**

*Westport during the war*

The changes that came to Westport during World War II foreshadowed how the end of Westport's isolation would change the community completely during the 1950s. Baltimore's need for labor led to an influx of workers from all over the country. Defense housing constructed to accommodate the influx of defense workers sprang up near industrial centers, including Westport. The woods across from the school were cleared and rows of frame houses

[42] Joe Falls, "Now It's the Good Life in Detroit as a Celebrity," *Sun*, 22 September 1968.

known locally as the "cabbage patch" were constructed. Most of the workers occupying these houses worked at the Fairfield Shipyards where the Liberty Ships were constructed.[43]

*Route 295 cuts through Westport*

While plans for a Baltimore-Washington roadway had been floated since the mid-1920s, the present route of Route 295 was established in 1945. The former corridor for the Washington, Baltimore & Annapolis Street railway offered an attractive roadbed for the first segment within Baltimore. The limited access, four lane highway through Westport connecting downtown Baltimore with Friendship Airport (dedicated in 1950) was completed in 1952, splitting the neighborhood. A footbridge over Route 295 provided access to the Westport School; automobile traffic snaked along Waterview Avenue/Hollins Ferry Road near the southern edge of the neighborhood. By 1955, the entire length of the Baltimore Washington Parkway (Route 295) – constructed to post-war transportation standards – was complete.

The contrast between the 1933 Map of Baltimore City prepared by the Bureau of Plans & Surveys and the 1955 Baltimore Department of Planning Map, produced after the completion of Route 295 is striking. In place of the loose grid present before, Route 295 and its interchanges dominate the neighborhood. Despite the large swath of green to either side of the road extending to the cemetery and school yard, the dramatic impact of the new road and its interchanges, particularly the tortured resolution of the connection between Annapolis Avenue, Annapolis Road, and Waterview Avenue is clear.

*Demographic changes, deindustrialization, and the decline of Westport*

Other changes were in the works for Westport. The housing projects constructed during World War II were segregated. African American families were housed in Cherry Hill, white families in Westport Homes. In the early 1950s, the Housing Authority of Baltimore assumed control of the defense housing, turning it into low-income rental housing. Despite a critical shortage of housing for African Americans, Baltimore's public housing remained segregated until after the 1954 U.S. Supreme Court decision *Brown v. the Board of Education* mandated integrated schools. Under pressure to provide additional public housing for African Americans, the Baltimore City Housing Authority opened individual housing projects closest to African American neighborhoods to black applicants. One of the housing projects the Housing Authority opened

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[43] Demely, p. 9.

was Westport Homes, which soon became entirely African American. Westport Homes later expanded in the 1950s to encompass an additional 33 apartment buildings housing 232 units.[44]

In a 1946 Annual Report, the Westport Branch of the Enoch Pratt Free Library noted that, "...interracial tension has increased (in the neighborhood, but) the library furnishes a neutral ground where members of both races can meet on terms of equality with a common interest."[45] In 1951, Westport was home to some 2000 voters, virtually all of whom were "good Democrats." Swindell Memorial Methodist Church remained the dominant religious institution, boasting 287 families under the ministry of Everett G. Miller.[46]

The character of the community changed. Throughout its history, families that settled in Westport remained in the neighborhood. Although three generations of the extended Kaline family had resided in Westport, Al Kaline paid off his parents' mortgage with his first bonus and helped them buy a house in Glen Burnie.[47] On October 27, 1957, the Westport Theater shut down and was demolished; a new building for the Union Trust Bank went up on the theater's site.[48] In 1961 the Westport Branch of the Enoch Pratt Free Library closed, a victim of its isolation by the Waterview Avenue/Route 295 interchange. A newspaper article noted that because the branch was "poorly placed and relatively inaccessible, the two branches [Westport and Irvington] have for many years shown the smallest book circulation in the entire city library system." A bookmobile served the community instead.[49] The Swindell Methodist Church was demolished in 1962 to accommodate changes to Route 295.[50]

The elevated light rail opened and the neighborhood was under consideration as a corridor for yet another transportation system – a demonstration maglev train connecting Baltimore and Washington. By 2007, real estate developers were transforming the land between Kloman Street and the water, formerly in industrial use, into market-rate waterfront housing continuing the process of neighborhood change.

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[44] "Westport/Westport Homes," p. 3.

[45] As quoted by Jacques Kelly, *The Pratt Album*, p. 73.

[46] Eleanor Johnson, "Suburb once a Monte Carlo now is 'real friendly,'" *Evening Sun*, 15 June 1951.

[47] H.C. Butler, "The Tigers' Million-Dollar Kid, *Saturday Evening Post*, Sept. 3, 1955, pp. 68-69; Enoch Pratt Vertical File.

[48] Robert K. Headley, p. 435; Demely, p. 6.

[49] "Pratt to close branches in Irvington and Westport," *Sun*, 29 June 1961.

[50] The church, which lay in the path of the Baltimore Washington Parkway as originally designed, was spared by curving the road behind it. When the decision was made to eliminate the bend in the road, a cause of frequent accidents, the church was demolished. (Demely, p. 6).

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Maps and views

1892 Topographical Map

Baltimore City Planning Department. Map of Baltimore, 1953.

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Baltimore City Topographical Map, 1923, Plates 46 and 47.

Baltimore City Use District Map of Zoning Ordinance, 1928.

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Mr. Robert K. Headley, emails to Betty Bird, November 2008 – February 2009.

Westport Historic District (B-1342)
Baltimore City, Maryland
Betty Bird, Betty Bird & Associates, LLC
December 2008

## ADDENDUM
## LIST OF ATTACHMENTS

**Locational Map for 2008 Addendum**

**Map showing contributing & non-contributing buildings**

**Attachment A** **Westport street names** (earlier names in parentheses)

**Attachment B** **Westport before development -** 1891 William Flamm Map of Baltimore showing streets laid out by South Baltimore Land Company

**Attachment C** **Early Westport Topography** - 1892 Topographical Map showing contours prior to cut for Washington, Baltimore & Annapolis Street Railway

**Attachment D** **1923 Topography showing cut for Washington, Baltimore &Annapolis street railway**

**Attachment E** **1925 street and rail system in Westport**

**Attachment F** **1928 map showing early 20th c. isolation of Westport**

**Attachment G** **1928 zoning map showing Westport zoned for industrial use**

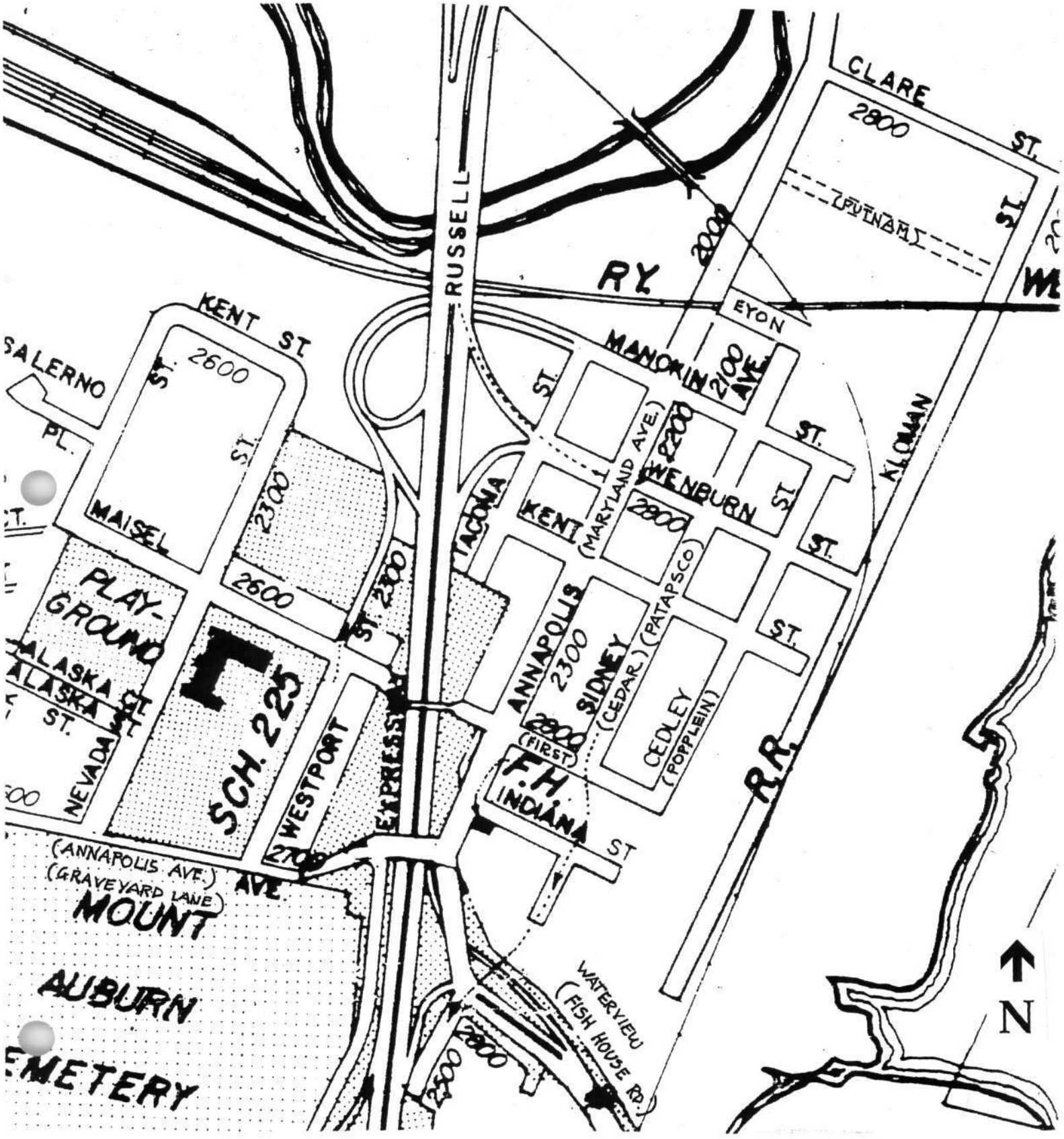
**Attachment H** **1953 map showing impact of Route 295 and its interchanges on Westport**

