Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

CULTURAL RESOURCES TECHNICAL REPORT

Volume 3: Architectural Historic Properties Identification

APPENDIX C

NATIONAL REGISTER EVALUATION FORMS

PART 1: HISTORIC PROPERTIES

Maryland Transportation Authority
MDTA

JANUARY 2026

Historic Properties

NR Eligible: yes ___
no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)**

Inventory Number: **AA-47, AA-48**

Address: US 50/301 Eastbound and Westbound over Chesapeake Bay Historic District:

City: Annapolis, Stevensville Zip Code: County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: State of Maryland Tax Account ID Number:

Tax Map Parcel Number(s): Tax Map Number:

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: April 22, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The Chesapeake Bay Bridge was first surveyed in 1994 as two separate resources: the William Preston Lane, Jr. Memorial Bridge, Eastbound (MIHP No. AA-47) and the William Preston Lane, Jr. Memorial Bridge, Westbound (MIHP No. AA-48). This form provides additional historic context and re-evaluates the areas of significance for both spans. The two resources, collectively known as the Chesapeake Bay Bridge, have been combined into a single form, since the eastbound and westbound bridges function as a single infrastructure resource and their history and significance are interconnected. Maryland Transportation Authority (MDTA) is also revising the boundary of the resource to consider whether additional buildings associated with the Chesapeake Bay Bridge, such as the Administration Building, contribute to its significance.

The Maryland Department of Transportation State Highway Administration (SHA) provided the State Historic Preservation Officer (Maryland Historical Trust [MHT]) with the eligibility determinations for both bridges in February 2001 that the bridges are National Register of Historic Places (NRHP) eligible under Criterion A for their role in inter- and intrastate transportation and commerce, and under Criterion C in the area of engineering. The MHT concurred with the SHA's eligibility determination in April 2001.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

LOCATION/SETTING

The Chesapeake Bay Bridge, consisting of two parallel bridges, carries US 50/301 over the Chesapeake Bay between Anne Arundel County to the west and Queen Anne's County to the east. The original eastbound bridge, completed in 1952, now carries only eastbound traffic, and the westbound bridge, added in 1973, carries the westbound lanes of US 50/301 and runs parallel to and north of the eastbound bridge. In Anne Arundel County, the Chesapeake Bay Bridge is bounded to the northeast by Mezick Pond and Sandy Point State Park (AA-2305) and to the southwest by the MDTA Police and Maintenance Facility (AA-2590), which includes Westinghouse Bay and Old Ferry Slip Road. In Queen Anne's County, the Chesapeake Bay Bridge is bound to the north by the thickly wooded Terrapin Nature Park (QA-724) and to the south by Pier 1 Road. An associated late-twentieth-century garage is north of the westbound lanes in Queen Anne's County. Two associated early-twenty-first-century buildings are north of the eastbound lanes in Queen Anne's County.

The associated circa-1952 Administration Building is northeast of the Chesapeake Bay Bridge's Anne Arundel County approach. It is within state right-of-way. The building and surrounding land associated with its function are bounded to the north and east by Sandy Point State Park, to the south by wooded land, and to the southwest by US 50/301. The area around the Administration Building is paved, and the building sits along the southwest property boundary. A maintenance facility connected by a hyphen is east of the Administration Building. A geodesic salt shed built between 1994 and 2002 is north of the Administration Building. A small area of grassy lawn with a few ornamental trees immediately surrounds the Administration Building's elevations. A dock extends east from the eastern edge of the property into Mezick Pond.

RESOURCE DESCRIPTION

The Chesapeake Bay Bridge is composed of two bridges, a 1949-1952 eastbound bridge and a 1969-1973 westbound bridge, and carries US Route 50/301 across the Chesapeake Bay. The bridge runs northwest to southeast from Anne Arundel County to Queen Anne's County. The bridges have concrete substructures and carry vehicles across a variety of span types including through truss spans, simple girder spans, and steel suspension spans.

Eastbound, 1949-1952

The two-lane eastbound bridge runs northwest to southeast at a steep grade for approximately 0.77 miles from Anne Arundel County before continuing approximately 3.26 miles southeast at a less steep grade eastwards to Queen Anne's County. The bridge is composed of 123 spans with a central cable suspension span carrying a Warren through truss. The main span is 1,600 feet long and is supported by towers 354 feet above the water. Steel rope cables 14 inches in diameter hang from the towers to support the Warren through truss span. The towers are characterized by steel cross bracing. From the northwest, simple deck truss and girder spans lead to the main suspension span. Southeast of the main span, the bridge is composed of simple deck truss spans, a Warren through truss span with braced portals, and simple girder spans. The roadway deck is 198 feet above the water and measures 28 feet from curb to curb (Crampton and Abell 1994a).

Westbound, 1969-1973

The three-lane westbound bridge runs northwest to southeast at a steep grade for approximately 0.72 miles from Anne Arundel County before continuing approximately 3.26 miles southeast at a less steep grade eastwards to Queen Anne's County. The bridge is composed of a main cable suspension span carrying a deck truss. The 1,500-foot-long main span has two 379-foot-tall towers carrying steel rope cables 14 inches in diameter. The towers have horizontal bracing. From the northwest, girder spans and deck truss spans lead to the main suspension span. Southeast of the suspension span are simple deck truss spans, an arched truss span, and girder spans. The roadway deck is 212 feet above the water and measures 38 feet wide (Crampton and Abell 1994b).

Administration Building, 1952

The one-story, flat-roof brick Administration Building is composed of an original block, oriented northwest-southeast. A nearly square two-story building, oriented northeast-southwest (east block), appearing on the 1957 aerial, is east of the original block and connects via a multi-story hyphen with one- and two-story blocks. The west end of the hyphen contains an arched roof. Between 1970 and 1982, a larger rectangular addition was constructed along the northwest elevation of the original block (NETROnline var.). An interior brick chimney is along the northeast elevation of the original block.

The five-part southwest façade of the original block contains a central one-bay taller section with two shorter, recessed flanking sections, and outside section in the same plane as the central section. Unless otherwise noted the windows are composed of a one-light fixed metal sash over a one-light metal awning sash. From northwest to southeast, the first section contains a slightly recessed central bay with a four-unit ribbon window; a flat concrete and metal awning spans the bay. There is a one-light fixed metal window on the southeast elevation of this section. The second section contains two windows; a concrete belt course runs under the windows and a flat concrete and metal awning spans the entire section. The third (central) section originally held the main entrance to the Administration Building. The door has been removed and the vinyl-sided recessed opening filled with two stacked, unequally sized, one-light fixed sashes. A flat concrete surround frames the opening. A bell mounted on a concrete foundation sits in front of the opening and a panel with the Maryland flag is set into a concrete frame is above the opening. This section has concrete coping at the roofline. The fourth section has three window openings, and a concrete belt course runs under the windows; a flat concrete and metal awning spans the section. The fifth section contains a recessed door with stairs on the northwest elevation. The section's façade lacks fenestration.

The four-bay northwest elevation of the 1970-1982 addition to the original block contains three bays with three one-light fixed metal windows with concrete sills; the second bay contains a recessed metal glazed door with a sidelight. A fabric and metal awning spans the door and the first window bay from the east. A concrete accessibility ramp runs across the majority of the elevation.

The northeast elevation of the original block north of the hyphen contains a projecting glazed bay with a metal shed roof. South of the hyphen are four bays with windows. The fourth bay has a metal door accessed by steps with metal tube railings and covered by a fabric awning. The sixth bay has a small one-light fixed metal sash over a one-light metal sash. The southeast elevation has no fenestration.

The northwest elevation of the hyphen's one-story section contains two openings with large metal vents and double-leaf glazed doors at the west end. The two-story section is southeast of the one-story section and contains, in the second story, nine one-light fixed metal windows that together form an arched shape. Two rows of soldier bricks run below the windows and at the roofline. The southeast elevation has no fenestration on the one-story section. The west side of the two-story section has a metal door with tall metal transom on the first story and three one-light fixed metal windows on the second story; the central window is much larger than the side windows. The east side is recessed and has a metal door under an asphalt-shingle, shed-roof porch on the first story and two one-light fixed metal windows on the second story.

The east block's northwest elevation contains a metal door with steps in the first story. The five-bay second story contains an opening with two stacked one-light fixed metal windows in the north half and four one-light metal casement windows in the south half. The three-bay northeast elevation contains roll-up doors in each bay. The first bay is one story, while the second and third bays are two story; there is no fenestration in the second story. The southeast elevation is two stories at the west end and one story at the east. The first story has two small louvered vents; the second story has eight one-light fixed metal windows of varying sizes. The southwest elevation has a metal door and two metal roll-up doors on the first story and nine one-light fixed metal windows of varying sizes. Two rows of soldier bricks run along the first story, second story, and at the roofline of all building elevations.

Salt Shed, 1994-2002

The asphalt-shingled geodesic salt shed has a concrete foundation and knee walls. There is an opening facing south.

Garage, 1982-1992

This building was not accessible during survey. Aerial imagery shows a side-gable, metal-clad building that has two metal roll-up doors in the west elevation and a single-leaf metal door on the south elevation.

Flat-Roof Building, 2018-2021

This flat-roof building has double-leaf metal doors on the south elevation.

Side-Gable Building, 2021-2023

This side-gable building has a metal single-leaf door on the south elevation.

HISTORIC CONTEXT

The history of highway bridges, including metal suspension bridges, in Maryland is outlined in two historic contexts, Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report (Spero and Berger 1995) and Historic Context of Maryland Highway Bridges Built Between 1948 and 1960 (URS Corporation 2011).

Construction

The construction of a bridge linking the urban Anne Arundel County and the rural Queen Anne's County was long-awaited. Maryland merchants and manufacturers associations sponsored the first public proposal, the Hoen Committee report, which was issued in 1908 recommending a bridge study. Engineers Westinghouse, Church, Kerr & Company advised a bridge was feasible but expensive, at about $13 million (SRC 1953-54). A few years later, in 1918, the Chesapeake Bay Bridge Corporation (also seen as "Chesapeake Bay Bridge Company") was formed by Maryland businessmen like S. Davies Warfield, president of Seaboard Air Line railway, to build a bridge across the Bay from Baltimore to Tolchester in Kent County (The Sun 1918, 7; The Evening Journal 1924, 10; Nashville Banner 1926, 12). Efforts for private funding were abandoned in 1929 when sufficient funds could not be raised (MSPD 1950, 3). In 1933, the Chesapeake Bay Bridge Corporation filed an application for an $8 million federal loan. Submitted with the application was a copy of a bill that would create the Chesapeake Bay Bridge Authority, a political entity that could ask for and borrow money (The Sun 1933a, 22; 1933b, 18). Bridge advocates and the Chesapeake Bay Bridge Corporation continued to lobby for funding through the 1930s and into the 1940s.

The 1935 Maryland State Planning Department report, Ten-Year Highway Construction Program for Maryland, recommended facilitating transportation and trade between Annapolis and Baltimore and the Eastern Shore counties. At the time, the closest trading centers for the Eastern Shore were Wilmington and Philadelphia. A route by way of the suggested Chesapeake Bay Bridge would link the Eastern Shore to business centers like Baltimore, Annapolis, and Washington, DC (MSPD 1935, 33).

In 1937, under the administration of Governor Harry W. Nice, the Maryland General Assembly passed an act giving the State Roads Commission (SRC) authority to create a comprehensive plan for the construction of bridges and tunnels financed solely by tolls. This plan, approved in 1938, became known as Maryland's "Primary Bridge Program" and would almost completely transform Maryland's highway transportation network by the mid-twentieth century. Among the recommended crossings were two options for the Chesapeake Bay: a bridge from Millers Island in Baltimore County to Tolchester in Kent County or a bridge, tunnel, or combination thereof from near Annapolis to the opposite shore of Kent Island. The SRC hired the engineering firm of J. E. Greiner Company of Baltimore to create the plans and make a report. John Edwin Greiner was a nationally known bridge engineer who, by the late 1930s, was in partnership with Herschel H. Allen, a Baltimorean who formerly worked as a bridge designer with the SRC. When Greiner died in 1942, the firm continued under his name with Allen acting as the senior partner. The J. E. Greiner Company was ultimately responsible for designing and supervising the construction of all the structures associated with Maryland's Primary Bridge Program (SRC 1953-54, 15; SRC 1957-58, 143). Bridges over the Susquehanna and Potomac Rivers were completed in 1940, but construction of the other crossings was delayed by World War II (Spero and Berger 1995, 34).

In 1947, during the tenure of Governor William Preston Lane Jr., the Maryland General Assembly authorized the SRC to construct a bridge from what is now Sandy Point State Park to Kent Island. The bridge was to be financed using bonds that would be repaid by tolls. A year later Congress approved the project, and the J.E. Greiner Company began construction in 1949 (Bohm and Scozzari 2011, 3). The design called for a suspension bridge, the first example of the type in Maryland, and "fully represented the latest techniques and engineering innovations in mid-twentieth century American suspension bridge engineering design" (Spero and Berger 1995). The Bay Bridge was one of many suspension bridges constructed across the country in the mid-twentieth century. Other examples include the 1933-1937 Golden Gate Bridge in San Francisco, California; the 1948-1950 Tacoma Narrows Bridge in Tacoma, Washington; the 1949-1952 Delaware Memorial Bridge that carries I-295 between Delaware and New Jersey; the 1954-1957 Mackinac Bridge in northern Michigan; and the 1959-1964 Verazanno Narrows Bridge in New York (Road Traffic Technology 2013). The suspension spans of all of these bridges are longer than the Chesapeake Bay Bridge's suspension spans, though only the Mackinac Bridge also has a longer total bridge length.

The western approach of the $45 million bridge was designed to follow most of the extant alignment of MD Route 404 (Revell Highway). Across the Chesapeake Bay, construction of the eastern approach required removing a bridge at Cox Creek and clearing woods (Marsh 2002; Bready 1948, 33). The first phase of the project was the creation of the eastern and

western approaches in January 1949. The Chesapeake Bay was dredged in November 1949 to relocate the Sandy Point ferry channel (MSRC 1952, 9-10).

The next phase of construction involved the creation of the mostly underwater substructure. Herschel H. Allen, senior partner at J. E. Greiner Company designed the bridge's underwater foundation. Allen first devised the technique for use in the 1940 Potomac River Bridge's (CH-376) construction. The bottom of the bay was excavated, and temporary piles were driven. A wood platform with holes for the permanent piles was built around the temporary piles. The permanent steel piles were then driven into the bottom of the bay. Parts known as "cans" for the main tower's piers were milled by Bethlehem Steel in Pennsylvania and shipped down on tugboats (Woolever 2022; Spero and Berger 1995, 131; The Star-Democrat 1982, 58). These cans were set around the steel piles and built up until they reached above the waterline. Concrete was then pumped in using a long tube at the bottom of the can with a funnel above the water's surface. Once the concrete reached a certain level in the can, the water was pumped out of the can, the top six inches of concrete removed (because of its contact with salt water), and the remaining concrete was poured. This process was used for piers 11 through 40 (from west to east), except for piers 23 and 28 (The Star-Democrat 1982, 58; Spero and Berger 1995, 131).

Piers 23 and 28 were the main cable anchorage piers for the suspension spans. They were constructed using more traditional cofferdam methods. To protect the piers from passing damage, rock and sand islands were built around the piers. The majority of the steel superstructure was floated into place and then hoisted by derricks and cranes before being mounted on the pre-built spans (Spero and Berger 1995, 131).

Construction of the roadway began in April 1951, beginning at the west abutment and moving eastward. Both metal and wood forms were used. Curbs and parapets were precast off site and shipped to the site for installation. In August 1951, the pouring of the roadway began at the east abutment moving westward. Deck work and asphalt paving were completed in July 1952. Navigational lighting and fog signals conforming to the United States Coast Guard Standards were installed and reflectors were placed along the lane lines of the roadway. Controls for the lighting were housed in the Administration Building along with an emergency generator (MSRC 1952, 22, 28).

The Administration Building and toll plaza were constructed during Fall 1951. The toll plaza consisted of six collecting lanes, two of which were reversible. The Administration Building held the toll recording equipment, offices and facilities for collectors, and a garage and a maintenance shop for bridge repairs (MSRC 1952, 29).

At 200 feet above the water and nearly four miles long, the bridge was the state's largest public project and was, at that point, the third-longest bridge in the world and the largest over-water steel structure in the world (Marsh 2002; MDTA n.d.; Woolever 2022). Earlier suspension bridges, like the 1933 1.7-mile-long Golden Gate Bridge in San Francisco, spanned shorter distances. In comparison to bridges of a similar length across the United States, the Chesapeake Bay Bridge was one of the earliest. Following the Chesapeake Bay Bridge construction, the Richmond-San Rafael Bridge, 5.5 miles in length, was built in 1957 across the San Francisco Bay and San Pablo Bay in California. Like the Chesapeake Bay Bridge, the Richmond-San Rafael Bridge replaced a ferry route. The steel suspension bridge utilized deck truss spans, simple girder spans, and suspension spans with monumental towers (Jones 2020). Two years later, in 1959, the steel and concrete Verrazzano-Narrows suspension bridge by engineer Othmar Ammann was built spanning the Narrows strait between Staten Island and Brooklyn, New York. The 70-story-tall towers carry the bridge 228 feet above the water (Adler 2014; Britannica n.d.).

The bridge opened to much fanfare on July 30, 1952, with a parade, speeches, and performances. Tolls were set at $1.40 for a car and driver, and $0.25 for each additional passenger (MDTA n.d.). The tolls were collected from toll booths under a canopy that extended southwest from the Administration Building.

When the 1952 bridge opened to the public, it was an immediate success, seen particularly in the traffic jams composed of beach-bound automobiles from Baltimore, Annapolis, and Washington, DC, that caused backups in both counties. After the success of the 1952 bridge, the State began to explore options for a second crossing as traffic quickly overloaded the 1952 bridge (Orrick 1973).

In 1964, the state of Maryland authorized a crossing study to determine viable options. Results from this study included three possible locations, one between Baltimore County and Kent County, one parallel to the 1952 bridge, and one between Calvert County and Dorchester County (Kozel 2003). A bill was passed in 1967 that authorized the three bay crossings listed above in addition to a tunnel in Baltimore. The bill allowed the SRC to determine the priority order for the construction projects (Ayres 1967, 28; The Evening Sun 1968, 5). To honor his efforts in championing the 1952 bridge, the Chesapeake Bay Bridge was named in Governor William Preston Lane, Jr.'s honor after he passed away in 1967 (Maryland Transportation Authority 2009).

On June 28, 1967, the SRC made the parallel bridge a top priority on the list of State toll facilities (MDTA n.d.; Ayres 1967, 28). The second bridge, the tunnel, and two crossing studies were financed through a $220 million bond backed by the revenue of the new bridges and existing toll facilities (The Cumberland News 1968, 32). The anticipated opening date for the second bridge was 1972 (Orrick 1973, 1).

Originally, the 1973 bridge was designed to be a two-lane bridge. A decision to add a third lane added an estimated $10 million to the total project cost, originally projected to be $35 million (The Evening Sun 1968, 41). Construction was authorized under Governor Spiro Agnew in 1968. The SRC advertised for bids for the substructure first and then for the superstructure in 1969. Substructure bids came in well above the SRC's estimated cost (The Cumberland News, 2; The Sun 1970, 28). The first contract was jointly awarded to C. J. Langfelder and Son Inc. from Baltimore and Raymond International and Dravo Inc., both from New York (Burdett 1969, 1). Robert E. Fletcher, of Dravo Inc., served as chief field engineer for the project and designed the piers for the substructure (Beard, 1973, 17). The contract for the superstructure was awarded to the American Bridge Division of United States Steel Corporation. J. E. Greiner Company, engineers of the 1952 bridge, served as consulting engineers for the project (Orrick 1973, 1).

The first stage of construction for the second bridge involved building two abutments southwest of Sandy Point State Park and at Stevensville, as well as 75 piers for the bridge's substructure (The Cumberland News 1969, 2). Construction on the first stage began in summer 1969, but a harsh winter in 1970 and early 1971 delayed the construction schedule (The Evening Sun 1969, 34; The News 1971, 2). By summer 1971, truss spans were beginning to be hoisted into place on the substructure. The trusses were moved by barges and heavy cranes. Helicopters were sometimes used to hoist large batches of mixed concrete and sections of the bridge (The Evening Sun 1971, 32). By mid-winter, workers were stringing the suspension cables from the anchor towers (Lewthwaite 1971, 22).

The initial scheduled opening for the second bridge came and went as labor disputes, severe weather, and engineering mistakes extended the timeline (Orrick 1973, 1). The bridge officially opened for traffic on June 28, 1973, at a final cost of $120 million (The Capital 1973, 3; Ayres 1973, 1). The 1952 toll plaza was extended southwest across the entire approach to the bridge.

A dedication ceremony was held at Sandy Point State Park on June 28, 1973, with special guests and a motorcade across the bridge. Governor Marvin Mandel; Maryland Transportation Secretary, Harry R. Hughes; Dorothy Byron, widow of former Governor William Preston Lane, Jr.; and former Governors J. Millard Tawes and Theodore McKeldin were in attendance (Ayres 1973, 1).

The bridges have been continually maintained over time. Efforts to reduce traffic congestion on the bridge included the use of a contraflow lane on the 1973 bridge that allows for one east-bound lane on the bridge during peak travel times and crossing approach lanes that connect US 50/301 to each of the bridges. Lane indicators have been continually updated to maintain the safety of the system. In 1989, in an attempt to ease traffic congestion, MDTA dismantled four of the fourteen toll booths and removed tolling on the westbound lanes; the eastbound toll doubled (Armao 1989). In 2020, MDTA implemented all electronic tolling, and by 2022 all the toll booths constructed in 1952 and 1973 southwest of the Administration Building were removed. At this time gates were added to either approach to control access to the contraflow lane.

Suburbanization, Growth, and Development in Queen Anne's County

The Suburbanization Historic Context Addendum (1890-1990): Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al., 2024) provides context on how the Chesapeake Bay Bridge affected suburban development, particularly in Queen Anne's County. Section 2.1 (Town Development and Urban Transition) and Section 3.2 (Crossing the Chesapeake Bay) provide context on the suburbanization of these areas and the impact of the Chesapeake Bay Bridge.

The Chesapeake Bay Bridge created a new link between Anne Arundel and Queen Anne's Counties; while the two counties were previously connected via steamboat or ferry, the bridge dramatically decreased the travel time across the bay. While Anne Arundel County was already rapidly suburbanizing prior to the construction of the Chesapeake Bay Bridge, Queen Anne's County had very little suburban development prior to the bridge. The bridge's announcement prompted developers to acquire large tracts of land on Kent Island to create new subdivisions. While construction in these subdivisions was gradual, development pressure from Anne Arundel County eventually spilled over to Kent Island; commuters from the Baltimore and Washington, DC, metropolitan areas were attracted by the availability of land, lower prices, and waterfront amenities. In 1983, ten years after the second bridge was constructed, Queen Anne's County was added to the Baltimore Metropolitan Statistical area.

Access to the Eastern Shore & Atlantic Ocean

The 1952 bridge brought growth to the Eastern Shore, beyond Queen Anne's County. Ocean City, originally a small fishing community, had become a resort town by the late nineteenth century. Following the construction of the Chesapeake Bay Bridge, the relative ease of access only increased its attraction as a vacation spot; vacationers from the Baltimore-Washington corridor who had previously visited beaches in Anne Arundel County, as well as counties along the eastern shore of the Chesapeake Bay, could now easily reach Ocean City (Diehlmann et al., 2024, 3-46 – 3-49). Resorts and waterfront vacation spots continued to develop as the volume of tourists able to cross the bridge increased. Ocean City, Maryland, experienced a higher volume of tourists from Maryland and Washington, DC, and increased traffic jams in the early 1970s following the opening of the 1973 bridge. The city even granted 867 building permits for motels and hotels to manage the increase in summertime popularity (The Sun 1973, 49).

The completion of the 1952 bridge completed the vision of the Primary Bridge Program, providing crossings of Maryland's major bodies of water and allowing travelers two paths through Maryland. One crossed the Susquehanna River Bridge, continued south through the Baltimore Harbor Tunnel, and connected with US 301 to cross into Virginia via the Potomac River Bridge. The new route created by the Chesapeake Bay Bridge traveled US 301 from Delaware, across the bridge, and continued south to Virginia on US 301 (URS Corporation 2011, 4-15). Opening the Chesapeake Bay Bridge had an immediate affect; in early August 1952, the Delaware Memorial Bridge in Wilmington, Delaware, saw a surge of traffic due to the opening of the Bay Bridge. Newspaper reports indicate hundreds of travelers asking for maps and directions to the Bay Bridge at the Delaware Memorial Bridge's Administration Building (The Star-Democrat 1952, 8). The Bay Bridge became a vital link in East Coast travel networks prior to the construction of the interstate system, providing an alternative route from Delaware along US 301 to points south, avoiding the congestion of Baltimore.

ELIGIBILITY DETERMINATION

The Chesapeake Bay Bridge is evaluated under the Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report and the Historic Context of Maryland Highway Bridges Built Between 1948 and 1960. The Chesapeake Bay Bridge was evaluated for significance under NRHP Criteria A, B, and C. The Chesapeake Bay Bridge was not evaluated for eligibility under Criterion D.

The Chesapeake Bay Bridge is significant under Criterion A in the area of transportation for its role in expanding transportation networks in Maryland and the East Coast and linking Maryland's urban areas to the Atlantic Ocean. The bridge was the last of the Primary Bridge Program crossings to be constructed, completing a network of roads, bridges, and a tunnel for East Coast drivers that bypassed major metropolitan areas. Additionally, the Chesapeake Bay Bridge is "the most significant bridge that connected formerly isolated parts of the state…" (URS Corporation 2011, 4-17). One of many projects by the SRC to facilitate faster travel across large bodies of water throughout the state, the Chesapeake Bay Bridge was the most significant in terms of size and scope of the project, the "most spectacular road project of the era" (URS Corporation 2011, 4-17), and connected two areas which had historically been separate and culturally distinct. The bridge created a direct connection from Annapolis, Baltimore, and Washington, DC, to the Eastern Shore's Chesapeake Bay and Atlantic Ocean waterfront.

The Chesapeake Bay Bridge is significant for spurring the suburbanization of Queen Anne's County. The 1952 bridge connected Queen Anne's County and the Eastern Shore, which previously had been relatively isolated from the Western Shore. A small number of suburban-type developments were created before the first bridge, but the slower ferry crossing deterred large-scale development. The new, faster connection opened Kent Island, in particular, to suburban development as commuters to Annapolis, Baltimore, and Washington, DC, looked for new bedroom communities and were enticed by their proximity to waterfront areas. The 1973 bridge's construction, which alleviated congestion on the 1952 bridge, coincided with a greater need for housing as development pressure and housing costs in Anne Arundel County mounted: the period of fastest growth on Kent Island occurred in the 1970s. The construction of Chesapeake Bay Bridge was the catalyst without which suburbanization would not have occurred and, therefore, the Chesapeake Bay Bridge is eligible under Criterion A for its significant association with suburbanization in Queen Anne's County.

Research has revealed no significant association with persons who have made specific contributions to history. Though the Chesapeake Bay Bridge was named after William Preston Lane Jr., the former Governor who pushed to construct the bridge, his association with the bridge does not rise to the level of significance needed for eligibility under this Criterion. Therefore, the Chesapeake Bay Bridge is not eligible under Criterion B.

The Chesapeake Bay Bridge stands as an intact and significant example of a metal suspension bridge in the state and a notable bridge built by the J. E. Greiner Company, which was a master in bridge design. The construction of the bridge took advantage of the newest technology available at the time. The methods used to build the 1952 bridge's substructure were especially novel at the time, such as Herschel H. Allen's method of pier construction. At the time of its construction, the 1952 bridge was the largest over-water steel structure in the world. Furthermore, the Chesapeake Bay Bridge is the only metal suspension bridge in the state of Maryland and is the longest fixed water crossing in the state. Therefore, the Chesapeake Bay Bridge is eligible under Criterion C in the area of Engineering.

PERIOD OF SIGNIFICANCE

The period of significance (under both Criterion A and Criterion C) for the Chesapeake Bay Bridge runs from 1952 to 1973 encompassing the opening of the eastbound and westbound bridges.

INTEGRITY

The Chesapeake Bay Bridge retains integrity of location. Both bridges have not been moved from their original alignments, the Administration Building remains in its original location, and the road alignment on either side of the bridge has not been altered.

The Chesapeake Bay Bridge retains integrity of setting. The most important characteristic of its setting is the Chesapeake Bay; expansive views of the Bay from the bridge remain unchanged from the period of significance. Although there has been development along the shoreline, particularly the Eastern Shore, these changes within the overall viewshed are minor. The setting of the bridge approaches and Administration Building in Anne Arundel County have retained a rural feeling. While the area south of the bridge in Queen Anne's County has been somewhat altered with new construction to the south, it is overall relatively unchanged. Despite some new development, the integrity of setting remains intact.

The Chesapeake Bay Bridge retains integrity of design. Both the 1952 and 1973 bridges retain their appearance as metal suspension bridges. The most important elements of the bridges' designs are the suspension spans, which retain the character defining elements outlined in the Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, including the towers, cradles, cables, suspenders, stiffening trusses, anchors, and piers. The bridges' cantilever truss and simple truss spans are also important to the design. The plate girder beam and beam spans are original to the design, but the individual components of these spans are secondary to the overall appearance. While the Chesapeake Bay Bridge has undergone maintenance, repairs, and the addition of replacement elements, the overall integrity of design has not diminished as structural work has been done primarily in-kind. The approaches to the bridge retain their original alignment. The important elements of the approach design are limited to the overall alignment and crossover lanes on the east approach. The Administration Building has been added to and enlarged, but the original form of the building remains evident, and the largest additions have been made on the rear elevation. The biggest design change to the Chesapeake Bay Bridge is the 2022 removal of the toll plaza when it was replaced with electronic toll gantries. Despite these changes, the resource as a whole retains integrity of design.

The Chesapeake Bay Bridge retains integrity of materials. Original concrete and metal features of both bridges' substructures and metal features of the superstructures remain largely unaltered or have been replaced in-kind. Alterations to materials on the girder beam and beam spans, or removal of original railings on the bridge are less important to integrity of materials than retention of materials on the metal suspension and truss spans. Though routine maintenance has taken place, like re-decking of the 1952 bridge, the integrity of materials has not been diminished. The materials on the bridge approach roads have been replaced, but these materials are of lesser importance to the overall resource than the alignment of the road. The Administration Building retains sufficient integrity of materials; it has its original brick exterior, though some elements have been removed, such as the original entrance to the building.

The Chesapeake Bay Bridge retains integrity of workmanship. As the resource retains the majority of its original features, the workmanship and construction techniques used are still visible. For example, the concrete piers of the 1952 bridge still exemplify the underwater "can" concrete construction technique devised by Herschel H. Allen specifically for the Chesapeake Bay Bridge. The concrete substructure of the 1952 bridge was built using a series of underwater steel drums called "cans" to float the concrete slurry into. This was a novel process in the early 1950s. Several piers, namely the tower piers, were built using a typical cofferdam process. Key features like the cross-bracing and horizontal bracing on the towers for both bridges remain and demonstrate typical construction methods of the time. The Administration Building also retains integrity of workmanship. Features like the brick construction, the concrete sills and surrounds, and the inset panel with the Maryland flag convey their workmanship.

The Chesapeake Bay Bridge retains integrity of association. The bridges still function as the main connection from Anne Arundel County to Queen Anne's County.

The Chesapeake Bay Bridge retains integrity of feeling. Through the retention of the integrity of design, materials, and workmanship, the Chesapeake Bay Bridge still feels like a mid-twentieth-century metal suspension bridge.

CONTRIBUTING RESOURCES

Contributing elements of the Chesapeake Bay Bridge include the 1952 and 1973 bridges, the approach roads within the boundary, and the 1952 Administration Building.

Non-contributing elements include the 1982-1992 garage, the dock, the 1994-2002 salt shed, the 2018-2021 flat-roof building, and the 2021-2023 side-gable building.

BOUNDARY DESCRIPTION

The boundary for the Chesapeake Bay Bridge encompasses both the 1952 and 1973 bridges and terminates, to the north in Anne Arundel County, northwest of the Administration Building and its associated parking lot, and terminates to the southeast in Queen Anne's County, east of the feeder lane running between the 1973 and the 1952 bridges and includes the three maintenance buildings associated with the bridge.

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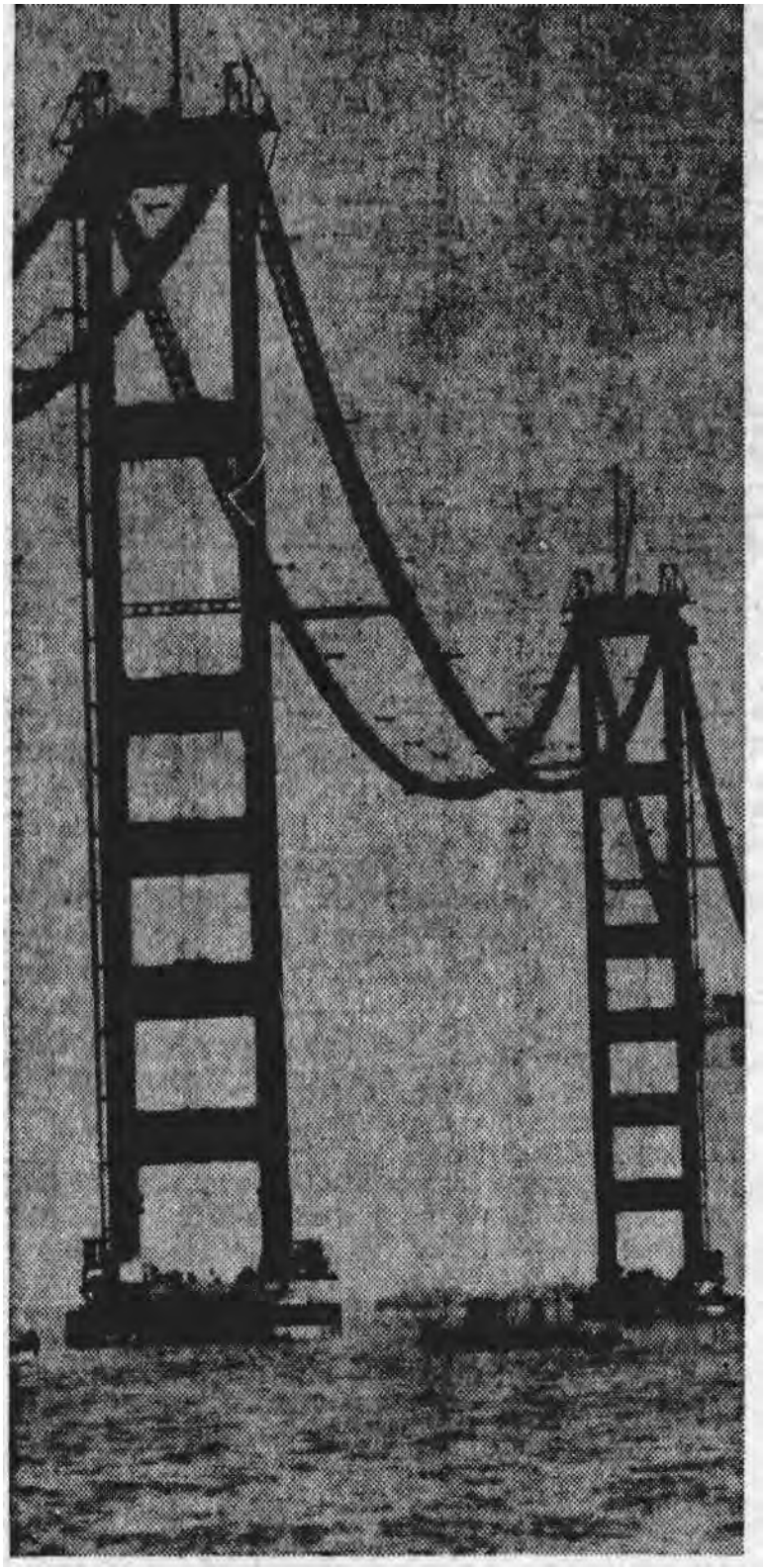
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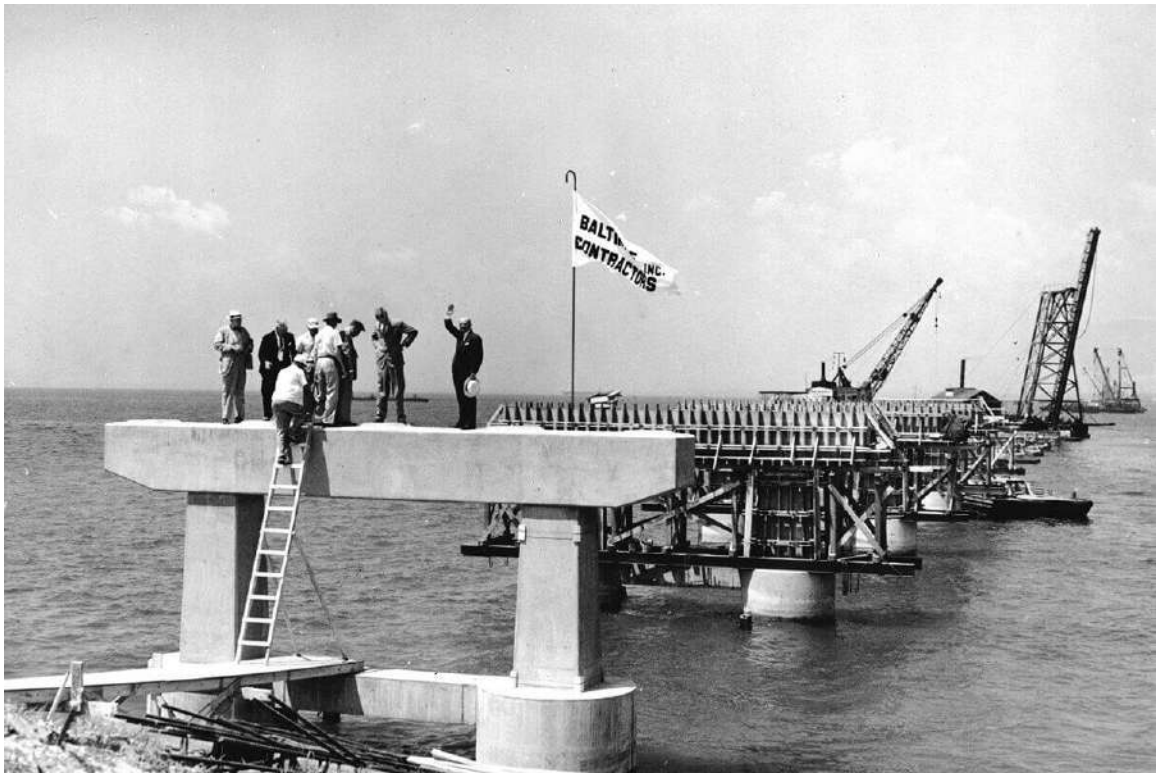
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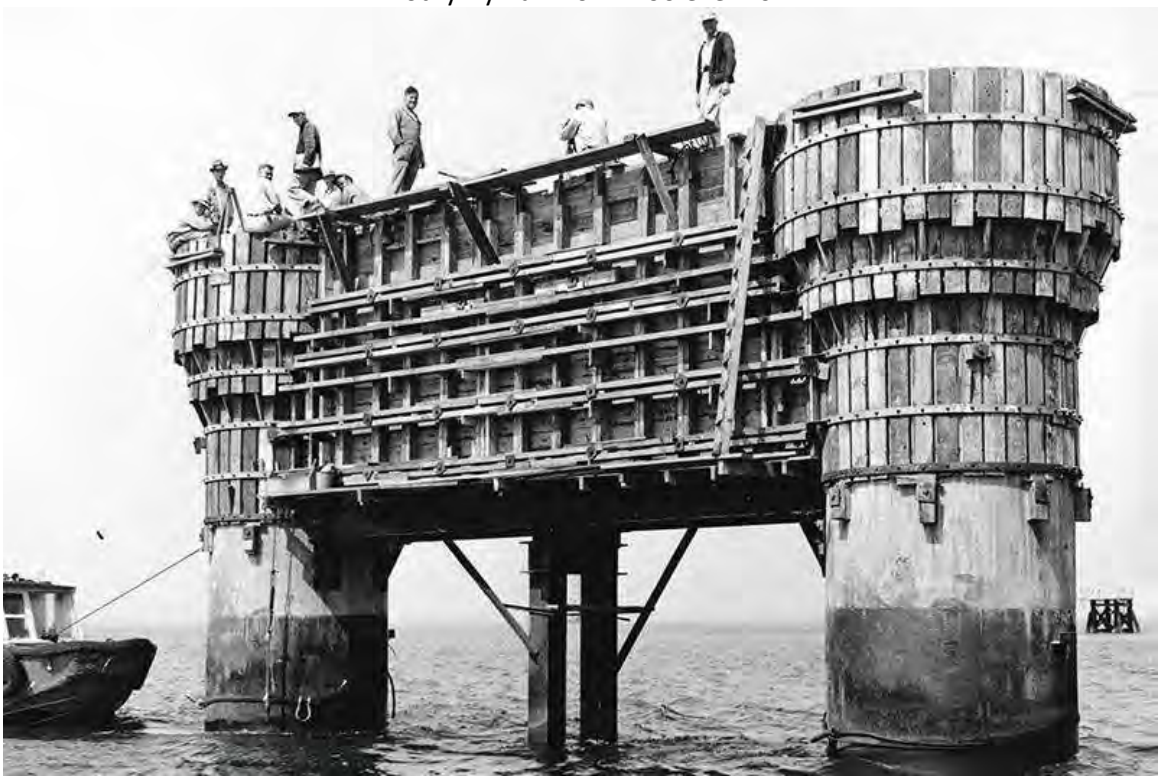
Historic Image 7: January 1973 photograph of the main span of the 1973 span during construction.
Orrick 1973



Historic Image 8: Post 1973 postcard depicting the Chesapeake Bay Bridge.
Kozel 2003



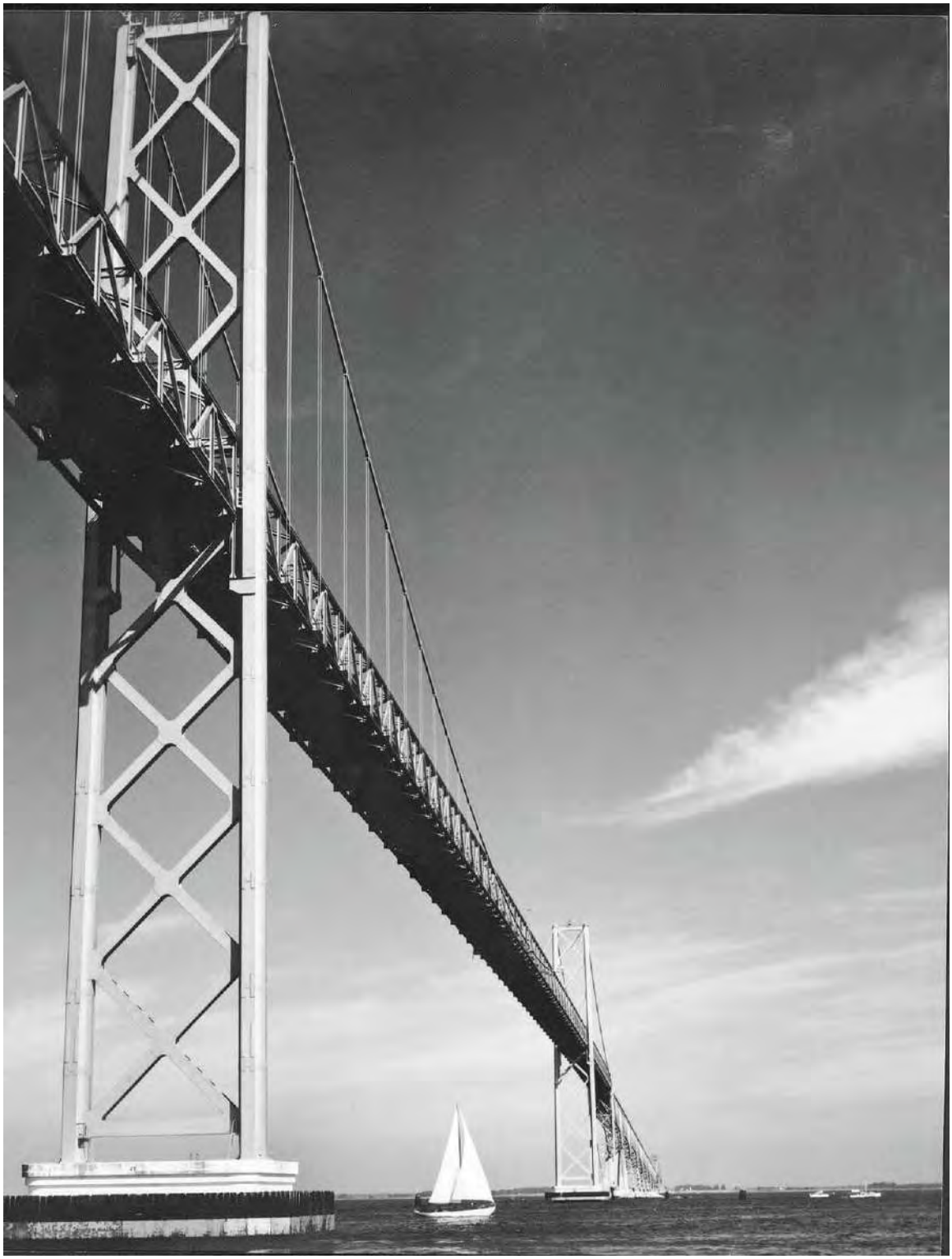
Historic Image 1: Photograph depicting the construction of the concrete piers, circa 1950.
Timothy Hyman from Woolever 2022



Historic Image 2: Photograph depicting the construction of the concrete piers and formwork, circa 1950.
Timothy Hyman from Woolever 2022



Historic Image 3: A July 30, 1952, photograph of the first motorcade across the 1952 span, note the ferry terminal in the background. AP Images from Woolever 2022



Historic Image 4: A 1952 to 1973 photograph of the 1952 span.
Maryland Department of Transportation from Woolever 2022



A truss span for the new Chesapeake Bay Bridge rests on piles, upper left, before being moved by barge from the western to the eastern side of the bay to be put in place.