**Attachment I** **Westport in 1898** (Bromley Atlas of 1898 for Baltimore County)

**Photo key**

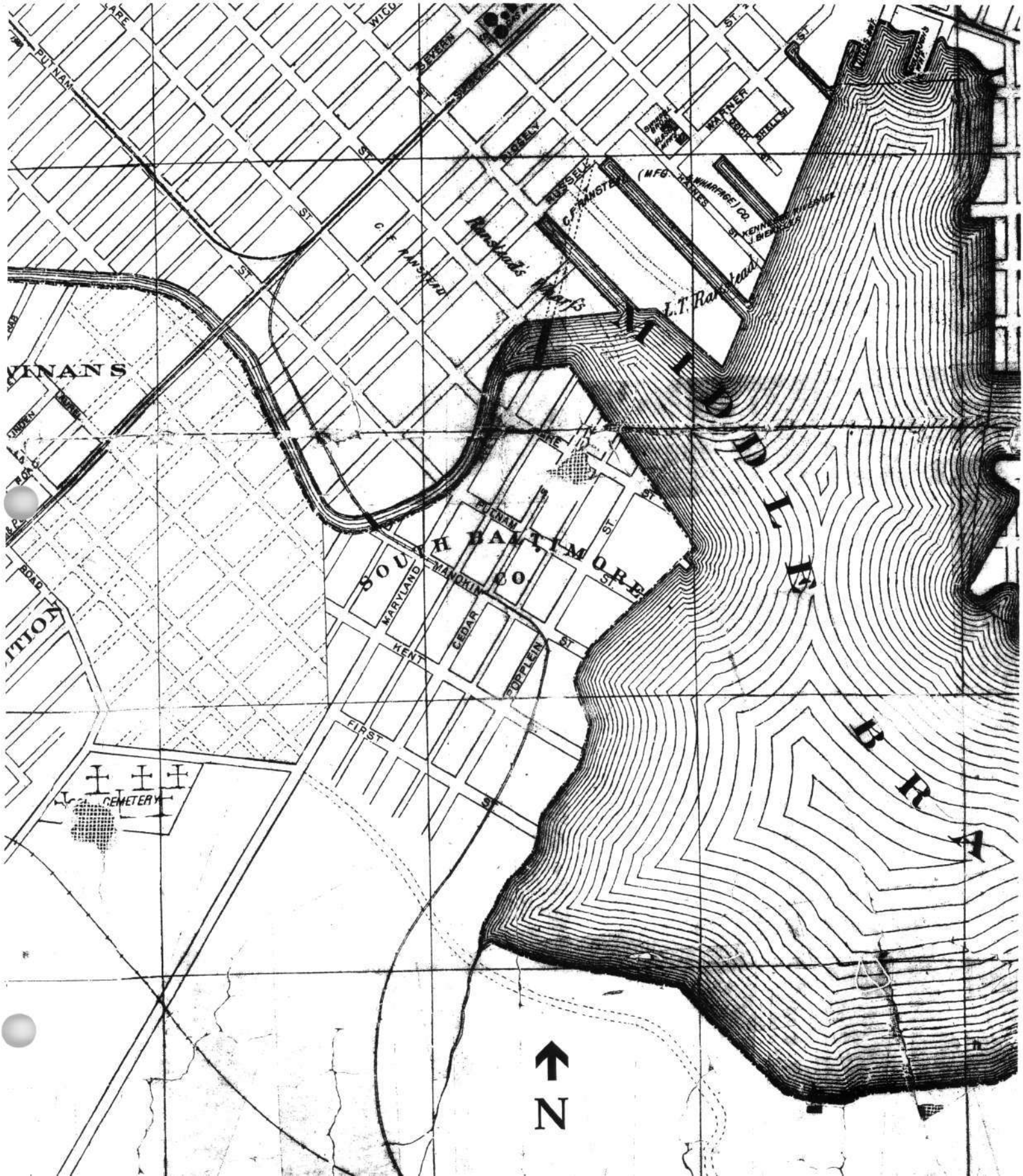
B-1342 – Westport Historic District
Baltimore City

**Attachment A – Westport street names**
Earlier names in parentheses
Source: various historic maps



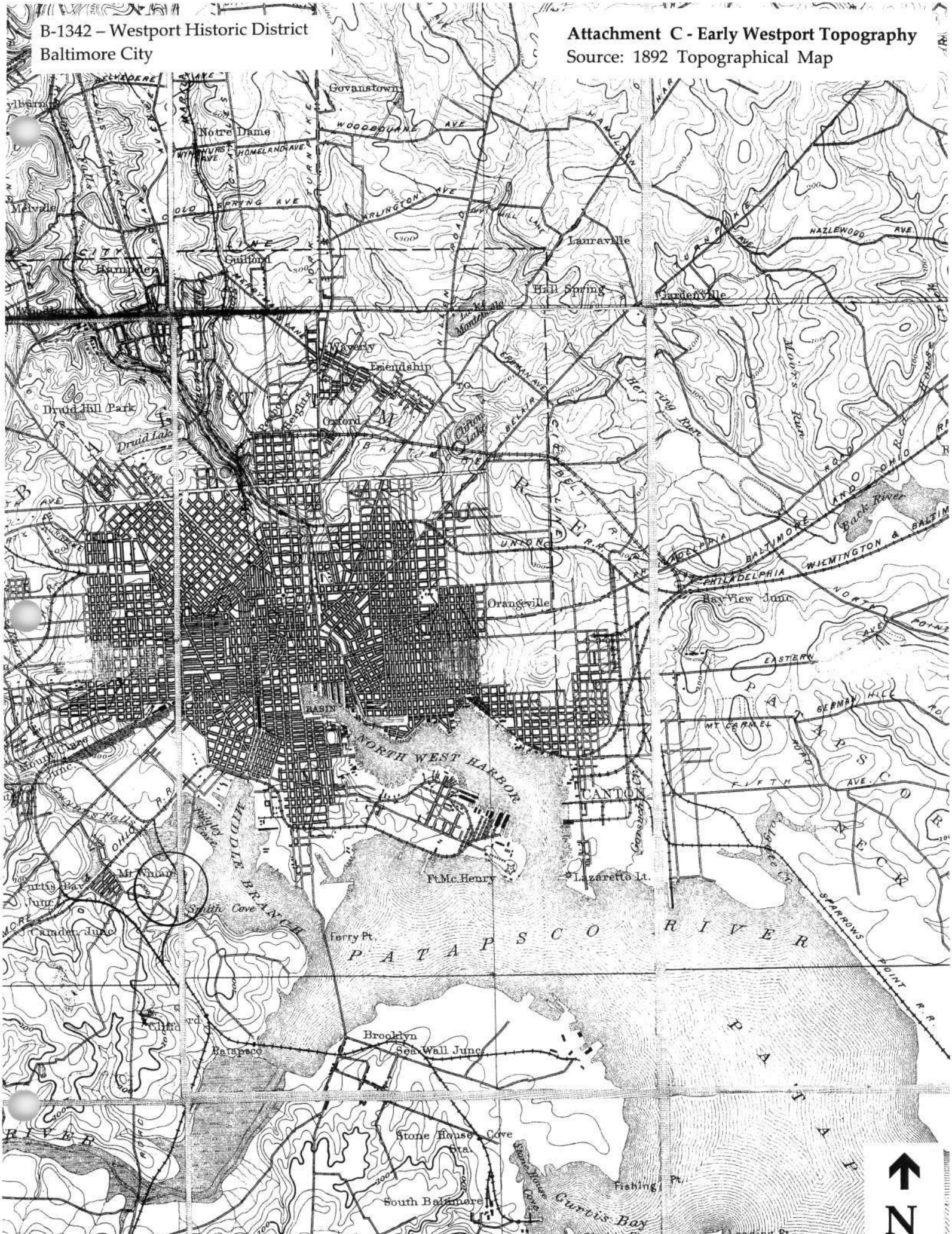
B-1342 – Westport Historic District
Baltimore City

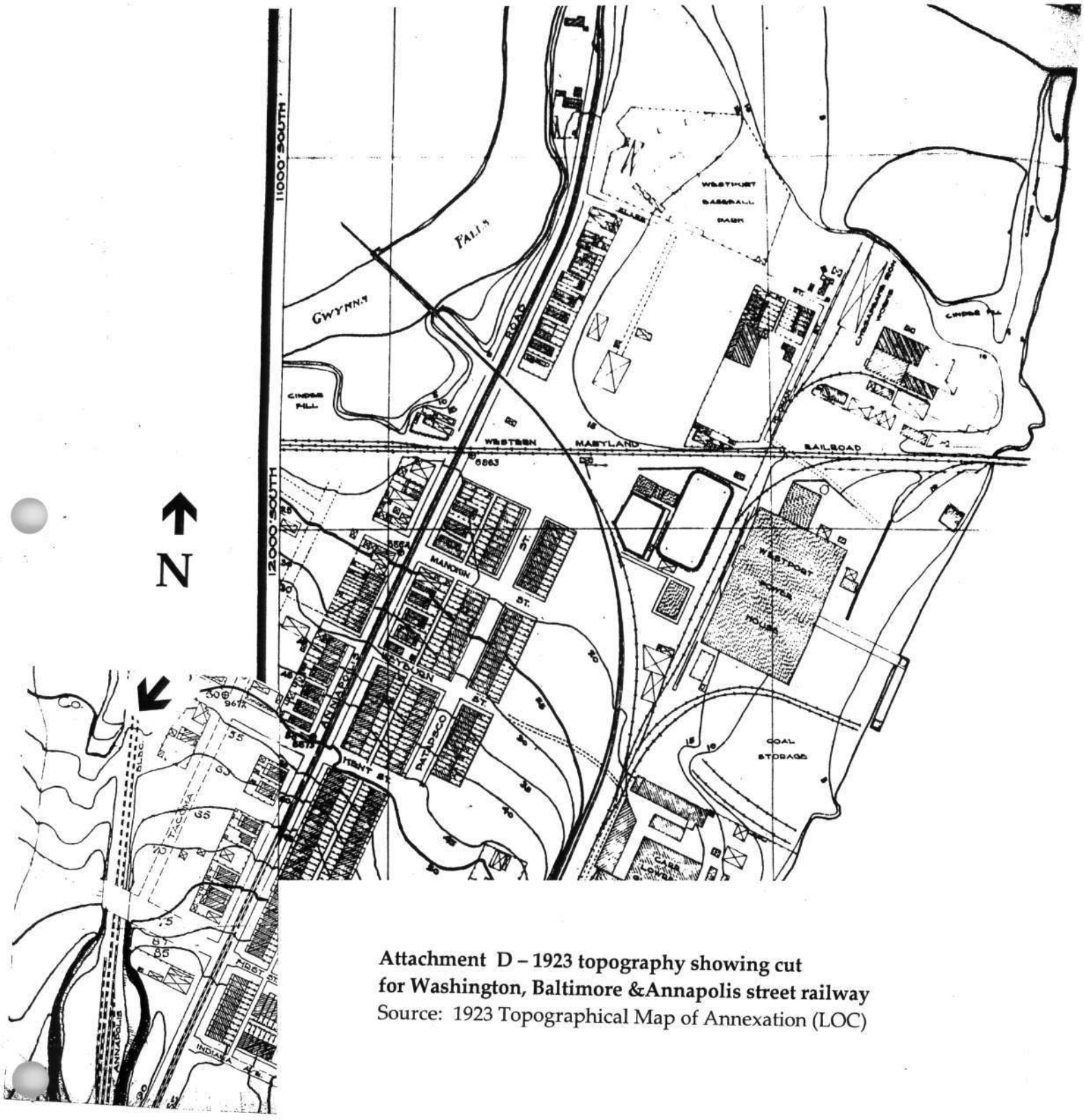
**Attachment B – Westport before development**
1891 William Flamm Map of Baltimore



B-1342 – Westport Historic District
Baltimore City

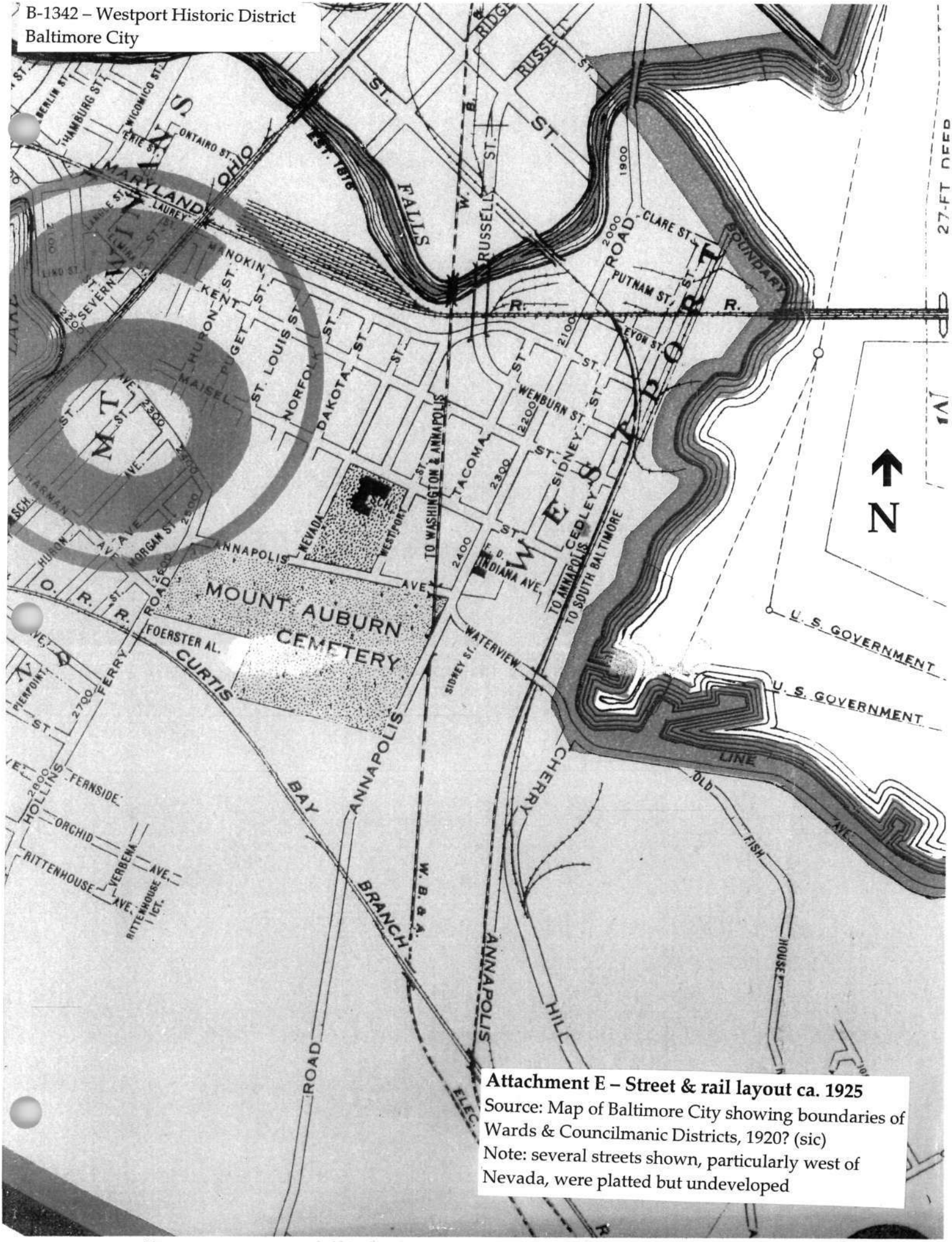
**Attachment C - Early Westport Topography**
Source: 1892 Topographical Map






**Attachment D – 1923 topography showing cut for Washington, Baltimore &Annapolis street railway**
Source: 1923 Topographical Map of Annexation (LOC)

B-1342 – Westport Historic District
Baltimore City




**Attachment E – Street & rail layout ca. 1925**
Source: Map of Baltimore City showing boundaries of Wards & Councilmanic Districts, 1920? (sic)
Note: several streets shown, particularly west of Nevada, were platted but undeveloped




**Attachment F – Map showing early 20th c. isolation of Westport**

*Source: DPW Bureau of Highways showing streets paved with Improved paving to Dec. 31, 1928*