The trick was to move double barges under each end of the span's support, above and wait for high tide to float the whole 430-foot, 1,225-ton structure.

Tugs accomplished the rest of the job, moving the span and its barges clear of piles and shoved it across the bay, left.

Meanwhile, on another bridge job a helicopter has taken the place of barges. The copter, in picture at right, is being used to airlift a 17,000 pound load of concrete that is poured into the foundations for 13 support towers.

In most other bridge jobs the concrete is mixed on a barge, but engineers say the helicopter is more economical because the work will be done sporadically as preliminary work for each tower is completed.

The photos were taken by Sunpapers photographers Lloyd Pearson and George

Historic Image 5: A 1971 collection of construction photographs of the 1973 span.
The Evening Sun 1971



Sunpapers photos—William LaForce, Jr.

The wet autumn has brought delays to the construction of the second Bay Bridge but a 1973 opening is seen

Historic Image 6: A 1971 photograph of the partially completed 1973 span (background) and completed 1952 span (foreground)
Lewthwaite 1971

NR-ELIGIBILITY REVIEW FORM

AA-47, AA-48 Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

AA-0047 / AA-0048
Anne Arundel County and Queen Anne's County



MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay AA-0047 / AA-0048
City: Annapolis Anne Arundel County and Queen Anne's County



MAPS


Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville
AA-0047 / AA-0048
Anne Arundel County and Queen Anne's County
Blue Star Memorial Hwy W
Blue Star Memorial Hwy E
Chesapeake Bay Bridge, Westbound (1973, Contributing)
William Preston Lane Jr. Memorial Brg
Chesapeake Bay Bridge, Eastbound (1952, Contributing)
Chesapeake Bay Bridge Boundary
0
0.5
1
2 Miles
N

MAPS


Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville
AA-0047/AA-0048
Anne Arundel County and Queen Anne's County
MD iMAP, USGS
USGS 7.5' Quadrangle - Gibson Island
0
1.5
3
Miles
N
Scale: 1:50,000

MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay AA-0047 / AA-0048
City: Annapolis Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

USGS 7.5' Quadrangle - Gibson Island

0 0.05 0.1 0.2 Miles

Scale: 1:4,000

N

MAPS

Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

Location: US 50/301 Eastbound and Westbound over Chesapeake Bay
City: Annapolis, Stevensville

AA-0047 / AA-0048
Anne Arundel County and Queen Anne's County



Chesapeake Bay Bridge Boundary

USGS 7.5' Quadrangle - Gibson Island

0 0.25 0.5 1 Miles

Scale: 1:10,000

N

PHOTOGRAPHS



Photo 1 of 16: View of both the 1973 bridge (foreground) and 1952 bridge (background) from Sandy Point State Park, looking southeast.



Photo 2 of 16: Detail view of the main anchor spans of the 1973 bridge (horizontal bracing, foreground) and 1952 bridge (diagonal cross bracing, background) from Sandy Point State Park, looking southeast.

PHOTOGRAPHS



Photo 3 of 16: Warren truss section of the 1952 bridge, looking southwest.

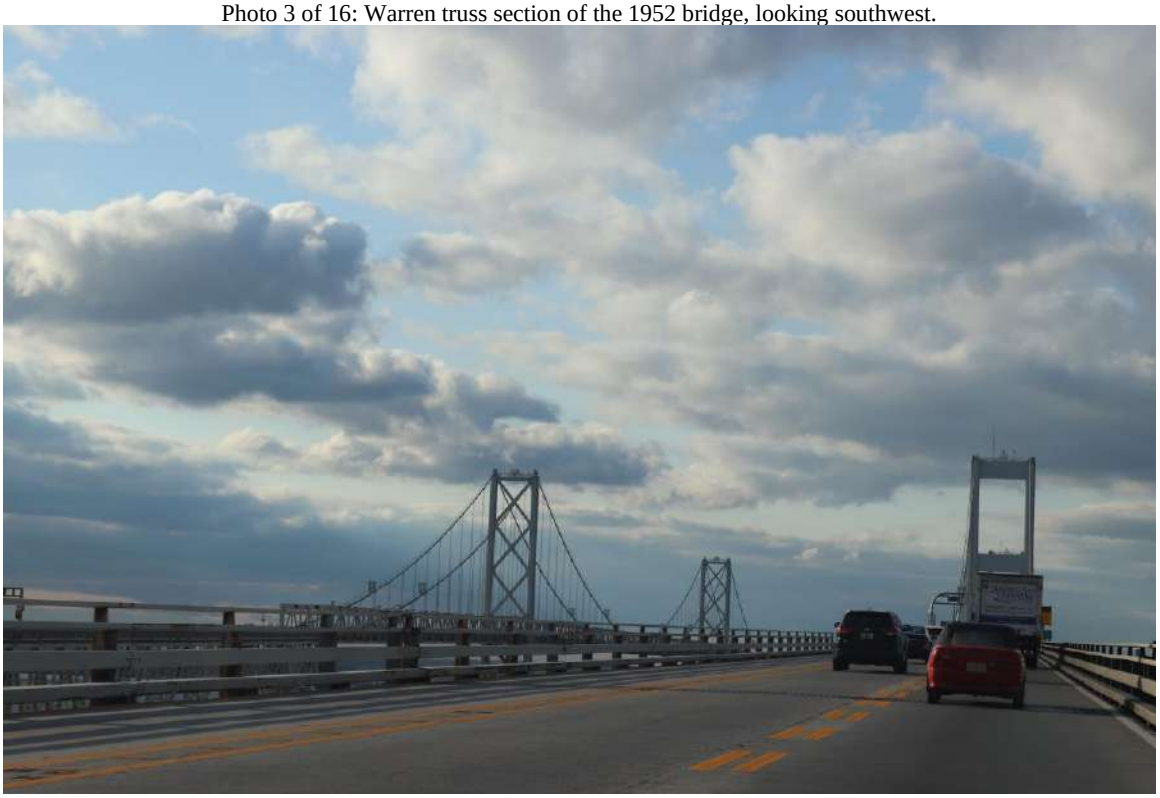


Photo 4 of 16: Main anchor towers of the 1952 bridge, looking southwest.

PHOTOGRAPHS



Photo 5 of 16: Arched span of the 1973 bridge from Sandy Point State Park, looking southeast.



Photo 6 of 16: Main anchor tower of the 1973 bridge, looking west.

PHOTOGRAPHS



Photo 7 of 16: Southwest façade of the Administration Building, looking southeast.



Photo 8 of 16: Detail of the third block, and original entrance of the southwest façade of the 1952 Administration Building, looking east.

PHOTOGRAPHS



Photo 9 of 16: Northwest elevation of the Administration Building. The northwest elevation of the hyphen is visible in the background, looking southeast.



Photo 10 of 16: Northeast elevation of the Administration Building (left) and southeast elevation of the hyphen (right), looking northwest.

PHOTOGRAPHS



Photo 11 of 16: Northwest elevation of the east block (left) and northwest elevation of the hyphen (right), looking southeast.

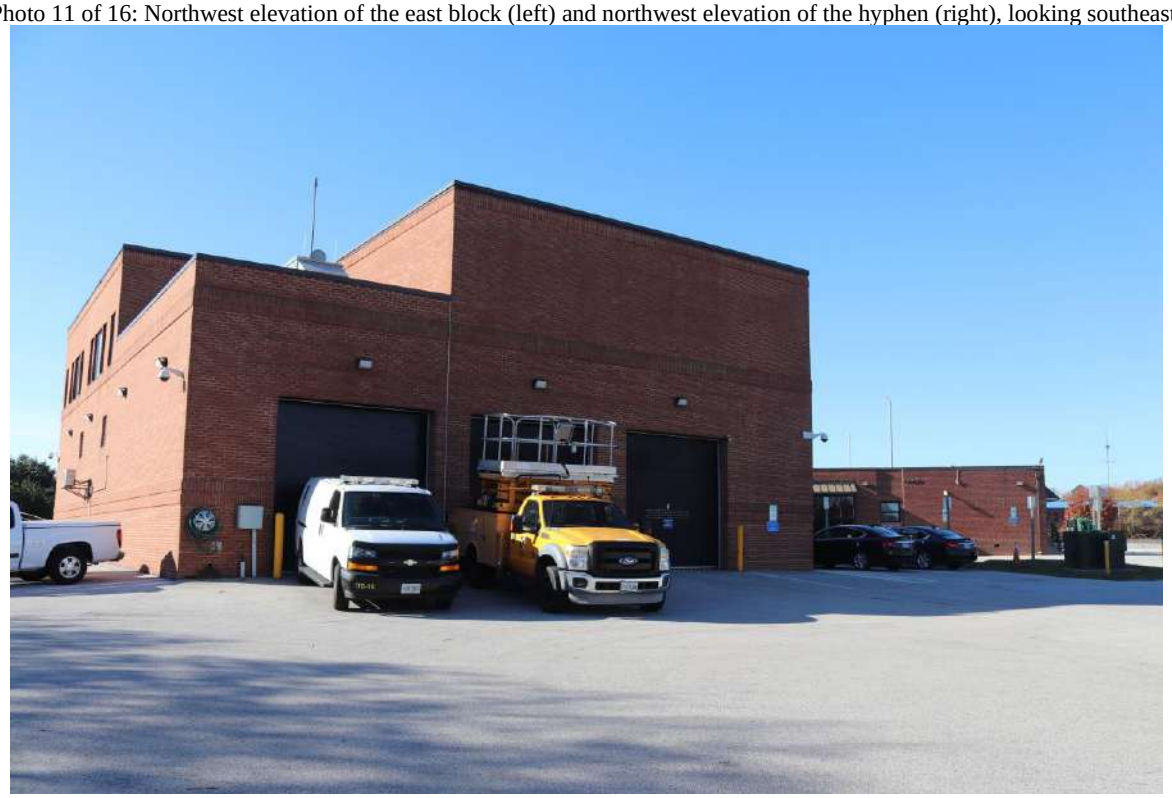


Photo 12 of 16: Northeast elevation of the east block, looking southwest.

PHOTOGRAPHS



Photo 13 of 16: Southeast elevation of the east block, looking northwest.



Photo 14 of 16: Southeast elevation of the hyphen (left) and southwest elevation of the east block (right), looking north.

PHOTOGRAPHS



Photo 15 of 16: Salt shed, looking northeast.



Photo 16 of 16: View of the dock, northeast.

NR-ELIGIBILITY REVIEW FORM

AA-47, AA-48 Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)

PHOTO LOG

Number of Photos: **16**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **Multiple 2023/2024**
Location of Original Digital File: **MHT**
File Format: **AA-47, AA-48_Multiple 2023/2024_01.tif… etc.**

Photographs inserted on continuation sheets:

Photo Name: AA-0048_2023-12-08_01.tif
Photo 1 of 16: View of both the 1973 bridge (foreground) and 1952 bridge (background) from Sandy Point State Park, looking southeast.

Photo Name: AA-0048_2023-12-08_02.tif
Photo 2 of 16: Detail view of the main anchor spans of the 1973 bridge (horizontal bracing, foreground) and 1952 bridge (diagonal cross bracing, background) from Sandy Point State Park, looking southeast.

Photo Name: AA-0047_2023-12-16_03.tif
Photo 3 of 16: Warren truss section of the 1952 bridge, looking southwest.

Photo Name: AA-0047_2023-12-16_04.tif
Photo 4 of 16: Main anchor towers of the 1952 bridge, looking southwest.

Photo Name: AA-0048_2023-12-08-05.tif
Photo 5 of 16: Arched span of the 1973 bridge from Sandy Point State Park, looking southeast.

Photo Name: AA-0048_2023-12-16_06.tif
Photo 6 of 16: Main anchor tower of the 1973 bridge, looking west.

Photo Name: AA-0047_2023-11-14_07.tif
Photo 7 of 16: Southwest façade of the Administration Building, looking southeast.

Photo Name: AA-0047_2024-03-14_08.tif
Photo 8 of 16: Detail of the third block, and original entrance of the southwest façade of the 1952 Administration Building, looking east.

Photo Name: AA-0047_2024-03-14_09.tif
Photo 9 of 16: Northwest elevation of the Administration Building. The northwest elevation of the hyphen is visible in the background, looking southeast.

Photo Name: AA-0047_2023-11-14_10.tif
Photo 10 of 16: Northeast elevation of the Administration Building (left) and southeast elevation of the hyphen (right), looking northwest.

Photo Name: AA-0047_2024-03-14_011.tif
Photo 11 of 16: Northwest elevation of the east block (left) and northwest elevation of the hyphen (right), looking southeast.

Photo Name: AA-0047_2023-11-14_12.tif
Photo 12 of 16: Northeast elevation of the east block, looking southwest.

Photo Name: AA-0047_2023-11-14_13.tif
Photo 13 of 16: Southeast elevation of the east block, looking northwest.

Photo Name: AA-0047_2023-11-14_14.tif
Photo 14 of 16: Southeast elevation of the hyphen (left) and southwest elevation of the east block (right), looking north.

PHOTO LOG

Photo Name: AA-0047_2024-03-14_015.tif
Photo 15 of 16: Salt shed, looking northeast.

Photo Name: AA-047_2023-11-14_16.tif
Photo 16 of 16: View of the dock, northeast.

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Holly Beach Farm** Inventory Number: **AA-0074**

Address: Holly Beach Farm Road south of Skidmore Drive Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 0049

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann and Francesca Maisano Date Prepared: March 8, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A X B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

Prior to this survey Holly Beach Farm had been given an inventory number (AA-74) but no documentation was on file. 1741 Holly Beach Farm Road, also known as the Weedon Farmhouse, was given a separate number (AA-322) and was surveyed but not evaluated in the 1970s. This form updates the Holly Beach Farm property boundaries to include all land associated with the original Holly Beach Farm owned by the Labrot family that still retains integrity. The boundary contains six parcels.

LOCATION/SETTING

Holly Beach Farm is on the peninsula south of US 50/301 and west of the Chesapeake Bay that includes Hackett's Point. It is bounded on the northeast by Skidmore Drive/Old Ferry Slip Road, the east by Maryland Transportation Authority (MDTA) and Northrop Grumman property, the southeast by Moss Pond and Goose Pond, the southwest by Whitehall Bay, and the northwest by Holly Beach Farm Road, except for two properties northwest of the road that are included in the boundary (a portion of parcel 0047 and parcel 0079).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

RESOURCE DESCRIPTIONS

The 326.21-acre Holly Beach Farm is comprised of six (6) parcels, each with multiple buildings. This description is organized by parcel with building descriptions for each building within the parcel. See the Holly Beach Farm Parcel Map for the location of each parcel. The four site plan maps (Site Plan 1 of 4, Site Plan 2 of 4, Site Plan 3 of 4, and Site Plan 4 of 4) provide the locations of resources described in this section, as well as photo locations.

The 1935 Holly Beach Farm Road parcel (Parcel 0033) is 5.73 acres and contains two dwellings. It is located in Hackett's Point and is bounded west by Holly Beach Farm Road, north and south by the 1916 Holly Beach Farm Road parcel, and east by Goose Pond and the Chesapeake Bay. The dwelling addressed as 1917 Holly Beach Farm Road is at the northwest corner of the parcel, while the dwelling addressed as 1927 Holly Beach Farm Road is at the southwest corner. The parcel is tree-covered with lawn around the houses.

The parcel at 1916 Holly Beach Farm Road (Parcel 0045) is 55.31 acres and irregularly shaped. Its northeast boundary line cuts across the neck of land between the main peninsula and Hackett's Point. It is bounded northeast by the parcel at 1917 Holly Beach Farm Road; northwest by Whitehall Bay; west, south, and east by the Chesapeake Bay; and northeast by Goose Pond and the Chesapeake Bay. It comprises most of Hackett Point, except for the roughly square-shaped 1935 Holly Beach Farm Road parcel between Holly Beach Farm Road and the Chesapeake Bay. The 1916 Holly Beach Farm Road parcel wraps around the north, west, and south of that parcel.

Most of the parcel is forested, except for a freshwater pond in the southwest of Hackett's Point and cleared land northeast of the pond. By the northwest corner of Hackett's Point, on the west side of Holly Beach Farm Road is the dwelling at 1916 Holly Beach Farm Road. A circa-1980 pier extends northwest into Whitehall Bay from the northwest portion of the property. Immediately south of the dwelling at 1927 Holly Beach Farm Road is a boat house and garage.

1917 Holly Beach Farm Road (Parcel 0047) is a 232.05-acre parcel bounded northeast by Skidmore Drive, southeast by Maryland Transportation Authority, Northrop Grumman, Moss Pond, the Chesapeake Bay, and Goose Pond, south by Hackett's Point, and northwest by Holly Beach Farm Road. Most of the land is woodlands and wetlands. A small gatehouse and brick gates are at the north end of the property where Holly Beach Farm Road turns 90 degrees east. The farm office is east of the gate house, northeast of where Holly Beach Farm Road curves south. From the farm office, Holly Beach Farm Road runs south/southwest along the western portion of the parcel for approximately 1.50 miles until it reaches Hackett's Point (parcel 0033). The road is mostly tree lined with three-rail wood fencing in various states of disrepair. At the intersection with the driveway to the Labrot House at 1800 Holly Beach Farm Road is a circular area marked by curved brick gates; the western gates lead to the Labrot House, while the eastern gates lead to the stable complex. Brick walls with wooden gates are on either side of Holly Beach Farm Road east of the gardens at the Labrot House, marking a secondary access path between the Labrot House and the stable complex. At the southern end of the parcel, Holly Beach Farm Road runs along Whitehall Bay. A series of stone jetties are along the water's edge.

The parcel at 1800 Holly Beach Farm Road (Parcel 0066) is 26.33 acres and is bounded northwest and west by Meredith Creek, southwest by Whitehall Bay, southeast by Holly Beach Farm Road, and northeast by the residential property at 1776 Holly Beach Farm Road. Much of the property is cleared land with a number of trees. Near the northeast property line, along Holly Beach Farm Road, are curved brick gates with acorn finials. A winding road leads from these gates across the northwest portion of the property to a circular drive west of the Holly Beach Farm House (main house) at 1800 Holly Beach Farm Road. Immediately southeast of the main house is the Caretaker's Quarters. South of the main house by Holly Beach Farm Road are ornamental gardens, while northeast of the gardens by Holly Beach Farm Road is a four-car garage and a parking area accessed by a driveway from Holly Beach Farm Road. Northwest of the main house by Whitehall Creek is an oval pool with a Pool House. Northwest and northeast of the main house in Whitehall Creek are two piers. Northeast of the main house, on the land between the two piers, is a twentieth-century cemetery. A stone jetty is west of the house at the mouth of Whitehall Bay.

1741 Holly Beach Farm Road (Parce 0067) is an irregular-shaped 3.51-acre parcel. It is bounded south by Moss Pond and otherwise is surrounded by the parcel at 1917 Holly Beach Farm Road. A private road leads east from Holly Beach Farm Road to a driveway at the northern-most point of 1741 Holly Beach Farm Road. The driveway turns southwest down the western side of the property line about halfway down the property before curving east around the dwelling. At the end of the driveway is the dwelling, oriented east west. Northeast of the dwelling and the curving driveway is a circa-1950s, board-and-batten garage, oriented north south, with roll-up doors on the west facade. Northeast of the dwelling and southwest of the driveway is a small gable-roof outbuilding, oriented east-west, with a formed concrete foundation and a door on the east and

west ends. Southeast of the dwelling is a small pre-1938 heavy timbered barn, oriented east-west. A circa-2006 gazebo is along the waterfront and a circa-2006 dock extends south into Moss Pond.

The 1.53-acre parcel at 1636 Holly Beach Farm Road (Parcel 0079) is on the northwest side of Holly Beach Farm Road and is bisected by an access road extending northwest through the parcel. The parcel is bounded on the northwest by wooded area, the southeast by Holly Beach Farm Road, and is otherwise surrounded by 1634, another rural residential property. A dwelling is in the center of the parcel, south of the access road. A semi-circular dirt driveway extends southwest from the access road to the northwest elevation of the house. Southeast of the house are two sheds. The property is primarily flat lawn with mature trees.

Parcel 0033: 1935 Holly Beach Farm Road (formerly part of Hackett's Point Farm)

Dwelling, 1917 Holly Beach Farm Road (mid-nineteenth century, twentieth-century additions) (Contributing) (Photo 17)

The dwelling at 1917 Holly Beach Farm Road, also known as the Moss family house, is an L-shaped frame two-and-a-half story building that is an amalgamation of additions. The oldest section of the house (center block) comprises the rectangular, two-story, two-bay block with a gable roof that is oriented north-south and the rectangular two-story section with a gable roof oriented east-west that likely date prior to 1860 (Morrill 2024a; 2024b; Martenet, Beall, and Harman 1860). According to a 2024 preliminary investigation by the Maryland Department of Natural Resources, the southern portion of center block may predate the northern portion and has nineteenth-century architraves, windows, mantels, and a stair. The southern section has hewn and pit sawn joists in the basement, while the northern portion has sash-sawn joists in the crawlspace. However, "the early 20th century renovations substantially altered the plan of the house and beyond the fragments noted above, it is now primarily a [Colonial Revival] house. The work done in this period is of very high quality and includes a really beautiful stair, carved pulvinated architraves and other finishes that definitely set it apart from most places of that era" (Morrill 2024a; 2024b).

Two, one-story shed roof additions are attached to the north elevation of the center block; the first, a two-bay addition built between 1938 and 1957, covers the full width of the center block's north elevation, and the second, a one-bay addition built between 1957 and 1970, has been appended to the east elevation of the two-bay addition (Aero Service Corp. 1938; NETROnline n.d.). The largest addition (south addition), constructed prior to1938, is attached to the center block's south elevation. The south addition is also two stories, with a gable roof that is oriented east-west. The house is clad with wood siding. All window and door openings were boarded over at the time of the survey. The majority of windows have inoperable shutters. The dwelling's three brick chimneys are an interior end chimney located on the west end of the north portion of the original block, an interior chimney on the west slope of the north portion of the center block, and an interior slope chimney on the south slope of the south addition's roof.

The west elevation has nine irregularly spaced bays on the first story. From north to south, there is a picture window and single-leaf door on the one-story, two-bay addition. The north portion of the center block has two window bays. The south portion of the center block has a single-leaf door opening and two window bays. The south addition has one double-leaf door opening. The second story has two window openings on the north portion of the central block, three windows on the south portion of the center block, and two windows in the south addition. A one-story five- bay porch with wood post supports covers the south bay of the one-story, two-bay addition, all of the first story of the north portion of the center block, and the single leaf door opening on the center block. A two-story, gable-front, full-width porch covers all of the west elevation of the south addition; it has wood post supports and a simple wood railing on the second story. The porch wraps around to the span the south addition's south and east elevations.

The four-bay south elevation of the south addition has a door and three window openings of varying sizes on the first story. The second story has five window bays. The elevation has the full-width, two-story integral porch supported by wood posts. The second story of the porch has simple wood railings. The last bay of the porch on the first story is screened-in, and an additional screened-in bay extends past the second-story porch on the south elevation.

The east elevation of the north portion of the center block is partially clad with brick, which continues onto the one-story one-bay addition. Both the north portion of the center block and the one-story addition have no fenestration. The south portion of the center block has a single window opening on the first story, which is covered by a two-story porch. The second story porch is enclosed, though it still has its railing. To the south, the south addition has two large windows and a door, while the second story has a window, single-leaf door, and a paneled single-leaf door. The first and second stories are covered by a two-story screened-in porch.

The north portion of the center block's north elevation is three bays with three regularly spaced windows; the first story is covered by the one-story, two-bay addition which has a window and door opening.

Northeast of the house is a roughly rectangular concrete pool with steps with a wood patio west of it.

Dwelling, 1927 Holly Beach Farm Road (Circa 1921) (Contributing) (Photo 18)

1927 Holly Beach Farm Road is a sprawling one-and-one-half story house composed of five sections. The center is a steeply pitched side-gable section, oriented northeast-southwest, with a brick chimney in the center of the roofline (main block). A flat-roof section extends from its northwest elevation (northwest addition), a lower side-gable section extends from its northeast elevation (flat-roof section), a second side-gable section extends from part of its southwest elevation (southwest addition), and a screened-in, shed-roof porch extends from the southeast side of the southwest addition and a portion of the main side-gable section.
The southeast (main) elevation was not visible at the time of survey because the house is currently occupied. The south end of the main block is covered by a shed-roof porch. The southeast slope of the roof has two gable dormers.

The northeast elevation has at least two vinyl double-hung sash windows with inoperable shutters in the main block, a door with a screen door and a six-over-six double-hung vinyl sash windows with inoperable shutters in the flat-roof section.

The northwest elevation has two four-over-four double-hung vinyl sash windows with inoperable shutters and a six-over-six double-hung vinyl sash window with inoperable shutters in the northwest addition, a bay window in the flat-roofed section, and a six-over-six double-hung vinyl sash window in the southwest addition. The southwest elevation has two six-over-six double-hung vinyl sash windows and a brick chimney in-between in the flat-roofed section, a pair of French doors with ten-light sidelights in the first story of the main block and a wood four-light fixed window in the gable. The southwest addition has a brick chimney.

A gambrel-roof shed is northeast of the main block, east of the northeast addition.

Parcel 0045: 1916 Holly Beach Farm Road (formerly part of Hackett's Point Farm)

Dwelling, 1916 Holly Beach Farm Road (circa 1928) (Contributing) (Photo 16)

The dwelling at 1916 Holly Beach Farm Road is a one-and-a-half-story, frame building on a concrete block foundation set on a slight rise overlooking Whitehall Bay. It is covered with vinyl siding and has a side-gable, asphalt-shingle roof that is missing shingles, particularly on the northwest elevation. Attached to the northwest half of the northeast elevation is a small square, side-gable addition (northeast addition), while attached to the southwest third of the northwest elevation is another small side-gable addition (southwest addition). In the center of the main section of the southeast façade is a single nine-light door with a front-gable asphalt-shingle portico supported by simple wood posts over a concrete floor. On either side of the door are two boarded-over window openings with wood sills and paneled inoperable shutters. In the roof are three evenly spaced front-gable dormers covered in siding, each with a boarded-up window. The southeast façade of the addition has a wood sliding door that is partially boarded over and covered in plant matter.

The northeast elevation of the main section has a boarded-up door in the first story and a boarded-up window in the gable. The northeast elevation of the northeast addition has a large boarded-up window with inoperable shutters. The northeast elevation of the southwest addition has a large boarded-up doorway.

The northwest elevation of the northeast addition has one boarded up window with inoperable shutters. The northwest elevation of the main block has two smaller boarded-up windows with inoperable shutters, a large boarded-up door opening, and a larger boarded-up window with inoperable shutters. The southwest addition has a large boarded-up window on its northwest elevation.

The southwest elevation has one larger boarded-up window in the first story and a smaller boarded-up window in the gable.

Garage, 1916 Holly Beach Farm Road (circa 1917) (Contributing) (Photo 19)

The garage is one-story building with an asphalt-shingle hipped roof and beaded wood siding. The northwest façade is three bays wide, and each bay is defined by square columns with plain capitals; shallow arches with keystones spring from the capitals. The northeast two bays have sliding wood garage doors with two four-light fixed windows each; the doors are set behind the arched openings. The southwest-most bay has a recessed wall with a vertical wood board door. The southwest elevation has a wood door with metal hinges in the side of the middle bay and a six-over-six, double-hung wood sash window in the side of the southwest-most bay. The southeast elevation has a two-light window, a nine-light wood window, and a boarded-up doorway. The northeast elevation was not visible at the time of survey.

Boathouse, 1916 Holly Beach Farm Road (early twenty-first century) (Non-contributing)

The boathouse is wood frame arched building covered in fabric. Its northwest façade has paired doors.

Parcel 0047: 1917 Holly Beach Farm Road

Weedon Family Cemetery (circa-1841) (Non-Contributing)

The Weedon Family Cemetery is located southwest of the Weedon Farmhouse (AA-0322) by the shore of Moss Pond (Anne Arundel County Circuit Court 2002a). It was not visible at the time of survey. The property was first recorded in 1993, when it was noted that there were four known burials from 1841 to 1858, including a husband, wife, and a one-year-old infant (possibly their grandchild). By February 2012, the site was eroding, and the cemetery was described as having a lidless cast-iron child casket in the water, another cast-iron casket on the beach, and a 6x4-foot tombstone hanging over the edge of the bluff (Simmons 2013). Pictures show a footstone by the hanging tombstone and two additional headstones located slightly more inland (Poulos 2020). Later in 2012 or 2013 the two caskets and a tombstone were reburied. The headstone and footstone for John Weedon were moved inland, west, about 20 feet from the other burials. The tombstones for Martha Weedon and Martha V. Nicholson were close to the edge of the water. Between John Weedon and the other two marked tombstones, the unmarked casket for the child was buried (Simmons 2013).

Gate House (circa 1927) (Contributing) (Photo 1)

The gatehouse is a one-story octagonal brick building topped by an octagonal roof and a gable-roofed bell tower. In a northeast side is a wood door with nine lights and two panels. Extending north and east from the building is a stone wall with a pillar marking the entrance to the farm.

Holly Beach Farm Office (1927) (Contributing) (Photo 2)

The Holly Beach Farm office is a one-and-one-half-story Colonial Revival brick building laid in Flemish bond on a raised foundation. The three-bay southwest façade contains a central single-leaf door set in an elaborate surround with a glazed transom and sash window sidelights, flanked by six-over-six double-hung sash windows with shutters. A brick and concrete stoop with concrete steps leads to the door. A brick header row extends around all elevations between the basement and first stories. In the raised basement level are two three-light, interior-opening awning windows. Decorative brick forms a faux cornice along the façade. The southeast and northwest elevations are identical; each has an exterior brick end chimney flanked by six-over-six double-hung wood sash windows with shutters and brick jack arches on the first story, and six-light fixed windows on the half-story. At the top of the chimney is a cursive L anchor plate and metal numbers forming “1927.” The northeast elevation has three three-light windows in the basement level and a door with a three-light transom. In the first story are four six-over-six double-hung wood sash windows with brick jack arches.

Refrigeration Building (By 1948) (Non-contributing) (Photo 34)

The refrigeration building is north of 1741 Holly Beach Farm Road and was built by 1948 (Funk 1948). It is in ruinous condition, lacking the side-gable roof. The ruins include the exterior walls of the former one-story brick building on brick foundation. The northwest façade has two window openings and a door opening accessed by a concrete stoop. The southwest elevation has a door opening and a concrete stoop with a vent in the gable. The southeast elevation has two door openings and three window openings. The northeast elevation has a window opening, a door opening, and an interior brick end chimney.

Stable Complex and Tenant House, 1801 Holly Beach Farm Road (circa 1927)

The complex of farm buildings at 1801 Holly Beach Farm Road is near Holly Beach Farm Road east of 1800 Holly Beach Farm Road and west of Moss Pond. A gravel drive leads from brick gates across Holly Beach Farm Road from the brick gates marking the driveway to 1800 Holly Beach Farm Road southeast toward the stable complex. The complex includes four buildings in a roughly rectangular area west of a creek leading to Moss Pond. A small foaling building is northwest of the rectangular stable, set apart from the rest of the buildings. The rectangular stable is at the center of the complex. Southwest of the rectangular stable is the tenant house while south is the workshop and southeast is the L-shaped stable. Concrete water troughs set into the ground are scattered throughout the property.

1801 Holly Beach Farm Road, Brick Tenant House (circa 1927) (Contributing) (Photos 10, 30)

The brick tenant house, also known as the Poblet House, is a two-story brick building laid in common bond with a cross-gable roof covered with slate. A one-story screened porch extends under a side gable roof from the southwest elevation, enclosed on its northwest, southwest, and southeast sides by screened panels set in wood framing. Extending from the southeast elevation of the house is a low, gabled brick ell containing a chicken coop.

The northwest façade contains a central boarded-up door opening and four boarded-up windows in the first story, and in the second story, two boarded-up gabled wall dormers and the side-gable section and a boarded up window opening on the front-gable section. The southwest elevation of the house contains a recessed single-leaf door opening and one boarded-up window opening on the first story and two boarded-up windows, each with one inoperable shutter in the second story. An interior brick end chimney is on this elevation. The northeast elevation has a paneled wood door with one light and a boarded-up transom, accessed by a semi-circular brick and concrete stoop, and a boarded-up window on the first story. On the second story is a boarded-up window. Two brick interior end chimneys flank the roof ridge on this elevation. The southeast elevation has two boarded-up doors and three boarded-up windows in the first story, and two boarded-up gabled wall dormers and a square boarded-up window with one shutter in the second story. Cellar doors at the west end of the elevation are boarded up. The southeast elevation of the coop has a front-gable with a wood door.

1801 Holly Beach Farm Road, Foaling Building (circa 1927) (Contributing) (Photo 6)

The foaling building is a one-story square frame building in poor condition covered in wood shingles with an asphalt-shingle pyramidal roof. Many of the shingles are missing and much of the wood is rotting. The roof has deep eaves with exposed rafter tails. The southeast façade has a single-leaf door opening and a set of four eight-light wood windows. The northwest elevation has a hung wood door with a four-light fixed wood window and a boarded-up window, and an eight-light fixed wood window. The northeast elevation has a pair of eight-light windows. The northwest elevation has a boarded-up window.

1801 Holly Beach Farm Road L-Shaped Stable (circa 1927) (Contributing) (Photos 8-9, 31)

The L-shaped stable is one-and-a-half stories, covered in wood shingles, and has a side-gable slate shingle roof. A shed-roofed porch extends across the southwest and northwest elevations under an extension of the main roof. The building is in ruinous condition. The southwest and northwest elevations have roughly alternating wood Dutch doors and rectangular eight-light fixed wood windows. In the roofline are two-light skylights. Both the southeast and northeast elevations have approximately six eight-light fixed wood windows.

1801 Holly Beach Farm Road, Rectangular Stable (circa 1927) (Contributing) (Photo 7)

The rectangular stable is a two-and-one-half story, frame building covered with wood shingles, set on a concrete block foundation. It has a front-gable asphalt-shingle roof. The southwest façade contains a central pair of barn doors flanked by small square fixed windows. In the second story are paired hayloft doors flanked by two small square fixed windows. The first story of the southeast elevation has six small square fixed windows and a wood board door. The northeast elevation contains a central pair of barn doors, a wood board door, and one small square fixed window on the first story. In the second story are paired hayloft doors flanked by two small square fixed windows. A small square fixed window is in the gable field. The northwest elevation has seven small square fixed windows and a wood board door in the first story and four small square fixed windows in the second story.

1801 Holly Beach Farm Road, Workshop (circa 1927) (Contributing) (Photo 11)

The workshop is a one-story, concrete-block building with an asphalt-shingle side-gable roof. The northeast elevation has four two-light windows and a single-leaf wood door. The southeast elevation has two fixed windows and paired plywood doors. Vinyl siding fills the gable field. The southwest gable has six two-light windows. An interior concrete-block flue pierces the roof at the center of this elevation. The northwest elevation has a two-light window and a concrete-block water trough projecting from the center of the elevation.

Parcel 0066: 1800 Holly Beach Farm Road, circa 1911

Holly Beach Farm House, 1800 Holly Beach Farm Road (Circa 1911) (Contributing) (Photos 14-15. 22. 24)

The Holly Beach Farm House at 1800 Holly Beach farm Road is a two-and-a-half story, Flemish-bond-brick, five-part-plan Colonial Revival building with a side-gabled main block, front-gable wings on either side, and two-story gambrel-roofed hyphens connecting the main block to the wings. The roof is slate shingles. The main block has interior end chimneys and a large brick interior ridge chimney. Attached to the southeast wing is a circa 2018-2019, one-story addition with a flat roof on the southeast two thirds and a slightly higher flat roof in the northwest third. The cornices of the main block feature decorative molding and cornice returns on the gable ends. The cornices of the wings feature dentils and cornice returns.

The five-bay northeast façade has a central projecting front-gable bay with a paneled door with a transom surrounded by a classical stone door surround with engaged columns, approached by wide stone steps. Above the door in the second story is an eighteen-light arched window. Above the window is an arched brick lintel with a stone keystone. In the gable is a round nine-light window with four stone keystones at the cardinal points. In the first story on either side of the front-gable section are two windows: one pair of twelve-light casements windows with a six-light transom, six-light sidelights, a stone jack arch with keystone, and shutters. Between the door and the large window on the southeast side is a pair of four-light casement windows with stone jack arch and shutters, while the window on the northeast side was boarded-up at the time of survey and had no shutters. The second story on either side of the front-gable section also has two windows. Two segmental dormers with paired six-light casement windows are in the half-story.

The northeast façades of the hyphens are identical. The first story of the hyphens each have one twenty-four light door with a twelve-light transom, six-light sidelights, a stone jack arch with keystone, and shutters. Each hyphen has one segmental dormer with a pair of six-light casement windows in the second story.

The southeast and northwest wings project northeast from the main block under front-gable roofs, forming a roughly U-shaped plan. Each wing has an exterior brick end chimney piercing the rooflines on the northeast façade. The southeast wing has four pairs of eight-light casement windows with stone jack arches, keystones, and shutters—two on each story, flanking the chimney. The northwest wing has two pairs of eight-light casement windows with two-light transoms, stone jack arches, keystones, and shutters flanking the chimney in the first story and two pairs of six-light casement windows with stone jack arches, keystones, and shutters flanking the chimney in the second story. Each wing has a dentiled cornice with returns. Fenestration on the wing elevations facing inward toward the main block each include two paired four-light casement windows on each story, each with stone jack arches, keystones, and shutters.

The one-story, flat-roofed addition extends from the southeast elevation of the southeast wing; metal railing lines the perimeter of the roof. The northeast façade of the southeast addition has a pair of ten-light doors with four-light sidelights set in an arched opening with a brick arch and keystone. The northwest elevation of the addition has a six-light door and an eight-light clerestory window.