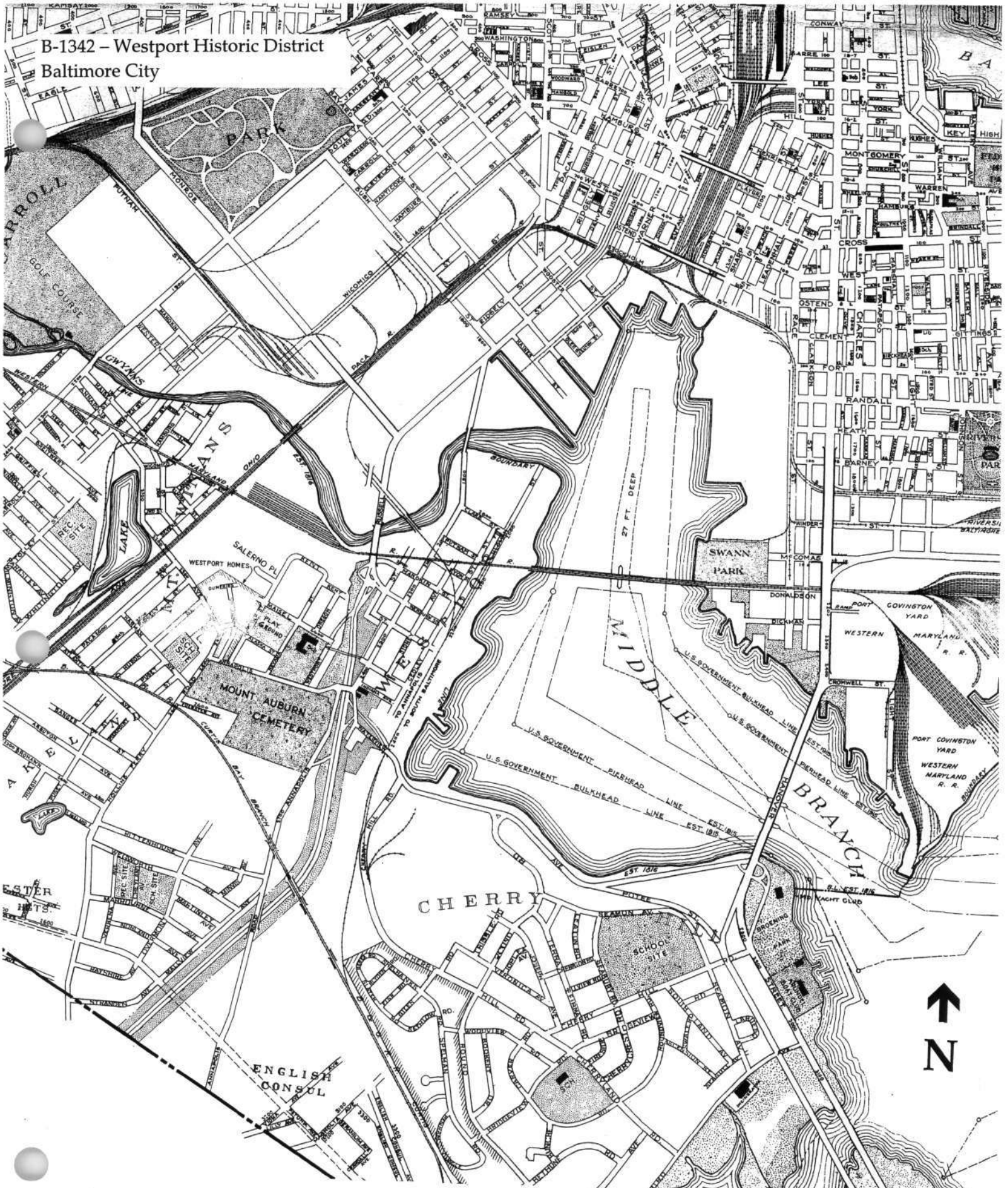
(yellow= paved streets; red=streets paved by state)

Note: several streets shown, particularly west of Nevada, were platted but undeveloped

**Attachment G – Map showing Westport zoning, 1928**
Source: Use district map of Zoning Ordinance
(purple=industrial use; blue=first commercial;
white=residential)

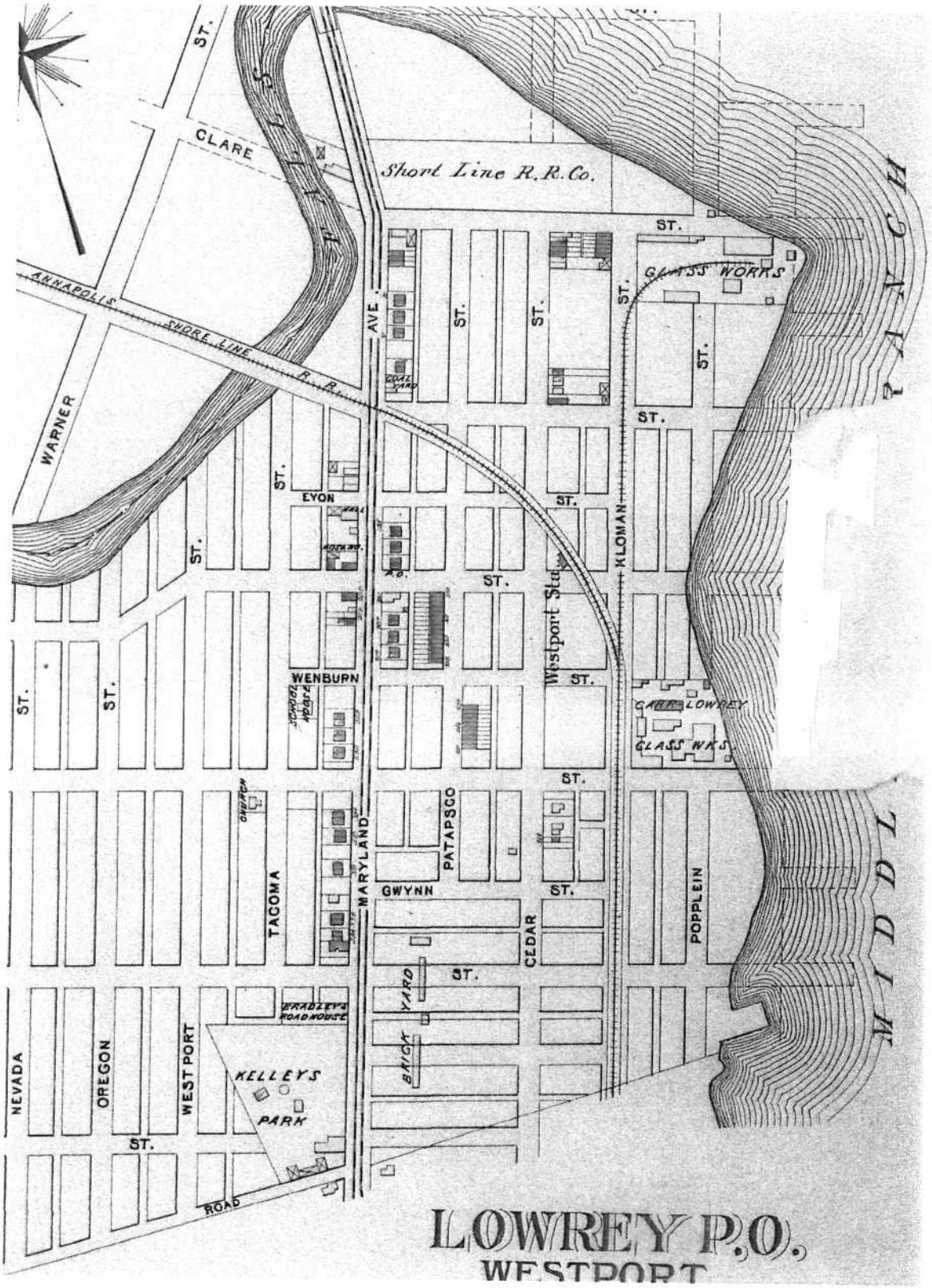



Note: several streets shown, particularly west of Nevada, were platted but undeveloped




**Attachment H – Map showing street changes for Rt. 295**
Source: 1953 Planning Dept. Map of Baltimore

**Attachment I – Westport in 1898**
Source: Vignette from 1898 Bromley Atlas of Baltimore County




Note: several streets shown were platted but undeveloped

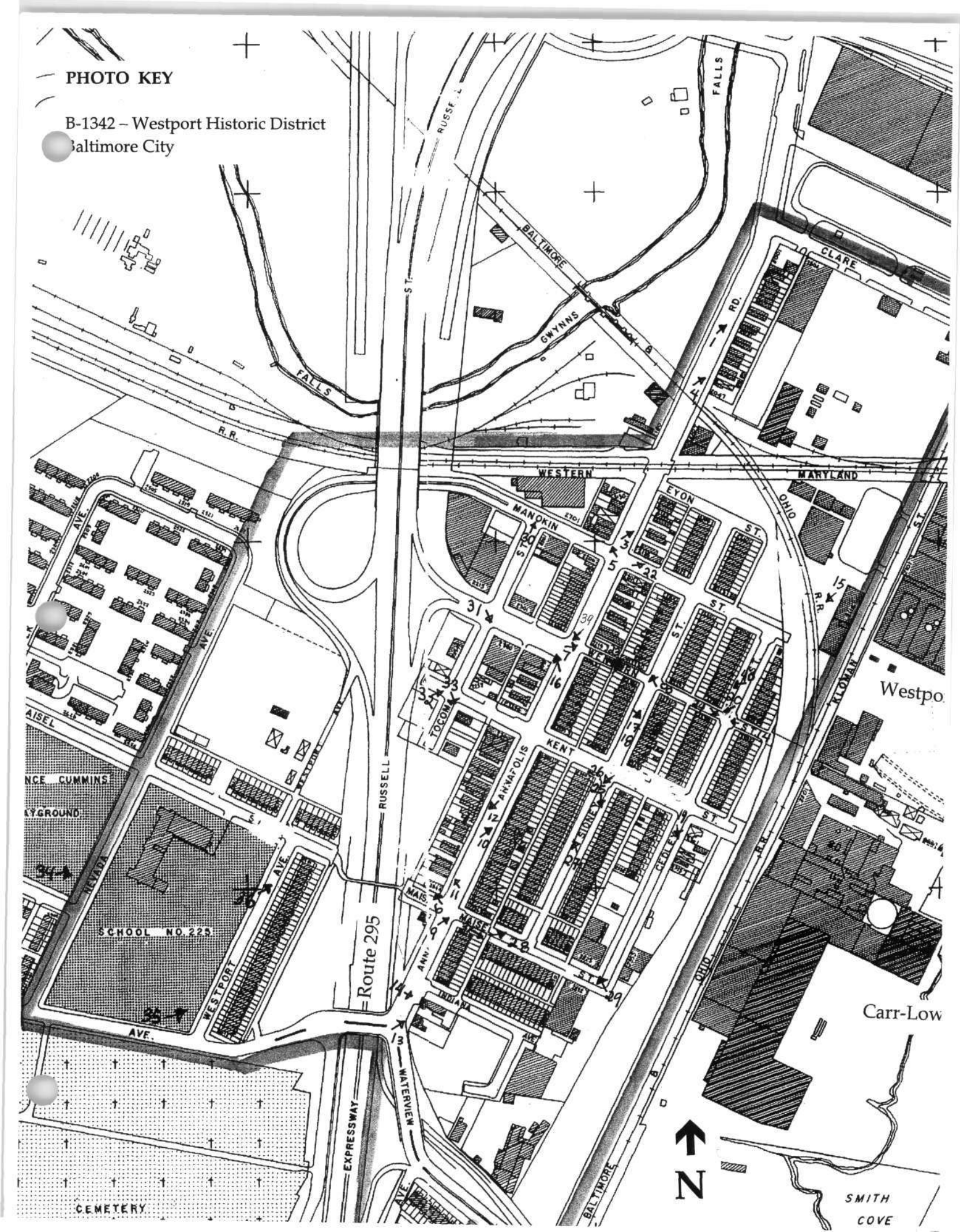
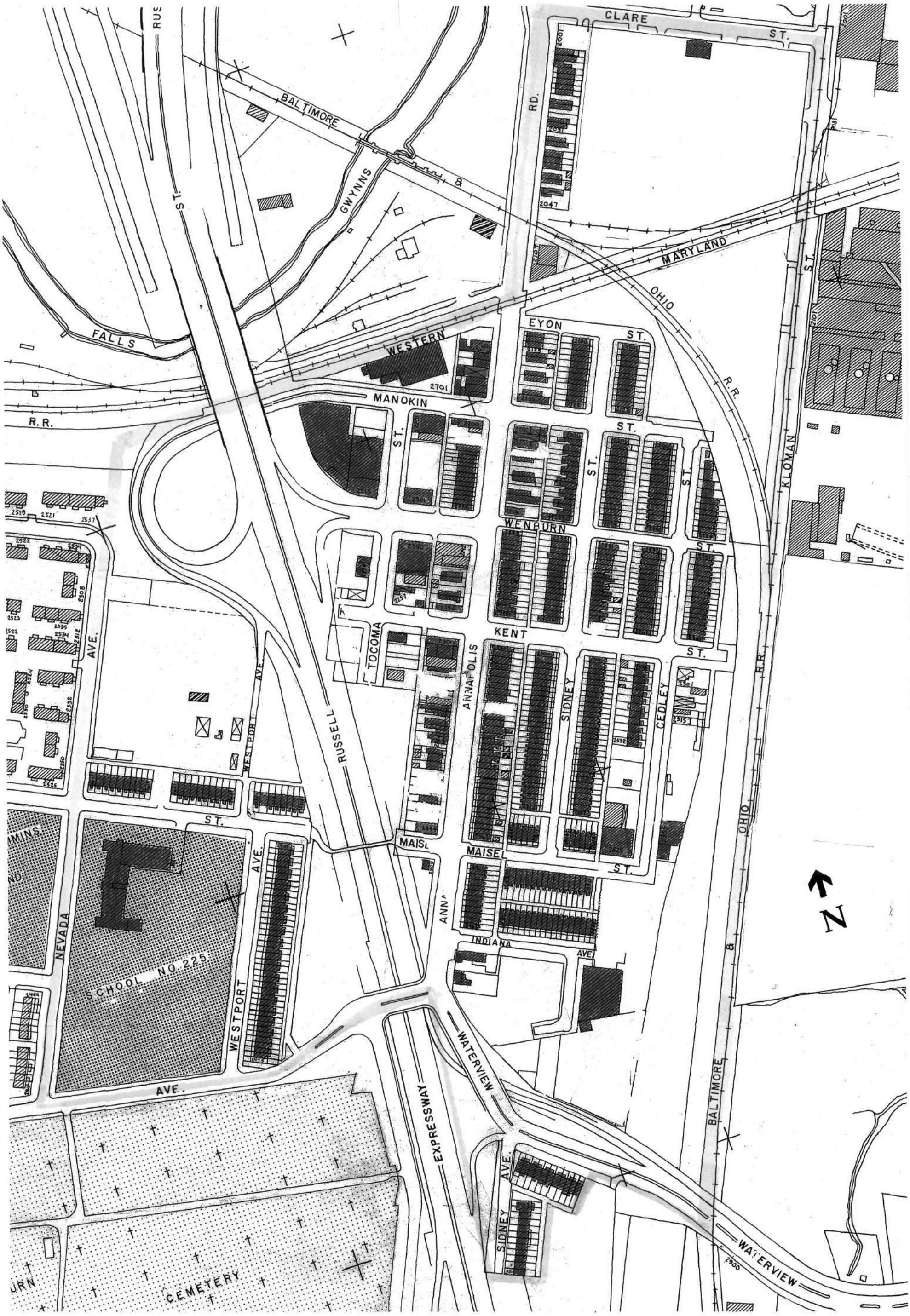
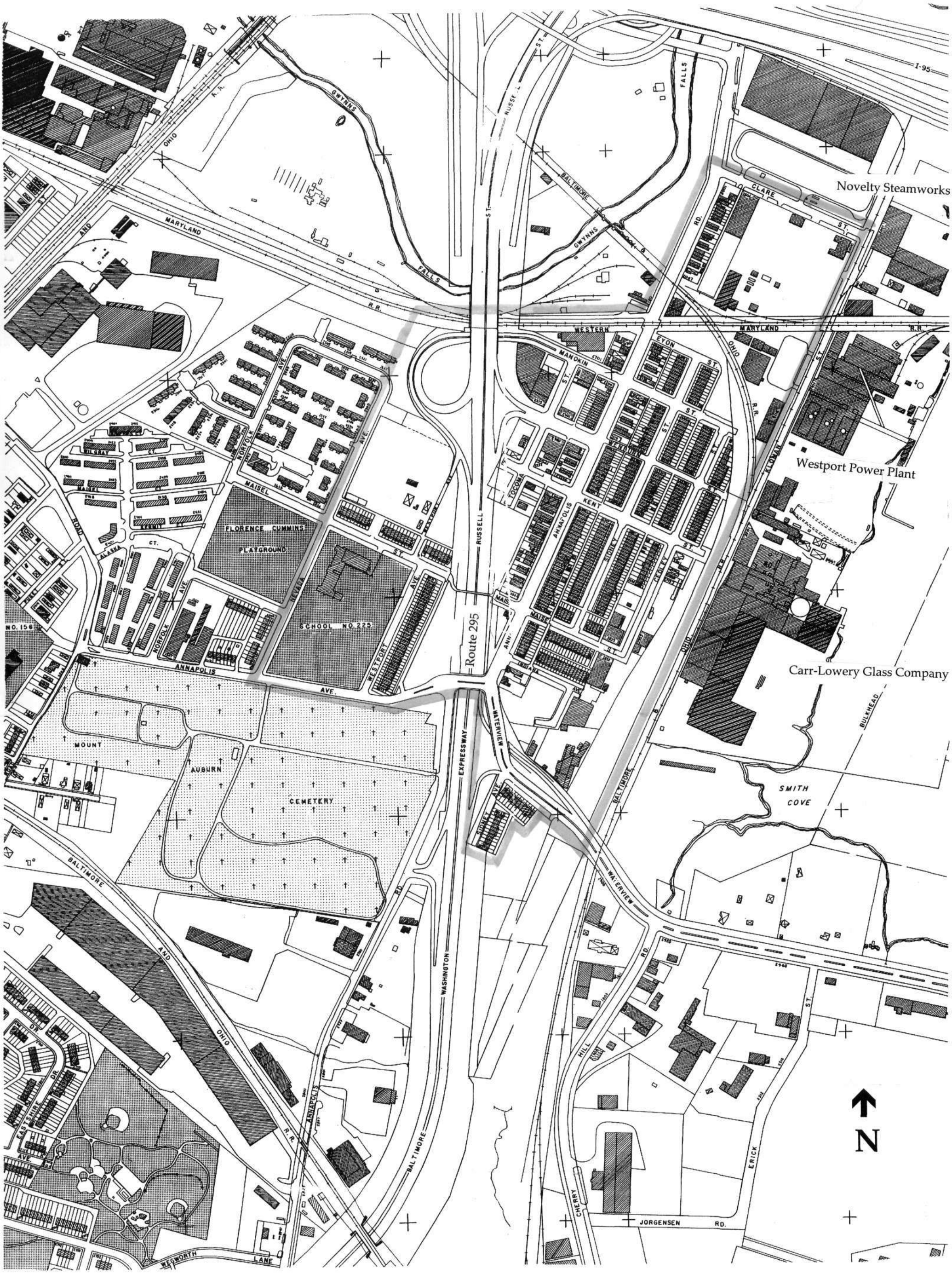