The southeast elevation of the southeast wing includes five windows with stone jack arch and keystone and shutters, and the cornice has decorative molding on the second story. The southeast elevation of the addition was not visible at the time of survey.

The southwest elevation of the main block contains five symmetrical bays. The three central bays on the first story each have paired ten-light windows with four-light transoms, stone jack arches, keystones, and shutters. Flanking the three central bays are wide arched openings filled with fixed windows and glass doors. The second story contains five ten-light windows with four-light transoms, stone jack aches and keystones, shutters, and metal railings. Three segmental dormers on the half story each contain a pair of six-light casement windows. The southwest elevations of the hyphens each contain paired twelve-light doors with twelve-light sidelights and an eight-light transom in the first story and a segmental dormer with paired six-light casement windows in the second story.

In the first story of the southwest elevation of both the northeast and southwest wings are three pairs of eight-light casement windows with four-light transoms, stone jack arches, and keystones. One pair of twelve-light casement windows with a stone jack arch and keystone, shutters, and metal railing is in the second story. A five-light round window with stone keystones at the four cardinal points is in the gable field. The addition has a grouping of three eight-light windows with one shutter on the outer edges of the grouping and four, four-light clerestory windows. A concrete patio extends along this elevation of the addition.

The northwest elevation of the main block has one pair of ten-light casement windows with a stone jack arch and keystone and shutters and one arched opening with a stone keystone in the first story. The second story contains one pair of six-light casement windows with a four-light transom, stone jack arch and keystone, and shutters, and one pair of ten-light casement windows with a four-light transom, stone jack arch and keystone, and shutters. Two quarter circle windows with tracery are in the gable. The northwest elevation of the northwest wing contains has two pairs of twelve-light doors with four-light transoms, stone jack arches and keystones, and shutters and one pair of four-light casement windows with two-light sidelights, a stone jack arch and keystone, and shutters in the first story and one pair of twelve-light casement windows with six-light sidelights, a stone jack arch with keystone, shutters, and metal railing, and two pairs of eight-light casement windows with stone jack arches and keystones and shutters in the second story. A brick and concrete patio extends the width of this elevation.

Labrot Family Cemetery, 1800 Holly Beach Farm Road (Circa 1915) (Contributing) (Photo 35)

The Labrot Family Cemetery is a rectangular section of dirt surrounded by small, rectangular stones. North of the burial plot is a pad of stone pavers with three ornate metal benches around an ornate metal table, while south is an angel statue on a faux stone base. Inside the burial plot are two square, flat, stone grave markers with inscriptions, two small, square, uninscribed stone markers, and one horizonal slab tombstone. The slab tombstone, which has a decorative border with leaves and a prayer, is inscribed with a cross and three names with birth and death dates. Buried under the slab are Sylvester Welch Labrot, Elizabeth Henderson Labrot, and John Hunt Labrot. Sylvester's 1935 burial was described as being at a knoll on the farm "overlooking Meredith Creek and Whitehall Bay" (The Daily News 1935). John Labrot was one of Sylvester and Elizabeth's sons, who drowned in 1915 at 9 years old after falling from a jetty into the water at Holly Beach Farm. However, newspaper accounts at the time said he was going to be buried in New Orleans (Evening Capital 1915). The other two inscribed tombstones also have decorative borders with leaves and lettering. One is for William Henderson Labrot, while the other is for Marguerite Lobeck Labrot.

Caretaker's Quarters, 1800 Holly Beach Farm Road (prior to 1938) (Contributing) (Photo 21-23)

The caretaker's quarters is a one-story brick house with a cross-gable slate roof built prior to 1938 southeast of the house (Aero Service Corp. 1938). Attached to the southeast façade is an open porch with a hipped roof supported by square posts. Interior end chimneys are at each of the three gable ends. The southeast façade has two twelve-light doors with a four-light window between them and a six-over-six double-hung sash window on either side. The southwest elevation has four six-light windows with brick jack arches and lintels. The northwest elevation contains a ribbon of three pairs of eight-light paired doors. The northwest side of the northeast elevation has two four-light fixed windows with brick jack arches and lintels. The rest of the elevation was not visible at the time of survey.

Pool House, 1800 Holly Beach Farm Road (between 1957 and 1966) (Non-contributing (Photo 25)

The one-story pool house was built between 1957 and 1966 northwest of the house, and is constructed of brick laid in Flemish bond brick with a slate hipped roof (NETROnline, n.d.). A deep, incised porch extends most of the width of the southeast façade, supported by columns and square posts with railings. The central portion of the roof on the façade is filled with skylights. The southeast façade contains a pair of ten-light doors set in an arched opening flanked by eight-light, full-height windows. Southwest of the door is a pair of ten-light doors set in an arched opening with a brick arched lintel. The east end of the façade is partially enclosed with a screened wall and brick with a four-light oval window. The northeast, northwest, and southwest elevations were not visible at the time of survey, except that the northwest elevation has a slope brick chimney.

The oval in-ground pool extends from the southeast façade of the pool house, set within a slate patio.

Garage, 1800 Holly Beach Farm Road (between 1994 and 2002) (Non-contributing) (Photo 26)

The garage was built between 1994 and 2002 (NETROnline, n.d.). It is a one-and-one-half story, frame building covered with wood shingles, with a gambrel asphalt-shingle roof. The southwest façade has four fifteen-panel roll-up garage doors. The southeast elevation has two eight-over-eight double-hung sash windows and a window in the gable. The northeast and northwest elevations were not visible at the time of survey.

Parcel 0067: 1741 Holly Beach Farm Road (no photographs were permitted to be taken at the time of survey)

Weedon Farmhouse (AA-322), 1741 Holly Beach Farm Road (Prior to 1938) (Contributing)

The house at 1741 Holly Beach Farm was built prior to 1938 (Aero Service Corp. 1938). The house is frame, one-and-a-half stories tall, and made of three side-gabled sections covered in wood shingles. It sits on a parged brick foundation. The central section has two interior end brick chimneys. Windows are six-over-six sash. A large circa-1970 addition was constructed along the entire south elevation that contains bay windows, paired windows, and a screened porch. A more detailed description is included in the Maryland Inventory of Historic Properties form for AA-322.

Parcel 0079: 1636 Holly Beach Farm Road

Dwelling, 1636 Holly Beach Farm Road (circa 1942) (Contributing) (Photo 20)

1636 Holly Beach Farm Road was built circa 1942 and is a one-and-a-half story Cape Cod dwelling with aluminum siding, an asphalt-shingle side-gable roof, and a concrete foundation. The house has two telescoping side-gable additions on the northwest elevation: a one-bay, partial width one-and-one-half story addition and a two-bay one-story addition (Maryland Department of Assessments and Taxation 2023). The northeast façade has a center, single-leaf door with a glass storm door and flanking one-over-one double-hung sash windows on the first story of the main block. Two gable-roofed dormers on the half-story each contain one-over-one metal sash windows. The entrance is accessed by a partial-width deck with steps covered in turf. Paired one-over-one double-hung metal sash windows are on the façade of the one-and-one-half story addition, and two one-over-one double-hung metal sash windows are on the one-story addition. The northwest elevation of the one-and-one-half story addition contains a one-over-one double-hung metal sash window, and the one-story addition contains a door accessed by a wood deck. The southwest elevation was not visible at the time of survey. The southeast elevation contains two one-over-one double-hung sash windows on the first story and one one-over-one sash window on the half-story.

Two sheds are southeast of the house, of unknown construction dates. Shed #1 is frame with a saltbox roof and two windows and a door on its northwest façade. Shed #2 is frame with a side-gable roof.

HISTORIC CONTEXT

The property that became known as Holly Beach Farm was established by Sylvester W. Labrot Sr. and his wife Elizabeth Labrot beginning in the early twentieth century through acquisition of several nineteenth century farms. Sylvester W. Labrot Sr., originally of Franklin, Kentucky, and New Orleans, Louisiana, was a wealthy businessman with diverse interests. He was chairman of the American Creosote Company and the Atlantic Creosoting Company, as well as president of Labrot & Company, bankers, and president of Labrot & Graham, distillers, in Frankfurt, Kentucky. Labrot was also an avid sportsman and enjoyed yachting (Associated Press 1935, 4).

Sylvester and Elizabeth Labrot began purchasing land on what became Holly Beach Farm in 1907 (Anne Arundel County Circuit Court 1921). This land contained an older farmhouse that was demolished shortly after the Labrot's purchase to make way for a new residence, which became known as Holly Beach Farm House. The house was designed by architects Parker, Thomas, & Rice, and in August 1911, the Baltimore firm John Hiltz & Sons was awarded the contract to build it (H. Henry 1973; The Evening Sun 1911). Parker, Thomas, & Rice was prominent in the early twentieth century and specialized in traditional architecture styles (Shoken 2002, 8–2; Baltimore Architecture Foundation, n.d.). The plans stipulated that the house would be Colonial in style with wings, made of brick and stone, and would be two-and-a-half stories tall, 160 feet long, and 40 feet deep. It would have marble and terra cotta trim and a tile roof. Inside, there would be polished oak and mahogany, hardwood parquetry, and concrete and terrazzo flooring (The Evening Sun 1911). Under construction by November 1912, the house cost about $7,000 to build (The Evening Capital 1912). The house's design reflects the increasing popularity of Colonial Revival architecture in the late nineteenth and early twentieth centuries, spurred by interest in colonial

architectural history that was generated by the Philadelphia Centennial of 1876. The abundance of colonial architecture in Maryland, and particularly Anne Arundel County, provided excellent examples for Colonial Revival style houses to mimic; Holly Beach Farm House is one of the few examples of a full five-part plan, likely influenced by Georgian and Federal-style houses in Annapolis such as the Brice House, the Hammond-Harwood House, and the William Paca House (McAlester 2013, 208, 212; Historic Annapolis, n.d.).

Elizabeth Labrot designed the house's gardens, which featured vistas made of formal and informal pathways. Formal pathways were lined with hedges, and flowers such as begonias and roses, which bloomed throughout the year. The informal pathways had cedar arbors while by Whitehall Bay were cedar trees. The gardens were well-known and well-visited by garden tours; though they were extensively redesigned between the 1930s and 1950s, likely during the ownership of William and Marguerite Labrot, the garden's original rustic pergola and gazebo remain (The Evening Sun 1935b; Breen 1957). Located north of the Holly Beach Farm House was the Labrot Family Cemetery, whose oldest tombstone indicates a 1915 death date (Anne Arundel Genealogical Society, n.d.; Anne Arundel County Circuit Court 1994). Two piers were near the house by 1957, one northwest of the house and one north, both extending into Meredith Creek (NETROnline 1957)

The farm originated as a dairy operation, selling milk from Jersey cows. The operation began in 1913, and by November 1919 was expanding the number of customers it served (Gardiner 1913; The Evening Capital 1919a; The Evening Capital 1919b). The farm's dairy cows began to win awards by the mid-1920s (The Daily News 1924). The Labrot's dairy farming reflects the early twentieth century shift in Anne Arundel County agriculture. Cereals and produce had been the primary agricultural products of Anne Arundel County in the mid-to-late nineteenth century when tobacco production decreased and farms began to diversify. But, late-nineteenth century transportation improvements, increased industrialization, and advancements in refrigeration and pasteurization advancement allowed for increased selling distance and greater milk consumption, and Anne Arundel farmers began to turn to dairy farming in addition to cereals (O'Donnell, Campbell, and Williams 1996, 8.4-8.5). Constructed by 1938 was a large front-gabled barn southeast of the extant refrigeration building. By 1948 southeast of that barn was another front-gabled barn as well as a double silo (Funk 1948). The silos were demolished by 1957, while the barns were demolished between 1970 and 1982 (NETROnline, n.d.).

In the early-to-mid twentieth century, the spatial and architectural elements of dairy farms were changed to fit evolving ideas of cleanliness, based on the advancing science of the day as well as cultural and aesthetic beliefs (McMurry 2013, 31–32). With the rise of germ theory at the turn of the twentieth century, infected milk began to be viewed as the cause of a number of diseases. In response, ordinances were passed that required cows be kept separate from other farm animals to avoid cross-species contamination, while laws mandated drainage and manure storage. Milk markets also reacted to the advancing science, the majority requiring stable floors to be constructed of concrete by the 1930s, with many also requiring whitewashing stables twice a year (McMurry 2013, 24). All milk markets required the use of milk houses, where milk was cooled and prepared for transportation (McMurry 2013, 24, 26, 33). The refrigeration building at Holly Beach Farm is representative of this trend toward increased sanitation in dairy farming operations.

Anne Arundel County farmers provided milk for the Baltimore milkshed, or region that produced milk for the greater Baltimore area (F. Henry 1942). Most Anne Arundel dairy farms were much smaller in scale than Holly Beach Farm, being around 88.9 acres in size in 1930, compared to Labrot's approximately two-thousand-acre farm. This number dropped to 81 acres by 1940 (Louis Berger Group Inc. 2007).

The Labrots, under the business name Labrot and Company, continued to purchase additional land for the farm. By 1921, they owned all of the land encompassing Sandy Point or Trynal Farm (AA-330) (today the eastern portion of Sandy Point State Park that is not part of the Corcoran Environmental Study Area) down the peninsula to the narrow strip of land connecting the main part of the peninsula to the tip, known as Hackett's Point, except the land of Arthur Green, today the properties on Carrs Road (Anne Arundel County Circuit Court 1921). In addition to the Labrot's Holly Beach Farm House, this land included the Sandy Point Farmhouse (AA-330), several other tenant houses and outbuildings at Sandy Point, Weedon Farmhouse (AA-322) at 1741 Holly Beach Farm Road, and the circa-1841 Weedon Family Cemetery southwest of the Weedon Farmhouse, as well as the dwellings and garage in parcels 0033 and 0045 (Maryland Department of Assessments and Taxation 2023; Simmons 2013).

Labrot and Company continued to purchase land in the 1920s and 1930s, including Hackett's Point Farm at the southern tip of the peninsula, once owned by the Moss family, which had several dwellings built prior to the Labrot purchase in 1928 and 1931 (Anne Arundel County Circuit Court 1928; 1931) , as well as a cemetery where members of the Moss family were buried (Anne Arundel County Circuit Court 1928; 1931; 1922; Anne Arundel County, Maryland, n.d.). These buildings included a large mid-nineteenth century dwelling with twentieth-century additions, a circa-1917 garage, a circa-1921

dwelling, and a circa-1928 dwelling. The nineteenth-century dwelling, located today at 1917 Holly Beach Farm Road, is likely the Moss family house owned by R. B. Moss' heirs as shown on the 1860 Martenet Map (Morrill 2024a; 2024b; Martenet, Beall, and Harman 1860). The Labrots used all the buildings on Hackett's Point as part of their farm operation and continued to farm the land. By 1922 the Labrots owned the land that Holly Beach Farm Road ran through north of Hackett's Point and, with agreement from the owners of the two parcels on Hackett's Point, Holly Beach Farm Road became a private road in 1922 (Anne Arundel County Circuit Court 1922; 1928; 1931).

In 1926, Sylvester Labrot opened a horse breeding facility at Holly Beach Farm. His interest in horse breeding and racing reflects Maryland's long history of thoroughbred horse racing. The Maryland Jockey Club was founded in 1743 and the first thoroughbred-only race, organized by Proprietary Governor Samuel Ogle, was run two years later. Ogle was also the first to start a breeding operation at his Belair Stud in Prince George's County. Pimlico Race Course in Baltimore opened in 1870, followed by several others in the early twentieth century, ushering in a golden era of horse racing and breeding in Maryland. The famous Sagamore Farms in Reisterstown was established in 1925 by Isaac Emerson for his daughter Margaret Emerson Vanderbilt (Wood 2021). In colonial Anne Arundel County, horse racing occurred at the track at Parole outside Annapolis. During the nineteenth century there was then a decline in the use and breeding of horses in Anne Arundel County and throughout Maryland, especially for sport. Horseback riding and harness racing became popular again in the early twentieth century. Harness racing began at the Parole Race Track, and Holly Beach Farm became the first horse nursery in Annapolis devoted to raising sport horses (Zindorf 1949). Holly Beach Farm produced more winners than any other farm in Maryland between 1932 and 1934 (Boniface 1943). Interest in horse sports soared throughout the 1940s, and other racing stables sprung up in the county. The first horse show in the area was in 1931 at a neighboring farm in St. Margaret's, and several hunt clubs were established shortly thereafter. Hunting and racing continued in the county until the much of the open land was developed after World War II (Zindorf 1949). Holly Beach Farm was the largest and most influential of the early horse racing operations in the county.

Holly Beach Farm's influence was apparent almost from its inception. By 1930, just four years after it was opened, it was already referred to as "one of the largest thoroughbred breeding and training establishments in the United States" (Sparrow 1930, 20; Associated Press 1935, 4). That same year, Labrot completed construction of a private one-mile track and training barn and quarters that were north of US 50/301 at the current location of the Revell Downs subdivision (AA-2587). The barn had 30 box stalls and was surrounded by five paddocks ranging in size from five to 150 acres. Near Sandy Point Farmhouse (AA-330), which was also part of the 2,000-acre Holly Beach Farm holdings, Labrot constructed an 18-stall yearling barn, a 30-stall brood mare barn, and several other buildings. The 35-foot-wide training track was considered one of the best found on a private estate. It was perfectly flat, but the posts for the inner railings were canted to protect horse's legs. All facilities were electrified and had running water (Sparrow 1930, 20). Labrot attempted to gain permission from the Maryland General Assembly to construct grandstands around the track and conduct racing there once a year, but the bill was never passed out of committee (The Sun 1935, 18).

By 1934, Holly Beach Farm was composed of four sections: the main house and its gardens, the stock horses and brood mare barns on the southern part of the peninsula, the training stable by the racetrack north of US 50/301, and the yearling area at Sandy Point. The farm had almost 100 horses, with its breeding barns able to accommodate 35 horses, the training stables able to have 30, and its Sandy Point facilities able to house 45 (Sparrow 1934). Many of those who worked at Holly Beach Farm were African Americans. Some of these employees lived on and/or owned adjacent land on Log Inn Road, some of which had been previously owned by the Labrot family before being sold to their employees. For more information, see the Determination of Eligibility (DOE) form for the Log Inn Road Houses survey district (AA-2594).

Sylvester Labrot died in 1935, and the family sold all the racing horses at auction in Belmont, New York. One of Sylvester's sons, William Henderson Labrot, continued to live at Holly Beach Farm and operate the breeding operation as well as manage other family business interests. In addition to his interests in horses, William Labrot was also an avid yachtsman. He owned several sailing craft and was a commodore in the Annapolis Yacht Club (The Evening Sun 1949, 50). He also was publisher of the weekly newspaper the Southern Maryland Times (The Sun 1949).

In the late 1930s, Holly Beach Farm was mostly cleared fields with some farm buildings and the Sandy Point farmhouse in the northern part of the farm north of current-day US 50/301. The southern portion of the farm was also mostly cleared fields with pockets of trees primarily along the water. The buildings in this part of the farm were the Holly Beach Farm House, the stable complex east of the house, the Weedon Farmhouse, and the houses in Hackett Point. Other isolated farm buildings were also scattered around the land (Aero Service Corp. 1938). The brick house at the stable complex was known as the Poblet House (Anne Arundel County Circuit Court 1941). Though most of Holly Beach Farm's racing days were over, William's brother Sylvester Labrot Jr. ran a few horses under the farm's red and black silks in the early 1940s (Boniface

1943). The Sandy Point area continued to have horses and angus cattle, as well as alfalfa fields, corn, and orchards, with this portion of the farm having at one time 25 buildings, including Sandy Point Farmhouse, an icehouse, a blacksmith shop, four tenant houses, a smokehouse, and an old springhouse (Lewis 1949).

In 1943, the US government announced that it would acquire a portion of Holly Beach Farm, including that containing the racetrack, to construct a naval airfield (The Evening Sun 1935a, 1). Congress did not appropriate money to purchase the site, so the sale was never completed. In the meantime, William Labrot began negotiating with state officials to sell 725 acres of the northern portion of the Holly Beach Farm property to the State of Maryland for use as a park (The Sun 1948, 32). At the same time, the first span of the Chesapeake Bay Bridge (AA-47) was being constructed, and the access road to the bridge would bisect the Holly Beach Farm property, which may also have influenced Labrot's decision to sell. The sale occurred in February 1949 (Anne Arundel County Circuit Court 1949), and William Labrot died suddenly two months later in April 1949 (The Sun 1949).

In May 1949, the Labrot heirs announced their intention to continue the horse breeding and dairy farming operation on Holly Beach Farm. They planned to move the horses and beef cattle operation from the area that was going to become the state park down to the remaining acreage of Holly Beach Farm south of what is now US 50/301 (The Capital 1949). Dairy farming in Anne Arundel County was negatively affected by World War II due to labor shortages as men left to work in war jobs, which paid better, and though milk demand in Baltimore increased as its population did, herds in milkshed counties like Anne Arundel were dispersed (F. Henry 1942; The Evening Sun 1942). After the war, farmers continued to face difficulties with the rising costs of feed, labor, and machinery (The Sun 1947). Though Holly Beach Farm's Jersey dairy continued for a few years after the way, the 100-cow herd was sold and completely dispersed in November 1951 (Gardiner 1951).

The Labrots found new uses for existing buildings on the shrinking farm. For example, William Labrot's second wife, Marguerite Lobeck Labrot, began a baby sitting or baby boarding project called the Play Pen out of one of the dwellings on Hackett's Point in June 1949, with a "neat white cottage" serving as the nursery. Parents going on vacation could leave their child with a registered nurse. It does not appear that the service lasted long; advertisements for the enterprise ran only during the summer of 1949 (The Evening Capital 1949b; The Evening Capital 1949a). It is unclear which building housed this operation, but it is likely the dwelling at 1916 Holly Beach Farm Road. Portions of the farm were sold off, and houses were built on the land starting in the 1950s.

Subdivision of the farm and new development accelerated in the 1960s after William's daughter from his first marriage, Leonie, turned 25 in 1958 and received the one-half interest granted to her in her father's will (Maryland Department of Assessments and Taxation 2023; Anne Arundel County Circuit Court 1958). The properties were sold with a number of covenants and restrictions to keep the rural, residential nature of the area (Anne Arundel County Circuit Court 1962). The Weedon Farmhouse at 1741 Holly Beach Farm Road was sold by the Labrot family in 1962, with the current owner purchasing the property in 2005 (Anne Arundel County Circuit Court 1962; 2005). The dwelling at 1636 Holly Beach Farm Road, near the entrance to Holly Beach Farm, was sold in 1966; the dwelling was built circa 1942 under the ownership of William Labrot (Anne Arundel County Circuit Court 1966; Maryland Department of Assessments and Taxation 2023). However, the property was re-purchased by Leonie Labrot Gately in 1987 (Anne Arundel County Circuit Court 1987); the 1966 deed stipulated that the sellers would have first right of refusal to buy the property upon a future sale (Anne Arundel County Circuit Court 1966). The property was sold again in 1991 (Anne Arundel County Circuit Court 2000) and the current homeowners purchased the property in 2020 (Anne Arundel County Circuit Court 2020).

After William Labrot's death, Marguerite Labrot married two more times (first to Henry A. Parr III, then to Dr. William T. Spence), but continued to live in the Holly Beach Farm House until her 1992 death. During her ownership, the pool and pool house was constructed. The Holly Beach Farm House at 1800 Holly Beach Farm Road stayed in the Labrot family until it was sold in 1995 (Anne Arundel County Circuit Court 1994). The garden was in poor, unkempt condition at the time of sale, but the new owners restored the gardens using historic photographs and local knowledge (Guhne 2000). Those owners were responsible for constructing the garage at the house. The current owners purchased the property in 2018 (Anne Arundel County Circuit Court 2018).

The Labrot family sold the two parcels on Hackett's Point (parcels 33 and 45) to the Meredith creek Corporation through two transactions in the 1970s. The Moss family cemetery in Hackett's Point was moved to Cedar Bluff Cemetery in Annapolis in the 1970s due to ongoing beach erosion (Anne Arundel County, Maryland, n.d.). The remainder of the property stayed in the Labrot family until Leonie Labrot Gately sold the property to the Conservation Fund in April 2001, which, in turn, sold the property to the Chesapeake Bay Foundation Inc. in June 2002 (Anne Arundel County Circuit Court 2001b; 2002a). The two parcels on Hackett's Point were also sold to the Conservation Fund in April 2001 before being sold along with the other property to the Chesapeake Foundation in 2002 (Anne Arundel County Circuit Court 2001a; 2002a).

The purchase of the properties by the Conservation Fund, using almost $8 million in in public, state, and federal funds, prevented them from being further developed ("Holly Beach Farm, MD," n.d.). The state and federal funding came with the requirement to open the land to the public, with the original plan to make the land an extension of Sandy Point State Park (AA-2305), which was once the northern section of Holly Beach Farm (Hutzell 2023a). The Chesapeake Bay Foundation has maintained the property as well as restored the natural landscape and conducted educational programming (Falk 2022); however, much of the property has been used primarily as a maintenance and storage facility, not fulfilling the intent of the original agreement to open the land to the public. The Chesapeake Bay Foundation solicited letters of interest in the 300-acre property in October 2023 (Hutzell 2023a). In December 2023, the foundation announced that it would transfer the park to Maryland Department of Natural Resources, who will make the park more accessible to the public (Hutzell 2023b). On March 13, 2024, the Maryland Board of Public Works voted to approve the deal to acquire the land. The land eventually will be a nature area (Hutzell 2024).

ELIGIBILITY DETERMINATION

Holly Beach Farm was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Holly Beach Farm has a significant association with the revival of horse sports in Maryland in the early twentieth century, especially in Anne Arundel County, and was an important and successful horse farm in the Annapolis area in the 1920s through the 1940s. By 1930, the farm was known as one of the largest thoroughbred breeding and training establishments in the United States, and was the first sport horse nursery in Annapolis. Its establishment and the number of winners that came from Holly Beach Farm led to an increase in interest in horse sports, as well as the establishment of other racing stables in Anne Arundel County. It was the largest and most influential of the early horse racing operations in the county. While much of the property was sold off by the Labrot family beginning in 1949 for the establishment of Sandy Point State Park and later for residential development, the remaining property contains a significant concentration of resources, namely the L-Shaped Stable, Foaling Building, Rectangular Stable, and Brick Tenant House at 1800 Holly Beach Farm Road, that convey the property's significance as a prominent horse breeding and racing facility operated by the Labrot family. Therefore, Holly Beach Farm is eligible under Criterion A in the area of Entertainment/Recreation for its association with the early twentieth century revival of horse sports in Maryland.

Holly Beach Farm is also associated with the rise of dairy farming in Anne Arundel County. The county's dairy farmers provided milk to the greater Baltimore area; although the Holly Beach Farm's dairy operation was not the first in the county, it was one of the largest in the county. The farm's dairy operations reflected the modernization and increased importance of sanitation during the early decades of the twentieth century. The only remaining building directly linked to the farm's dairy operations is the refrigeration building. This building, however, is in ruins and is a lone remnant of the original, larger operation. Although Holly Beach Farm has a significant association with twentieth century dairy farming in Anne Arundel County, the farm does not have integrity to convey this association because of the loss of buildings and facilities associated with the farm's dairy enterprise.

The Labrot family were large landowners in Anne Arundel County and were influential in its twentieth-century development. Sylvester Labrot established one of the largest horse breeding operations in the United States, and William Labrot continued the operation through his death in 1949. Because of the size and scale of the operation, the Labrots are likely responsible for a resurgence of horse sports in the county in the twentieth century. As the only property owned by the Labrots that still contains buildings related to horse racing and breeding, this property best represents the productive period of the Labrots' horse racing and breeding operation. Therefore, Holly Beach Farm is eligible under Criterion B.

Holly Beach Farm is eligible under Criterion C as a significant example of a large horse breeding farm and estate constructed and operated during the first half of the twentieth century. The resource represents an intact collection of residential and farm buildings. Although at its peak the farm was much larger, the area included within the boundary represents the core of the Labrot holdings, with the Holly Beach Farm House, stables, tenant farm houses, and sufficient fields and landscape to illustrate its use as a farm. The Holly Beach Farm House at 1800 Holly Beach Farm Road, home to the Labrot family, was built by a prominent architecture firm, and embodies the distinctive characteristics of early twentieth-century, high-style Colonial Revival architecture through its five-part plan with brick construction, double-hung sash windows, and stonework detailing; its design and architectural details have high artistic value. The L-shaped and rectangular stables and foaling building convey the farm's connection to sport horse breeding. The L-shaped stables, while in poor condition, are a rare example of their type with their large stall size and high-quality architectural features and illustrate the wealth of the Labrots

and the importance and value of the horses housed at the facility. The farm retains sufficient integrity to convey its significance, since it has integrity of location, setting, design, materials, workmanship, feeling, and association. Therefore, Holly Beach Farm is eligible for the NRHP under Criterion C.

INTEGRITY

Holly Beach Farm retains integrity of location, as the buildings and structures have stayed in the locations they were in during the Labrot ownership.

Holly Beach Farm retains integrity of setting. The property remains rural in character with few modern intrusions. While much of the former farmland has become woodland, fields outside of the Holly Beach Farm boundary contribute to the resource's integrity of setting. Views of Meredith Creek, Whitehall Bay, and the Chesapeake Bay also contribute to Holly Beach Farm, preserving the link between the farm and its adjacent waterways.

Holly Beach Farm retains integrity of design, materials, and workmanship, although the integrity of some individual buildings has diminished due to deterioration. The remaining portion of the farm retains its original spatial organization, with sufficient original buildings, roads, farmland, small scale features such as gateposts and watering troughs to convey the overall design of the farm. Holly Beach Farm Road remains the primary access road along the peninsula. Farm organization and landscape features are extant, including the imposing view of the farm office from Holly Beach Farm Road. Gates, paths, road alignments, and viewsheds connecting the Holly Beach Farm House to the stable complex are extant. Key buildings such as the Holly Beach Farmhouse, gate house, office, stables, and various tenant houses retain their integrity of design, materials, and workmanship. While some buildings have been altered and new buildings have been constructed since the period of significance, as a whole the complex retains its integrity of design as an estate and horse farm. The L-shaped stables are in poor condition due to the failing roof, but still reflect the original design and retain key materials that display the high quality of workmanship envisioned by the Labrots for their racing stock.

Holly Beach Farm retains integrity of feeling and association as an early twentieth century farm. The property remains rural in character and most the buildings retain their appearance from the period of significance, conveying the association with the Labrots' horse racing and breeding efforts. The landscape features, roads, and pathways connecting the series of residential and farm buildings is intact. While the fields have become overgrown, they still contribute to the feeling of an isolated rural farm.

The Holly Beach Farm House at 1800 Holly Beach Farm, in particular, retains all aspects of integrity. It retains integrity of location, having never moved, and setting, as it is still located by the water with gardens and a tenant house. It has largely retained its integrity of design, materials, and workmanship in terms of massing, brickwork, stonework, and architectural details, though the recent addition to the southeast side of the house does slightly diminish these aspects. However, the addition is also brick and is shorter than the original section of the house, minimizing its effects on the main structure's integrity of design. Lastly, with its design and preserved setting the Holly Beach Farm House at 1800 Holly Beach Farm Road still retains the feeling of an early twentieth-century, high-style Colonial Revival house and association with a rural agricultural area.

PERIOD OF SIGNIFICANCE

The period of significance for the property under Criterion A, Entertainment and Recreation, begins in 1907, when Sylvester and Elizabeth Labrot first purchased land on the peninsula and continues through 1949, when William Labrot died and the property started to be subdivided. This period encompasses the time that the property was in use as an active farm and thoroughbred horse breeding and racing operation.

CONTRIBUTING RESOURCES

Contributing elements include the dwellings at 1917, 1927, and 1916 Holly Beach Farm Road; the garage at 1916 Holly Beach Farm Road; the gate house, Holly Beach Farm Office, Brick Tenant House, Foaling Building, L-shaped stable, rectangular stable, and workshop at 1917 Holly Beach Farm Road; Holly Beach Farm House, Caretaker's Quarters, and the Labrot Cemetery at 1800 Holly Beach Farm Road; Weedon Farmhouse, outbuilding, and barn at 1741 Holly Beach Farm Road; and the dwelling at 1636 Holly Beach Farm Road. They are contributing as resources that the Labrot family either built or used during their period of ownership. Contributing landscape elements include the brick gates along Holly Beach Farm Road, the alignments of Holly Beach Farm Road and driveways leading to building complexes, allees of trees along

Holly Beach Farm Road and driveways, the presence and overall location of gardens at the Holly Beach Farm House (the original plan and plantings have been replaced), and the inground water troughs around the stable complex. While original fences appear to have been replaced, the presence of fencing along Holly Beach Farm Road and fencing enclosing former pasture land contributes to the resource. Significant viewsheds include the alignment of Holly Beach Farm Road, the driveways connecting both the Holly Beach Farm House and the stable complex, and the path connecting the Holly Beach Farm House to the stable complex.

The non-contributing elements include the two sheds at 1636 Holly Beach Farm Road; the three post-1949 Whitehall Creek and Meredith Creek piers; the boathouse at 1916 Holly Beach Farm Road; the post-1949 stone jetties, pool house, and garage at 1800 Holly Beach Farm Road; the garage at 1741 Holly Beach Farm Road; the refrigeration building; the Weedon Cemetery; the Moss Family Cemetery; and the pool at 1917 Holly Beach Farm Road.

BOUNDARY DESCRIPTION

The resource encompasses 326.21 acres and is confined to the current property tax parcels, which are found on Anne Arundel County Tax Map 0047, Parcels 33, 45, 47, 66, 67, and 79 (2022).. The boundaries contain all the properties that were built and/or used by the Labrot family for Holly Beach Farm that are south of US 50/301. Properties historically associated with the farm, but which were subsequently subdivided and developed for residential use were not included within the historic boundary.

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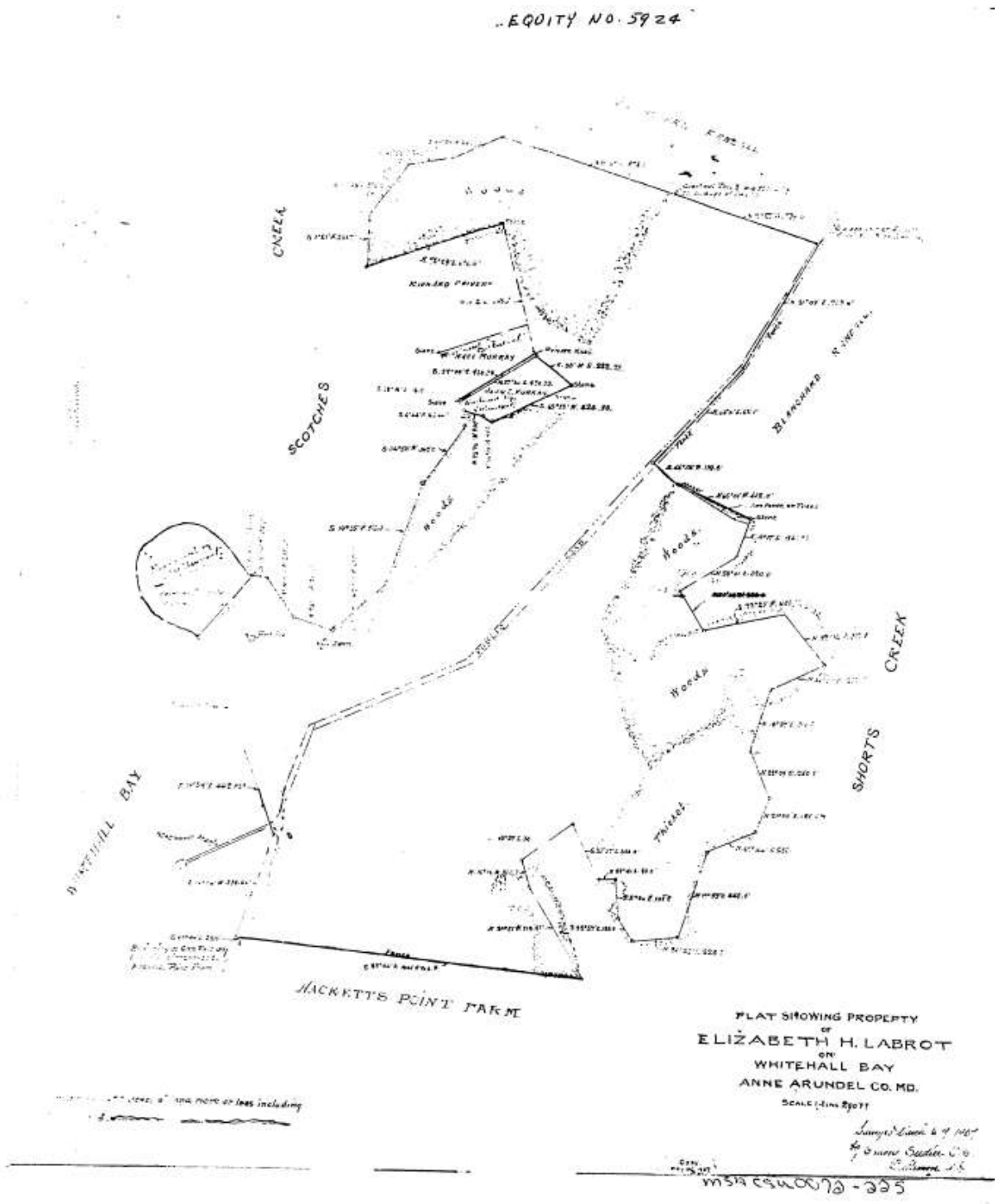
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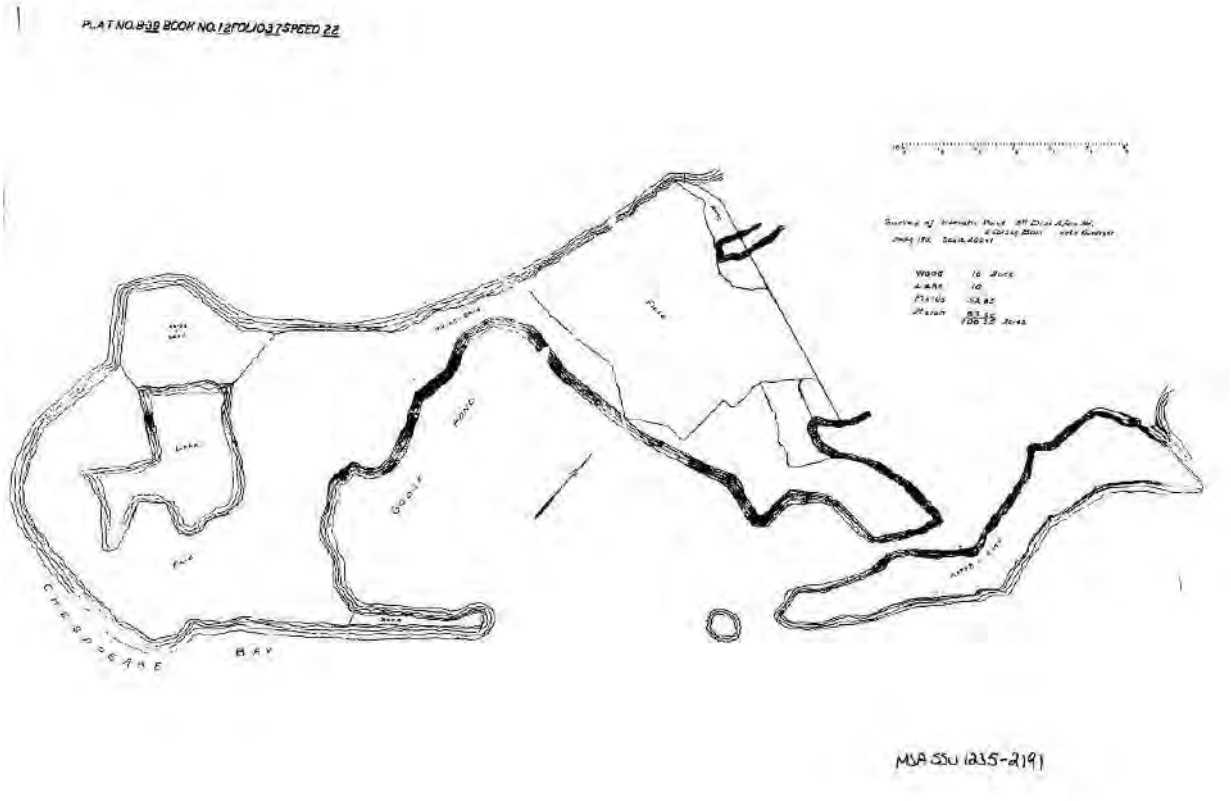
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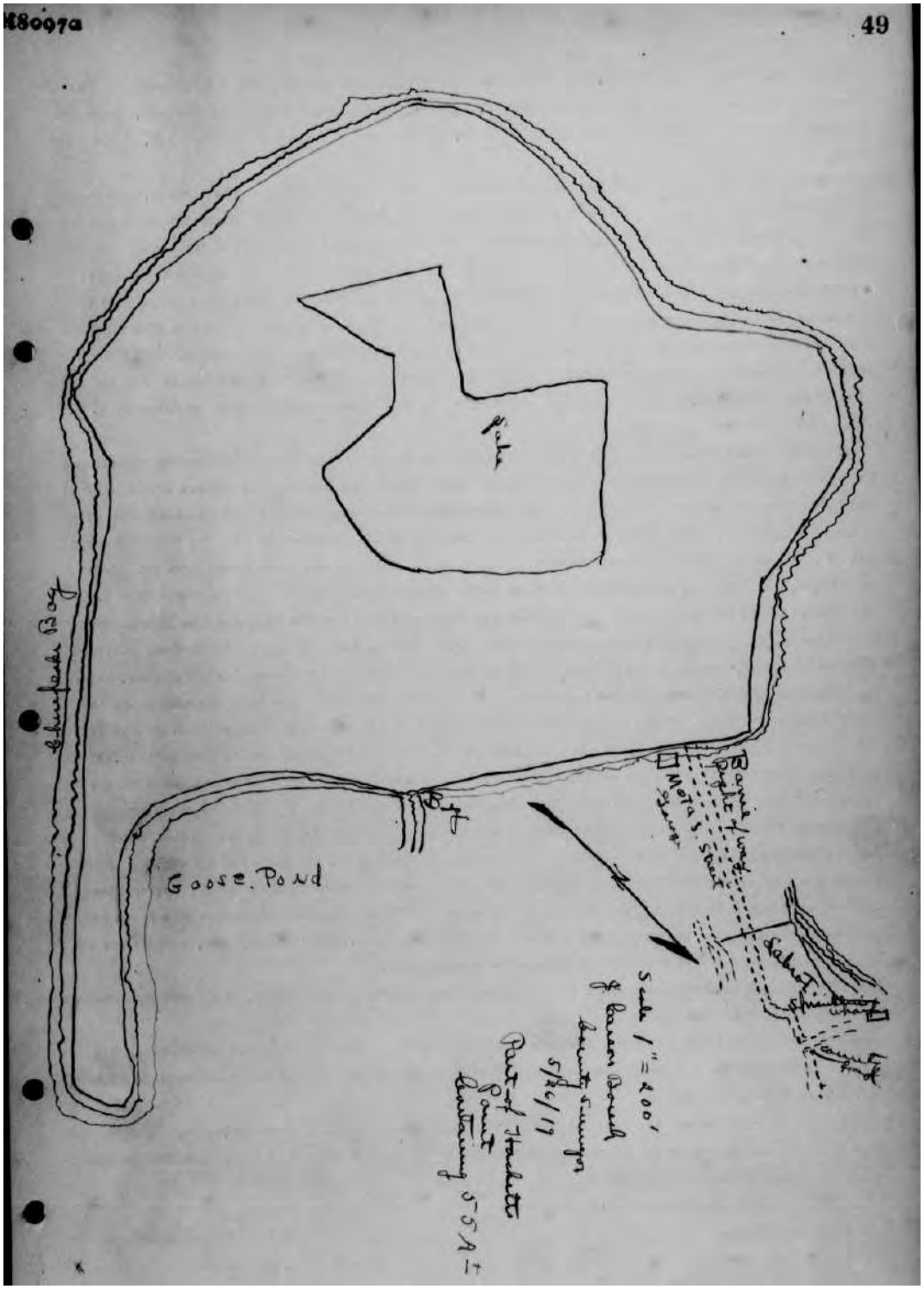
AA-74
Holly Beach Farm
Holly Beach Farm Road south of Skidmore Drive
Annapolis, Anne Arundel County, Maryland



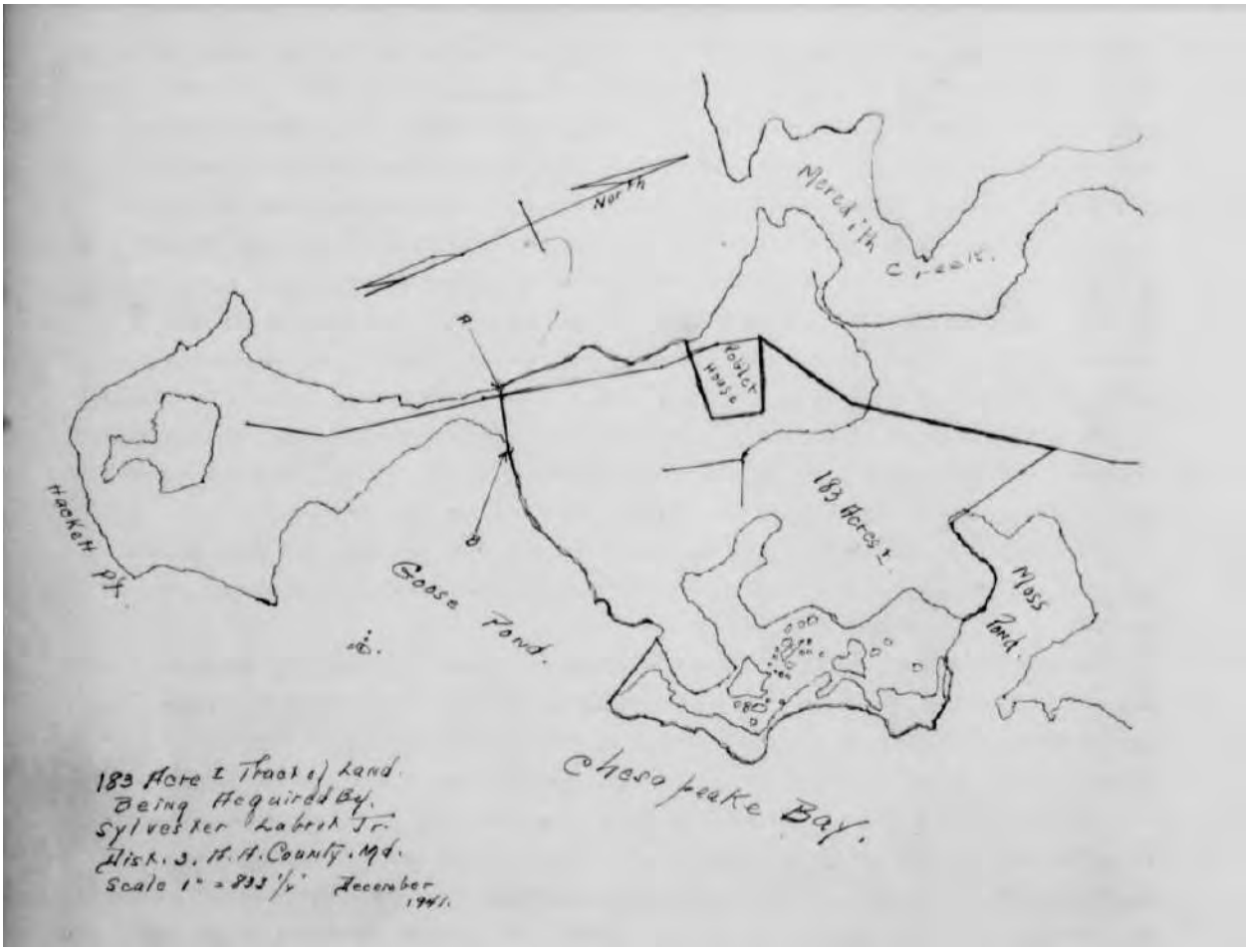
Historic Image 1: Plat showing the property of Elizabeth H. Labrot on Whitehall Bay in Anne Arundel County, MD in 1907
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Equity Papers, Plats) Labrot, Elizabeth H. Equity Papers 5924 MSA C72-225



Historic Image 2: Plat showing a survey of Hackett's Point from 1911
Photo Source: Maryland State Archives. Hackett's Point, Land Record, Section 1, Folio 53
Plats B-39; Plat Book 12, p. 37.

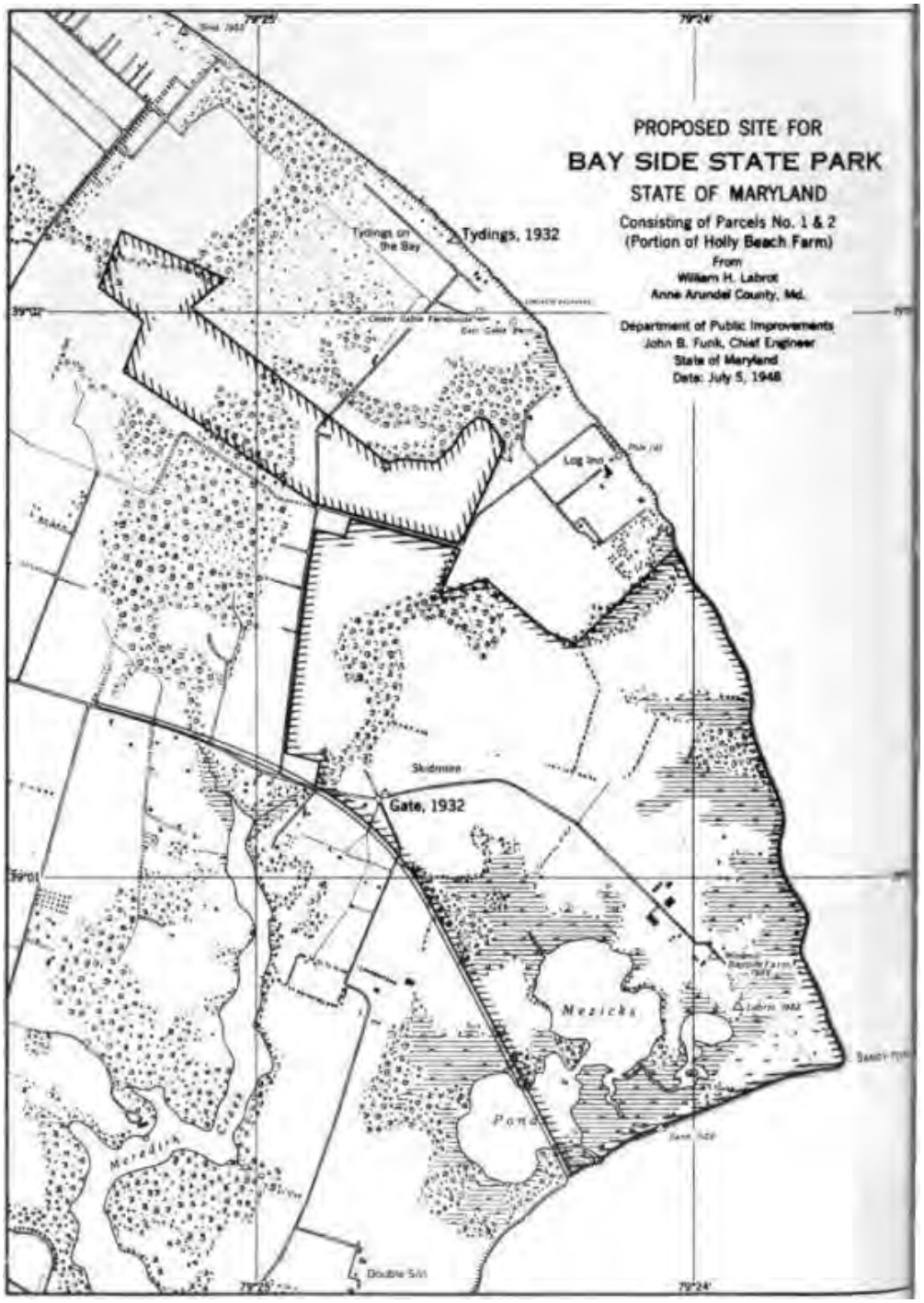


Historic Image 3: Plat showing a part of Hackett's Point, 1917
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records) 1919-1920. Deed Book WNW 12, p. 0049



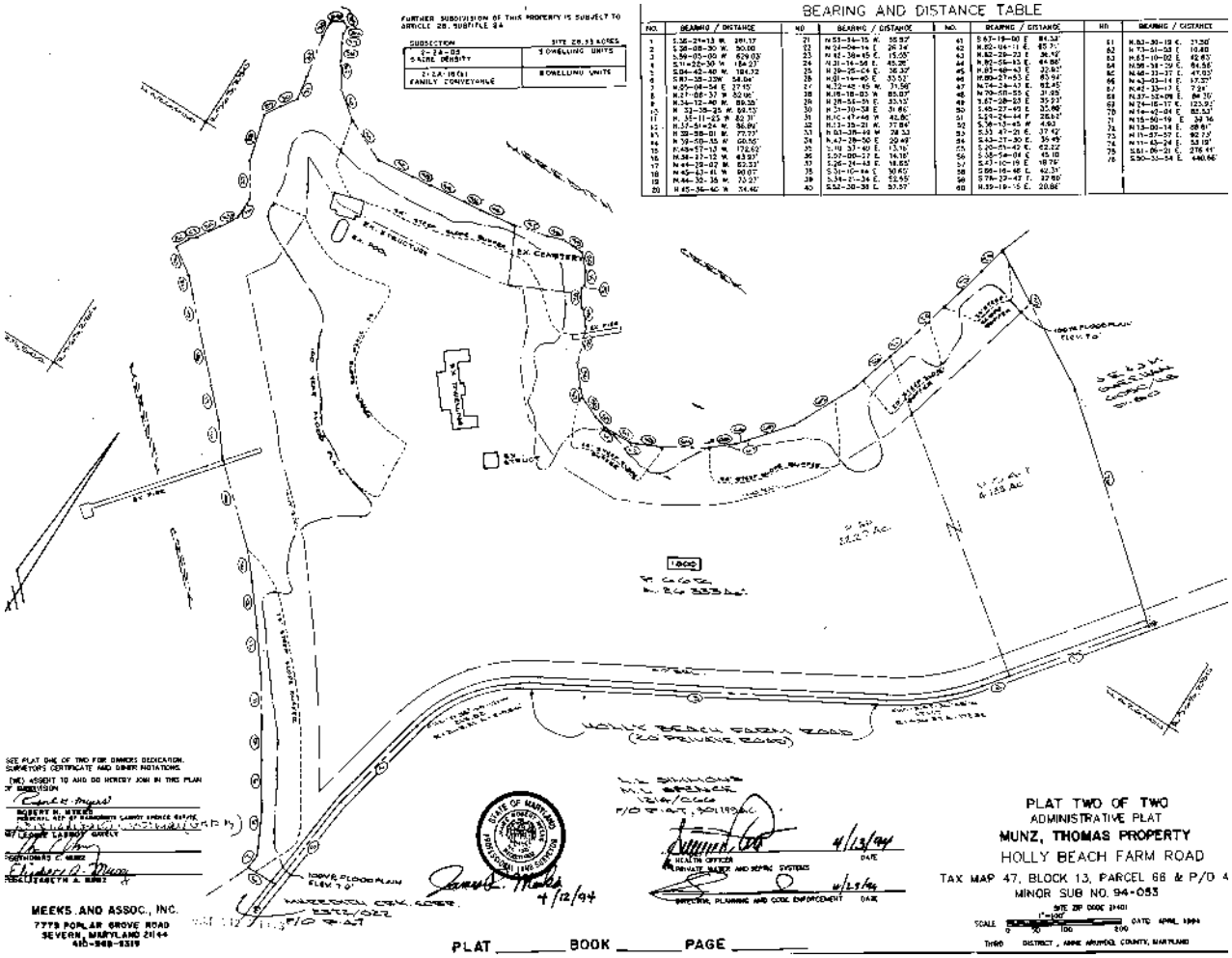
Historic Image 4: Plat of Land Being Acquired by Sylvester Labrot Jr. from Labrot & Company, 1941.
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records) 1941-1942. Deed Book JHH 251, p. 0314. MSA CE 59-595.

AA-74
Holly Beach Farm
Holly Beach Farm Road south of Skidmore Drive
Annapolis, Anne Arundel County, Maryland



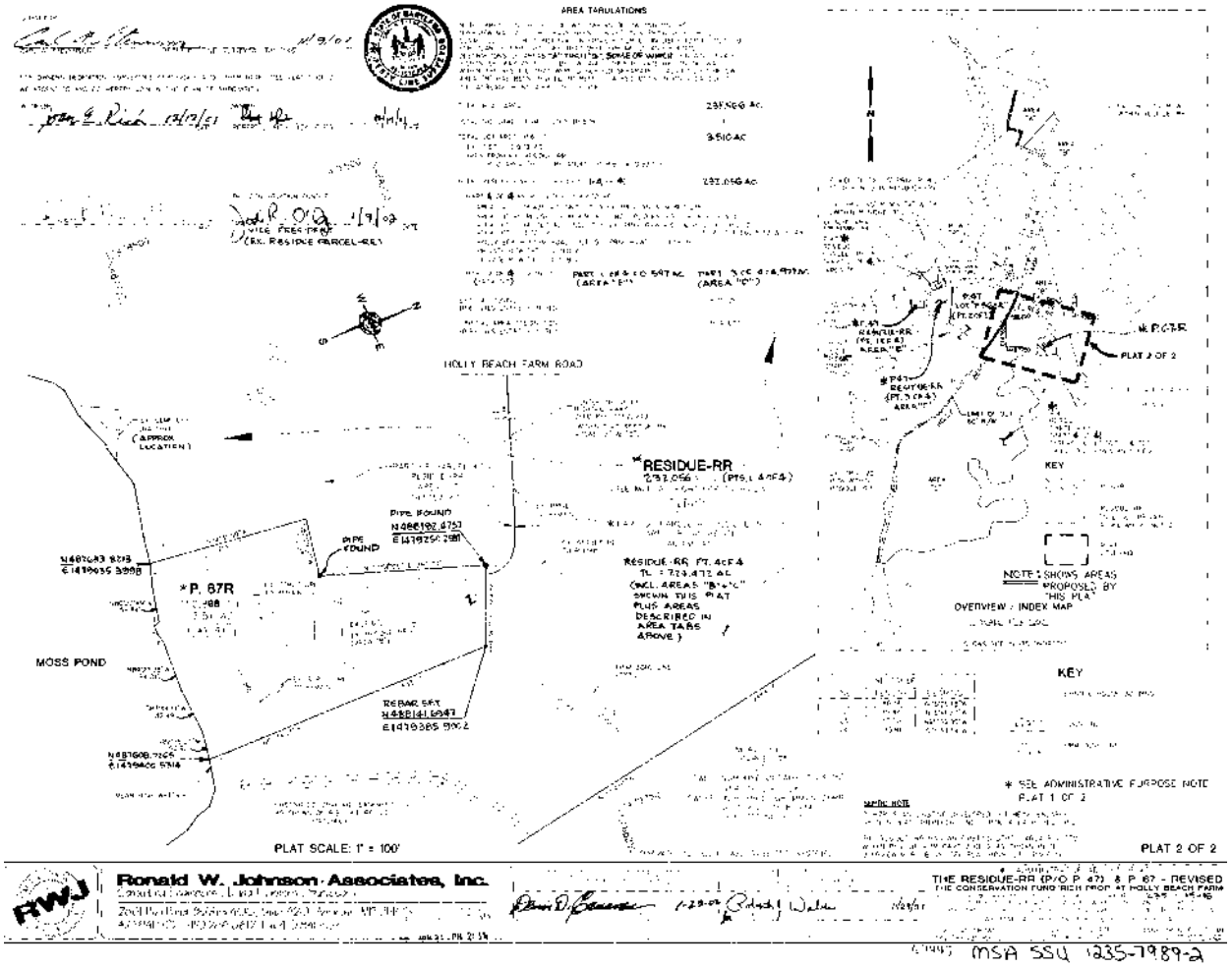
Historic Image 5: Plat, "Proposed Site for Bay Side State Park State of Maryland- Consisting of Parcels No. 1 & 2 (Portion of Holly Beach Farm)"." July 5, 1948
Photo Source: John B. Funk, Department of Public Improvement, State of Maryland. July 5, 1948. In Maryland State Archives, MSA SC 6361-2-3-1. This scanned version found in Draper K. Sutcliffe, "The Hidden Value of State Coordinates," *Surveying and Mapping* XIII, no. 1 (January-March 1953): 74. https://books.google.com/books?id=fDw4AAAAIAAJ&pg=PA74&lpg=PA74&dq.

AA-74
Holly Beach Farm
Holly Beach Farm Road south of Skidmore Drive
Annapolis, Anne Arundel County, Maryland



Historic Image 6: Plat, Plat Two of Two Munz, Thomas Property Holly Beach Farm Road, 1994
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court. (Subdivision Plats, AA) 1994/12/12. Muntz, Thomas Property, Holly Beach Farm Road; See Also SR 7395 Plat 9091-9092; Plat Book 171, pp. 16-17. MSA S1235-6643

AA-74
Holly Beach Farm
Holly Beach Farm Road south of Skidmore Drive
Annapolis, Anne Arundel County, Maryland



Historic Image 7: Plat, “Holly Beach Farm, Revision” 2002
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court. (Subdivision Plats, AA) 2002/01/31 Holly Beach Farm, Revision. Plat 12679-12680; Plat Book 243, pp. 2-3. MSA S1235-7989



Historic Image 8: Photograph of Holly Beach Farm, looking west at the house and grounds.
Photo Source: Sears, Thomas Warren. MD086043: [Holly Beach Farm]: the house and grounds. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4413?q=*.



Historic Image 9: Photograph of Holly Beach Farm, circular driveway and front entrance to the house
Photo Source: Sears, Thomas Warren. MD086006: [Holly Beach Farm]: circular driveway and front entrance to the house. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4378?q=*.



Historic Image 10: Photograph of Holly Beach Farm, a side view of the house, looking west
Photo Source: Sears, Thomas Warren. MD086044: [Holly Beach Farm]: a side view of the house. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4414?q=*.



Historic Image 11: Photograph of Holly Beach Farm house (1800 Holly Beach Farm Road), southwest elevation.
Photo Source: Sears, Thomas Warren. MD086046: [Holly Beach Farm]: a frontal view of the house across the lawn. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4416?q=*.



Historic Image 12: Photograph of Holly Beach Farm house, looking up to the house from the lawn. Photo Source: Sears, Thomas Warren. MD086028: [Holly Beach Farm]: looking up to the house from the lawn. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4399?q=*.



Historic Image 13: Photograph of Holly Beach Farm, country roads and fields
Photo Source: Sears, Thomas Warren. MD086035: [Holly Beach Farm]: country roads and fields. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4405?q=*.



Historic Image 14: Photograph of Holly Beach Farm, garden borders with shrubs, trees, and a grass walkway
Photo Source: Sears, Thomas Warren. MD086030: [Holly Beach Farm]: garden borders with shrubs, trees, and a grass walkway. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4730?q=*.



Historic Image 15: Photograph of Holly Beach Farm, looking down the long expanse of the rustic pergola. Photo Source: Sears, Thomas Warren. MD086018: [Holly Beach Farm]: looking down the long expanse of the rustic pergola. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4390?q=*.



Historic Image 16: Photograph of Holly Beach Farm, garden beds and a rustic work pergola and gazebo, with a glimpse of the Chesapeake Bay beyond.
Photo Source: Sears, Thomas Warren. MD086042: [Holly Beach Farm]: garden beds and a rustic work pergola and gazebo, with a glimpse of the Chesapeake Bay beyond. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4412?q=*.



Historic Image 17: Photograph of Holly Beach Farm, looking along a grass walkway between gardens borders through the pergola to the gazebo at the end of the garden.
Photo Source: Sears, Thomas Warren. MD086020: [Holly Beach Farm]: looking along a grass walkway between gardens borders through the pergola to the gazebo at the end of the garden. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4392?q=*.



Historic Image 18: Photograph of Holly Beach Farm, garden borders and the rustic gazebo overlooking the Chesapeake Bay.
Photo Source: Sears, Thomas Warren. MD086014: [Holly Beach Farm]: garden borders and the rustic gazebo overlooking the Chesapeake Bay. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4386?q=*.



Historic Image 19: Holly Beach Farm: country roads and fields.
Photo Source: Sears, Thomas Warren. MD086034: [Holly Beach Farm]: looking from a road toward a grass path lined with newly planted trees. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4404?q=*.



Historic Image 20: Holly Beach Farm: country roads and fields.
Photo Source: Sears, Thomas Warren. MD086033: [Holly Beach Farm]: country roads and fields. 1914. Thomas Warren Sears photograph collection, 1900-1966. Smithsonian Online Virtual Archives. https://sova.si.edu/record/aag.srs/ref4403?q=*.



Historic Image 21: Newspaper clipping with pictures of Holly Beach Farm's race track and training stables that were north of present-day US 50/301.
Photo Source: Sparrow, C. Edward. 1930. "Holly Beach Farm Becomes Leading Race Horse Plant." *The Sun* (Baltimore, MD), March 2, 1930.



Historic Image 22: Detail of Anne Arundel County Index 1938, showing Holly Beach Farm
Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3.



Historic Image 23: Photograph captioned: More than 500 persons yesterday visited gardens and homes in Anne Arundel County. Above are shown some of the visitors admiring the gardens on Holly Beach Farm, the home of Mr. and Mrs. William H. Labrot.
Photo Source: In "500 see Homes and Gardens," *The Sun* (Baltimore, MD), MY 14, 1947, page 16.



Historic Image 24: Detail of Anne Arundel County Index 1952, showing Holly Beach Farm, the newly constructed Chesapeake Bay Bridge, and the newly established Sandy Point State Park
Photo Source: Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03.



Historic Image 25: Photograph of southwest elevation of 1800 Holly Beach Farm Road, taken in 1957
Photo Source: Breen, Robert G. "In A World of Its Own." *The Sun*, October 3, 1957. Newspapers.com



A garden vista seen through a clipped hedge of holly, held to be the finest in the State.

Historic Image 26: Photograph of the garden at 1800 Holly Beach Farm Road, taken in 1957
Photo Source: Breen, Robert G. "In A World Of Its Own." *The Sun*, October 3, 1957. Newspapers.com



Historic Image 27: Photograph of Holly Beach Farm house (1800 Holly Beach Farm Road), taken in 1973
Photo Source: Klender, William L. "Dr. and Mrs. William Spence's symmetrical, three story brick mansion is more than 60 years ago." 1973. In "Manor House with a View of the Water," *The Sun,* February 04, 1973. Newspapers.com.



Historic Image 28: Photograph of Weedon Family Cemetery, looking inland, taken in 2012
Photo Source: Poulos, Anastasia. 2020. "Saving Endangered Cemeteries: Anne Arundel County's Documentation & Public Engagement Efforts." Presentation. Page 6. Preservation Maryland. https://www.preservationmaryland.org/wp-content/uploads/2020/10/saving-endangered-cemeteries-anne-arundel-county-a-poulos-10-15-2020.pdf.



Historic Image 29: Photograph of reburial at Weedon Family Cemetery, taken in 2012
Photo Source: Levinthal, Aaron. 2012. Photo in Simmons, Tina. 2013. "Anne Arundel County: The Story of a Small Family Cemetery." Coalition Courier, Summer 2013. Coalition to Protect Maryland Burial Sites, Inc. https://cpmbs.org/wp-content/uploads/2016/07/CPMBS_Courier_2013_02_Summer.pdf.



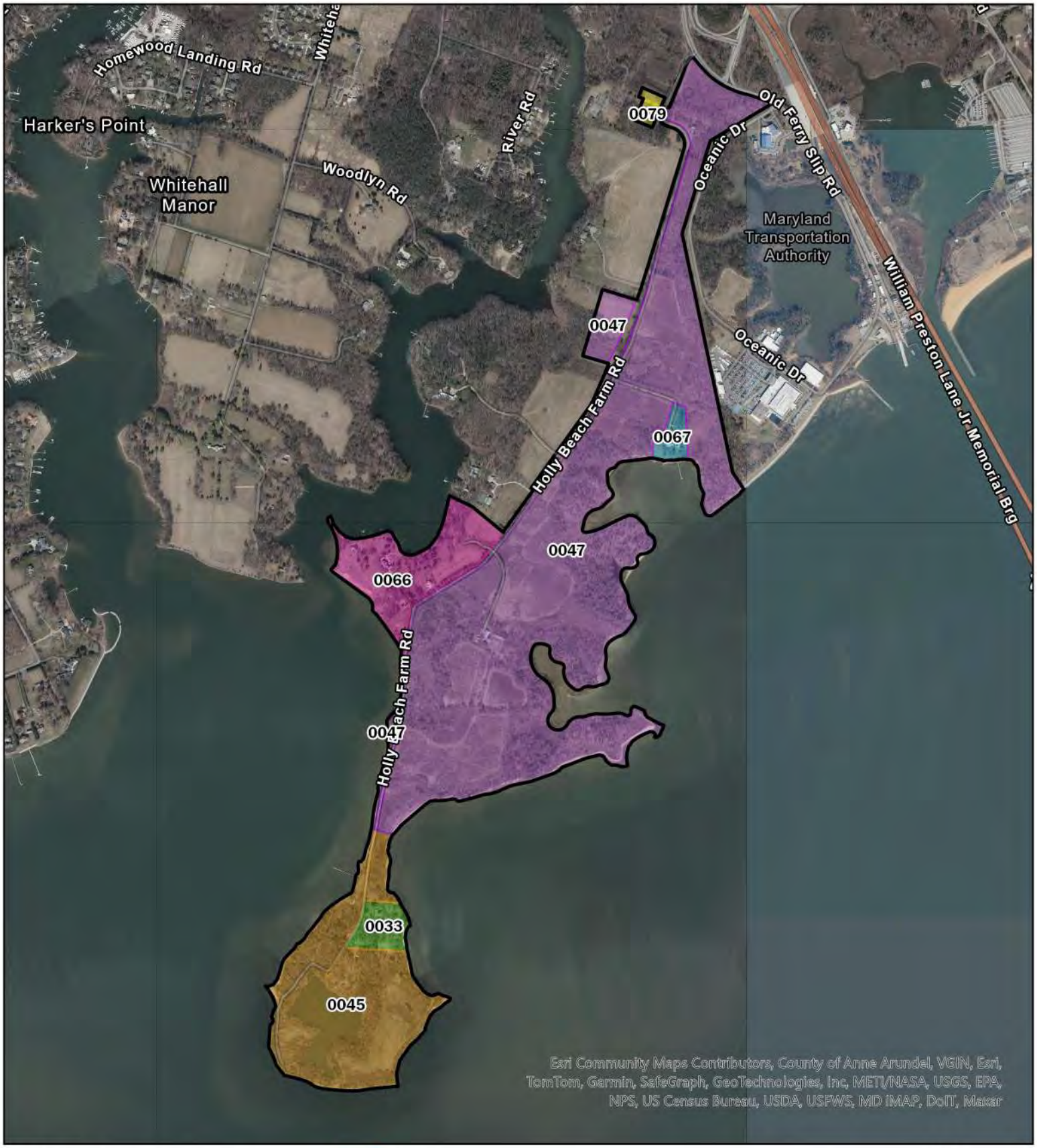
Historic Image 30: Photograph of nineteenth-century fireplace in 1917 Holly Beach Farm Road, taken in 2024.
Photo Source: Peter Merrill, Maryland Department of Natural Resources. 2024.



Historic Image 31: Photograph of nineteenth-century staircase in 1917 Holly Beach Farm Road, taken in 2024
Photo Source: Peter Merrill, Maryland Department of Natural Resources. 2024.

Holly Beach Farm (AA-0074)

Holly Beach Farm Parcel Map



HollyBeachFarmBoundary

Parcels

- 0033
- 0045
- 0047
- 0066
- 0067
- 0079

N

0 0.25 0.5 1 Miles



HollyBeachFarmBoundary

Parcels

- 0033
- 0045
- 0047
- 0066
- 0067
- 0079

Contributing Resources

Non-Contributing Resources

0 0.07 0.15 0.3 Miles

N



HollyBeachFarmBoundary

Parcels

0033

0045

0047

0066

0067

0079

Contributing Resources

Non-Contributing Resources

0 0.07 0.15 0.3 Miles

N



HollyBeachFarmBoundary

Parcels

0033

0045

0047

0066

0067

0079

Contributing Resources

Non-Contributing Resources

N

0 0.05 0.1 0.19 Miles



HollyBeachFarmBoundary

Parcels

- 0033
- 0045
- 0047
- 0066
- 0067
- 0079

Contributing Resources

Non-Contributing Resources

0 0.07 0.15 0.3 Miles

N

Holly Beach Farm (AA-0074)
List of Contributing and Non-Contributing Resources

Address	SDAT Parcel Number	SDAT Account Identifier	Contributing (C) or Non-Contributing (NC)	Individual MIHP Number	Building Name	Date Constructed	Notes
1935 Holly Beach Farm Road	33	03-90005159	C	NA	Dwelling, 1917 Holly Beach Farm Road	Mid-Nineteenth Century	Formerly Hackett's Point Farm, SDAT Address 1935 Holly Beach Farm Road
1935 Holly Beach Farm Road	33	03-90005159	NC	NA	Pool, 1935 Holly Beach Farm Road	1980s	Formerly Hackett's Point Farm, SDAT Address 1935 Holly Beach Farm Road
1935 Holly Beach Farm Road	33	03-90005159	C	NA	Dwelling, 1927 Holly Beach Farm Road	1921	Formerly Hackett's Point Farm, SDAT Address 1935 Holly Beach Farm Road
1916 Holly Beach Farm Road	45	03-20559402	C	NA	Dwelling, 1916 Holly Beach Farm Road	ca. 1928	Formerly Hackett's Point Farm
1916 Holly Beach Farm Road	45	03-20559402	NC	NA	Whitehall Creek pier	ca. 1980	Formerly Hackett's Point Farm
1916 Holly Beach Farm Road	45	03-20559402	NC	NA	Boathouse, 1916 Holly Beach Farm Road	Early twenty-first century	Formerly Hackett's Point Farm
1916 Holly Beach Farm Road	45	03-20559402	C	NA	Garage, 1916 Holly Beach Farm Road	ca. 1917	Formerly Hackett's Point Farm
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Gate House	ca. 1927	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Holly Beach Farm Office	1927	
1917 Holly Beach Farm Road	47	03-90005158	NC	NA	Refrigeration Building	Before 1948	
1917 Holly Beach Farm Road	47	03-90005158	NC	NA	Weedon Family Cemetery	Circa-1841	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Brick Tenant House	circa-1927	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Foaling Building	circa-1927	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	L-shaped Stable	circa-1927	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Rectangular Stable	circa-1927	
1917 Holly Beach Farm Road	47	03-90005158	C	NA	Workshop	pre-1957	
1800 Holly Beach Farm Road	66	03-17467100	C	NA	Holly Beach Farm House, 1800 Holly Beach Farm Road	ca. 1911	
1800 Holly Beach Farm Road	66	03-17467100	C	NA	Caretaker's Quarters, 1800 Holly Beach Farm Road	Pre-1938	
1800 Holly Beach Farm Road	66	03-17467100	NC	NA	Pool and Pool House, 1800 Holly Beach Farm Road	Between 1957 - 1966	
1800 Holly Beach Farm Road	66	03-17467100	NC	NA	Garage, 1800 Holly Beach Farm Road	Between 1994 - 2002	
1800 Holly Beach Farm Road	66	03-17467100	NC	NA	Meredith Creek, northwest pier	2021-2022	Replaced smaller pier in same spot
1800 Holly Beach Farm Road	66	03-17467100	NC	NA	Meredith Creek, northeast pier	Between 1957 - 1970	Placed smaller pier in same spot

Holly Beach Farm (AA-0074)
List of Contributing and Non-Contributing Resources

Address	SDAT Parcel Number	SDAT Account Identifier	Contributing (C) or Non-Contributing (NC)	Individual MIHP Number	Building Name	Date Constructed	Notes
1800 Holly Beach Farm Road	66	03-17467100	C	NA	Labrot Family Cemetery	Circa-1915	
1741 Holly Beach Farm Road	67	03-24973800	C	AA-322	Weedon Farmhouse	pre-1938	
1741 Holly Beach Farm Road	67	03-24973800	NC	AA-322	Garage, 1741 Holly Beach Farm Road	circa 1950s	
1741 Holly Beach Farm Road	67	03-24973800	C	AA-322	Outbuilding, 1741 Holly Beach Farm Road	pre-1938	
1741 Holly Beach Farm Road	67	03-24973800	C	AA-322	Barn, 1741 Holly Beach Farm Road	pre-1957	
1636 Holly Beach Farm Road	79	03-29572580	C	NA	Dwelling, 1636 Holly Beach Farm Road	circa 1942	
1636 Holly Beach Farm Road	79	03-29572580	NC	NA	Shed #1	unknown	
1636 Holly Beach Farm Road	79	03-29572580	NC	NA	Shed #2	unknown	

MAPS

Holly Beach Farm

Location: Holly Beach Farm Road south of Skidmore Drive
City: Annapolis

AA-0074
Anne Arundel County



USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

MAPS

Holly Beach Farm

Location: Holly Beach Farm Road south of Skidmore Drive AA-0074
City: Annapolis Anne Arundel County



PHOTOGRAPHS



Photo 1 of 35: 1917 Holly Beach Farm Road, Gate House, Northwest Elevation, looking southeast



Photo 2 of 35: 1917 Holly Beach Farm Road, Farm Office, Northwest Elevation and Southwest Façade, looking northeast

PHOTOGRAPHS



Photo 3 of 35: Looking southwest down Holly Beach Farm Road from Farm Office



Photo 4 of 35: 1917 Holly Beach Farm Road, gate on Holly Beach Road to the stable complex, looking east

PHOTOGRAPHS



Photo 5 of 35: Drive to stable complex at 1801 Holly Beach Farm Road, looking southeast



Photo 6 of 35: 1801 Holly Beach Farm Road, Foaling Building, northwest elevation and northeast façade, looking northeast

PHOTOGRAPHS



Photo 7 of 35: 1801 Holly Beach Farm Road, Rectangular Stable, northwest elevation and southwest Façade, looking northeast



Photo 8 of 35: 1801 Holly Beach Farm Road, L-Shaped Stables, looking northwest

PHOTOGRAPHS



Photo 9 of 35: 1801 Holly Beach Farm Road, L-Shaped Stables, detail, looking northeast



Photo 10 of 35: 1801 Holly Beach Farm Road, Brick Tenant House, northeast façade and northwest elevation, looking southeast

PHOTOGRAPHS



Photo 11 of 35: 1801 Holly Beach Farm Road, Workshop, southwest elevation and northeast façade, looking northeast



Photo 12 of 35: 1801 Holly Beach Farm Road, example of water trough by Rectangular Stable, looking south

PHOTOGRAPHS



Photo 13 of 35: 1800 Holly Beach Farm Road, entrance gate, looking north



Photo 14 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House, northeast façade, looking southwest

PHOTOGRAPHS



Photo 15 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House, northwest and southwest elevations, looking west



Photo 16 of 35: Dwelling, 1916 Holly Beach Farm Road, southeast façade and northeast elevation, looking southwest

PHOTOGRAPHS



Photo 17 of 35: Dwelling, 1917 Holly Beach Farm Road, northwest elevation and southwest façade, looking southeast



Photo 18 of 35: Dwelling, 1927 Holly Beach Farm Road, northeast façade and northwest elevation, looking southeast

PHOTOGRAPHS



Photo 19 of 35: Garage, northwest façade and southwest elevation, looking northeast



Photo 20 of 35: Dwelling, 1636 Holly Beach Farm Road, northwest elevation and northeast façade, looking southeast

NR-ELIGIBILITY REVIEW FORM

AA-0074 Holly Beach Farm

PHOTO LOG

Number of Photos: **35**
Name of Photographer: **Becky Yousaf; Nicole Diehlmann**
Date of Photographs: **12/12-13/2023; 6/21/2023**
Location of Original Digital File: **MHT**

Photographs inserted on continuation sheets:

AA-0074_2023-06-21_01
Photo 1 of 35: 1917 Holly Beach Farm Road, Gate House, Northwest Elevation, looking southeast

AA-0074_2023-06-21_02
Photo 2 of 35: 1917 Holly Beach Farm Road, Farm Office, Northwest Elevation and Southwest Façade, looking northeast

AA-0074_2023-06-21_03
Photo 3 of 35: Looking southwest down Holly Beach Farm Road from Farm Office

AA-0074_2023-06-21_04
Photo 4 of 35: 1917 Holly Beach Farm Road, gate on Holly Beach Road to the stable complex, looking east

AA-0074_2023-06-21_05
Photo 5 of 35: Drive to stable complex at 1801 Holly Beach Farm Road, looking southeast

AA-0074_2023-06-21_06
Photo 6 of 35: 1801 Holly Beach Farm Road, Foaling Building, northwest elevation and northeast façade, looking northeast

AA-0074_2023-06-21_07
Photo 7 of 35: 1801 Holly Beach Farm Road, Rectangular Stable, northwest elevation and southwest Façade, looking northeast

AA-0074_2023-06-21_08
Photo 8 of 35: 1801 Holly Beach Farm Road, L-Shaped Stables, looking northwest

AA-0074_2023-06-21_09
Photo 9 of 35: 1801 Holly Beach Farm Road, L-Shaped Stables, detail, looking northeast

AA-0074_2023-06-21_10
Photo 10 of 35: 1801 Holly Beach Farm Road, Brick Tenant House, northeast façade and northwest elevation, looking southeast

AA-0074_2023-06-21_11
Photo 11 of 35: 1801 Holly Beach Farm Road, Workshop, southwest elevation and northeast façade, looking northeast

AA-0074_2023-06-21_12
Photo 12 of 35: 1801 Holly Beach Farm Road, example of water trough by Rectangular Stable, looking south

AA-0074_2023-06-21_13
Photo 13 of 35: 1800 Holly Beach Farm Road, entrance gate, looking north

AA-0074_2023-12-12_14
Photo 14 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House, northeast façade, looking southwest

AA-0074_2023-12-12_15
Photo 15 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House, northwest and southwest elevations, looking west

AA-0074_2023-06-21_16
Photo 16 of 35: Dwelling, 1916 Holly Beach Farm Road, southeast façade and northeast elevation, looking southwest

AA-0074_2023-06-21_17
Photo 17 of 35: Dwelling, 1917 Holly Beach Farm Road, northwest elevation and southwest façade, looking southeast

PHOTO LOG

AA-0074_2023-06-21_18
Photo 18 of 35: Dwelling, 1927 Holly Beach Farm Road, northeast façade and northwest elevation, looking southeast

AA-0074_2023-06-21_19
Photo 19 of 35: Garage, northwest façade and southwest elevation, looking northeast

AA-0074_2023-12-12_20
Photo 20 of 35: Dwelling, 1636 Holly Beach Farm Road, northwest elevation and northeast façade, looking southeast

Photographs included as digital files only:

AA-0074_2023-06-21_21
Photo 21 of 35: 1800 Holly Beach Farm Road, Caretaker's Quarters, southeast façade, looking northeast

AA-0074_2023-12-12_22
Photo 22 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House addition and Caretaker's Quarters, looking northeast

AA-0074_2023-12-12_23
Photo 23 of 35: 1800 Holly Beach Farm Road, Caretaker's Quarters, northwest and northeast elevations, looking south

AA-0074_2023-12-12_24
Photo 24 of 35: 1800 Holly Beach Farm Road, Holly Beach Farm House, overview, looking west

AA-0074_2023-12-12_25
Photo 25 of 35: 1800 Holly Beach Farm Road, Pool House, southwest façade, looking northwest

AA-0074_2023-12-12_26
Photo 26 of 35: 1800 Holly Beach Farm Road, Garage, southwest façade and southeast elevation, looking north

AA-0074_2023-12-12_27
Photo 27 of 35: 1800 Holly Beach Farm Road, gardens, looking southeast

AA-0074_2023-12-12_28
Photo 28 of 35: 1800 Holly Beach Farm Road, gardens and gazebo, looking south

AA-0074_2023-12-12_29
Photo 29 of 35: 1800 Holly Beach Farm Road, gardens, looking northwest from Holly Beach Road

AA-0074_2023-06-21_30
Photo 30 of 35: 1801 Holly Beach Farm Road, Brick Tenant House and chicken coop, looking southwest

AA-0074_2023-06-21_31
Photo 31 of 35: 1801 Holly Beach Farm Road, detail of L-shaped Stable interior, looking north

AA-0074_2023-06-21_32
Photo 32 of 35: Landscape of Hackett's Point, looking south

AA-0074_2023-06-21_33
Photo 33 of 35: Holly Beach Farm Road, looking northwest from 1800 Holly Beach Farm Road

AA-0074_2023-06-21_34
Photo 34 of 35: Holly Beach Farm Road, Refrigeration Building, northwest façade and southwest elevation, looking northeast

AA-0074_2024-07-11_35
Photo 35 of 35: Labrot Family Cemetery, looking north

1. Name of Property

historic name: Sandy Point Shoal Light Station

other names/site number: AA-166

2. Location

street & number: N/A not for publication: N/A

city or town: near Skidmore. vicinity X

state: Maryland code: MD county: Anne Arundelcode: 003

zip code: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register Criteria. I recommend that this property be considered locally. (___See continuation sheet for additional comments.)