PHOTO KEY
B-1342 – Westport Historic District
Baltimore City
FALLS
RUSSELL ST
BALTIMORE
GWYNNS
CLARE
RD.
R.R.
WESTERN
MARYLAND
MANOKIN
EYON
OHIO
ST.
AVE.
NEVADA
AISEL
NCE CUMMINS
YGROUND
SCHOOL NO. 225
WESTPORT
RUSSELL
Route 295
TOCOMA
KENT
ANNAPOLIS
DOLPHIN
STONEY
MAISEL
INDIANA
WATERVIEW
EXPRESSWAY
CEMETERY
KLOMAN
Westpo
Carr-Low
SMITH
COVE
N

**MAP SHOWING CONTRIBUTING BUILDINGS**
B-1342 Westport Historic District
Baltimore City

**Contributing buildings** ■






B-1342 – Westport Historic District
Baltimore City

**LOCATIONAL MAP**
**2008 ADDENDUM**
Source: Baltimore City Planimetric Maps



B-12-10

2000 BLOCK OF ANNAPOLIS ROAD, WESTPORT HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

MD SHPO

VIEW NORTH, EAST SIDE OF 2000 BLOCK OF ANNAPOLIS RD,
SHOWING WEST FACADES OF PAIRED ROWHOUSES, I-95
& PESCO PLANT IN BACKGROUND

PHOTO 1 OF 42



B-1342

WESTPORT POWER PLANT, WESTPORT HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

MD SHPO

VIEW FROM SW ON "EYON STREET" SHOWING WEST FACADE OF POWER PLANT, B&O RR TRACKS, TRANSFORMERS

2 OF 42



B-1342
2100 BLOCK OF ANNAPOLIS RD., WESTPORT HISTORIC DISTRICT
BALTIMORE CITY MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
PAIRED ROWHOUSES ON EAST SIDE OF ANNAPOLIS RD. – VIEW TO NE SHOWING WEST FACADES & SOUTH FACADE OF 2131 (FOREGROUND)
3 OF 42



B-1342
2047 ANNAPOLIS RD, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NE SHOWING EAST SIDE OF 2000 BLOCK OF ANNAPOLIS RD.,
2047 IN FOREGROUND

4 OF 42


295

B-1342
WEST SIDE OF 2100 BLOCK OF ANNAPOLIS RD., WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NW - INTERSECTION OF ANNAPOLIS RD. & MANOKIN SHOWING EAST FACADES
5 OF 42


MAVERICK
325
395
897M923

B-1342
2344 ANNAPOLIS ROAD, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
SOUTH & EAST (PRIMARY) FACADES - VIEW FROM SE
6 OF 42


837-0737

B-1342
UNION TRUST BANK & DEMELY DRUG STORE, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NE AT INTERSECTION OF WILBURN & ANNAPOLIS RD. SHOWING WEST FACADES & SOUTH FACADE OF BANK
7 OF 42


STOP

B-1342
SIDNEY @ WENBURN, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NW AT INTERSECTION OF WENBURN & SIDNEY SHOWING EAST FACADES OF 2200 BLOCK OF SIDNEY ST. UNION TRUST BANK LEFT BACKGROUND, RESCO STACK, RIGHT BACKGROUND
8 OF 42



B-1342
ANNAPOLIS RD. & MAISEL, WEST SIDE HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NE FROM INTERSECTION OF MAISEL & ANNAPOLIS RD.
SHOWING WEST FACADES OF 2300 BLOCK OF ANNAPOLIS &
SOUTH FACADES OF 2800 BLOCK OF MAISEL

9 OF 42



B-1342
EAST SIDE OF 2300 BLOCK OF ANNAPOLIS RD., WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW TO NE SHOWING WEST FACADES OF ROWHOUSES WITH SEMI-OCTAGONAL BAY. 2317 ANNAPOLIS RD. IN FOREGROUND.
10 OF 42



B-1342
WEST SIDE OF 2300 BLOCK OF ANNAPOLIS RD., WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
EAST FACADES OF MID-BLOCK STRUCTURES SHOWING FOUR-SQUARE & CONCRETE BLOCK HOUSE

11 OF 42



B-1342

WEST SIDE OF 2300 BLOCK OF ANNAPOLIS RD., WESTPORT HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

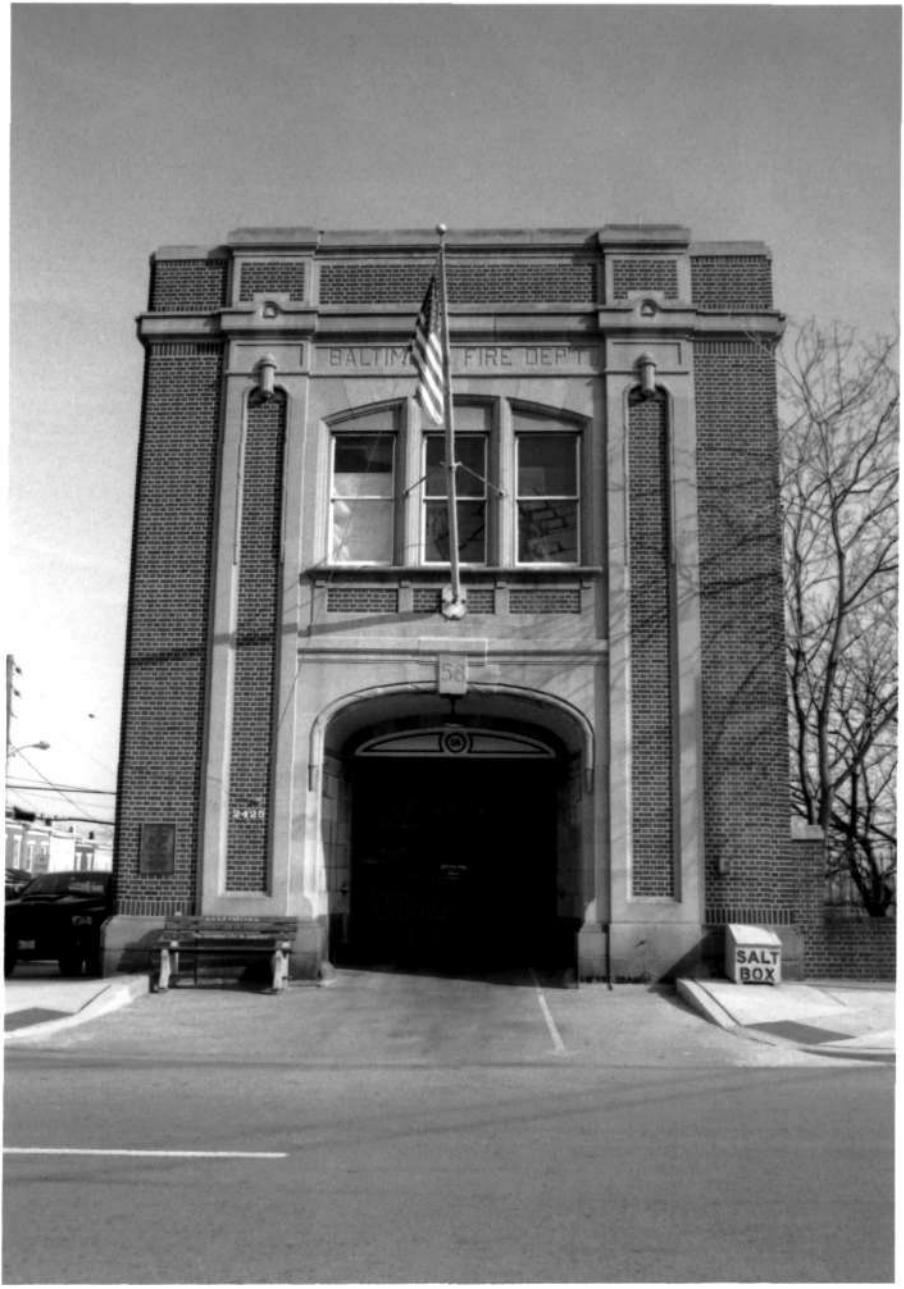
MD SHPO

EAST FACADES FROM NE SHOWING TYPICAL 1-STORY COMMERCIAL ADDITIONS TO HOUSES

12 OF 42



B-1342
FIRE HOUSE & ENOCH PRATT FREE LIBRARY BRANCH, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW FROM SW SHOWING SOUTH & WEST (PRIMARY) FACADES
13 OF 42


FIRE DEPT
58
SALT
BOX

B-1342
FIRE HOUSE, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
WEST FACADE FROM W
14 OF 42



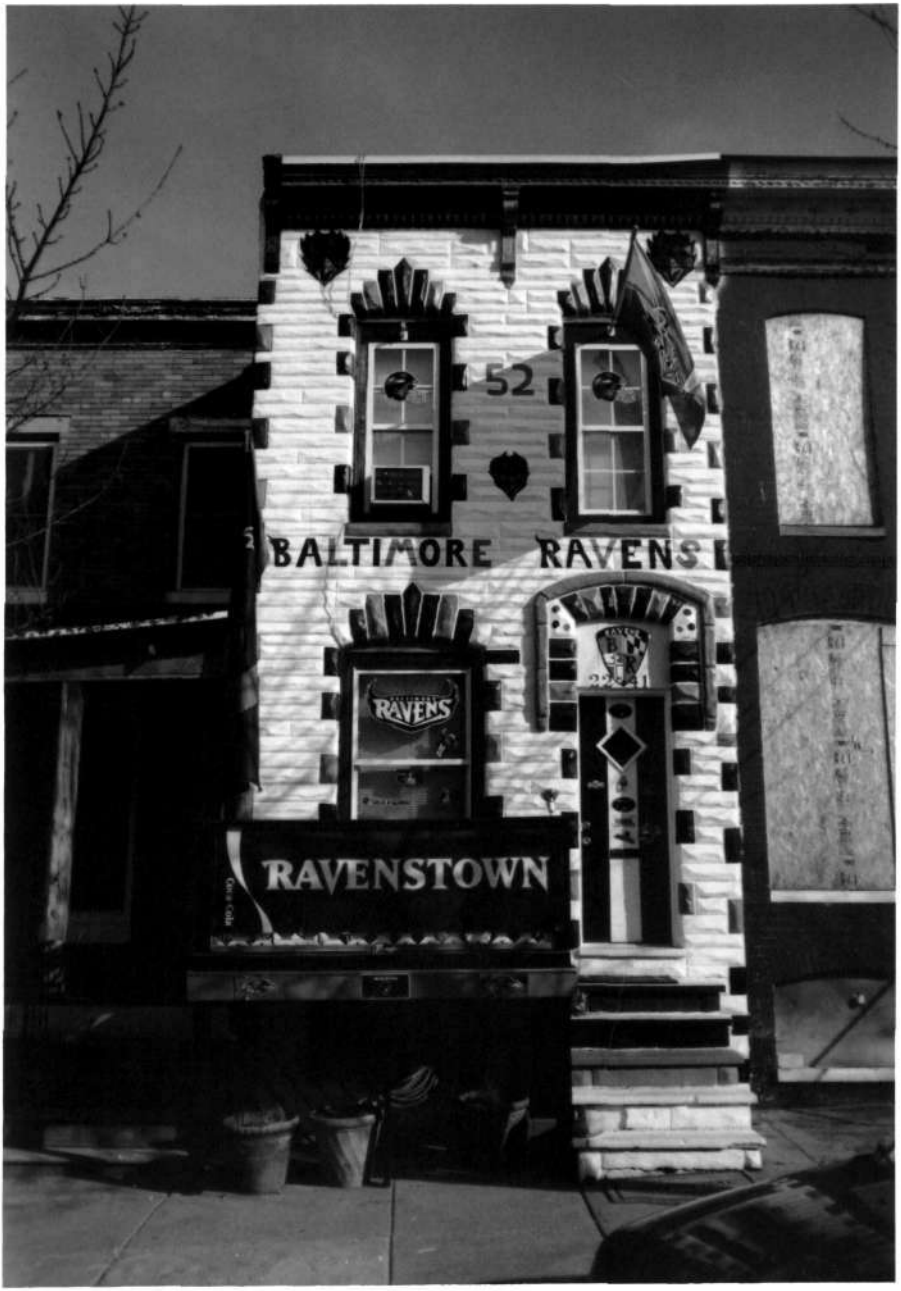
B-1342
WESTPORT HISTORIC DISTRICT
BALTIMORE CITY MD
BETH BIRD
NOVEMBER 2007
MD SHPO
VIEW SW TO MANOKIN UNDER LIGHT RAIL
15 OF 42


295
NORTH TO
DOWNTOWN

B-1342
ANNAPOLIS ROAD & WENBURN STREET, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NW SHOWING EAST FACADES OF ROWHOUSES, SOUTH FACADE OF FORMER MID-20TH CENTURY BANK
16 OF 42


BALTIMORE
RAVENS
RAVENS
RAVENSTOWN

B-1342
2241-47 SIDNEY ST., WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW EAST SHOWING WEST FACADES
17 OF 42


52
BALTIMORE RAVENS
RAVENS
RAVENSTOWN

B-1342
2241 SIDNEY STREET, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW EAST SHOWING WEST FACADE
18 OF 42



B-1342
2301-2315 CEDLEY STREET, WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
VIEW TO SE SHOWING W. FACADES OF NON-CONTRIBUTING BLDGS AT CEDLEY & KENT
19 OF 42



B-1342
WEST SIDE OF CEDLEY @ WENBURN, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW SW AT INTERSECTION OF CEDLEY & WENBURN SHOWING CORNER STORE & EAST FACADES, 2200 BLOCK CEDLEY

20 OF 42



B-1342
KENT & CEDLEY STREETS, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW SW AT INTERSECTION OF CEDLEY & KENT SHOWING EAST FACADES OF HOUSES IN 2300 BLOCK OF CEDLEY

21 OF 42



B-1342
MANOKIN STREET, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NE FROM SIDNEY ST., WESTPORT POWER PLANT & LIGHT RAIL IN BACKGROUND

22 OF 42



B-1342
WENBURN & SIDNEY, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW EAST DOWN WENBURN FROM SIDNEY SHOWING WEST FACADES OF 2231 SIDNEY (RIGHT) & 2229 SIDNEY (LEFT)
23 OF 42



B-1342
2231 CEDLEY ST., WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
CORNER BUSINESS AT CEDLEY & WENBURN, VIEW TO SE;
LIGHT RAIL, HANOVER STREET BRIDGE VISIBLE
IN BACKGROUND DOWN WENBURN
24 OF 42



B-1342
2300 BLOCK OF SIDNEY (EAST SIDE), WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
NORTH END OF 2300 BLOCK OF SIDNEY (EAST SIDE) SHOWING STREETSCAPE - VIEW SE SHOWING WEST FACADES
25 OF 42



B-1342
SIDNEY @ KENT, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW SW AT INTERSECTION OF KENT & SIDNEY SHOWING EAST FACADES OF 2300 BLOCK OF SIDNEY STREET
26 OF 42



B-1342

2300 BLOCK OF SIDNEY STREET, OLIVER HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

MD SHPO

VIEW NORTH, RESCO STACK & CITY SKYLINE IN BACKGROUND

27 OF 42



B-1342
2300 BLOCK OF MAISEL, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW EAST DOWN 2300 BLOCK OF MAISEL
28 OF 42



B-1342
MAISEL & CEDLEY, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW NW FROM INTERSECTION OF MAISEL & CEDLEY
29 OF 42