Acting

Captain, U. S. Coast Guard,
Chief, Office of Civil Engineering 2/22/02
Signature of certifying official Date

Department of Transportation, U.S. Coast Guard
State or Federal agency and bureau

In my opinion, the property X meets ____ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

5-7-02
Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

____ entered in the National Register _____
___ See continuation sheet.
____ determined eligible for the _____
National Register
___ See continuation sheet.
____ determined not eligible for the _____
National Register
____ removed from the National Register _____

____ other (explain): _____

_____ _____
Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
___ public-local
___ public-State
_X_ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
_X_ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_1_	_____	structures
_____	_____	objects
_1_	_0_	Total

Number of contributing resources previously listed in the National Register _0_

Name of related multiple property listing: Light Stations of the United States

6. Function or Use

Historic Functions (Enter categories from instructions)
Cat: transportation Sub: water-related

Current Functions (Enter categories from instructions)
Cat: transportation Sub: water-related

7. Description

Architectural Classification (Enter categories from instructions): No Style

Materials (Enter categories from instructions):
foundation: caisson
roof: metal
walls: brick
other:

Narrative Description (Describe the historic and current condition of the property.)[1]

Description Summary

Sandy Point Shoal Light Station has a wooden caisson foundation supporting a round 35-foot-diameter cement-filled cast-iron cylinder on which a 22-story octagonal brick structure rests. The brick octagonal structure is painted red and has a white roof surmounted by a black lantern. The first two stories were used as living quarters, the third level as the watch room, and the lower level within the cast iron cylinder, as a storage area for water, coal, and oil. The combination dwelling and lantern has elements of the Second Empire architectural style.[2] The station is situated in 5 to 7 feet of water approximately 1000 yards east from the beach at Sandy Point State Park and approximately 1 1/2 miles north of the William Preston Lane Memorial (Chesapeake Bay) Bridge, northern Chesapeake Bay, western shore, near Skidmore, Anne Arundel County, Maryland. Owned and managed by the U.S. Coast Guard in District 5, access to the station is via boat.

[1] The following description and associated photographs were reviewed in August 2002 by a US Coast Guard Aid to Navigation team responsible for the property. A document verifying that the description and associated photographs reflect the current condition of the property is on file with the Office of Civil Engineering, US Coast Guard Headquarters, Washington, DC.

[2] F. Ross Holland, Jr., Lighthouses, A part of the Maritime Heritage of the United States National Historic Landmark Theme Context Study for Lighthouses, National Maritime Initiative, National Park Service, Washington, D. C. (1993), p. 87.

General Description[3]

Foundation

The cast iron cylinder, 35 feet in diameter, 32 feet, 6 inches high, is attached to a wooden caisson and was sunk in 3 feet of sand. The plates forming the cylinder are bolted together in horizontal bands with the flanges turned inward to give the exterior a uniform surface. It is filled with concrete. The cylinder is painted a dark red/brown.

Tower, Exterior

The 2 1/2-story brick tower/keeper's quarters is 24 by 24 feet with truncated corners giving the structure an octagonal shape. The first two stories are made of brick masonry, and the third story is constructed of timber framing with a mansard roof. Although not originally painted, the brick portion of the structure is now painted red. The wooden third story mansard roof is painted white, the lantern is painted black, and the gallery deck is painted a dark red/brown. The gallery deck is a concrete slab which overlays the caisson fill. In the slab, there are horizontal control joints at each corner of the tower and one at the half waypoint of each major wall. The slab is cracked, especially along the edges. The gallery balustrade surrounds the perimeter of the slab. It is made of square section iron posts at approximately 7-foot-centers, a flat 1 1/2-inch-wide flat iron bar stock top and bottom rail, and 3/4-inch-diameter balusters every 6-inches-on-center. The 1 1/4-inch-square posts are tapered at the top forming a pyramidal shaped cap. The privy, once located on the southwest side and overhanging the lower gallery deck, was removed sometime since 1989. A pair of davits and a landing ladder once existed on the east side. Another pair of davits and a single loading davit once existed on the west side. The landing ladder on the west side is still used.

The masonry tower has a water table four courses tall at its base. At the second-level sill elevation, there is a decorative molded brick masonry belt course. At the top of the second level, there is a decorative wood ogee molding with nine brackets on each major side and four brackets on the truncated sides, followed by a cove molding above. The cornice brackets are all replacements. Fenestration on the first two levels consist of two side-by-side windows on the north and south sides of the first and second floors; the main door on the west side of the first floor has a second-level window centered over it, and a single window on the east side with corresponding single window on the second level. There is a single dormer window on each of the four major sides of the mansard-roofed third level. Each window on the first and second levels has a stone sill and segmental lintel arch made with molded brick forming a window hood trim at the head of each window, though these have been removed above the north side windows.

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[3] Much of this narrative is derived from a section of a condition assessment report on Sandy Point Shoal Light Station prepared by the National Park Service's Historic Preservation Training Center in 1995/1996. This report is on file at the National Maritime Initiative office, National Register, History, and Education Programs, National Park Service, Washington, D.C.; "Chesapeake Bay Lighthouses," Gredell & Associates: Structural Engineers, pp. 95- 110; "Chesapeake Bay Lighthouse Foundation Inspection," pp. 4-13 - 4-21; and D. M. Hanley, "Sandy Point Shoal Light National Register of Historic Places Inventory - Nomination Form" (no date), copy in Sandy Point Shoal Light file, National Maritime Initiative Office, National Park Service, Washington, D.C.

The door opening has similar molded brick decoration. The original wooden door has been replaced with a 1/4-inch steel-plate storm door reinforced on the inside with 1 1/2- by 1 1/2-inch steel angles. A wooden entrance door is stored in the sitting room and has four glass panes at the top and three horizontal solid wood panels on the bottom. All of the original six-over-six double-hung window sashes have been removed (except for the bottom sash on a single window on the east side), and the openings were replaced with acrylic sheets fitted with white aluminum louvered vents. The first-level window opening on the east side and the second- level window opening on the west side are filled with brick. Apparently all the windows on at least the lower level were at one time filled with masonry, probably shortly after being automated in 1963 and then reopened and covered with acrylic sheets, probably in 1988.

The original diamond pattern polychromatic shingle roof had been replaced by a flat seam sheet metal roof. The small lightning conductors on the dormers have been removed. Plywood replaces the original sheeting boards below the lantern deck.

Tower, Lower Level

The lower level area is a 16-foot-wide octagonal-shaped room formed into the concrete fill of the caisson. The walls of the room are approximately 6 feet thick. The ceiling and concrete walls are covered with 1 3/4-inch tongue-and-groove beaded wood paneling. A brick masonry pier located in the center of the floor and running to the ceiling supports a hollow iron column which served both as a support column to the upper floors as well as housing the counterweights for the fog bell striking mechanism. This level is accessed by a ten-step wooden ship's ladder located through a doorway in the vestibule just adjacent to a spiral stairway located on the first level. A coal shoot leading up to the gallery deck is located on the north side.

Tower, First Level

Access is via a sheet-metal door located on the west side. As one enters the vestibule, directly ahead is a spiral wooden stairway that leads to the upper levels, and to the left of the stairwell, a ladder descends to the lower level. A door was once located here. Off the vestibule is a 7- by 11-foot kitchen with pantry to the northwest, and a sitting room with corner fireplace to the northeast. The fireplace mantel is missing. This 9- by 19-foot room was later used as a radio and day room. On the south side is a 9- by 19-foot room that was used for the storage of cell batteries and a backup automatic start generator from the time of automation to installation of solar panels. An 1883 plan from the National Archives shows that the kitchen was originally in the room that later stored the batteries and generator, and the present kitchen was a storeroom. All the rooms originally had ceilings made of plaster. The ceilings and walls are now covered with fibrous board, the seams of which are covered with wood battens. The original wood floors are covered with tile. The baseboard, where it survives, is a simple 1- by 4-inch board. An original built-in bookshelf in the sitting room is intact.

Tower, Second Level

The walls of the wooden spiral staircase to the second level are finished with tongue-and-groove beaded paneling, 2-inches wide. The second level is partitioned into three bedrooms, two on the north side and one on the south side. The south side bedroom also has a low-pressure metal tank in a closet; this was possibly part of the water cistern system or part of a fog signal system. The closet off the southeast bedroom was the weight closet for the fog bell mechanism on the third story. The second level remains exactly as shown in the original construction drawings. During Coast Guard occupation, one bedroom, 9 by 12 feet, was used by the officer in charge as his quarters and the other as storage. Exterior and partition walls have been covered with pressed fiber wallboard. The original wood floors are intact. All doors are intact except the door to the stairway, though the doorknob hardware is missing.

Tower, Third Level

The spiral staircase continues to the third or watch room level of the lighthouse, which is divided into two rooms. The original 1883 plans call this level the "oil and watch room." The wood-frame walls that form the mansard roof are lined with a horizontal beaded wood paneling except the lower 22 3/4 inches, which is covered by the same beaded paneling, but vertical. The smaller room on the south side does not appear on the original construction drawings, but the finish materials match that from the rest of this level suggesting it was added after the drawings were made. The door to this room is present, but the hardware is missing. The windows were all two-over-two double-hung wooden sashes with arched tops; only the north and west window sashes survive. All of these windows have been covered with acrylic sheets fitted with metal rectangular louvers. The fog bell, which hung from the east dormer, has been removed. The central metal cylinder support column, which rests on a brick pier in the cellar, continues up through to the lantern room and is clearly visible next to the spiral stairwell enclosure in the watch room. A 5 1/4-inch-diameter post supports each corner of the room.

Lantern

The octagonal 6 1/2- by 6 1/2-foot fourth-order lantern is reached via the continuation of the counter-clockwise spiral stairway that turns clockwise 2/3rds of the way up from the third level. The floor of the lantern room is made of wood. The glass panes are set in cast-iron frames with silicone sealant on the inside. The roof is a standing seam roof lined on the interior with sheet metal. The roof was described in 1938 as consisting of copper. At the peak of the roof, is an exterior ventilator ball. Mounted into the parapet wall are three vents, for which the regulators are missing. The interior of the parapet walls is lined with wood beaded paneling. A plywood half-door through the parapet wall provides access to the lantern level gallery which is covered with flat seam sheet metal. The balustrade consists of 1 1/2-inch-diameter posts set on 32-inch-centers, with a flat 1 1/2-inch-wide iron top and bottom rail, and 1/2-inch balusters set on 6-inch-centers. Each post is capped with a 3-inch diameter finial ball. Two solar panels are bolted to the top rail on the south side. An API foghorn was mounted on the northeast side of the upper gallery deck; it has since been removed.

Optic

The original fourth-order lens made by "Henry Le Pante" (Henri La Pauite) was described in 1938 as a four panel lens with one central drum panel and eight fixed prisms in the panel above the central drum and five fixed prisms in the panels below the central drum. The fourth-order Fresnel lens has been replaced with a 300mm solar-powered acrylic lens.

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

X	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
____	B	Property is associated with the lives of persons significant in our past.
X	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
____	D	Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

____	A	owned by a religious institution or used for religious purposes
____	B	removed from its original location
____	C	a birthplace or a grave
____	D	a cemetery
____	E	a reconstructed building, object, or structure
____	F	a commemorative property
____	G	less than 50 years of age or achieved significance within the past 50 years

Areas of Significance (Enter categories from instructions):

Maritime History
Transportation
Architecture

Period of Significance: 1883-1952

Significant Dates: 1883, 1890, 1901-1902, 1929

Significant Person (Complete if Criterion B is marked above): N/A

Cultural Affiliation: N/A

Known Design Source: none

Architect/Builder: W. J. Humes for the U.S. Lighthouse Board

Narrative Statement of Significance (Explain the significance of the property.)

The Sandy Point Shoal Light Station is significant for its association with federal governmental efforts to provide an integrated system of navigational aids and to provide for safe maritime transportation in the Chesapeake Bay, a major transportation corridor for commercial traffic from the early nineteenth through twentieth centuries. This caisson lighthouse embodies a distinctive design and method of construction that typified lighthouse construction on the Chesapeake Bay during the second half of the nineteenth century and early twentieth.

History

The original Sandy Point Lighthouse, a brick keeper's dwelling with a lantern room placed on the roof, was built onshore at Sandy Point in 1858. Like Smith Point and Thomas Point Shoals, the onshore station was replaced by offshore lighthouses to more adequately mark offshore shoals. On August 3, 1854 Congress appropriated $8,000 to build a lighthouse at Sandy Point near the present site of the Chesapeake Bay Bridge. Approximately two acres of land located about 600 feet north of the point and a right-of-way was purchased from Baptist Mezick and his wife Mary for $526. A contract was let to W.J. Humes to built a 12-story 31.5- by 18.5-foot brick keeper's quarters with an integral tower and lantern room surmounted on the roof. The tower was painted red, and the lantern was fitted with a fifth-order Fresnel lens exhibiting a fixed white flashing light. The dwelling had four rooms, an attached kitchen, and a cellar. The main entrance through one of the gable ends was decorated along the roofline with Victorian sawn work. Nearby was a brick cistern 5 feet across and 5 feet deep.[4]

The Lighthouse Board in 1874 reported on the inefficiency of the lighthouse to adequately protect the off-shore shoals:

> *Sandy Point is located on the main-land, from which place continuous shoals make out into the bay, a distance of about one mile, and vessels drawing more than ten feet of water cannot approach within that distance of the lighthouse. A fog bell is established at this station, but, on account of its distance from the channel, can seldom be heard. The*

[4] Lighthouse Board, *Annual Report, 1857*; *1858*; *1863*; *1868*; and *1869*; and de Gast, p. 83.

defects of its location are especially felt during stormy weather in winter. Nearly all the passenger-steamers running into the part of Baltimore from below, of which there are many, change their course at this point, and this becomes a hazardous undertaking to boats crowded with passengers and running on time, when neither the light can be seen nor the fog bell heard. A change in the location of the light to the outer edge of the shoal, and the establishment of an efficient fog-signal are recommenced, and an appropriation of $40,000 asked for this purpose.[5]

After Congress failed to allocate the initial request, the Lighthouse Board lowered its request to $30,000 the following year with the same result. In 1876 the Board requested $25,000, and then $20,000 in 1877, then $25,000 each year until 1881; but each year's request was denied. Finally on August 7, 1882 Congress authorized $25,000 but the Board now felt $40,000 was needed because of the exposed location and need for a sturdier ice-resistant structure. When the request for additional funds was refused, the Board went ahead with a caisson lighthouse but erected a less expensive brick tower rather than the planned cast-iron tower. The present caisson structure was built on approximately five acres of submarine land conveyed by the Governor of Maryland on April 21, 1883.[6]

In August of 1883, the contractor and his crew erected a working platform to hold the caisson in position during positioning and sinking. A derrick, concrete mixer, and engine were installed. By August 24, the wooden caisson and first course of cast-iron plate for the cylinder were assembled and sunk the next day. On the 27th a second course of plates was added and the assembly sunk three feet into the bottom, being leveled by use of water jets and force pumps as it sunk. Temporary quarters and a kitchen were built on land and connected to the work site by a "plank walk." On August 31 they began mixing concrete and filling the caisson so that by September 26, about 1,000 cubic yards of concrete had been poured and the third course of iron plates attached. Forms for the cellar were made and bricklaying for the tower begun the day after the last of the concrete was poured. The brick tower was completed on October 9th and the lantern completed on the 11th. After "due notice to mariners" the fourth-order light went into service on October 30, 1883. The onshore facility, now abandoned, was eventually dismantled.

By 1890 a red sector was introduced but it did not reliably define the established mark so the light was changed from a flashing light to a fixed light in 1890. In the same year it was noticed the brick has "scaled off in many places" due to "salt moisture." The brick was to be painted to "prevent further corrosion."[7] During a 1901 routine inspection, including the taking of soundings around the station, "an extensive scour in the immediate vicinity" of the lighthouse was discovered below the foot of the caisson and within a few weeks had enlarged nearly necessitating an emergency treatment. In 1902 a contract was awarded to McClenahan Granite Company of Port Deposit who supplied and laid about 670 cubic yards of riprap around the foundation to prevent further bottom scouring.

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[5] U.S. Lighthouse Board, *Annual Report, 1874*, pp. 44-45 (Washington, Government Printing Office, 1874)

[6] Lighthouse Board, *Annual Report, 1875*; *1876*; *1877*; *1878*, p. 35; *1879*; *1881*, p. 40; *1882*; *1883*, p. 51

[7] Holland, "Maryland Lighthouses of the Chesapeake Bay: An Illustrated History," Chapter 4, pp. 13-14; and Lighthouse Board, *Annual Report, 1884*, p. 49; and *1890*

The oil wick illuminant was changed to incandescent oil-vapor in 1913. Electricity was supplied to the lighthouse on December 4, 1929, and the characteristic of the light changed from a fixed to a flashing light. The fog signal in 1938 was described as a third-class reed horn with a 12-foot copper trumpet. There was one keeper, one assistant two boats at the station, one an 18 foot "launch" powered by a "make & break, 2-cycle. J. W. Lathrop" engine and a 14-foot "row boat," hung from davits. Water was collected from the roof into three 300-gallon cypress tanks.[8]

The light was automated on May 14, 1963. The foghorn sounds every 30 seconds during foggy weather. On June 1979, the classic fourth-order Fresnel lens was found smashed by vandals. The Coast Guard offered a reward for information that would lead to the arrest and conviction of the guilty party, but apparently the culprits were never found.

A sign located in the vestibule denotes that personnel aboard the USCGC Red Birch carried out rehabilitation of the lighthouse in July 1988. A section of deteriorating wooden cornice molding and brackets under the eaves of the gabled roof were removed to make a pattern at the Curtis Bay Coast Guard yard. From this pattern, new cornice molding brackets were made and reinstalled. Unfortunately, plywood fascia boards on which the brackets were attached have in some places already delaminated. It is probably during this work that the steel door and vented acrylic sheets over the windows were added. Personnel aboard USCGC *Red Birch* also performed interior and exterior painting of structure in 1990. In August 1995 major work was preformed on the lighthouse including a new copper-sheathed roof, repair to the gallery deck, replacement of the gallery rail and landing ladder, and the entire structure repainted.[9]

9. Major Bibliographical References

Bartlett, Bill. "Coast Guard races time to preserve bay lighthouses," *Annapolis Capital*, August 4, 1990.

"Chesapeake Bay Lighthouses," Gredell & Associates: Structural Engineers, 1991.

"Chesapeake Bay Lighthouse Foundation Inspection," Han-Padron Associates, New York, New York, 1992.

[8] Lighthouse Board, *Annual Report, 1901*; *1902*, p. 126, *1913*, p. 45; "Description of Sandy Point Light Station, September 26, 1938," copy in Sandy Point Light file, National Maritime Initiative office, National Park Service, Washington, D.C.; de Gast, p. 83; Holland, "Maryland Lighthouses of the Chesapeake Bay: An Illustrated History" Chapter 4, p.14; and W.A. Jones letter to Lighthouse Board, Baltimore, February 12 and 23, and May 22, 1901, and Engineer Secretary to W.A. Jones, [Washington], March 16, 1901, File 302, CBL 1901-1911.

[9] Linda Turbyville, *Bay Beacons: Lighthouses of the Chesapeake Bay* (Eastwind Publishing: Annapolis, 1995, p. 38; Bill Bartlett, "Coast Guard races time to preserve bay lighthouses," *Annapolis Capital* (August 4, 1990); "Sandy Point Facelift," *The Keeper's Log*, volume XII, number 2 (Winter, 1996), pp.35-36; and *Lighthouse Digest*, volume V, number 2 (February), 1996, p. 16.

Clifford, Candace. *1994 Inventory of Historic Light Stations*. Department of Interior, National Park Service, History Division, Washington, D.C., 1994.

Clifford, Mary Louise and J. Candace Clifford, *Women Who Kept the Lights: An Illustrated History of Female Lighthouse Keepers* Cypress Communications, Williamsburg, Virginia, 1993.

de Gast, Robert. *The Lighthouses of the Chesapeake*. The Johns Hopkins University Press, Baltimore and London, 1973.

"Description of Sandy Point Light Station, September 26, 1938," copy in Sandy Point Light file, National Maritime Initiative office, National Park Service, Washington, D.C.

Hanley, D. M. "Sandy Point Shoal Light National Register of Historic Places Inventory - Nomination Form" (no date), copy in Sandy Point Light file, National Maritime Initiative Office, National Park Service, Washington, D.C.

Holland, F. Ross, Jr. "Lighthouses," A part of the draft Maritime Heritage of the United States National Historic Landmark Theme Context Study for Lighthouses, National Maritime Initiative, National Park Service, Washington, D. C. (1993).

_____ *Maryland Lighthouses of the Chesapeake Bay: An Illustrated History*. Maryland Historical Trust, Crownsville, Maryland, in press.

"Sandy Point Facelift," *The Keeper's Log*, volume XII, number 2, Winter, 1996.

Turbyville, Linda. *Bay Beacons: Lighthouses of the Chesapeake Bay*. Eastwind Publishing, Annapolis, 1995.

U.S. Lighthouse Board. *Annual Reports*, 1857-1913. Department of Commerce and Labor, 1857-1913.

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
X previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record #

Primary Location of Additional Data
X State Historic Preservation Office
___ Other State agency
X Federal agency
___ Local government
___ University
___ Other

Name of repository: National Archives; Library of Congress; National Maritime Initiative, National Park Service; U.S. Coast Guard Headquarter, Historian's Office, Washington, D.C.

10. Geographical Data

Acreage of the Property: Less than one acre

USGS quadrangle: Gibson Island, MD

UTM References:	Zone	Easting	Northing
	18	380090	4319240

Boundary Description:

The boundary is coterminous with the foundation of the structure.

Boundary Justification:

The boundary completely encompasses the light station.

11. Form Prepared By

name/title: Ralph E. Eshelman, Maritime Historian; originally prepared for the Maryland Historical Trust as part of a multiple property nomination for Maryland Lighthouses; reformatted in May 1998 by Candace Clifford, NCSHPO consultant to the National Maritime Initiative, as part of a multiple property documentation form for U.S. Coast Guard-owned light stations; edited and revised in August 2002 by Jennifer Perunko, NCSHPO Consultant, National Maritime Initiative, National Park Service

organization: Eshelman & Associates

date: January 31, 1996

street & number: 12178 Preston Dr.

city or town: Lusby state: MD zip code: 20657

telephone: 410-326-4877

AA-166

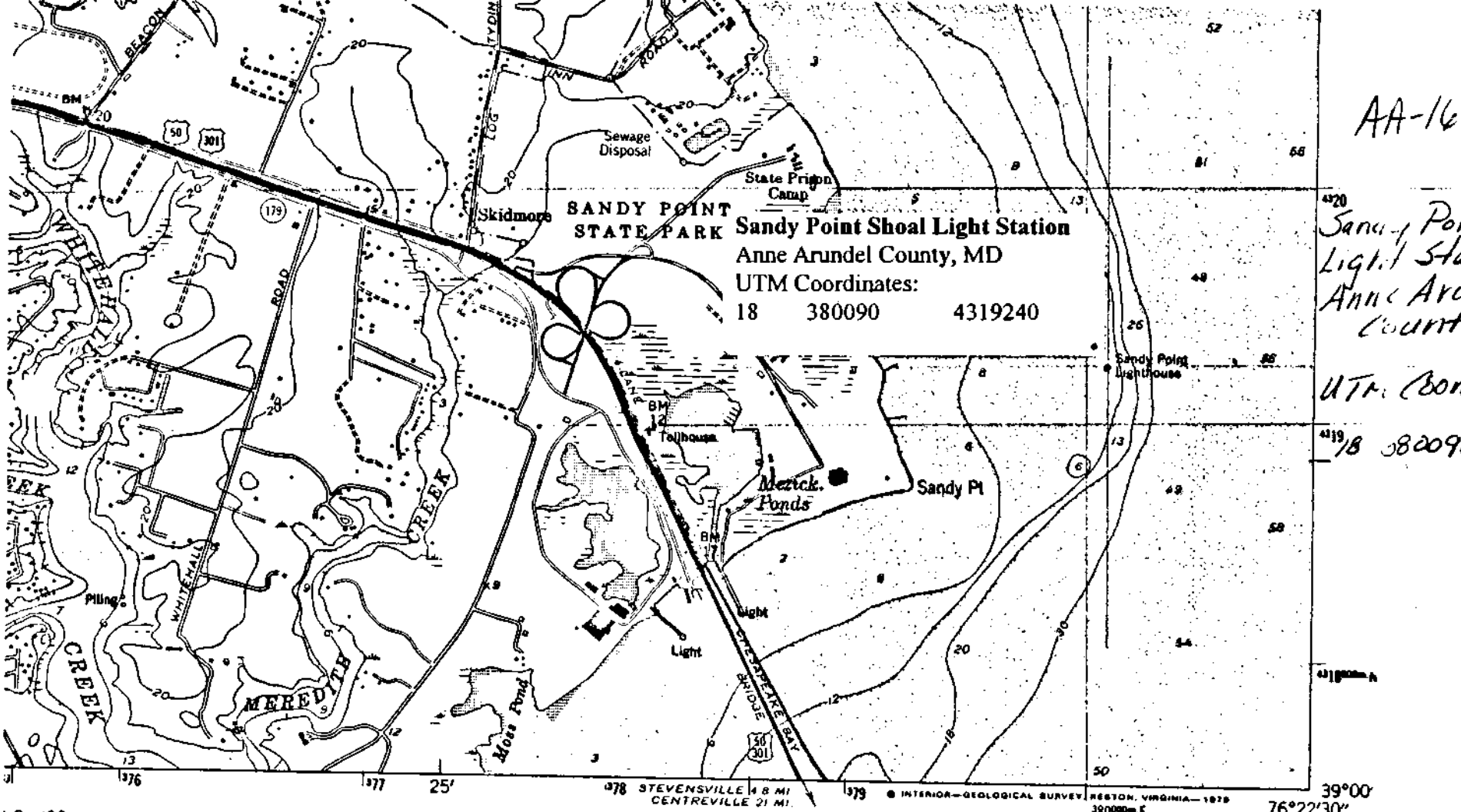
Property Owner

name: U.S. Coast Guard, Fifth District

street & number: 431 Crawfoot Street

telephone: (757) 398-6351

city or town: Portsmouth state: VA zip code: 23705



AA-166

Sandy Point Shoal Light Station, Anne Arundel County, MD

UTM Coordinates

18 380090 4319240

1:24000

1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

ROAD CLASSIFICATION

Heavy-duty

Medium-duty

Light-duty

Unimproved dirt

U. S. Route

State Route

RVAL 20 FEET
TICAL DATUM OF 1929
FEET—DATUM IS MEAN LOW WATER
HE TWO DATUMS IS VARIABLE
PROXIMATE LINE OF MEAN HIGH WATER
APPROXIMATELY 0.8 FEET

NAL MAP ACCURACY STANDARDS
SURVEY, RESTON, VIRGINIA 22092
AND SYMBOLS IS AVAILABLE ON REQUEST



QUADRANGLE LOCATION

Revisions shown in purple compiled by the Geological Survey from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1979

Boundary lines shown in purple compiled from latest information available from the controlling author

GIBSON ISLAND, MD.

N3900—W7622.5/7.5

1954
PHOTOREVISED 1979
AMS 5762 III SW—SERIES V833

AA-330

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: Maryland
COUNTY: Anne Arundel
FOR NPS USE ONLY
ENTRY NUMBER | DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Sandy Point Farm House
AND/OR HISTORIC: The Tryall, Scotland, Sandy Point, Bay Side Farm, Pleasant Fields, Sandy Point Farm

2. LOCATION

STREET AND NUMBER: Sandy Point State Park
CITY OR TOWN: Sandy Point
STATE: Maryland | CODE: 24 | COUNTY: Anne Arundel | CODE: 003

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☒ Building	☒ Public	Public Acquisition:	☐ Occupied	Yes:
☐ Site ☐ Structure	☐ Private	☐ In Process	☒ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☒ Unrestricted
				☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☒ Park	☐ Transportation	☐ Comments
☐ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY contact Robt. B. Konkel, Supdt. Sandy Pt. St. Park

OWNER'S NAME: State of Maryland for Department of Forest and Parks
STREET AND NUMBER: 300 West Preston Street
CITY OR TOWN: Baltimore | STATE: Maryland | CODE: 24

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Anne Arundel County Courthouse
STREET AND NUMBER: Church Circle
CITY OR TOWN: Annapolis | STATE: Maryland | CODE: 24

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Maryland Register of Historic Sites & Landmarks
DATE OF SURVEY: 1970 ☐ Federal ☒ State ☐ County ☐ Local
DEPOSITORY FOR SURVEY RECORDS: Maryland Historical Trust
STREET AND NUMBER: 94 College Avenue
CITY OR TOWN: Annapolis | STATE: Maryland | CODE: 24

STATE: Maryland
COUNTY: Anne Arundel
FOR NPS USE ONLY
ENTRY NUMBER
DATE

7. DESCRIPTION

CONDITION	(Check One)					
	☐ Excellent	☐ Good	☒ Fair	☐ Deteriorated	☐ Ruins	☐ Unexposed
	(Check One)		(Check One)			
	☐ Altered	☒ Unaltered	☐ Moved	☒ Original Site		

DESCRIBE THE PRESENT AND ORIGINAL *(if known)* PHYSICAL APPEARANCE

Sandy Point Farm House is located in Sandy Point State Park on the east side of the park road approximately one mile south and east of the intersection of that road and U. S. Route 50, westbound. It is about eight miles east of Annapolis, Maryland, just northeast of the Bay Bridge.

Sandy Point Farm House is a five-part brick house laid up in common bond, ninety-six feet long. Single-story hyphens and the two single story wings frame the two-story central block. The tower on the northern facade of the central block has a one-story porch on the north side just above the door. The interior of the tower contains the stairs.

The windows of the farm house are nine over nine. The four dormers, a pair on the north and a pair on the south, have six over six windows.

The gable-ends of the wings which face north-south each has a semi-circular window at attic level.

The roof lines of the wings and of the tower run north-south while the roof lines of the central section and of the hyphens run east-west.

A brick dairy and a brick smokehouse are located on the grounds. An additional outbuilding is timber, framed, two stories tall with two lean-to wings.

On the southern side of the house, which overlooks the Chesapeake Bay, there is a screened porch.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

☐ Pre-Columbian	☐ 16th Century	☐ 18th Century	☐ 20th Century
☐ 15th Century	☐ 17th Century	☒ 19th Century	

SPECIFIC DATE(S) *(If Applicable and Known)* before 1833

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

Aboriginal	☐ Education	☐ Political	☐ Urban Planning
☐ Prehistoric	☐ Engineering	☐ Religion/Philosophy	☐ Other *(Specify)*
☐ Historic	☐ Industry		
☒ Agriculture	☐ Invention	☐ Science	
☒ Architecture	☐ Landscape Architecture	☐ Sculpture	
☐ Art		☐ Social/Humanitarian	
☐ Commerce	☐ Literature		
☐ Communications	☐ Military	☐ Theater	
☐ Conservation	☐ Music	☐ Transportation	

STATEMENT OF SIGNIFICANCE

The Sandy Point Farm House is an excellent example of the residence of a relatively affluent Maryland farmer in the first quarter of the 19th century... The house and outbuildings are worthy of preservation as an example of the country architecture of the 19th century.[1]

The house also exemplifies several characteristics of Maryland architecture. Its five part plan--one central block with a pair of wings, each connected to the main house by hyphens--occurs often in 18th century southern Maryland architecture. The tower on the northern facade is a feature occasionally found on Maryland 17th century-style buildings, an example being the Statehouse at St. Mary's City. The prototype of the tower lies in English medieval architecture. These two architectural forms, the five-part plan and the tower, are found, although on a more imposing scale, at the William Paca House in Annapolis. The fact that the Sandy Point Farm House was built in an 18th century style in the nineteenth century--making it a "hold-over"--is also typical of Maryland domestic architecture.

The owner of the farm at Sandy Point prior to Henry Mayer was John Gibson, a relative by marriage of the mid-18th century Maryland governor, Samuel Ogle; and a business associate of Charles Carroll of Carrollton. Carroll, in fact, held a mortgage on the property during the Gibson ownership. No records have been located to indicate if Gibson maintained (c.1816) a farm at Sandy Point, although he resided elsewhere.[2] The first clear evidence of the existence of the Sandy Point Farm House appears in the records of settlement of Henry Mayer's estat estate (1833).[3]

The first-quarter-nineteenth-century farmer who lived at Sandy Point was Henry E. Mayer (-1831). At his death, Mayer left the Farm House, a barn, Negro slave quarters, seventeen slaves, a carriage house, a stable, a wooden granary, and a personal inventory worth $4,173.90 1/4.[4] Mayer's executor sold

-see continuation sheet-

SEE INSTRUCTIONS

T AA-330

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Maryland	
COUNTY	
Anne Arundel	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Sandy Point Farm House

#8. SIGNIFICANCE

the farm to Baptist Mezick in 1833. Mezick and his son Thomas Mezick continued to operate the farm through the middle of the 19th century. They supplemented their income with rents from property they owned in Baltimore City.

The Sandy Point farm continued in operation until 1949, when the State of Maryland purchased the property for a public park. The Department of Forest and Parks has expressed an interest in the preservation of the Sandy Point Farm House.

#9. MAJOR BIBLIOGRAPHICAL REFERENCES continued

Sources:

Anne Arundel County Equity Records. Anne Arundel County Courthouse, Annapolis, Maryland.

Anne Arundel County Land and Probate Records. Hall of Records, Annapolis, Maryland.

Biographical Cyclopedia of Distinguished Men of Maryland and the District of Colombia. Baltimore: National Biographical Publishing, 1879.

Board of Trustees, Maryland Historical Trust. Minutes. March 12, 1971. Maryland Historical Trust, 94 College Avenue, Annapolis, Maryland.

Bullock, Orin M. Jr., FAIA, to Orlando Ridout IV, Director, June 30, 1970. Files, Maryland Historical Trust, Annapolis, Maryland. (and August 20, 1970)

Chancery Papers and Chancery Records. Hall of Records, Annapolis, Maryland.

Federal Direct Rax Assessment for 1798. Hall of Records, Annapolis, Maryland.

Forman, Henry Chandlee.F Early Manor and Plantation Houses of Maryland. Easton, Maryland: the author, 1934.

Gibson Papers, Hall of Records, Annapolis, Maryland.

MHT AA-330

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Maryland	
COUNTY	
Anne Arundel	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Sandy Point Farm House

#9. MAJOR BIBLIOGRAPHICAL REFERENCES continued

Maryland Gazette (Annapolis), April 28, 1763.

Patents and Rent Rolls. Hall of Records, Annapolis, Maryland.

Ridout Papers. Hall of Records, Annapolis, Maryland.

Footnotes:

1 Orin M. Bullock, Jr., FAIA, to Orlando Ridout IV, Director, Maryland Historical Trust, Baltimore, August 20, 1970. Maryland Historical Trust, Annapolis.

2 Gibson Papers #23, Hall of Records, Annapolis, Maryland.

3 Chancery Records #8550, Hall of Records, Annapolis, Maryland.

4 Chancery Papers #8550, Hall of Records, Annapolis, Maryland. Anne Arundel County Inventories, Liber TTS#2 folio 65, Hall of Records, Annapolis, Maryland.

MHT AA-330

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Recorder: Nancy Miller, Historian, Maryland Historical Trust, 94 College Avenue, Annapolis, Maryland 21401 1/71

Orlando Ridout IV, Director, Maryland Historical Trust, 94 College Avenue, Annapolis, Maryland 21401 8/71

Sources: see continuation sheet

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE	LONGITUDE
	Degrees Minutes Seconds	Degrees Minutes Seconds
NW	39° 00' 55"	76° 24' 11"
NE	39° 01' 00"	76° 24' 00"
SE	39° 00' 49"	76° 23' 52"
SW	39° 01' 44"	76° 24' 03"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE			LONGITUDE		
Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 17.6 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Mrs. Preston Parish, Keeper of the Maryland Register

ORGANIZATION: Maryland Historical Trust

DATE: 8/23/71

STREET AND NUMBER: 94 College Avenue

CITY OR TOWN: Annapolis

STATE: Maryland

CODE: 24

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name Orlando Ridout IV
Orlando Ridout IV

Title State Liaison Officer for Maryland

Date August 23, 1971

NATIONAL REGISTER VERIFICATION

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

Chief, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

SEE INSTRUCTIONS

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY PHOTOGRAPH FORM

(Type all entries - attach to or enclose with photograph)

STATE	
Maryland	
COUNTY	
Anne Arundel	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

MHT AA-330

SEE INSTRUCTIONS

1. NAME

COMMON: Sandy Point Farm House

AND/OR HISTORIC: The Tryall, Scotland, Sandy Point, Bay Side Farm, Pleasant Fields, Sandy Point Farm

2. LOCATION

STREET AND NUMBER:
Sandy Point State Park

CITY OR TOWN:
Sandy Point

STATE:	CODE	COUNTY:	CODE
Maryland	24	Anne Arundel	003

3. PHOTO REFERENCE

PHOTO CREDIT: Orin M. Bullock, Jr.

DATE OF PHOTO: June 17, 1970

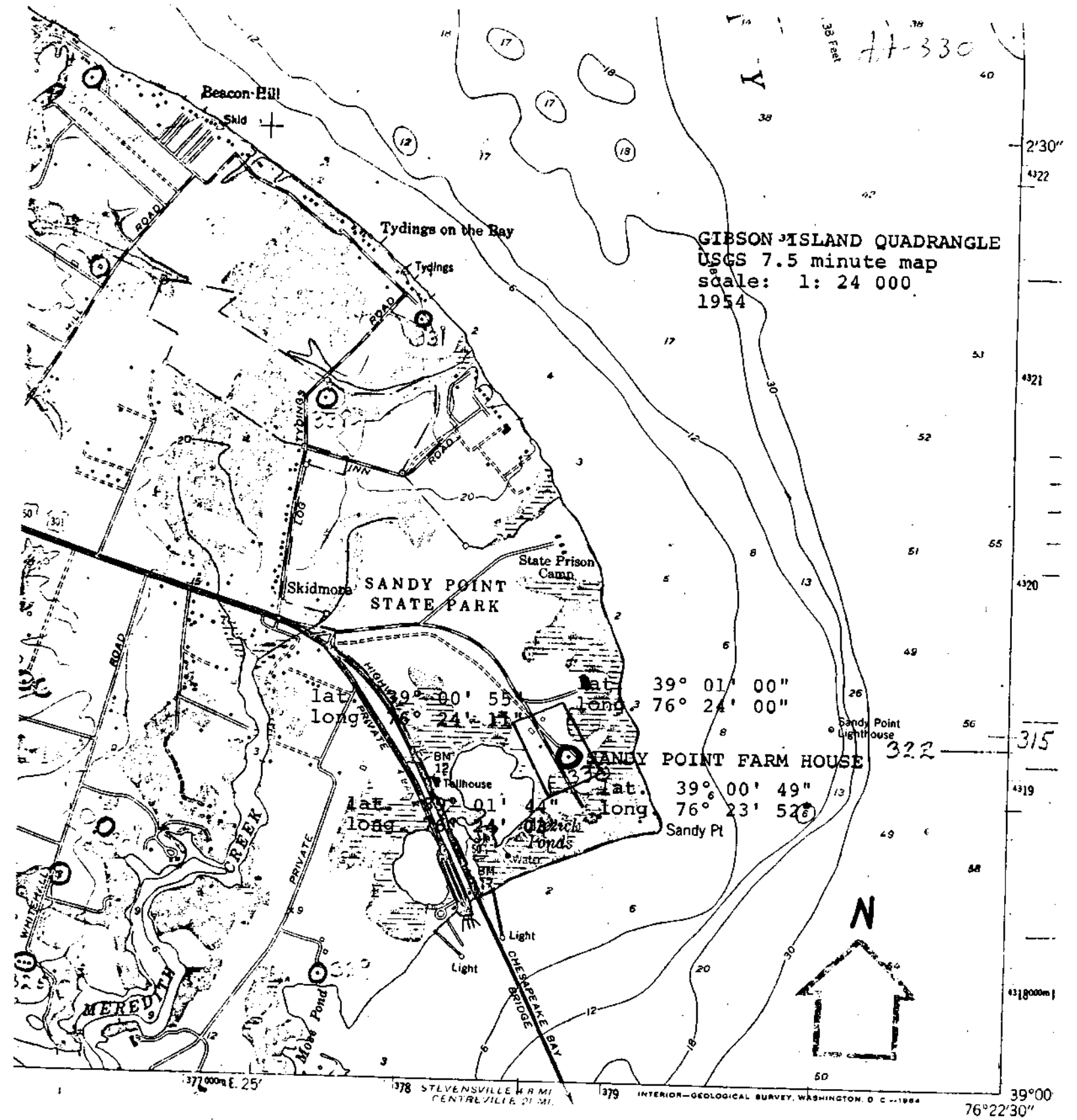
NEGATIVE FILED AT:
Maryland Historical Trust, 94 College Ave., Annapolis, Md. 21401

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

north facade

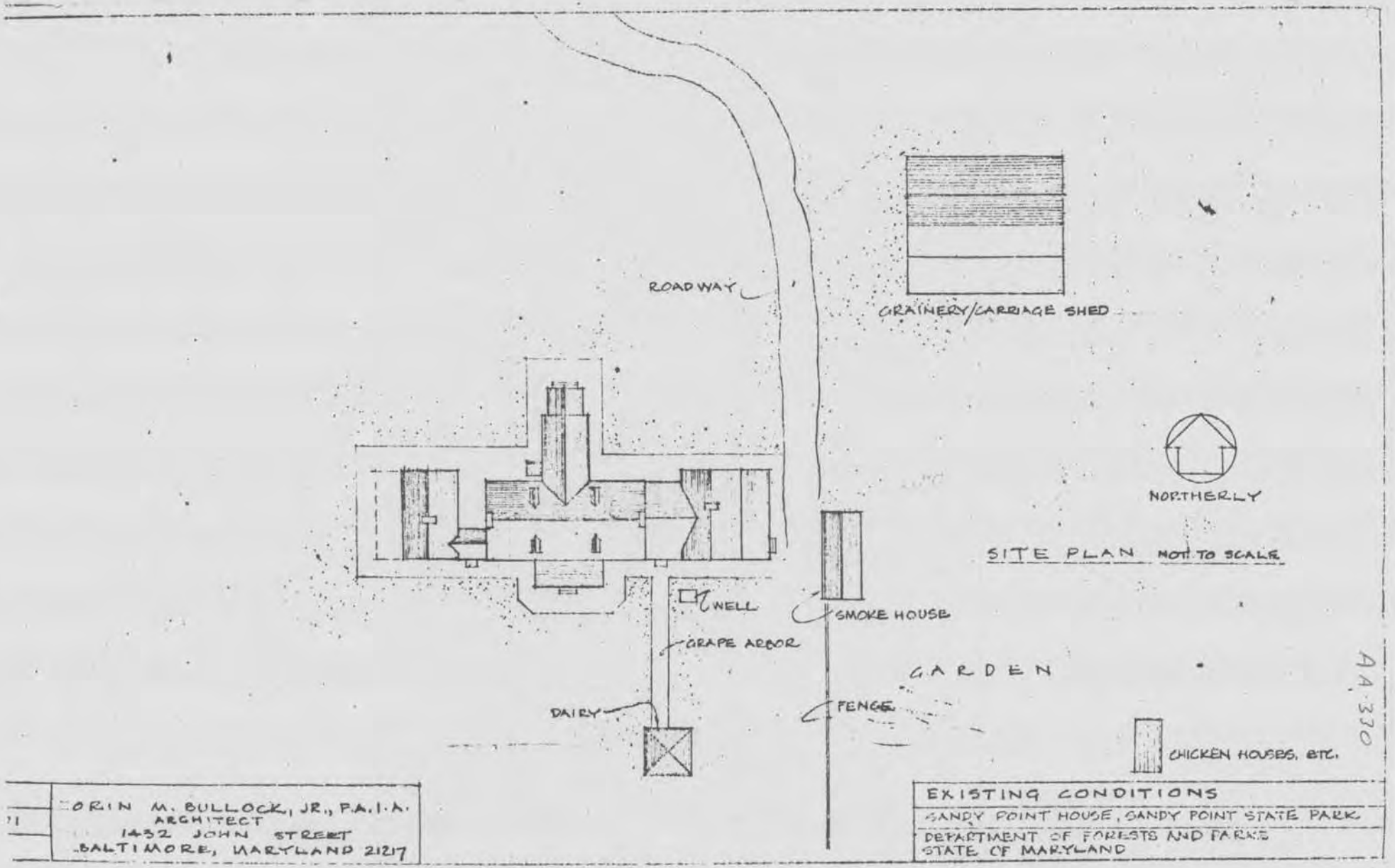




GIBSON ISLAND, MD.

SW/4 NORTH POINT 15' QUADRANGLE

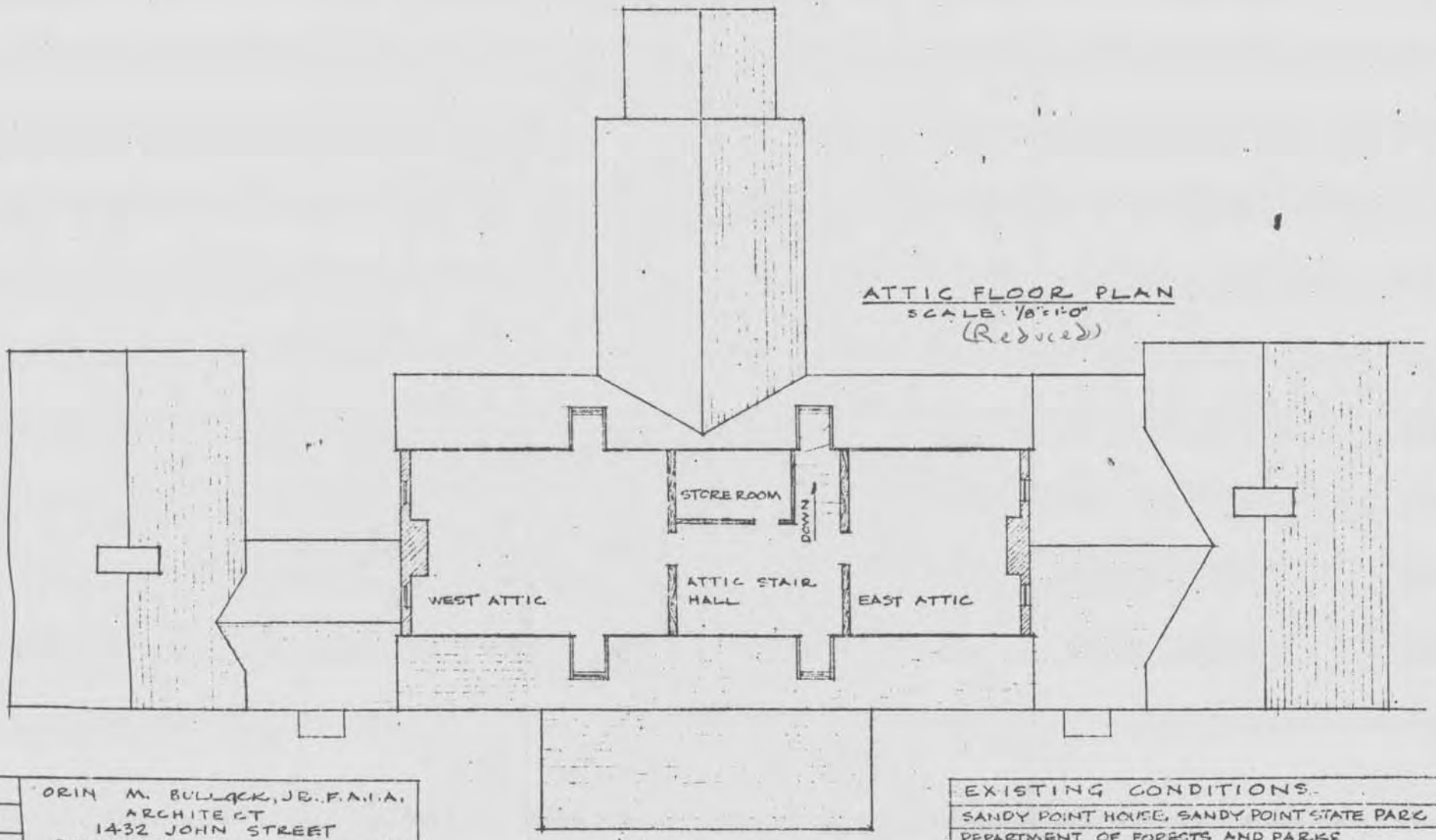
N3900—W7622.5/7.5



ORIN M. BULLOCK, JR., P.A.I.A.
ARCHITECT
1432 JOHN STREET
BALTIMORE, MARYLAND 21217

EXISTING CONDITIONS
SANDY POINT HOUSE, SANDY POINT STATE PARK
DEPARTMENT OF FORESTS AND PARKS
STATE OF MARYLAND

AA-330

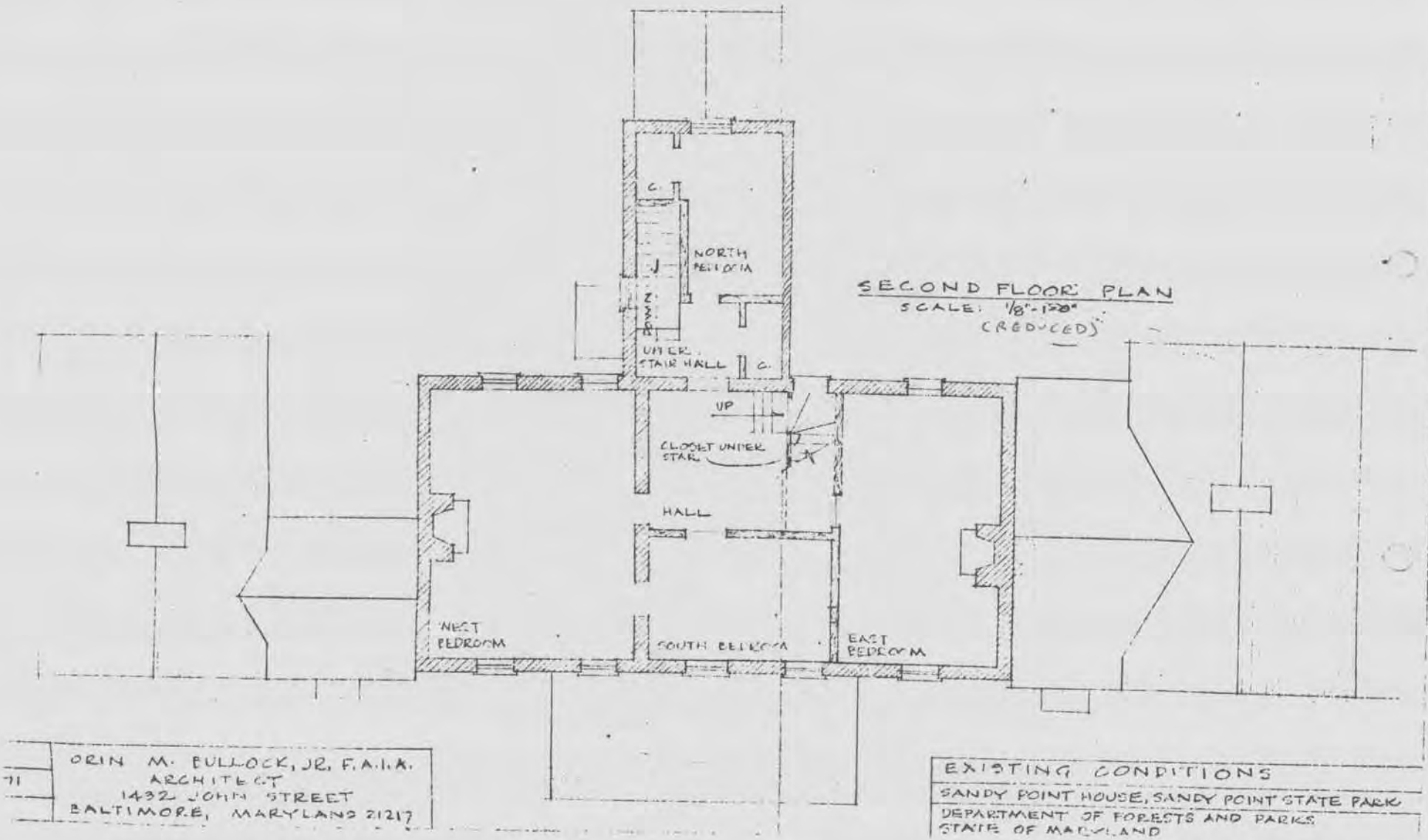


ATTIC FLOOR PLAN
SCALE: 1/8"=1'-0"
(Reduced)

ORIN M. BULLOCK, JR. F.A.I.A.
ARCHITECT
1432 JOHN STREET
BALTIMORE, MARYLAND 21217

EXISTING CONDITIONS
SANDY POINT HOUSE, SANDY POINT STATE PARK
DEPARTMENT OF FORESTS AND PARKS
STATE OF MARYLAND

AA-330

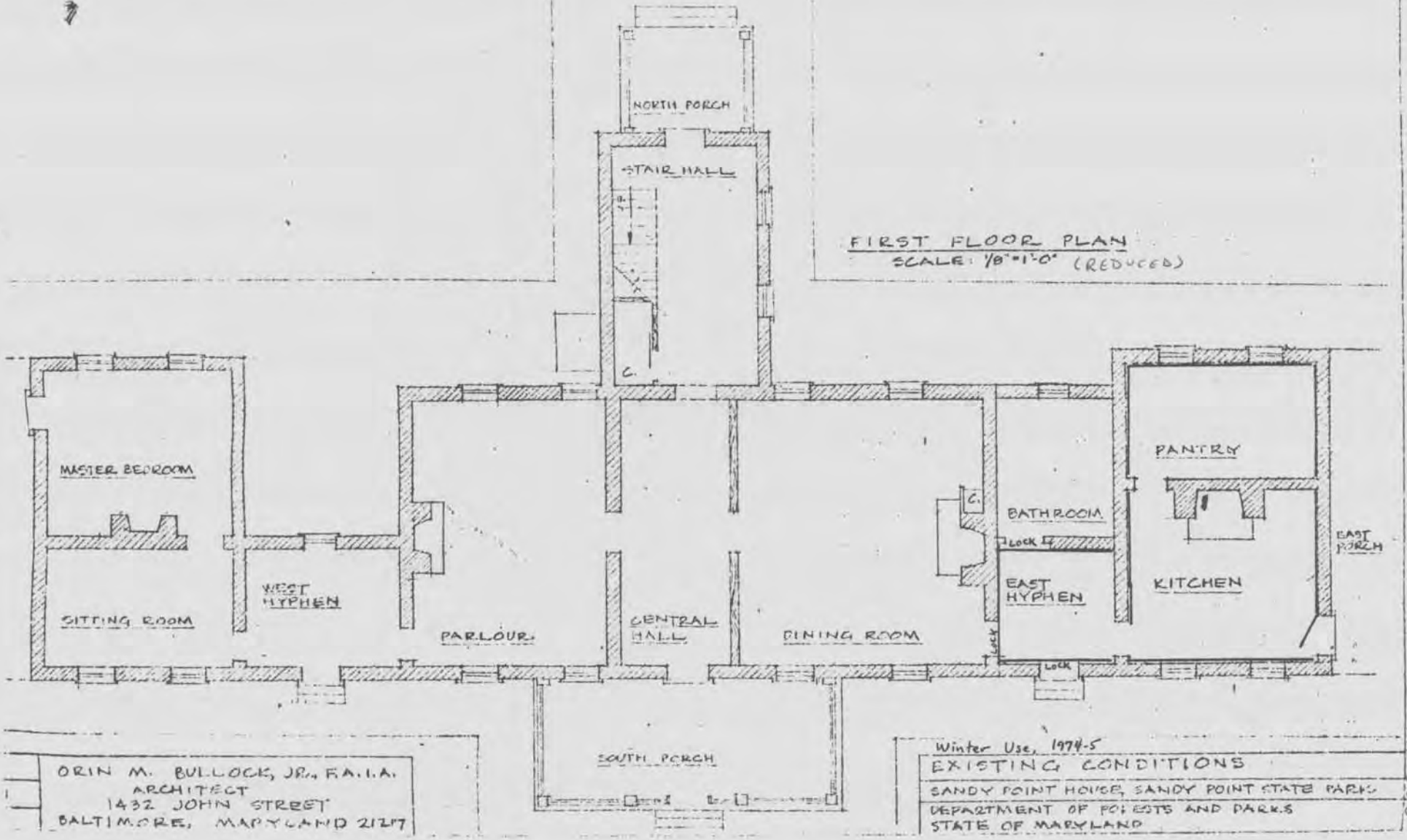


SECOND FLOOR PLAN
SCALE: 1/8"-1'0"
(REDUCED)

ORIN M. BULLOCK, JR. F.A.I.A.
ARCHITECT
1432 JOHN STREET
BALTIMORE, MARYLAND 21217

EXISTING CONDITIONS
SANDY POINT HOUSE, SANDY POINT STATE PARK
DEPARTMENT OF FORESTS AND PARKS
STATE OF MARYLAND

44-330

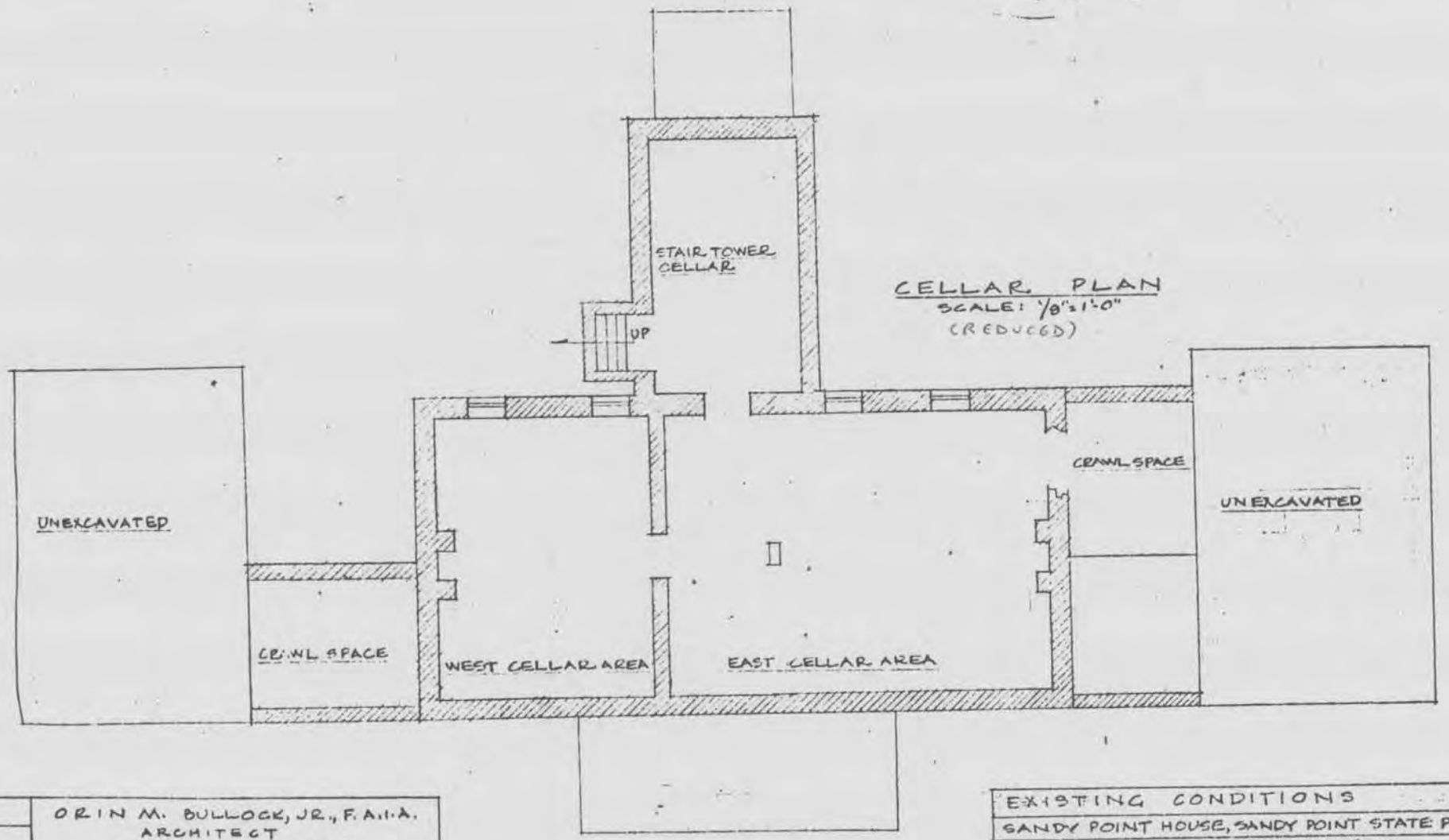


FIRST FLOOR PLAN
SCALE: 1/8"=1'-0" (REDUCED)

ORIN M. BULLOCK, JR., F.A.I.A.
ARCHITECT
1432 JOHN STREET
BALTIMORE, MARYLAND 21217

Winter Use, 1974-5
EXISTING CONDITIONS
SANDY POINT HOUSE, SANDY POINT STATE PARK
DEPARTMENT OF FORESTS AND PARKS
STATE OF MARYLAND

A-330



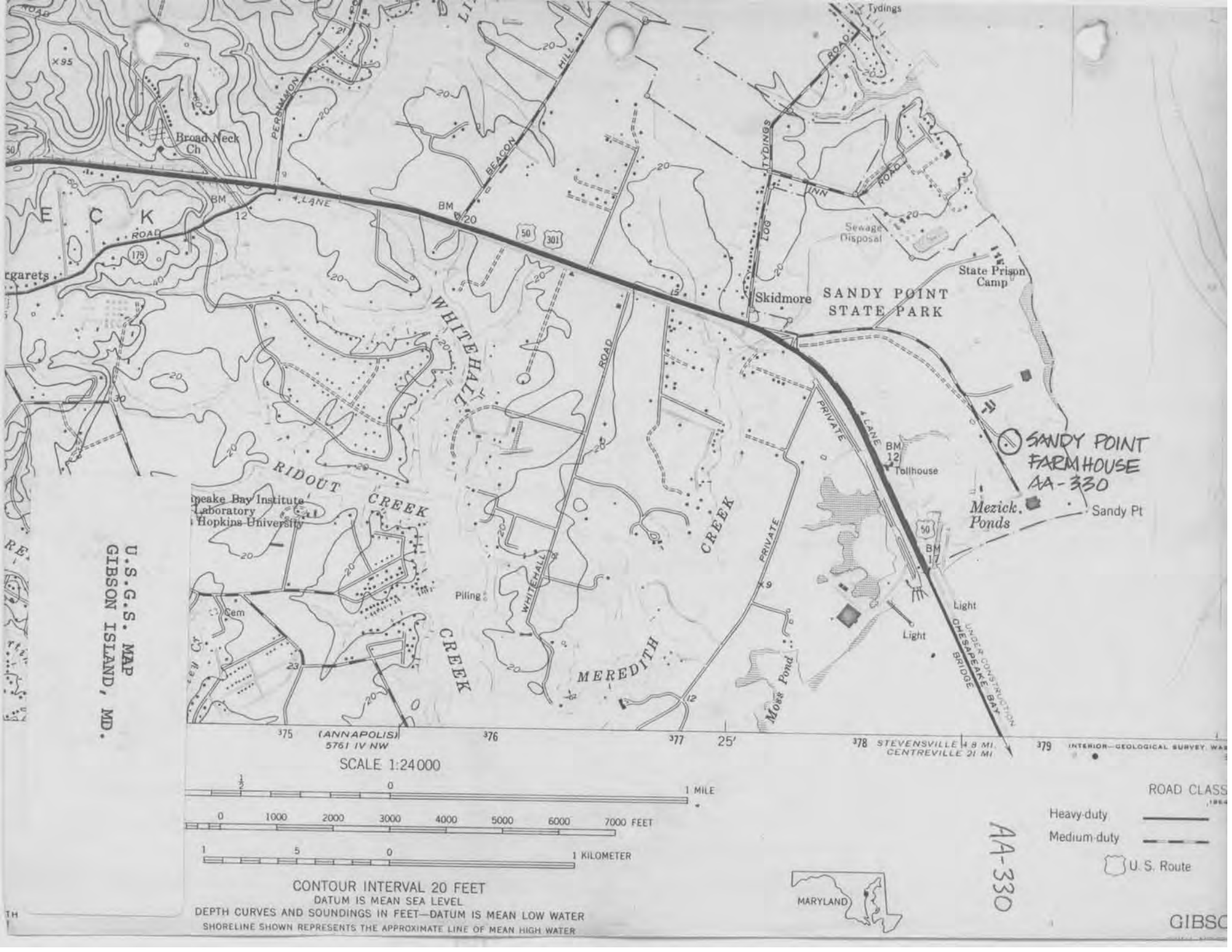
CELLAR PLAN
SCALE: 1/8"=1'-0"
(REDUCED)

ORIN M. BULLOCK, JR., F.A.I.A.
ARCHITECT
1432 JOHN STREET
BALTIMORE, MARYLAND 21217

71

EXISTING CONDITIONS
SANDY POINT HOUSE, SANDY POINT STATE PARK
DEPARTMENT OF FORESTS AND PARKS
STATE OF MARYLAND

AA-330


U.S.G.S. MAP
GIBSON ISLAND, MD.
SANDY POINT
FARMHOUSE
AA-330
AA-330
Broad Neck Ch
PERRYMAN ROAD
BEACON HILL
TYDINGS ROAD
INN ROAD
Tydings
Sewage Disposal
State Prison Camp
Skidmore
SANDY POINT STATE PARK
WHITEHALL ROAD
RIDOUT CREEK
MEREDITH CREEK
PRIVATE
4 LANE
Tollhouse
Sandy Pt
Mezick Ponds
Piling
Cem
Light
UNDER CONSTRUCTION CHESAPEAKE BAY BRIDGE
Mose Pond
Chesapeake Bay Institute Laboratory Hopkins University
(ANNAPOLIS) 5761 IV NW
STEVENSVILLE 4.8 MI.
CENTREVILLE 21 MI
INTERIOR—GEOLOGICAL SURVEY, WAS
SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER
CONTOUR INTERVAL 20 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
MARYLAND
ROAD CLASS
Heavy-duty
Medium-duty
U. S. Route
GIBSO



AA-330

Sandy Point Farmhouse
Sandy Point State Park

north facade
J. Hnedak 4/79



AA-330
Sandy Point Farmhouse, c. 1819
Sandy Point State Park

south facade
John Hnedak 4/79



AA-330

Sandy Point farm house
July 19, 1972

ROGER BYRON WHITE
605 THOMAS WAY
SEVERNA PARK, MD.



AA-330

Sandy Point farm house

July 19, 1972

ROGER BYRON WHITE
605 THOMAS WAY
SEVERNA PARK, MD.



AA-330

Sandy Point farm house
July 19, 1972



AA-330

Sandy Point farm house

July 19, 1972

ROGER BYRON WHITE
605 THOMAS WAY
SEVERNA PARK, MD.

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Sandy Point State Park** Inventory Number: **AA-2305**

Address: 1100 E. College Parkway Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: State of Maryland Tax Account ID Number: 29043249

Tax Map Parcel Number(s): 0098 Tax Map Number: 0041

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: May 31, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Suburbanization Historic Context Addendum) (Diehlmann et al. 2024).

Sandy Point State Park was surveyed first in 1979 by the Maryland Historical Trust (MHT). The only historic park resource identified during this survey was the Sandy Point Farmhouse (AA-330), which had been listed in the National Register of Historic Places (NRHP) in 1972. Thirty-one other resources were identified as part of the 1979 survey and were not considered to have architectural significance (Heidenrich and Grandine 2003, 23).

Sandy Point State Park was later documented in a MHT Maryland Inventory of Historic Properties Form dated October 2003, with the intended purposes to inventory the park and assess the pre-1960 resources. Twenty resources were identified that dated prior to 1960, but none of the resources except Sandy Point Farmhouse were found to meet the criteria for listing in the NRHP. Overall, the documentation recommended that the park "no longer possesses integrity of design or materials to illustrate a pre-1960 bayside beach park" (Heidenrich and Grandine 2003), however no determination of NRHP eligibility was made. Since the 2003 documentation, the park has been renovated and one of the structures, the Glebe Farmhouse (AA-

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

332), (also referred to as the former Labrot House on Tydings Road in the 2003 MIHP form), was demolished between 2005 and 2007 (NETROnline, n.d.). Some of the other pre-1960 resources documented in the 2003 survey, including the two 1763 Whitehall-Homewood's Lott boundary stones (AA-334 and AA-333), the Corcoran garage, the Corcoran outbuilding, the two 1959 picnic pavilions, the telephone cable house, the telephone building, and the animal pen/garage and the well cover by the Glebe Farmhouse, were not visible at the time of this survey.

The property is being evaluated both to document the renovations and demolitions that have occurred since the last survey, which was conducted over twenty years ago, and determine the resource's NRHP eligibility, including the park's significance in civil rights history, briefly mentioned in prior surveys but not thoroughly investigated and evaluated.

LOCATION/SETTING

Sandy Point State Park is on the northeastern edge of the Broadneck Peninsula. It is divided into two purpose-driven sections. South the west-east section of Log Inn Road is the beach/park section, while north/northwest is the Corcoran Woods, also known as Corcoran Environmental Study Area or the Corcoran Tract, which accommodates hunting and environmental research and preservation.

The beach/park section is bounded by the Chesapeake Bay to the southeast and east, a residential development to the northeast, Log Inn Road and a few residential parcels to the west, and US 50/301 and the Chesapeake Bay Bridge Administration facility to the southwest.

Corcoran Woods is bounded by Log Inn Road to the southeast, residential development to the northeast, Bay Head Road to the northwest, and residential development and vacant woodland to the southwest.

RESOURCE DESCRIPTIONS

The 478.98-acre beach/park section of the 786-acre Sandy Point State Park can be roughly divided into five sections based on development/use, each with multiple buildings. This description is organized by section with building descriptions for each building within the section. The four attached site plan maps provide the locations of resources described in this section, as well as photo locations. The sections are: South Beach, East Beach, Sandy Point Farmhouse, the Marina, and East College Parkway Area. In the southwest portion of the park is Mezick Pond, which runs into the Chesapeake Bay through Short Creek. On the east side of the pond is the marina. Along the southeast edge of the park on the Chesapeake Bay and along the southern portion of the northeast edge is the South Beach. Along the northeast edge of the park on the Chesapeake Bay is the East Beach. East of Mezick Pond and the South Beach parking lot is the Sandy Park Farmhouse with its outbuildings. Lastly, along East College Parkway and north and east of Log Inn Road are several complexes of buildings and a campground. The rest of the beach/park section is undeveloped woodland. East College Parkway runs east into the park before turning into South Beach Road north of the interchange with US 50/301 and Oceanic Drive. South Beach Road runs east/southeast through the middle of the park, west of the East Beach and east of the Marina, and terminates at the South Beach. A gatehouse is along South Beach Road west of the recreational facilities.

At the South Beach, the strip of beach is sandy, while the land northwest of it is grass. On the far-west side in the grassy area, adjacent to Mezick Pond, is the water tower. East of the water tower is the South Beach's west comfort station, a basketball court, and rows of wood picnic tables. In roughly the center of the beach is the circular South Beach Plaza. On the northwest side of the plaza is the South Beach Bathhouse and First Aid Station, while east is the Beach Shoppe Rentals and Nature Center. East of the nature center is a playground. East of the playground are more picnic tables and the South Beach's east comfort station. North of the buildings are four parking lots that straddle South Beach Road, three asphalt and one dirt; the northwest asphalt, parking lot serves the marina.

The East Beach is accessed via East Beach Road, which leads east from South Beach Road, northeast from Mezick Pond. At the East Beach, the beach is sandy and rocky with two stone jetties, one each at the north and south ends of the beach. Southwest of the beach are two small ponds. Northwest of the beach is a bathhouse and a semicircular asphalt parking lot with access to East Beach Road. Northeast of the bathhouse, close to the beach, is another group of three pavilions, while north of the parking lot is a group of three pavilions with a comfort station. West of the parking lot is a pavilion with a volleyball court and a playground. South of the parking lot, south of East Beach Road and accessed by a gravel drive, is a comfort station and two pavilions with a sand volleyball court and basketball court. South of the bathhouse/comfort station, close to the beach, are a series of three pavilions accessed by East Beach Road.

Sandy Point Farmhouse is at the end of a northwest-southeast access driveway across a lawn from South Beach Road that terminates in a circular drive. Southeast of the farmhouse is an outbuilding and northeast of the farmhouse is a garage. Northwest of the farmhouse across South Beach Road is the former manager's house. West of the house is a shed.

The marina is roughly divided into three sections. The north section of the marina has a parking lot with a shed, a boatshed in the water, four large piers that extend northwest, two smaller piers that extend southwest, a facilities building, a marina store, and a comfort station. The middle section has a larger parking lot and ten boat ramps divided by piers that extend west into Mezick Pond. The southern section has a lawn and asphalt sidewalk along the pond with six smaller piers that extend northwest and a larger pier that extends southwest.

Lastly, by East College Parkway are several complexes of buildings. North of East College Parkway facing west toward Log Inn Road is the former Labrot House. East of the house is a shed. On the north side of East College Parkway north of the US 50/301 interchange with Oceanic Drive and East College Parkway is the Maryland Natural Resources Communications Center complex. Northeast on Oceanic Drive is the Park Headquarters. Northeast of the headquarters is the Maintenance Complex. Northeast of the maintenance complex on Oceanic Drive is a gatehouse. East of the gate is the well house and northeast of that is the water treatment plant. Southeast and east of the plant is the Youth Group Camping Area (YGA), a mostly-lawn area fronting the bay. In the southwest of the area are two pavilions, while in the northeast is a shed within a fenced enclosure.

Corcoran Woods is 215 acres and is undeveloped woodland with dirt trails approximately between Bay Head Road and Log Inn Road. Tydings Road extends south-north from Log Inn Road then curves northeast through the section to neighboring residential development along Harbor Drive and Chesapeake Road. East of the curve in the road is a gravel parking lot lined with wood fencing.

South Beach

Water Tower, 1950 (Contributing)

The water tower is a metal rounded cylindrical elevated water storage tank with a central rounded support and four rounded support posts along the edges with metal cross-bracing built in 1950 (Heidenrich and Grandine 2003, 7).

South Beach 1952 (Contributing)

The South Beach is a sandy beach along the Chesapeake Bay. It is flat and relatively free of rocks or vegetation.

South Beach Bathhouse and First Aid Station, 1988 (Non-Contributing)

The South Beach Bathhouse and First Aid Station was built in 1988 (Heidenrich and Grandine 2003, 8). It is a one-and-a-half story, T-shaped, concrete-block building with two hipped roofs—one oriented north-south, the other east-west. On the east façade are four grouped ten-light fixed windows, two single-leaf metal doors, an eight-light metal fixed window, and a ten-light metal fixed window. The south elevation has a single-leaf metal door, a roll-up metal shop door, a group of four one-light fixed windows. and ten clerestory windows under the eaves. The west elevation has five single-leaf metal doors; the two doors on the end have transoms. The north elevation was partially obscured but has a roll-up door, a single-leaf metal door, and a row of ten clerestory windows under the eaves.

Beach Shoppe Rentals and Nature Center, ca. 1993 (Non-Contributing)

The Beach Shoppe Rentals and Nature Center was built in 1993 (Heidenrich and Grandine 2003, 8). It is a one-and-a-half-story, concrete-block building with an asphalt-shingle hipped roof. On the southwest façade are four boarded-up windows sheltered under an awning, a pair of wood doors with lights and a seven-light transom and two-light sidelights in a recessed section, and two four-light fixed windows. In the roof is an eyebrow dormer with a vent. The southeast elevation has two metal doors with five-light door surrounds. The northwest and northeast elevations were not visible at the time of survey. According to aerial imagery, the northeast elevation has one single door, a pair of doors, and a window, while the northwest elevation has at least two openings (Nearmap, n.d.).

South Beach East Comfort Station, ca. 1994 (Non-Contributing)

The east comfort station on South Beach was built around 1994 and is a roughly square concrete-block building with a metal pyramidal roof (Heidenrich and Grandine 2003, 2). The south elevation has a utility panel and a single-leaf metal door, six fixed windows and a vent in the clerestory, and two skylights. The west elevation has two metal doors behind privacy walls, eight clerestory windows under the eaves, and four skylights. The north elevation was not visible at the time of survey but according to aerial imagery it has a single-leaf door (Nearmap, n.d.). The east elevation has two metal doors behind privacy walls, eight clerestory windows under the eaves, and four skylights.

South Beach West Comfort Station, ca. 2002 (Non-Contributing)

The west comfort station on South Beach was built around 1994 and is a roughly square concrete-block building with an asphalt-shingle, side-gable roof with a raised ridge (Heidenrich and Grandine 2003, 2). The east elevation has two doors hidden behind privacy walls, four two-light fixed metal windows, and five skylights. The south elevation has one single-leaf metal door, seven vents, and two groups of three fixed windows. The west elevation has two doors hidden behind privacy walls, four two-light fixed metal windows, and five skylights. The north elevation was not visible at the time of survey but according to aerial imagery it has a single-leaf door (Nearmap, n.d.).

East Beach

East Beach 1952 (Contributing)

The East Beach is a sandy and rocky beach along the Chesapeake Bay. It has two rock jetties that extend into the water and the water along the beach is rocky. The connection between the South and East Beaches is via a gravel and sand path lined with trees.

East Beach Bathhouse and Comfort Station, 1992 (Non-Contributing)

The East Beach Bathhouse and Comfort Station was built in 1992 and is a one-and-a-half story, T-shaped, concrete-block building with an asphalt-shingle, side-gable roof with a gable-on-hip roof at the south end (Heidenrich and Grandine 2003, 2). The northern part of the west façade has seven one-light fixed clerestory windows under the eaves and six skylights while the southern portion has an opening to a corridor and a recessed section with two single-leaf metal doors. In the roof is a large eyebrow dormer with a vent. The northern side of the corridor has two single-leaf wood doors and a roll-up garage door, while the southern side has three tripartite metal windows and a wood door. The north elevation has three single-leaf metal doors, two windows, and a vent in the gable. The east elevation has six three-light fixed windows and six skylights, the opening to the corridor, a single window, six skylights, and an eyebrow dormer with a vent. At the southeastern corner of the building are six tripartite windows that wrap around the corner; three of the windows are on the east elevation and three on the south. The south elevation also has a single-leaf door.

East Beach North Comfort Station, 1992 (Non-Contributing)

The East Beach North Comfort Station was built in 1992 and is a compound concrete-block building in the Shed Style with two back-to-back off-center asphalt-shingle saltbox roofs (Heidenrich and Grandine 2003, 2). The southeast elevation has a metal single-leaf door hidden behind a privacy wall and three one-light fixed metal clerestory windows under the eaves. The northeast elevation has two groupings of three fixed metal casement windows. The northwest elevation has three one-light fixed metal clerestory windows and a metal single-leaf door hidden behind a privacy wall. The southwest elevation has two groupings of three fixed metal casement windows.

East Beach South Comfort Station, 1992 (Non-Contributing)

The East Beach South Comfort Station was built in 1992 and is a compound concrete-block building in the Shed Style with two back-to-back off-center asphalt-shingle saltbox roofs (Heidenrich and Grandine 2003, 2). The north elevation has a metal single-leaf door hidden behind a privacy wall and three one-light fixed metal clerestory windows under the eaves. The east elevation has two groupings of three fixed metal casement windows. The south elevation has a metal single-leaf door hidden behind a privacy wall and three one-light fixed metal clerestory windows. The west elevation has two groupings of three fixed metal casement windows.

Pavilions, 1992 (Non-Contributing)

The twelve animal-named pavilions on the East Beach are wood with low-pitch front-gable, asphalt-shingle roofs with curved wood trusses supported by wood posts. The pavilions in East Beach were built in 1992 (Heidenrich and Grandine 2003, 10–11; NETROnline, n.d.). The pavilions are named Whitetail, Cotton Tail Striped Bass, Yellow Perch, Bluefish, Flounder, Osprey, Peregrine, Heron, Muskrat, Gray Squirrel, and Racoon.

East Beach Gate House, ca. 2009 (Non-Contributing)

The East Beach Gate House on East Beach Road was built around 2009 (NETROnline, n.d.). It is frame and clad in wood shingles with a flat corrugated-metal roof. The east façade has a single-leaf metal door with a light and a pair of single-light windows. The north elevation has two pairs of two-light sliding sash windows. The west elevation has two large single-light windows and an attached full-width wood porch incorporated under the same roof. The south elevation has two pairs of two-light sliding sash windows.

North and South Gate Houses, ca. 1994 (Non-Contributing)

The North and South Gate Houses are located on concrete medians within South Beach Road at the entrance to the park and were built around 1994 (NETROnline, n.d.). They are one-story tall and clad in tile with front-gable asphalt-shingle roofs. The West Gate Building has one two-light window on the southeast elevation and the East Gate Building has a larger two-light window on the same elevation. The southwest and northeast elevations of both buildings have metal doors with a large one-light sidelight while the northwest elevations have two-light windows. The East Gate Building also has a window on its southwest and northeast elevations (Nearmap, n.d.; Google, n.d.).