B-1342

MAN STEEL POLISHING CO., 2701 MARYLAND, WESTPORT HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

MD SHPO

VIEW N AT INTERSECTION OF MARYLAND & TACOMA SHOWING SOUTH FACADE

30 OF 42



B-1342

ANDOFFER LONG, 8201 TACOMA, WESTOOD HISTORIC DISTRICT

BALTIMORE CITY, MD

BETTY BIRD

NOVEMBER 2007

MD SHPO

VIEW TO SE SHOWING NORTH & WEST FACADES

31 OF 42



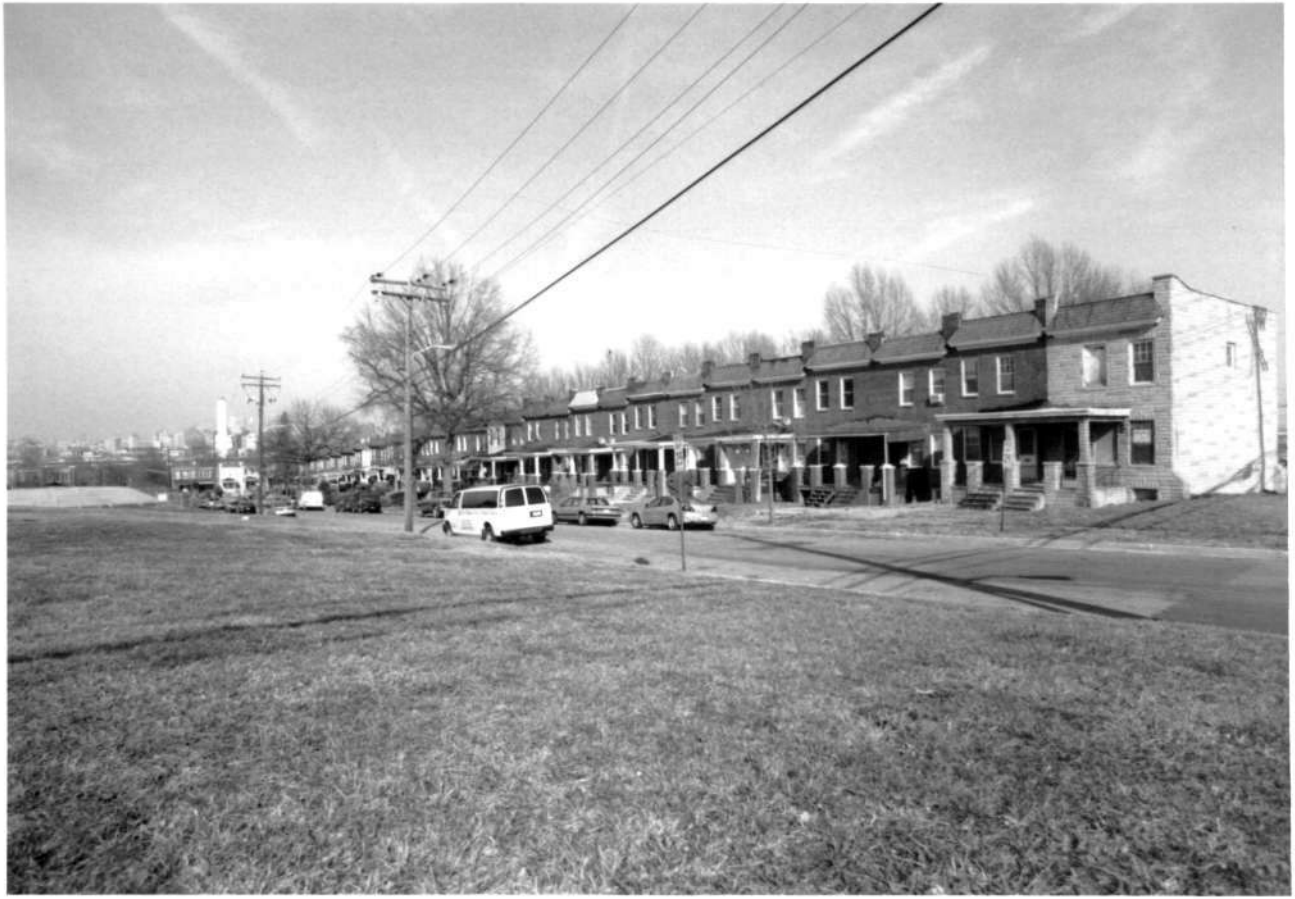
B-1342
TACOMA & KENT, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW TO NE SHOWING WEST & SOUTH (LONG) FACADES OF 2257 TACOMA
32 OF 42



B-1342
2301 FALCON WEST POLE HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW TO SE SHOWING NORTH (PRIMARY) & WEST FACADES
33 OF 42



B-1342
WESTPORT SCHOOL, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
WESTPORT SCHOOL, WEST FACADE FROM SW
34 OF 42



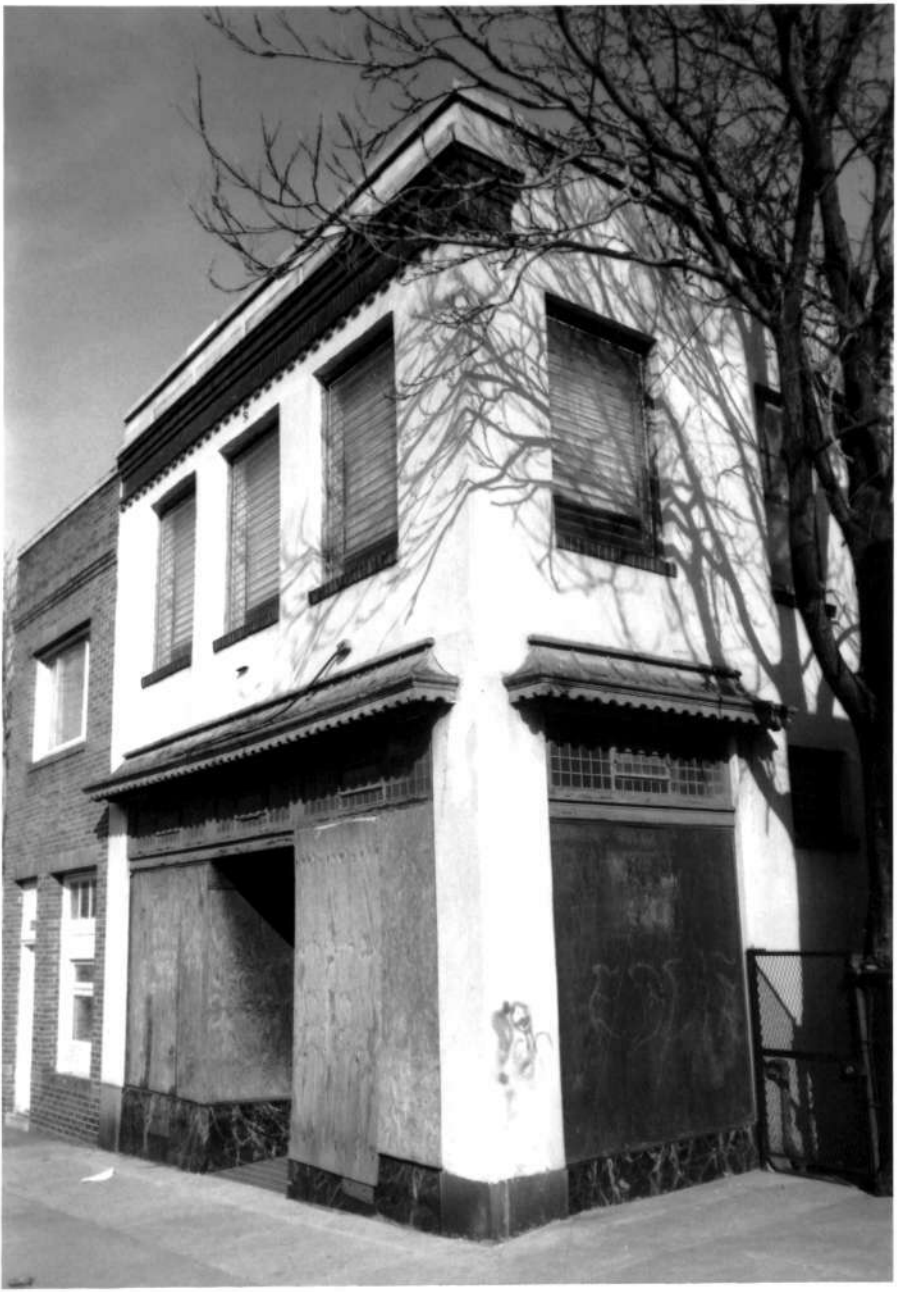
B-1342
WESTPORT STREET, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
WESTPORT STREET FROM SW SHOWING WEST FACADES
35 OF 42



B-1342
WESTPORT & MAISEL, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW TO NE SHOWING INTERSECTION OF MAISEL & WESTPORT STREETS
36 OF 42



B-1342
2800 MAISEL STREET, WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
CORNER STORE & SOUTH SIDE OF MAISEL STREET
EAST OF ALLEY — NORTH & WEST FACADES FROM NW
37 OF 42



B-1342
DEMELY DRUG STORE, 2217 ANNAPOLIS ROAD, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
WEST FACADE FROM SW SHOWING STOREFRONT DETAIL
38 OF 42


BEER WINE LIQUOR
FOOD Market
FOOD MARKET LIQUORS
Westport
499

B-1342
2242 ANNAPOLIS ROAD, WESTPORT HISTORIC DISTRICT
BALTIMORE CITY, MD
BETTY BIRD
NOVEMBER 2007
MD SHPO
VIEW SW AT INTERSECTION OF WENBURN & ANNAPOLIS RD, SHOWING EAST FACADES OF ANNAPOLIS RD. (CORNER BLDGS - NON-CONTRIBUTING)

39 OF 42



B-1342
AL KALINE HOUSE, 2222 CEDLEY ST., WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
AL KALINE HOUSE, EAST FACADE
40 OF 42



B-1342
2230 CEDLEY STREET, WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
VIEW OF THE REAR FACADES OF HOUSES IN 2200 BLOCK OF CEDLEY OFF WENBURN - WEST FACADES FROM SW
41 OF 42



B-1342
WESTPORT
BALTIMORE CITY, MD
BETTY BIRD
SEPTEMBER 2008
MD SHPO
VIEW SOUTH DOWN TYPICAL ALLEY (OFF WENBURN BETWEEN CEDLEY & SIDNEY)
42 OF 42