Sandy Point Farmhouse and outbuildings

Sandy Point Farmhouse, First quarter of the nineteenth century (Contributing)

The Sandy Point Farmhouse is a symmetrical five-part dwelling built in the first quarter of the nineteenth century. The five-bay central block is rectangular and two-and-a-half stories tall with a side-gabled roof and interior-end brick chimneys. A front-gabled projection extends from the facade's central bay; a one-story portico with a front gable roof supported by simple columns is on the first story, while the second story has a six-over-six window. The remaining bays on both stories contain nine-over-nine windows. Two gable dormer windows are on the roof. One-and-a-half-story, two-bay, front-gable wings are attached to the central block by one-story, side-gabled hyphens. The hyphens have a single six-over-six window. The square-shaped wings each have interior central chimneys, and feature two nine-over-nine windows on the first story and a semicircular window in the gable. For a more in-depth description of the building, see the DOE for the Sandy Point Farmhouse (AA-330).

Sandy Point Farmhouse Outbuilding, circa 1994 (Non-contributing)

The Sandy Point Farmhouse outbuilding was constructed around 1994, though the top plywood section dates to circa-2007 (NETROnline, n.d.). It is rectangular with a front-gable roof with exposed rafter tails on brick foundation. The northwest façade is brick on the lower half and plywood on the upper half and has a doorway. Most of the southwest and northeast elevations are plywood with a strip of brick at the bottom. These elevations have no ornamentation or fenestration. The northeast elevation was only partially visible at the time of survey but has a shed-roof addition with vinyl siding.

Sandy Point Farmhouse Shed, circa 2021

The Sandy Point Farmhouse Shed was constructed around 2021 and has a side-gable roof (NETROnline, n.d.; Nearmap, n.d.). The southwest façade has a pair of doors and two four-over-four sash windows. The northwest and southeast elevations have no fenestration or ornamentation. The northeast elevation was not visible at the time of survey.

Former Manager's House, Circa 1936 (Contributing)

The Former Manager's House was built around 1936 (Heidenrich and Grandine 2003, 5). It is two-and-a-half stories tall on concrete-block foundation with a front-gable, asphalt-shingle roof and is clad in aluminum siding. On the northeast elevation is an enclosed one-story, full-width porch with an asphalt-shingle shed roof and on the southwest elevation is a shed-roof

addition. The northeast (main) elevation has a one-over-one double-hung sash window and a single-leaf door with a storm door and concrete stoop in the first story, three one-over-one double-hung sash windows in the second story, and a one-over-one double-hung sash window in the gable. The four-bay southeast elevation has a single-leaf door with a storm door accessed by a metal ramp in the third bay of the first story; the remaining bays on the first and second stories contain one-over-one double-hung sash windows. A one-over-one window is in the southeast elevation of the southwest addition. The northwest elevation has two one-over-one, double-hung sash windows in the first story and two in the second. The southwest elevation has a single-leaf door with a storm door and wood stoop and a one-over-one, double-hung sash window in the first story and a one-over-one, double-hung sash window in the gable.

Former Manager's House Outbuildings, 1994, early twenty-first century (non-contributing)

The Former Manager's House Shed which post-dates the 2003 MIHP form, is in deteriorated condition. It is frame, made of exposed vertical wood boards, with a front-gable, rolled asphalt-shingle roof (Heidenrich and Grandine 2003, 5). The northeast façade has a pair of vertical wood board doors. The southeast elevation has no ornamentation or fenestration. The northwest elevation was not visible at the time of survey.

Northwest of the Former Manager's House is a generator in an enclosure surrounded by metal mesh fencing. Though the enclosure dates to around 1994, the current generator dates to circa 2018 (NETROnline, n.d.).

Marina

Marina Store, 1975 (Non-Contributing)

The Marina Store was built in 1975 (Heidenrich and Grandine 2003, 2). The one-story building is composed of two gable-on-hip roof sections, oriented northeast-southwest, connected by a hyphen. In the center of the hyphen roof is a square cupola with two four-light windows on each side and a weathervane. The northwest façade has a roll-up garage door on the northeast section, three metal vents in the middle section, and five fixed windows and a single-leaf door with a light in the southwest section. The southwest elevation has six fixed light windows and a recessed section with a fixed light and a single-leaf door on the southeast elevation. The southeast elevation has three fixed windows, a single-leaf fiberglass door, a single-leaf metal door, and a roll-up garage door. The northeast elevation has two single-leaf metal doors.

Marina Comfort Station, 1975 (Non-Contributing)

The Marina Comfort Station was built in 1975 (Heidenrich and Grandine 2003, 2). It is a one-story roughly square building with vinyl siding and a hipped roof. On the south façade are two door openings and a water fountain. The east elevation has no ornamentation or fenestration. The north elevation has a single-leaf metal door and piping. The west elevation has a utilities box and piping.

Piers by Marina Store, 1976 (Non-Contributing)

The four piers just northwest of the Marina Store are rectangular and wood and were built in 1976. They extend northwest into Mezick Pond (Heidenrich and Grandine 2003, 17; NETROnline, n.d.)

Boat Shed, ca. 2002 (Non-Contributing)

The Boat Shed was built around 2002 (NETROnline, n.d.). It is an open wood structure with a pyramidal, asphalt-shingle roof supported by round wood posts that sits in Mezick Pond north of the Marina Store piers.

Short Piers by Boat Shed, ca. 2002 (Non-Contributing)

The two piers on either side of the boatshed were built around 2002 (NETROnline, n.d.). They are rectangular, made of wood and extend southwest into Mezick Pond.

Marina Shed, ca. 2002 (Non-Contributing)

The Marina Shed was built around 2002 and was moved slightly southeast to its current location in 2023 (NETROnline, n.d.). It has a gambrel asphalt-shingle roof. On the northwest elevation is a pair of doors. The other elevations were not visible at the time of survey.

Marina Facilities Building, ca. 2002 (Non-Contributing)

The Marina Facilities Building east of the Marina Store was built around 2002 (NETROnline, n.d.). It is one-story tall with a gable-on-hip, asphalt-shingle roof and is clad in vinyl siding. The northwest façade has two metal single-leaf doors and two vents. The other elevations have no fenestration or ornamentation.

Boat Ramps, 1976 (Non-Contributing)

The 10 rectangular boat ramps were constructed in 1976 and are accessed by asphalt and sand ramps that extend west into Mezick Pond. Between each ramp are rectangular wooden piers. (Heidenrich and Grandine 2003, 17).

Short Piers, 1976 (Non-Contributing)

Six short piers, oriented northwest-southeast, are south of the boat ramps and accessed by a walkway from the southwest side of the marina parking lot. They are rectangular and wood and were built in 1976 (Heidenrich and Grandine 2003, 17).

Fishing Pier, 1976 (Non-Contributing)

The longer fishing pier is accessed from the southwest end of the walkway that connects the six short piers to the marina parking lot. It is made of wood and was built in 1976 (Heidenrich and Grandine 2003, 17).

East College Parkway Area

Water Treatment Plant, 1950, ca. 2005 additions (Contributing)

The Water Treatment Plant is a one-story, concrete-block building with a flat roof originally constructed in 1950 and has a circa-1970 addition on the north elevation and two circa-2005, shed-roofed metal additions on the west elevation (Heidenrich and Grandine 2003, 6; NETROnline, n.d.). The south elevation has paired metal doors, a single metal door, and two vents. The east elevation has a one-over-one double-hung sash window, paired wood doors, and a paneled wood garage door. The north elevation has two one-over-one double-hung sash windows and a vent. The west elevation was largely inaccessible at the time of survey but has at least one pair of one-over-one double-hung sash windows.

The prefabricated shed (non-contributing) at the water treatment plant was built around 2002 (NETROnline, n.d.). It is one-story on wood pier foundation with an asphalt-shingle gambrel roof and clad in metal siding. The west façade has paired doors. The south elevation has no ornamentation or fenestration. The west elevation abuts the water treatment plant. The north elevation has no ornamentation or fenestration.

Well House No. 3, 1950 (Contributing)

The Well House No. 3 was built in 1950 and is a one-story, square, concrete-block building with a flat roof. On its south façade are paired metal doors. The east elevation has some pipes, while the north elevation was not visible at the time of survey and the west elevation has no fenestration or ornamentation (Heidenrich and Grandine 2003, 9).

YGA Pavilions, ca. 2002 (Non-Contributing)

The two pavilions in the YGA (Northeast and Southwest) are wood with low-pitched, front-gable, asphalt-shingle roofs with curved wood trusses supported by wood posts. They were built around 2002 (NETROnline, n.d.).

YGA Shed, ca. 2002 (Non-Contributing)

The shed in the YGA area was built around 2002 and is in a chain-link enclosure (NETROnline, n.d.). It is frame with a gable roof. The southeast elevation has no fenestration or ornamentation except a vent in the gable. The other elevations were not visible at the time of survey.

Labrot House on Log Inn Road, ca. 1938 (Contributing)

The former Labrot House on Log Inn Road is a one-and-a-half story Cape Cod dwelling on a stone foundation with a side gable roof. The three-bay west façade has a central single-leaf door covered by a screen door accessed by a concrete stoop, with one one-over-one window on either side. Two front gable dormers with one-over-one windows are in the roof. The other elevations were not visible at the time of survey. According to aerial imagery, a shed-roof addition is attached to the east elevation of the house. The south elevation has three windows, while the east elevation has a door with a wood stoop, a window, and an exterior end brick chimney and the north elevation has three windows (Nearmap, n.d.).

The shed at the Labrot House on Log Inn Road was not visible at the time of survey. It was built around 1938 (Heidenrich and Grandine 2003, 8). According to aerial imagery it is rectangular with a gambrel roof. On its south façade are paired wood doors. The other elevations have no ornamentation or fenestration (Nearmap, n.d.).

Maintenance Complex, 1990, 2002 (Non-Contributing)

The Maintenance Complex consists of four buildings, two of which (the Maintenance Shop and the Utilities Building) were built in 1990 and two of which (the Garage and Equipment Shed) were built around 2002 (Heidenrich and Grandine 2003, 10; NETROnline, n.d.).

The Maintenance Shop is composed of five one-story, concrete-block sections of varying heights with separate side-gable roofs. On the northwest façade are nine metal roll-up garage doors with three lights, three pairs of metal doors, and two single metal doors. In the roofline is one chimney. The southwest elevation has no fenestration, and the only ornamentation is a whiter band of blocks along the cornice. The southeast elevation has thirteen single-light windows and a metal roll-up garage door with three lights. The southeast slope of the roof is covered in solar panels. The northeast elevation has three windows and a single-leaf door.

The Utilities Building is one-story, roughly square, and made of concrete block, with a side gable, asphalt-shingle roof. The southeast façade has a metal single-leaf door and paired metal doors. The southwest elevation was obscured by a large metal tank adjacent to the building. The northwest and northeast elevation were not visible at the time of survey.

The Garage is one-story and rectangular with vertical ribbed metal siding and a side-gable metal roof. On the southeast façade are four three-light metal garage doors, one of which is sheltered by a metal roof overhang, as well as four single-leaf metal doors with lights and four square, metal vents. The southwest elevation has no ornamentation or fenestration. The northwest and northeast elevations were not visible at the time of survey.

The Equipment Shed is one-story with roof framing, vertical ribbed metal siding, and a metal saltbox roof. The southeast façade is open with three bays separated by two wood posts. The northeast elevation has no fenestration or ornamentation. The northwest elevation was not visible at the time of survey. The southwest elevation has no fenestration or ornamentation.

Park Headquarters, 1990 (Non-Contributing)

The Park Headquarters was built in 1990 and is a one-story building covered in siding with a moderately pitched, asphalt-shingle front-gable roof (Heidenrich and Grandine 2003, 20). Attached to the southeast façade is a full-width, deep front porch with a low-pitched front-gabled roof supported by simple, wide, square posts. The center of the porch gable is recessed and has a sailboat image. The façade has three sets of paired single-leaf metal doors with fixed single-light windows. The southwest elevation was partially obscured at the time of survey but has a pair of fixed metal windows, a single-leaf metal door, and a single fixed window. The northwest elevation was not visible at the time of survey. The northeast elevation was partially obscured at the time of survey by foliage but has several windows and metal piping in the roof.

Maryland Natural Resources Police Communications Center, ca. 2008, 2013 (Non-Contributing)

The Maryland Natural Resources Police Communications Center was established around 2008 with the construction of the West and East Buildings and the cell tower site, while the garage was built around 2013 (NETROnline, n.d.).

The East Building is one-story, L-shaped, and covered in siding, with a flat roof and an asphalt-shingle pent roof parapet around all elevations. The west façade has a central single-leaf metal door sheltered by a front-gable portico supported by round posts and a concrete stoop with concrete accessibility ramps and a metal railing, as well as two one-over-one, double-hung, sash windows. The south elevation has a single-leaf metal door with a concrete stoop and metal railing and three one-over-one, double-hung, sash windows. The east and north elevations were not visible at the time of survey.

The West Building is one-story, roughly square, and covered in siding, with a flat roof and an asphalt-shingle pent roof parapet around all elevations. The south façade has paired metal doors with lights sheltered by a front-gable portico supported by round posts and a concrete stoop with concrete accessibility ramps and a metal railing, as well as six one-over-one, double-hung, sash windows. The west elevation has five one-over-one, double-hung, sash windows. The north elevation was not visible at the time of survey. The east elevation has five one-over-one, double-hung, sash windows and a single-leaf metal door with a concrete stoop and metal railing.

The Cell Tower Site was largely obscured by foliage at the time of survey. According to aerial imagery, it is a square site surrounded by metal fencing. In the center is a transmission tower. West and east of the tower are two one-story, rectangular, flat-roofed communication shelters (West Communication Shelter and East Communication Shelter) (Nearmap, n.d.).

The Garage is one-story and clad in vertical ribbed metal siding with a side-gable, standing-seam metal roof. The south façade has a two-light sliding sash window and four paneled metal garage doors of varying heights, one of which has four lights. The other elevations were not visible at the time of survey.

Corcoran Environmental Study Area (outside of NRHP-eligible boundary)

The Corcoran Environmental Study Area is approximately 215 acres of woodland. Dirt trails run through and along the boundaries of the area. No architectural resources were visible in the area.

HISTORIC CONTEXT

For an in-depth historic context of the purchase and development of the park in the 1940s and 1950s, as well as development from the 1950s to the 1990s, see the previous 2003 MIHP form for Sandy Point State Park by Christine Heidenrich and Katherine Grandine (Heidenrich and Grandine 2003). In summary, Sandy Point State Park is associated with the State of Maryland's efforts in the 1940s to create a public beach on the Chesapeake Bay. This effort began in 1940, with the state looking at several options "reasonably accessible to the population centers of the State" Heidenrich and Grandine 2003, 8-1). In the mid-1940s, the State first looked into acquiring the Sandy Point area, based on its location near Baltimore, highways, and the bay, but it was considered too expensive and other options were pursued, though none come to fruition. In 1948, William H. Labrot, the owner of the land, which was part of Labrot's Holly Beach Farm, offered to sell 150 acres of waterfront property and donate 500 acres of the adjacent farmland to the State. In February 1949, the State purchased the 685-acre property for $160,000, with 570 acres purchased and 115 additional acres donated (Heidenrich and Grandine 2003, 8-2; 8-11; 7-1).

For the history of Holly Beach Farm, an early-to-mid twentieth century horse and dairy farm that included most of the land that became Sandy Point State Park and whose influential owners, the Labrot family, built some of the extant park resources, see the determination of eligibility (DOE) form for Holly Beach Farm (AA-74). Lastly, for the history of Sandy Point Farmhouse and the farm in general prior to the Labrot ownership see its DOE form (AA-330). Sandy Point State Park is also briefly mentioned in the DOE form for the Log Inn Road Houses survey district (AA-2594).

The historic context of this form focuses on the period of segregation at the park, as well as the changes in the park since 2003.

Segregation and Desegregation at Sandy Point State Park

Between World War II and the ruling on Brown v. Board of Education of Topeka in 1954, there was an increased effort among southern state park agencies to provide segregated parks for African Americans and expand the available recreational facilities within the parks as a means to maintain "separate but equal" facilities and prevent the movement toward racially integrated parks. Prior to World War II, African Americans had little access to state parks (O'Brien 2012, 165-166). Sandy Point State Park may not have always been intended to be a segregated park accessible to both Black and white visitors; an undated master plan, created between 1949 and 1955, does not indicate that one of the beaches would be a segregated beach for African Americans (possibly indicating that it was intended to be a whites-only park). The Afro-American newspaper reported in August 1951, just prior to the opening of Sandy Point State Park, that "all citizens are welcome at Maryland's 29 State Parks and Recreational Areas" with facilities that are "open to all without regard to color" (Wells 1951); however, newspaper records mention segregated beaches and facilities and the plan for Sandy Point to be a "bi-racial park" in February 1952 (Kessenich 1949-1955; Staff Correspondent 1952).

There was some push-back on the plan for the park. On the side of segregation, this could be seen in the controversy surrounding the state's spending on public parks in early 1952, with some viewing that there were too many private parks in the state for the state to be "going into the business," and that "it [was] time for the [state] Legislature to decide how far it wants to go in supporting a bi-racial park in Anne Arundel County" (Staff Correspondent 1952). During debates over the state budget in February and March 1952, $64, 275 had been removed from the budget for the Department of Forest and Parks, with one senator defending the action by "insisting" that the parks impacted would be Patapsco Park and Sandy Point State Park, both new "bi-racial parks," and that "if we're going to have a bi-racial park over there on the beautiful Chesapeake Bay, we may need 1,000 guards over there," as "no one knows what will happen when that opens up" (Hutchinson 1952). On the side of integration, the National Association for the Advancement of Colored People (NAACP) also fought the plans for the park in early-to-mid 1952, asking the Maryland governor to halt the plans to construct separate facilities and later urging him to "abolish [the] Jim-crow facilities" at the park (The Afro-American 1952a; 1952b).

Sandy Point State Park officially opened in 1952, with racially segregated beaches and beach facilities; South Beach was restricted to white people while the East Beach was for Black people. While South Beach was 6,000 feet long, the East Beach was only 1,000 feet long and was "pocketed between a swamp and prison camp [the Sandy Point Correctional Camp] on one side and an undeveloped area on the other side" (The Daily Mail 1952). The East Beach's facilities, including a parking lot, locker rooms, and refreshment stands, were smaller and the beach itself was rockier with littered glass and a high-power cable running only about 25 feet above the beach (The Daily Mail 1952). When it opened, Sandy Point State Park was the only Maryland state park accessible to Black people (O'Brien 2012, 165-166).

In August 1952, eight Black plaintiffs, who had visited the park on July 4th and were directed to the East Beach, filed a civil suit against the Commission of Forests and Parks of Maryland; Joseph F. Kaylor, the director of the Department of Forests and Parks; and Joseph Henderson, the director of Sandy Point State Park. Two of the plaintiffs were Juanita Jackson Mitchell and Milton "Buddy" Lonesome. Mitchell was a Baltimore-born and -based "pioneering civil rights attorney" who was "both the first Black woman to attend the [University of Maryland] Law School and the first Black woman to practice law in Maryland," and worked on a number of civil rights lawsuits and campaign for a variety of civil rights topics, such as the segregation of schools. Lonesome was a reporter for the Afro-American newspaper (The Afro 2007; Maryland Commission for Women 1987; Dhenin 2023). The lawyers for the plaintiffs were NAACP attorneys Linwood Koger Jr., Jack Greenberg, and Tucker R. Dearing. Koger, the lead attorney, was a Baltimore attorney and "a member of one of Baltimore's most powerful families." Dearing was also "a prominent civil rights attorney" (Washington Afro-American 1953; The Afro 2007). Thurgood Marshall, who would later become the US Supreme Court's first African-American justice, and Robert L. Carter, a member of the NAACP assistant council, would also later become involved with the case (Watson 1992; "Sandy Point History" 2023). The suit alleged that the plaintiffs were not able to use the South Beach only because of their race and that the East Beach was "not only unequal but dangerous," with its facilities "physically unfit for use and psychologically undesirable," so that the plaintiffs could not have "complete, wholesome recreation." As such, the suit argued that the segregation of the facilities harmed minority communities and was contrary to the Fourteenth Amendment (The Daily Mail 1952; The Evening Sun 1952). In response to the suit, the State of Maryland claimed that the facilities were designed to be equal and admitted that "unusually heavy" Spring 1952 storms caused erosion on the East Beach reducing the sandy area of the beach (The Sun 1952). The beaches and their parking lots can be seen on 1953 survey drawings by engineering form Rummel, Klepper, & Kahl (Rummel, Klepper, & Kahl (RK&K) 1953).

The judge, W. Calvin Chesnut, ruled that the segregated facilities were not equal in June 1953, with the reason being broken plumbing installations. Instead of keeping the beaches open by integrating the park, whether completely or partially by

alternating the days on which Black and white visitors could visit the park, the state chose instead to close the park entirely while work occurred (Afro-American 1953a; 1953b). In July 1953, the judge ruled that the beaches were "substantially equal" after $66,000 of improvements were made to the East Beach and lifted the injunction. In making his decision, he looked at three aspects of the beaches: the bath houses and sanitation facilities, the quality of the beaches, and how the water gets gradually deeper as one goes farther out from the beach. However, he did not take into account other recreational aspects such as tree coverage and picnic areas, with his view that most ocean beaches don't have such features (The Sun 1953).

The Black legal community was undeterred, having long been focused on fighting the "separate" aspect of "separate but equal," with the belief that "separate could never be equal." The legal challenges to segregated beaches at Sandy Point State Park were part of a swell of Civil Rights legislation both in Maryland and across the county, including the May 1954 Brown v. Board of Education decision, which declared that segregated schools were unconstitutional. The Sandy Point State Park beach case, Lonesome et al. v. Maxwell et al. was combined with a case involving Fort Smallwood Beach in Pasadena, Maryland, Dawson et al. v. Mayor & City Council of Baltimore et al., and a case involving Baltimore City swimming pools, Isaacs et al. v. Mayor & City Council of Baltimore et al. by District Court Judge Roszel Thomsen. He ruled in June 1954, stating the Brown decision only applied to schools, not recreational facilities (Justia Law, n.d.; The Afro 2007; The Evening Sun 1955). The plaintiffs for the Sandy Point State Park and Fort Smallwood cases then went to the Fourth Circuit Court of Appeals, the combined case known now as Robert M. Dawson Jr. et al. v. Mayor and City Council of Baltimore et al. The Circuit Court ruled in March 1955 on behalf of the plaintiffs. The court argued, citing Brown, that if it was not a proper use of states' police powers to enforce school segregation, and that attendance at school is mandatory despite any potential racial friction that might be expected through enforced racial integration, then police powers also cannot be used to segregate public beaches and bathhouse facilities, which citizens can choose to use or not to use. The defendants appealed to the Supreme Court (The Afro 2007). Again, the plaintiffs focused on the "separate" aspect, with the beaches themselves "separate but admittedly physically equal," and that the legality of segregated beaches was not any different than the legality of separated schools (The Afro 2007; The Sun 1955a; Griffin 1955b). On November 5, 1955, the Supreme Court upheld the Fourth Circuit Court of Appeals' decision, which was "the first time Brown [was] applied beyond education" (The Afro 2007). The Supreme Court's decision meant that not only was the racial segregation of recreational facilities, such as parks, beaches. and bathhouses unconstitutional, but the ruling also "opened the door" for using Brown for other civil rights cases in other aspects of American society all around the country (The Afro 2007; Griffin 1955a). As one law professor, Larry S. Gibson, stated, "Brown wiped out all legally sanction[ed] government segregation and the road from Brown began with Dawson" (The Afro 2007).

On November 29, 1955, the Maryland Commission of Forests and Parks ended segregation in all state parks and recreation areas (The Sun 1955b). Sandy Point State Park opened with desegregated beaches on May 30, 1956 (The Sun 1956). Other border states, such as West Virginia and Kentucky, quickly complied with the court ruling and desegrated their state parks. With public pressure building in the early 1960s, additional states such as Florida, Texas, and Tennessee also integrated their parks. However, other states in the South, such as Virginia and North Carolina, resisted, instead threatening to close or lease their park systems. These states kept their parks segregated as long as possible, even with the Supreme Court's 1963 ruling in Watson v. Memphis that stated segregated public parks, both state or municipal, were unconstitutional. For example, after the passing of the Watson ruling, South Carolina closed its state parks to all. All parks throughout the country were finally desegregated with the passing of the 1964 Civil Rights Act (O'Brien 2012; 2015).

Post-2003 Park Development

Since the 2003 documentation, according to Acting Lt. Aaron Parker, the park has seen massive growth, and as of 2022 there have been "$2.5 million in ongoing investments" (Thompson 2016; DNR 2022). The park is also one of the most popular in the state (Cox 2022). It is the only state park besides Assateague State Park on the Atlantic Ocean to have over 1 million visitors annually and has the busiest public marina and boat ramps in Maryland (Thompson 2016).

Some of the park's resources have changed since 2003. The Glebe Farmhouse was demolished between 2005 and 2007 (NETROnline, n.d.). Many of the current park resources were built after 2003. The shed at the water treatment plant was constructed circa 2005, while the Maryland Natural Resources (DNR) Communications Center's west and east buildings were constructed circa 2008, along with the cell site and its west and east communication shelters and the tower. The gatehouse was built circa 2009. The north building at the DNR Communications Center was built circa 2013 and the current generator dates to circa 2018, though the generator enclosure dates to circa 1994 (NETROnline, n.d.).

Sandy Point Farm House continued to be renovated, costing upwards of $400,000 (Kahn 2007). In 2016, Sandy Point State Park received a $400,000 grant from the National Park Service's (NPS) Land and Water Conservation Fund for the

construction of a new playground and seating area and improved landscaping and signage ("Cardin, Mikulski, Sarbanes Announce $400,000 Grant to Sandy Point State Park in Annapolis" 2016); this was completed in 2019 in the form of new sidewalks, pavers, seat walls, and a nature-themed playground, as well as renovated stairs and ramps ("Sandy Point State Park Improvements," n.d.). In January 2018, the park embarked on efforts to become more energy efficient and sustainable. Solar panels were applied to East Beach Area picnic pavilions and a new solar hot-water system was put in place. Energy efficient hand dryers and plumbing fixtures were installed in the bathrooms and bathhouses and all lighting in the park was replaced with energy-saving fixtures (admin 2018). Later that year, in May 2018, Sandy Point State Park received $200,000 in Waterway Improvement Fund grants from the DNR for the renovation of the marina's comfort station ("Maryland Waterway Improvement Fund Awards $12.5 Million" 2018).

Lastly, in April 2022, the Sandy Point State Park Nature Center opened, developed with the Chesapeake Conservancy and NPS. The nature center shares space with concessions (Cox 2022). In addition to the building itself, there is a new playground and a redeveloped plaza with bilingual signage (Cox 2022; DNR 2022). This nature center is "the first purpose-built bilingual facility" in the Maryland State Park system (Cox 2022).

Plans are also in place for a large-scale project at South Beach between mid-September 2024 and Summer 2025 that will involve new picnic areas, more trees and plants, new meadows and wetlands, renovated trails, and a renovated Market Circle (DNR n.d.).

ELIGIBILITY DETERMINATION

Sandy Point State Park was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D. The park is eligible under Criterion A for its significant civil rights movement association and retains integrity to convey this association.

This evaluation uses the Suburbanization Historic Context Addendum. It also utilized the NRHP Multiple Property Documentation Form, "Civil Rights in Baltimore, Maryland: 1831-1976" (Pousson and Diehlmann 2023) when evaluating the significance and integrity of Sandy Point State Park.

Sandy Point State Park was evaluated under Criterion A for associations with social change, specifically desegregation, and for planning and recreation. Sandy Point State Park is significant for its role in the desegregation of recreational facilities, as part of the Supreme Court case that expanded the application of Brown v. Board of Education and desegregated recreational facilities, not only in Maryland, but nationwide. The Suburbanization Historic Context Addendum states that for public beaches "[t]o be considered eligible in the area of social change, the parks should have a connection to specific events associated with social change, like desegregation in the 1950s and 1960s (Diehlmann et al. 2024, 6-124). The park has a clear and significant association with social change and the civil rights movement, both at the state and national level, through its connection to the Dawson case and affirmation of the principles established in the Brown v. Board of Education case. Therefore, Sandy Point State Park is eligible under Criterion A in the area of Social History for its association with social change and civil rights history.

According to the Suburbanization Historic Context Addendum, under Section 6.1.4 for parks, "for public beaches to be considered eligible in the area of planning, they should have a strong, demonstrated connection to community planning initiatives" (Diehlmann et al. 2024, 6-124). Sandy Point State Park is associated with the State of Maryland's efforts in the 1940s to create a public beach on the Chesapeake Bay, but did not significantly contribute to the suburbanization of the immediate area of the Broadneck Peninsula and, therefore, the park has is not eligible under Criterion A in the area of Community Planning.

Similarly, the Suburbanization Historic Context Addendum states that parks with public beaches can be eligible under Criterion A in the area of recreation, if it "strongly demonstrate[s] its ties to the increased growth of recreational activities in the counties." Although Sandy Point State Park drew visitors from outside of the county to the new park, Anne Arundel County already had a large number public and private beaches and did not strongly contribute to the growth of recreation in the county. The park, therefore, is not eligible under Criterion A in the area of recreation.

Research has revealed significant associations with persons who have made specific contributions to civil rights history, particularly in the state of Maryland. While Juanita Jackson Mitchell, Linwood Koger, and other attorneys involved in the case were significant figures in Maryland's civil rights movement, other properties in the state may better represent their civil rights significance, such as Juanita Jackson's home at 1324 Druid Hill Avenue, the Jackson/Mitchell law offices 1239 Druid

Hill Avenue, or Linwood Koger's home at 1619 Division Street, all in Old West Baltimore (B-1373) (Diehlmann 2023). In terms of pre-beach history, though the Labrot family owned most of the property in the early-to-mid twentieth century, Holly Beach Farm (AA-74) better represents their significant influence in the development of the region and their role as operators of a significant thoroughbred racing facility. Therefore, Sandy Point State Park is not eligible under Criterion B.

Sandy Point State Park does not embody the distinctive characteristics of a type, period, or method of construction. According to the Suburbanization Historic Context Addendum, under Section 6.1.4 for parks, "given their ubiquity, public beaches are unlikely to be eligible under Criterion C" (Diehlmann et al. 2024, 6-124). Research has found no association with a master, nor does the resource have high artistic value. Though the park has largely retained its 1950s beaches and overall landscape design, there was nothing exceptional about the original park design (or subsequent modifications over time) and almost all the existing facilities, parking lots, etc. have been added since 1975. The buildings and structures on the property are more reflective of a late-twentieth- to early-twenty-first-century park.\. Therefore, Sandy Point State Park is not eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1952 when the park opened with segregated beaches and beach facilities and the lawsuit began and ends in 1956 when the park reopened with desegregated beaches.

INTEGRITY

As a site associated with the civil rights movement, the most important aspects of integrity for Sandy Point State Park to express its significance are location, design, feeling, and association. A greater degree of leniency in integrity of design is necessary for the park, since changes made to the park subsequent to the Dawson ruling are indicative of the success of the civil rights movement in ensuring adequate recreational facilities for all Marylanders. Sandy Point State Park retains integrity of location, setting, design, feeling, and association.

Sandy Point State Park retains integrity of location as the park has not moved locations.

Sandy Point State Park retains integrity of setting, being located on the Chesapeake Bay and US-50/301 by the Chesapeake Bay Bridge. There has been some rural residential development around the park, but the setting remains mostly rural in nature. General views of the Chesapeake Bay, specifically from the beaches, are important to the setting of the park. Overall vistas of the Bay are more important to the setting than views of any specific features; for example, while the Chesapeake Bay Bridge is prominently visible from the South Beach, the view has changed since the 1950s with the addition of the 1973 westbound bridge. Within the park, the setting in the 1950s included Mezick Pond, wooded areas and open lawn. While the specific location of trees and lawn has changed somewhat over time, the overall setting has remained intact since these general landscape features remain part of the park.

Sandy Point State Park retains integrity of design. The overall park plan is substantially similar to when it opened in 1952 and the two beaches remain in their same locations with similar access points. The original South Beach Road and East Beach Road remain, preserving the original segregated access roads for the two beaches. Though the park has been developed since 1956, gaining the marina and additional parking lots, and many of the beach facilities have been replaced, the overall orientation of the park and spatial relationships between the different park areas remains. The layout, size, and materials of parking areas have changed since the park was desegregated, but presence of parking in both of these areas, rather than any specific materials or configuration, is important to demonstrating the original design of the segregated park. New construction has not diminished the integrity of the beaches and their orientation to the Chesapeake Bay or the spatial relationships among the different areas of the park. New and replacement buildings and structures provide similar services to the original buildings and are reflective of the success of the civil rights movement in ensuring adequate facilities for all park users, regardless of race. Buildings and structures constructed as part of the original park include the water treatment plant, well house, and water storage tank. While these are utilitarian buildings, they were necessary to the park in providing water to the visitors. Other buildings predate the park but were integrated into the park's design, such as the Sandy Point Farm House, the former manager's house, and the former Labrot House on Log Inn Road. The Sandy Point Farm House, particularly, would have been a prominent landmark to park visitors, though only accessible to white visitors while the park remained segregated.

Sandy Point State Park does not retain integrity of materials. Most of the original buildings have been replaced and additional buildings added to the park. Only a few of the park resources that were at the park during the period of significance, such as

the Sandy Point Farmhouse and the former manager's house, have retained integrity of materials, but others such as the water treatment plant, have received additions that have affected its materiality.

Sandy Point State Park does not have integrity of workmanship. As with integrity of materials, many of the original buildings have been replaced with newer buildings, though extant resources from the period have not been heavily altered.

Sandy Point State Park retains its integrity of feeling. The two beaches still feel different, with the South Beach still larger with more sand and amenities while the East Beach is a smaller, rockier beach surrounded by undeveloped woodland and marshland. The intact park design and spatial relationships support the integrity of feeling.

Lastly, Sandy Point State Park has retained its integrity of association as the property remains in park use. The park retains the locations of the segregated beaches that caused the lawsuit, and it retains the distinctly different, and unequal, beaches.

CONTRIBUTING RESOURCES

Contributing elements include the East Beach, South Beach, the Sandy Point Farmhouse, the former manager's house, the former Labrot House on Log Inn Road, the water treatment plant, the well house, and the water storage tank, as these resources would have been part of the park experience for visitors during the period of significance.

Non-contributing elements include all post-1956 buildings and structures on the property, including pavilions, piers, boat ramps, comfort stations, the police buildings, park headquarters, maintenance complex, Sandy Point Farmhouse outbuilding and garage, former's manager house shed, picnic tables, signs, and any other assorted resources.

BOUNDARY DESCRIPTION AND JUSTIFICATION

When surveyed in 2003, the Sandy Point State Park property encompassed 786 acres, including both the beach and recreational areas and the Corcoran tract. The NRHP-eligible boundaries for Sandy Point State Park include only the beach and recreational areas of the park that were associated with the civil rights effort to desegregate the park and do not include the Corcoran Environmental Study Area. The northern half of the Corcoran area was acquired in 1966, after the period of significance, and the southern half, while part of the State's original Labrot purchase, has never been part of the beaches nor used for recreation. The NRHP-eligible boundaries for Sandy Point State Park encompass 478.98 acres and are within the current property tax parcel, which is found on Anne Arundel County Tax Map 0041, Parcel 0098 (2022). Tax account is 29043249.

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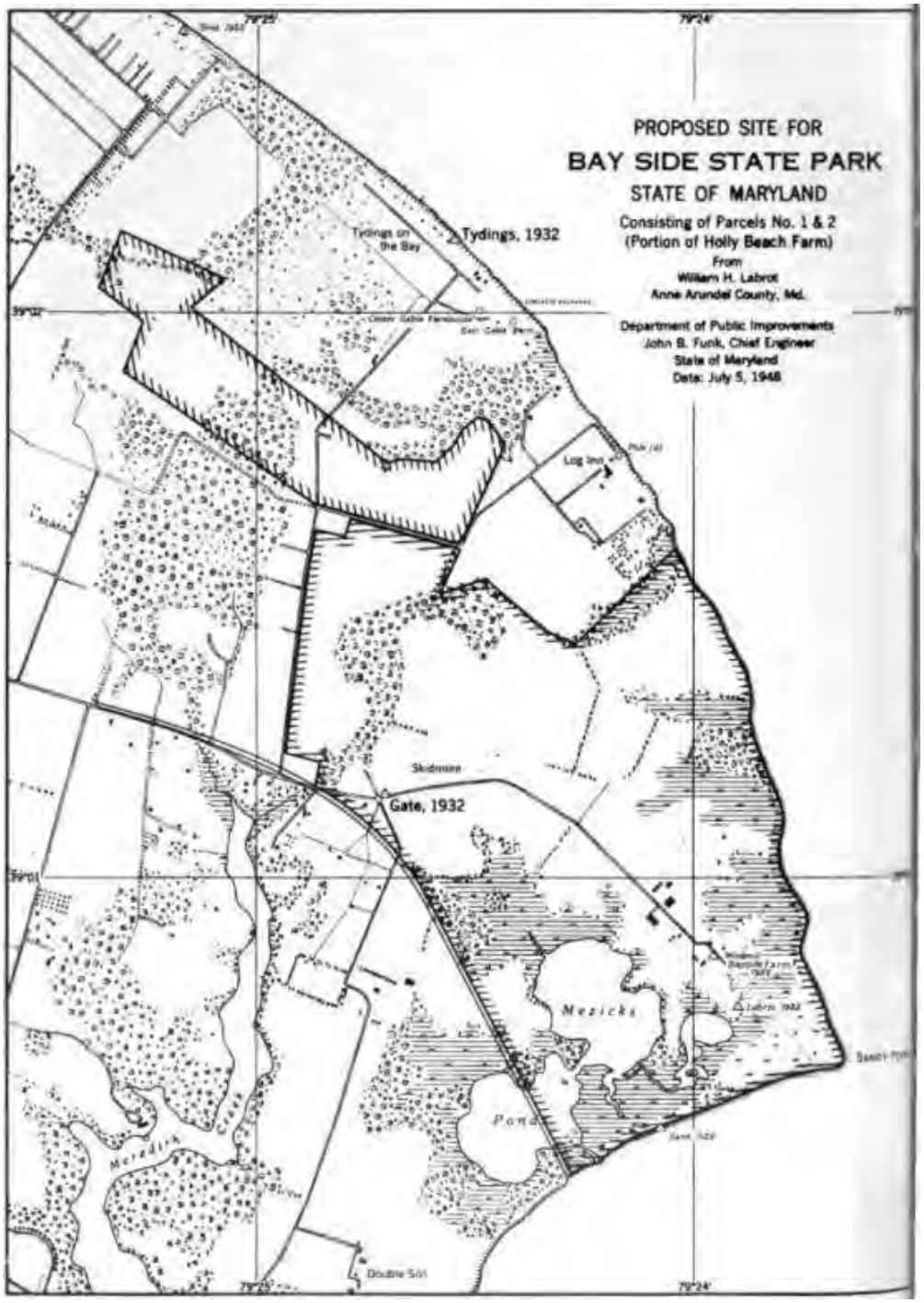
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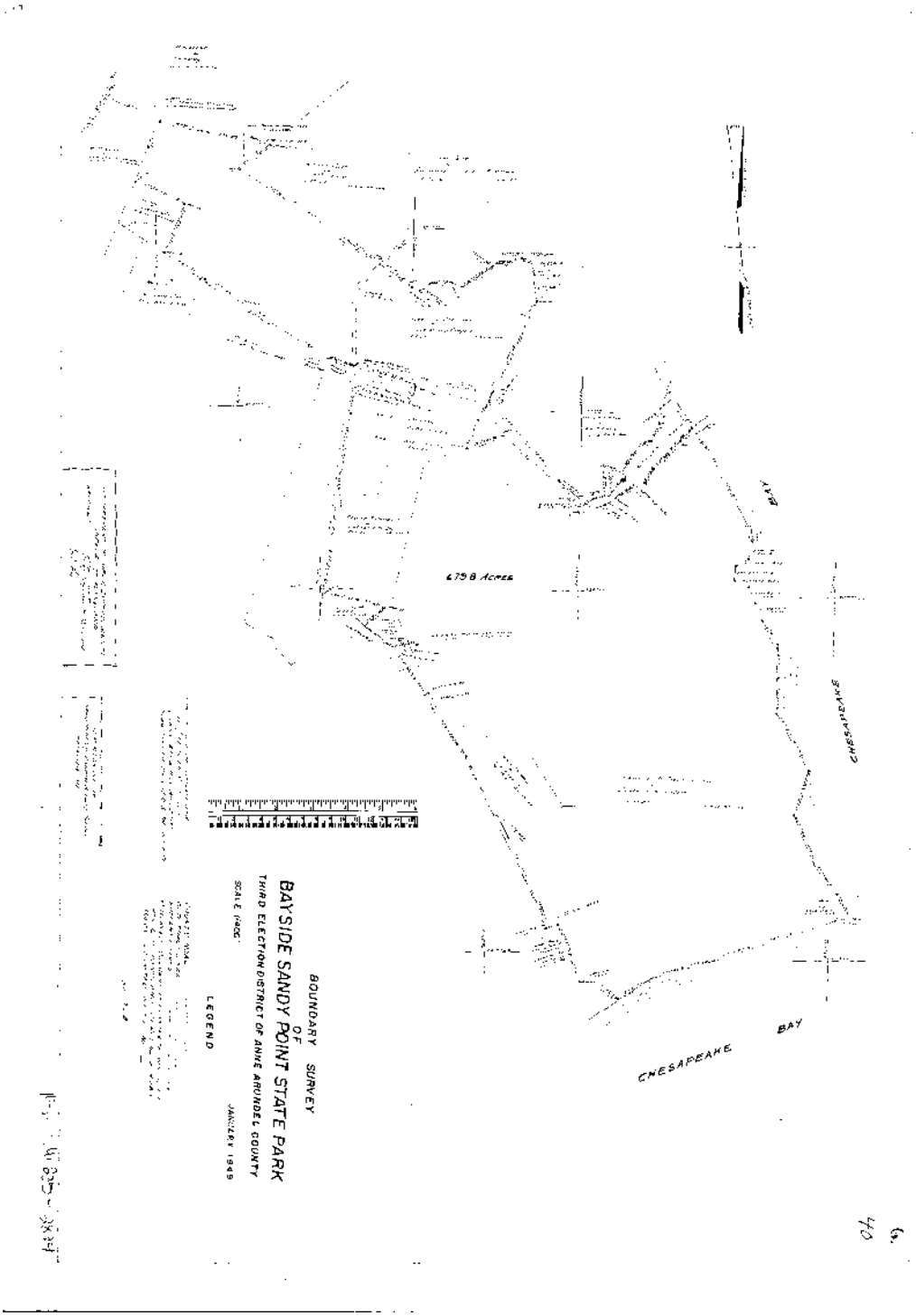
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AA-2305
Sandy Point State Park
1100 E. College Parkway
Annapolis, Anne Arundel County, Maryland



Historic Image 1: Plat, "Proposed Site for Bay Side State Park State of Maryland- Consisting of Parcels No. 1 & 2 (Portion of Holly Beach Farm)"." July 5, 1948
Photo Source: John B. Funk, Department of Public Improvement, State of Maryland. July 5, 1948. In Maryland State Archives, MSA SC 6361-2-3-1. This scanned version found in Draper K. Sutcliffe, "The Hidden Value of State Coordinates," *Surveying and Mapping* XIII, no. 1 (January-March 1953): 74. https://books.google.com/books?id=fDw4AAAAIAAJ&pg=PA74&lpg=PA74&dq.

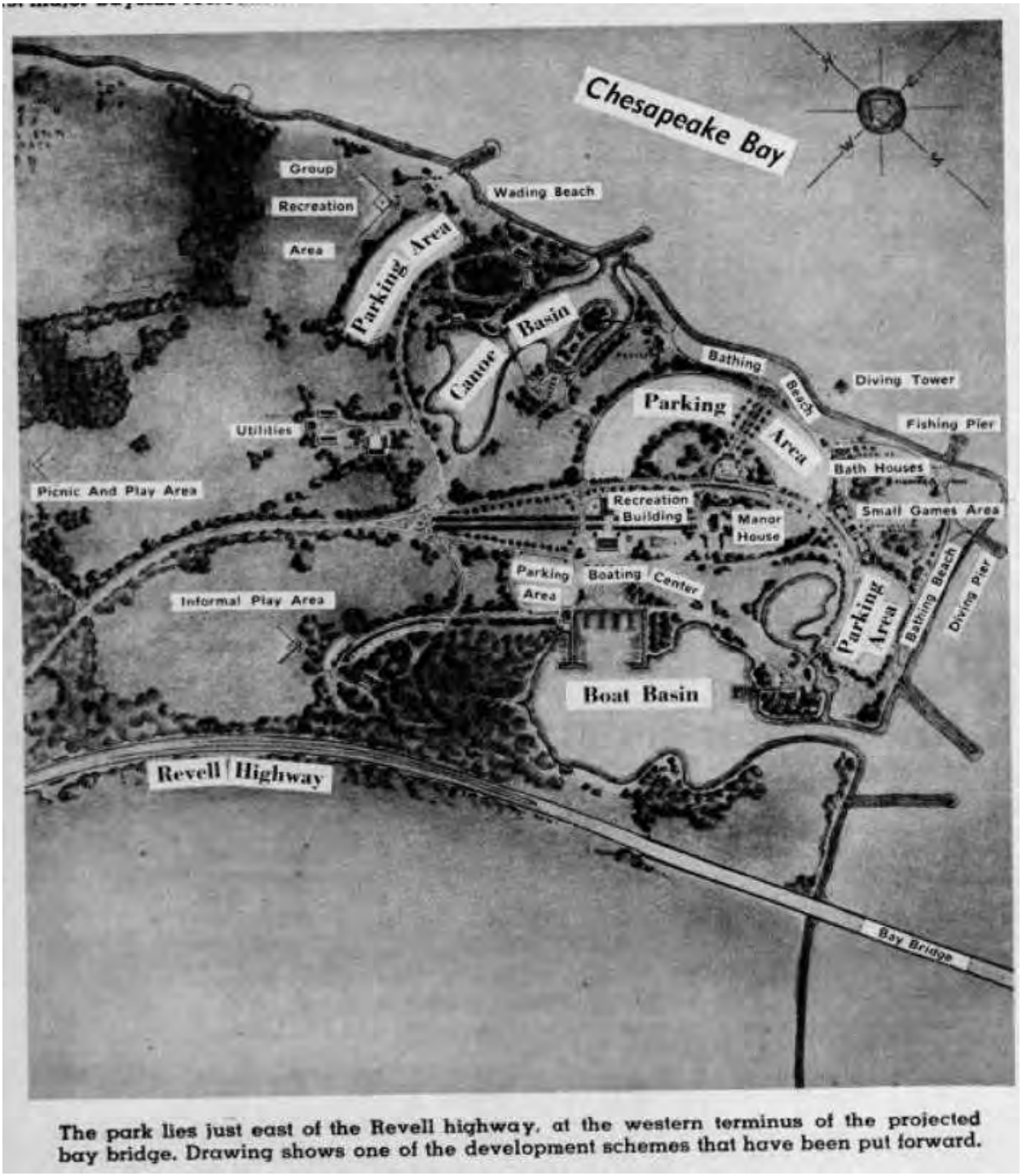


Historic Image 2: Boundary Survey of Bayside Sandy Point State Park, 1949
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court. (Plat Book, Oversize Copy). 1949/06/23. Bayside Sandy Point State Park; Also found in Book 21, Located in 00-40-13-21. Plat Book 21, p. 40; Plat 968. MSA C2323-1273

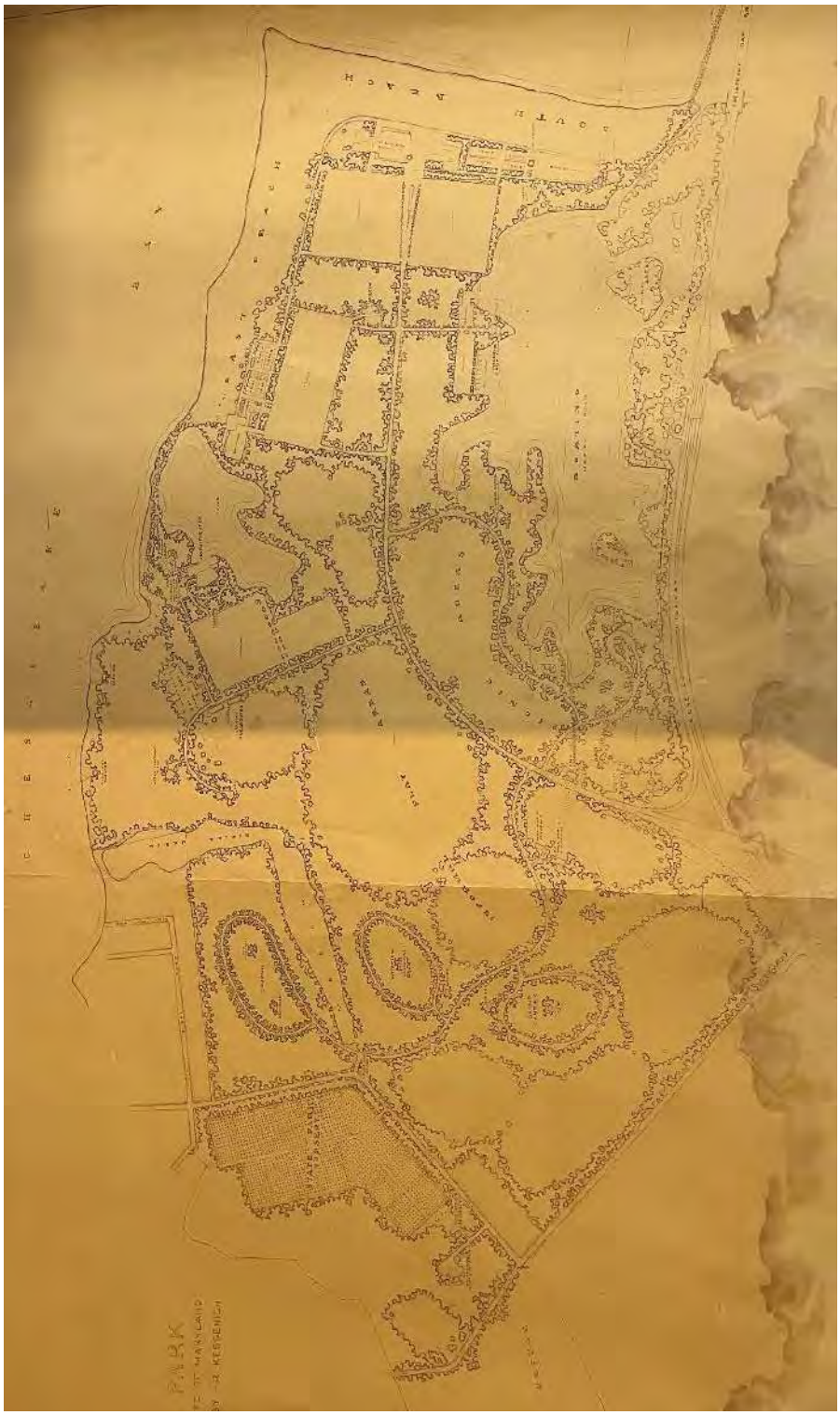
AA-2305
Sandy Point State Park
1100 E. College Parkway
Annapolis, Anne Arundel County, Maryland



Historic Image 3: Panoramic photo of Sandy Point State Park
Photo Source: John F. Lewis, "Coney Island On the Bay", *The Sun,* October 2, 1949, page 12. Newspapers.com.



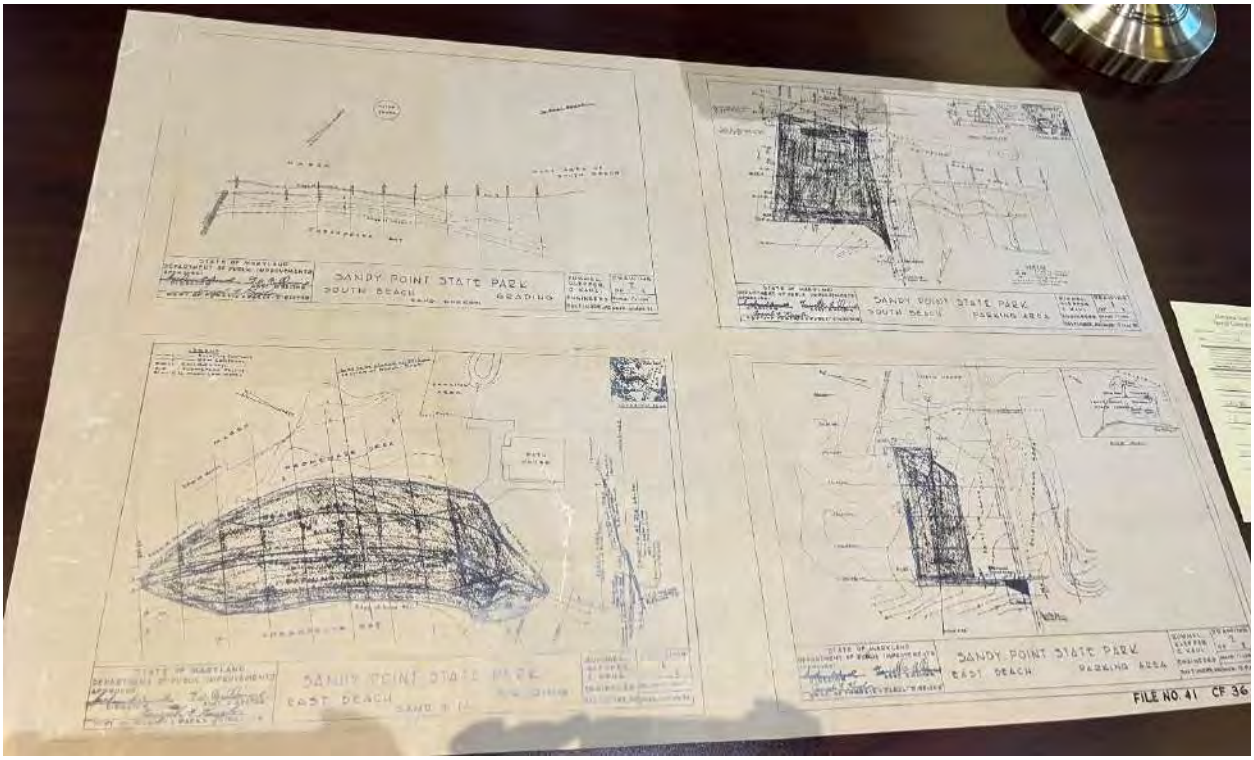
Historic Image 4: Drawing of planned development at Sandy Point State Park
Photo Source: John F. Lewis, "Coney Island On the Bay", *The Sun,* October 2, 1949, page 12. Newspapers.com.



Historic Image 5: Master Plan of Sandy Point State Park Department of Forests & Parks State of Maryland, Designed by R. Kessenich. 1949-1955.
Photo Source: Maryland State Archives. Sandy Point State Park Collection. MSA SC 6361-1-2



Historic Image 6: Master Plan of Sandy Point State Park Department of Forests & Parks State of Maryland, Designed by R. Kessenich. 1949-1955. Detail of Beaches and Marina.
Photo Source: Maryland State Archives. Sandy Point State Park Collection. MSA SC 6361-1-2



Historic Image 7: Rummel, Klepper, & Kahl (RK&K). 1953. "Survey Drawing of 4 Locations at Sandy Point State Park- South Beach Grading; South Beach Parking Area; East Beach Grading; East Beach Parking Area." B5/07/02/D18. Maryland State Archives. MSA SC 6361-2-13



MARYLAND'S NEWEST PARK—The park at Sandy Point will be dedicated Wednesday. State officials plan to open it to the public officially on July 1. The park is near the western end of the new Chesapeake Bay Bridge. —AP Wirephoto.

Historic Image 8: Annotated photograph of the soon-to-be-opened Sandy Point State Park, June 1952
Photo Source: AP Wirephoto, *The Sunday-Star,* Jun 22, 1952, page A27. Newspapers.com



Historic Image 9: Signs in Sandy Point State Park pointing to the segregated beaches.
Photo Source: National Archives, Philadelphia. Photograph found on Maryland Department of Natural Resources, "Sandy Point History," accessed May 31, 2024, https://dnr.maryland.gov/publiclands/Pages/southern/SandyPoint/sandy-point-history.aspx.



Historic Image 10: African American children playing on the East Beach.
Photo Source: National Archives, Philadelphia. Photograph found on Maryland Department of Natural Resources, "Sandy Point History," accessed May 31, 2024, https://dnr.maryland.gov/publiclands/Pages/southern/SandyPoint/sandy-point-history.aspx.



DESEGREGATION ON BEACHES—White and Negro bathers share formerly all-white beach facilities at Sandy Point State Park.

Historic Image 11: "Desegregation on Beaches," photograph showing Sandy Point State Park on opening day after desegregation
Photo Source: "2 Public Beaches Open First Time On Integrated Basis," *The Sun*, May 31, 1956, page 32. Newspapers.com.

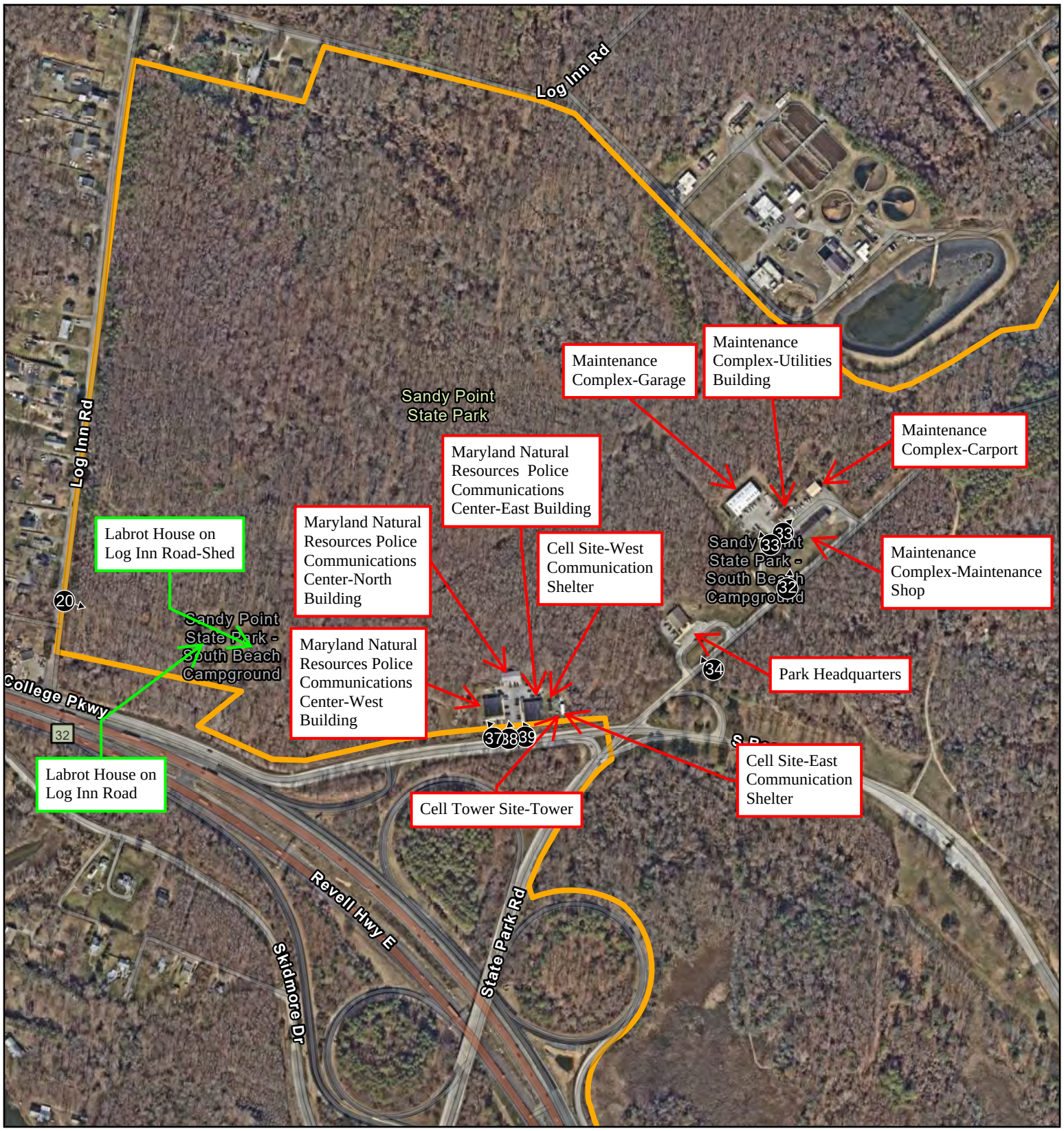
Contributing (C) or Non-Contributing (NC)	Individual MIHP Number	Building Name	Date Constructed	Park Area
C		East Beach Beach	1952	East Beach
NC		East Beach Bathhouse and Comfort Station	1992	East Beach
NC		East Beach North Comfort Station	1992	East Beach
NC		East Beach South Comfort Station	1992	East Beach
NC		Pavilion-White Tail	1992	East Beach
NC		Pavilion-Cottontail	1992	East Beach
NC		Pavilion-Striped Bass	1992	East Beach
NC		Pavilion-Yellow Perch	1992	East Beach
NC		Pavilion-Bluefish	1992	East Beach
NC		Pavilion-Flounder	1992	East Beach
NC		Pavilion-Osprey	1992	East Beach
NC		Pavilion-Peregrine	1992	East Beach
NC		Pavilion-Heron	1992	East Beach
NC		Pavilion-Muskrat	1992	East Beach
NC		Pavilion-Gray Squirrel	1992	East Beach
NC		Pavilion-Raccoon	1992	East Beach
NC		North Gate House	ca. 1994	East Beach
NC		South Gate House	ca. 1994	East Beach
NC		East Beach Gate House	ca. 2009	East Beach
C		Well House No. 3	1950	East College Parkway
NC		Park Headquarters	1990	East College Parkway
C		Water Treatment Plant	1950, ca. 2005 addition	East College Parkway
C		Labrot House on Log Inn Road	ca. 1938	East College Parkway
NC		YGA Northeast Pavilion	ca. 2002	East College Parkway
NC		YGA Southwest Pavilion	ca. 2002	East College Parkway
NC		YGA Shed	ca. 2002	East College Parkway
NC		Maryland Natural Resources Police Communications Center West Building	ca. 2008	East College Parkway
NC		Maryland Natural Resources Police Communications Center East Building	ca. 2008	East College Parkway
NC		Maryland Natural Resources Police Communications Center, Cell Site West Communication Shelter	ca. 2008	East College Parkway
NC		Maryland Natural Resources Police Communications Center, Cell Site East Communication Shelter	ca. 2008	East College Parkway
NC		Maryland Natural Resources Police Communications Center, Cell Site Tower	ca. 2008	East College Parkway

Contributing (C) or Non-Contributing (NC)	Individual MIHP Number	Building Name	Date Constructed	Park Area
NC		Maryland Natural Resources Police Communications Center Garage	ca. 2013	East College Parkway
NC		Maintenance Complex Maintenance Shop	1990	East College Parkway
NC		Maintenance Complex Utilities Building	1990?	East College Parkway
NC		Maintenance Complex Garage	ca. 2002	East College Parkway
NC		Maintenance Complex Equipment Shed	ca. 2002	East College Parkway
NC		Labrot House on Log Inn Road Shed	ca. 1938	East College Parkway
NC		Water Treatment Plant-Shed	ca. 2002	East College Parkway
NC		Marina Store	1975	Marina
NC		Marina Comfort Station	1975	Marina
NC		Boatshed	ca. 2002	Marina
NC		Marina Facilities Building	ca. 2002	Marina
NC		Marina Shed	ca. 2002	Marina
NC		Boat Ramp 1	1976	Marina
NC		Boat Ramp 2	1976	Marina
NC		Boat Ramp 3	1976	Marina
NC		Boat Ramp 4	1976	Marina
NC		Boat Ramp 5	1976	Marina
NC		Boat Ramp 6	1976	Marina
NC		Boat Ramp 7	1976	Marina
NC		Boat Ramp 8	1976	Marina
NC		Boat Ramp 9	1976	Marina
NC		Boat Ramp 10	1976	Marina
NC		Short Pier 1	1976	Marina
NC		Short Pier 2	1976	Marina
NC		Short Pier 3	1976	Marina
NC		Short Pier 4	1976	Marina
NC		Short Pier 5	1976	Marina
NC		Short Pier 6	1976	Marina
NC		Fishing Pier	1976	Marina
NC		Short Pier 1 by Boat Shed	ca. 2002	Marina
NC		Short Pier 2 by Boat Shed	ca. 2002	Marina
NC		Pier by Marina Store 1	ca. 1976	Marina
NC		Pier by Marina Store 2	ca. 1976	Marina
NC		Pier by Marina Store 3	ca. 1976	Marina
NC		Pier by Marina Store 4	ca. 1976	Marina
C	AA-330	Sandy Point Farmhouse	ca. 1815	Sandy Point Farmhouse
C		Former Manager's House	ca. 1936	Sandy Point Farmhouse
NC		Sandy Point Farmhouse Outbuilding	ca. 1994	Sandy Point Farmhouse

Contributing (C) or Non-Contributing (NC)	Individual MIHP Number	Building Name	Date Constructed	Park Area
NC		Former Manager's House Shed	Post-2003	Sandy Point Farmhouse
NC		Former Manager's House Generator Enclosure	1994, circa 2018	Sandy Point Farmhouse
NC		Sandy Point Farmhouse Shed	ca. 2021	Sandy Point Farmhouse
C		Water Tower	1950	South Beach
C		South Beach	1952	South Beach
NC		South Beach Bathhouse and First Aid Station	1988	South Beach
NC		Beach Shoppe Rentals and Nature Center	1993	South Beach
NC		South Beach East Comfort Station	ca. 1994	South Beach
NC		South Beach West Comfort Station	ca. 2002	South Beach

Sandy Point State Park (AA-2305)
100 East College Parkway
Anne Arundel County

Site Plan
Page 1



Sandy Point State Park

Contributing Resources

Non-Contributing Resources

0 0.1 0.2 0.4 Miles

N

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Sandy Point State Park (AA-2305)
100 East College Parkway
Anne Arundel County

Site Plan
Page 2



Sandy Point State Park

Contributing Resources

Non-Contributing Resources

0 0.1 0.2 0.4 Miles

N

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Sandy Point State Park (AA-2305)
100 East College Parkway
Anne Arundel County

Site Plan
Page 3



Sandy Point State Park

Contributing Resources

Non-Contributing Resources

0 0.1 0.2 0.4 Miles

N

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MAPS

Sandy Point State Park

Location: 1100 E. College Parkway
City: Annapolis

AA-2305
Anne Arundel County



MAPS


Sandy Point State Park
Location: 1100 E. College Parkway
City: Annapolis
AA-2305
Anne Arundel County
Bayhead
Beacon Hill
Beacon View
Chesapeake Oaks
Tydings on the Bay
Podickory Point
Podickory Point
Yorktown
Skidmore
Whitehall Manor
Meziek Ponds
Sandy Point
Jacks Cove
Westinghouse Bay
Chesapeake Bay
William Preston Lane Junior Memorial Bridge
Moss Pond
Chesapeake Bay Bridge
Chesapeake Bay Bridge
William Preston Lane Junior Memorial Bridge
MD iMAP, USGS
USGS 7.5' Quadrangle - Gibson Island
0
0.5
1
Miles
Scale: 1:24,000
N

PHOTOGRAPHS



Photo 1 of 39: South Beach, looking southwest



Photo 2 of 39: South Beach, looking northeast

PHOTOGRAPHS



Photo 3 of 39: South Beach, Water Tower, looking north



Photo 4 of 39: South Beach, Bathhouse and First Aid Station, south elevation and east façade, looking northwest

PHOTOGRAPHS



Photo 5 of 39: South Beach, Beach Shoppe Rentals and Nature Center, southwest façade and southeast elevation, looking north



Photo 6 of 39: South Beach, East Comfort Station, west and south elevations, looking northeast

PHOTOGRAPHS



Photo 7 of 39: East Beach, Stone jetties, looking north



Photo 8 of 39: East Beach, Wooded path to South Beach, looking southwest

PHOTOGRAPHS



Photo 9 of 39: East Beach, looking north



Photo 10 of 39: East Beach, Bathhouse and Comfort Station, west façade, looking east

PHOTOGRAPHS



Photo 11 of 39: East Beach, beachside pavilions, looking east



Photo 12 of 39: East Beach, North Comfort Station, southwest elevation and southeast façade, looking north

PHOTOGRAPHS



Photo 13 of 39: East Beach, volleyball court and parking lot, looking southeast



Photo 14 of 39: East Beach, Gatehouse, north and west elevations, looking southeast

PHOTOGRAPHS



Photo 15 of 39: Park Gates, looking northwest



Photo 16 of 39: Sandy Point Farmhouse and Shed, looking southeast

PHOTOGRAPHS



Photo 17 of 39: Sandy Point Farmhouse, former Manager's House, southeast elevation and northeast façade, looking west



Photo 18 of 39: East College Parkway Area, Water Treatment Plant and Shed, south and east elevations, looking northwest

PHOTOGRAPHS



Photo 19 of 39: East College Parkway Area, Well House No. 3, south façade and east elevation, looking northwest



Photo 20 of 39: East College Parkway Area, Former Labrot House on Log Inn Road, west façade, looking east

NR-ELIGIBILITY REVIEW FORM

AA-2305 Sandy Point State Park

PHOTO LOG

Number of Photos: **39**
Name of Photographer: **Nicole A. Diehlmann**
Date of Photographs: **12-08-2023**
Location of Original Digital File:
File Format: **AA-2305_12-08-2023_01.tif… etc.**

Photographs inserted on continuation sheets:

AA-2305_2023-12-08_01
Photo 1 of 39: South Beach, looking southwest

AA-2305_2023-12-08_02
Photo 2 of 39: South Beach, looking northeast

AA-2305_2023-12-08_03.tif
Photo 3 of 39: South Beach, Water Tower, looking north

AA-2305_2023-12-08_04.tif
Photo 4 of 39: South Beach, Bathhouse and First Aid Station, south elevation and east façade, looking northwest

AA-2305_2023-12-08_05.tif
Photo 5 of 39: South Beach, Beach Shoppe Rentals and Nature Center, southwest façade and southeast elevation, looking north

AA-2305_2023-12-08_06.tif
Photo 6 of 39: South Beach, East Comfort Station, west and south elevations, looking northeast

AA-2305_2023-12-08_07.tif
Photo 7 of 39: East Beach, Stone jetties, looking north

AA-2305_2023-12-08_08.tif
Photo 8 of 39: East Beach, Wooded path to South Beach, looking southwest

AA-2305_2023-12-08_09.tif
Photo 9 of 39: East Beach, looking north

AA-2305_2023-12-08_10.tif
Photo 10 of 39: East Beach, Bathhouse and Comfort Station, west façade, looking east

AA-2305_2023-12-08_11.tif
Photo 11 of 39: East Beach, beachside pavilions, looking east

AA-2305_2023-12-08_12.tif
Photo 12 of 39: East Beach, North Comfort Station, southwest elevation and southeast façade, looking north

AA-2305_2023-12-08_13.tif
Photo 13 of 39: East Beach, volleyball court and parking lot, looking southeast

AA-2305_2023-12-08_14.tif
Photo 14 of 39: East Beach, Gatehouse, north and west elevations, looking southeast

AA-2305_2023-12-08_15.tif
Photo 15 of 39: Park Gates, looking northwest

AA-2305_2023-12-08_16.tif
Photo 16 of 39: Sandy Point Farmhouse and Shed, looking southeast

PHOTO LOG

AA-2305_2023-12-08_17.tif
Photo 17 of 39: Sandy Point Farmhouse, former Manager's House, southeast elevation and northeast façade, looking west

AA-2305_2023-12-08_18.tif
Photo 18 of 39: East College Parkway Area, Water Treatment Plant and Shed, south and east elevations, looking northwest

AA-2305_2023-12-08_19.tif
Photo 19 of 39: East College Parkway Area, Well House No. 3, south façade and east elevation, looking northwest

AA-2305_2023-12-08_20.tif
Photo 20 of 39: East College Parkway Area, Former Labrot House on Log Inn Road, west façade, looking east

Photographs included as digital files only:

AA-2305_2023-12-08_21.tif
Photo 21 of 39: South Beach, Parking Lots, looking south by former Manager's House

AA-2305_2023-12-08_22.tif
Photo 22 of 39: South Beach, West Comfort Station, south and east elevations, looking northwest

AA-2305_2023-12-08_23.tif
Photo 23 of 39: East Beach, South Comfort Station, north façade and west elevation, looking southeast

AA-2305_2023-12-08_24.tif
Photo 24 of 39: East Beach, typical park signage, looking west

AA-2305_2023-12-08_25.tif
Photo 25 of 39: Marina, overview, looking south

AA-2305_2023-12-08_26.tif
Photo 26 of 39: Marina, Boathouse and Shed, looking northeast

AA-2305_2023-12-08_27.tif
Photo 27 of 39: Marina, Facilities Building, northeast elevation and northwest façade, looking south

AA-2305_2023-12-08_28.tif
Photo 28 of 39: Marina, Marina Store, northwest façade, looking north

AA-2305_2023-12-08_29.tif
Photo 29 of 39: Marina, Boat Ramps, looking southeast

AA-2305_2023-12-08_30.tif
Photo 30 of 39: Marina, Comfort Station, west and south elevations, looking east

AA-2305_2023-12-08_31.tif
Photo 31 of 39: East College Parkway Area, Maintenance Complex, Maintenance Shop, southwest and southeast elevations, looking north

AA-2305_2023-12-08_32.tif
Photo 32 of 39: East College Parkway Area, Maintenance Complex, Garage, southeast façade, looking northwest

AA-2305_2023-12-08_33.tif
Photo 33 of 39: East College Parkway Area, Maintenance Complex, looking northeast

AA-2305_2023-12-08_34.tif
Photo 34 of 39: East College Parkway Area, Park Headquarters, southwest elevation and southeast façade, looking north

PHOTO LOG

AA-2305_2023-12-08_35.tif
Photo 35 of 39: East College Parkway Area, Youth Group Camping Area, Shed, looking north

AA-2305_2023-12-08_36.tif
Photo 36 of 39: East College Parkway Area, YGA Camping Area, overview with pavilions, looking southwest

AA-2305_2023-12-08_37.tif
Photo 37 of 39: East College Parkway Area, Maryland Natural Resources Police Communications Center, west building, south façade and east elevation, looking northwest

AA-2305_2023-12-08_38.tif
Photo 38 of 39: East College Parkway Area, Maryland Natural Resources Police Communications Center, Garage, south façade, looking north

AA-2305_2023-12-08_39.tif
Photo 39 of 39: East College Parkway Area, Maryland Natural Resources Police Communications Center, east building, west façade and south elevation, looking northeast

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Asbury M.E. Church and Cemetery (Broad Neck)** Inventory Number: **AA-2511**

Address: 657 Broadneck Road Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Tax Account ID Number: 03 000 05889200

Tax Map Parcel Number(s): 0348 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Francesca Maisano and Paul Hoffman Date Prepared: November 15, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B C D Considerations: X A B C X D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

LOCATION/SETTING

Asbury Methodist Episcopal (M.E.) Church and Cemetery (Broad Neck) is on an irregularly shaped 6.49-acre parcel north of US 50/301. It is bounded by residential properties to the west, Broadneck Road to the northeast, and US 50/301 to the south. The parcel contains the church and a cemetery; the church is at the south end of the parcel and the cemetery is at the north end. Asphalt parking areas are northeast and east of the church. Near the southeast corner of the church is an outbuilding. A concrete outbuilding is east of the church along Broadneck Road. Access is from asphalt aprons from Broadneck Road. A brick monument sign is north of the entrance to the parking area. West of the sign is a small, in-ground structure, likely a wellhouse. The edges of the property are wooded, with lawn in the cemetery.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

RESOURCE DESCRIPTION

Church, 1977

Asbury (M.E.) Church and Cemetery (Broad Neck) was constructed in 1977. It is a two-story brick building with a cross-gabled asphalt-shingle roof with two front-gable projections on the north facade. It has an irregular plan that forms an interior courtyard. The brick is laid in common bond with Flemish bond every sixth course. The northeast corner features an entrance covered with a flat porch roof. Windows are metal fixed panes. The eastern portion of the building was added between 1994 and 2002 and is roughly U-shaped, connecting to the 1977 building at the north and south ends. On the north façade, where the buildings meet, is a metal and glass storefront entrance, with a tall spire on the roof behind it.

The north façade includes, from east to west, includes the original 1997 church and the addition, each of which feature a front-gable projection. Between the projections is the central entrance bay. Atop the entrance bay is a spire on a square base, topped with a cross. The façade of the original section features a symmetrical arrangement of four vertically oriented fixed ribbon windows divided by sections of brick wall; at the center is a Methodist Cross and Flame mounted on a smooth concrete panel. The central entrance bay is recessed and has paired glass and metal doors with four-light sidelights. In the west addition is a ribbon of nine fixed, single-light windows, a two-light window and paired doors under shed-roof porch, and two pairs of two-light windows.

The west elevation was partially visible during the survey. According to the survey and aerial imagery, the elevation has three pairs of two-light windows, two groups of four-light windows, and a second-story door accessed by a set of stairs (Google, n.d.; Nearmap 2024). The continuous concrete-block foundation is raised on this elevation, which is built into a slope. The south elevation was not visible at the time of survey. According to aerial imagery, the elevation has paired and single two-light windows in the addition and a large applied cross in a projection in the original section. The east elevation was largely not visible at the time of survey. According to the survey, aerial imagery, and Google Street View, it has paired metal doors and a single door in the transept, four columns of approximately ten single-light windows, and paired glass and metal doors under a flat-roof porch entrance.

Cemetery, 1880s

The cemetery is approximately 2.75 acres in size and is lawn. The land slopes down on both sides on a roughly southwest-northeast line toward a central stream channel lined with rough-cut stone. At the southwest terminus of the channel is a step pool lined with stones. A small wood bridge spans the channel. The majority of the headstones are west of the channel. The extant stones date from 1906 to 2023. The majority of the grave markers are rounded-top and ogee headstones, with other forms such as crosses, obelisks, and flat markers also present. The oldest documented grave markers are mostly rounded-top, some on plinths, located in the south half of the cemetery west of the stream channel. Simple in style, these largely have little ornamentation, with just the name and birth and death dates of the deceased carved into the stone and sometimes a phrase at the bottom. A few older obelisk gravestones, along with some rounded-top markers, are also east of the channel. Beginning in the 1950s, other headstone shapes began to be used, such as crosses. Ogee and flat markers became increasingly popular throughout the second half of the twentieth century, and began to be more ornamented, with features such as floral decoration and crosses, though some remained rounded-top and simpler. The north half of the cemetery was also largely cleared for gravestones between 1957 and 1970; this section of the cemetery has fewer gravestones overall than the south section. Some graves in the center of the cemetery were developed with both headstones and stone slabs in the mid twentieth century, which continued into the twenty-first century. The twenty-first century headstones are largely ogee and flat, often featuring decoration such as photos of the deceased (Findagrave.com, n.d.; NETROnline, n.d.)

Outbuilding, circa-1994

The circa-1994 outbuilding is immediately east of the church (NETROnline, n.d.). According to aerial imagery and Google Street View, it is a small one-story building with a front-gable roof. The south façade has a door (Nearmap 2024).

Concrete Block Outbuilding, by 2002

The concrete outbuilding was built by 2002 (NETROnline, n.d.). Due to foliage cover, it is difficult to date the structure more precisely than that from historic aerial imagery. According to Google Street View imagery and aerial imagery, it is a one-story concrete block building with a front-gable, asphalt-shingle roof with overhanging eaves and exposed rafter tails. The southeast elevation has a boarded-up window and a single-leaf door. In the gable is wood siding and a vent. The northwest elevation has a boarded window, as well as wood siding and a vent in the gable (Google, n.d.; Nearmap 2024).

HISTORIC CONTEXT

Asbury M.E. Church (Broad Neck) was first organized in the mid-to-late 1830s. Numerous traditions detail where the members first met, including at a place called "old school house hill" on a local plantation and at the old meeting house on what is today Meeting House Lane (Anne Arundel County, n.d.; St. Margaret's Church, Annapolis 2017). However, by the mid-nineteenth century the congregation had outgrown the old meeting house, which was also in need of repair (The Broadneck African-American Heritage Project, Inc 2015). The trustees of the congregation acquired the current site in 1851, when Samuel Richardson conveyed two acres of land by indenture, with the stipulation that the trustees build a Methodist Episcopal place of worship for African Americans. The church was constructed at the north edge of an old mill pond, a short distance from the old meeting house (Anne Arundel County Circuit Court 1851). In 1865, trustees of the congregation purchased with $60 an additional 1.25-acre parcel of land from Richardson north of the old mill pond on which the congregation's second church had already been constructed, known as the "Broad Neck Colored Methodist Episcopal Church" or "Little Asbury Church" (Anne Arundel County Circuit Court 1865). Though initially the congregation was served by the clergy of the African American Asbury Church in Annapolis, this headship ended in 1873 (Anne Arundel County, n.d.). According to one source, a new house of worship was built from 1884 to 1886 (The Broadneck African-American Heritage Project, Inc 2015). By 1901, the church was also known as Asbury Methodist Episcopal Church.

Church membership drew from African American communities across the Broadneck Peninsula, including Skidmore, Clay Hill, Mulberry Hill, Middleton, and Browns Woods. Some early members were formerly enslaved by the Ridout family of Whitehall in St. Margarets (Winters 2014). According to a sign near the church, other families were originally from the Kent Island community known as Fredericktown or Batts Neck in Queen Anne's County, who migrated to the communities on Broadneck Peninsula. Some of these communities, whose histories and boundaries were not officially documented or defined, are believed to have been founded before the Civil War by emancipated African American individuals and families. After the war, residents frequently made a living through sharecropping. The Broadneck communities were connected through blood and marriage, including the Rowel, Green, Johnson, Stansbury, Hunt, Harris, Calvert/Colbert, and Martin families (Hutzell 2023; Pulley-Pruitt 2015).

Throughout its history, the church was supported by the local chapter of the Sons and Daughters of Joshua (Broadneck). Little information is available about the Sons and Daughters of Joshua specifically, but mutual aid societies such as this were common in African American communities following the end of the Civil War and especially at the turn of the twentieth century, when segregation and discrimination excluded African Americans from traditional means of wealth-building. Such organizations provided safety nets and economic security not accessible through traditional institutions. Assistance included insurance, loans, burials, and educational programs, all supported by monthly dues (Jackson 2023).

The first burials on the property began at the end of the nineteenth century, the earliest estimated in 1884. The first documented burial occurred in 1893 for Nelson Stevens, a Civil War veteran and former slave. The cemetery includes the graves of many formerly enslaved individuals, including Caleb Martin, a runaway from South Carolina, and Rev. Robert H. Robinson, a former church pastor. Others buried include veterans of the Civil War and World Wars, such as Henry Wright, a member of the Navy Reserve during World War I. Wright's ancestor, Henry T. Wright, a trustee of the first Asbury church, is interred there as well (Winters 2015).

Trustees for the church acquired two additional parcels of land in 1901 and 1931—2.45 acres and 2.3 acres respectively—bringing the resource to its current size (Anne Arundel County Circuit Court 1901; 1931). The earliest available aerial imagery—from 1937—depicts much more of the northern part of the cemetery as wooded, with the 1884-1886 church located just northwest of the current church (Aero Service Corp. 1938). A 1957 aerial depicts a stream or a line of foliage in the valley where the current channel is. The northern half of the cemetery remained wooded. Additional unknown structures were located east of the church with their own driveway (NETROnline, n.d.). A fire in the 1950s destroyed the few early cemetery records the church had; prior to the early twentieth century the church did not keep many records (Crispino 2014; Felice 2017).

From the mid-nineteenth century into the early-to-mid twentieth century, many of the Broadneck Peninsula's African American communities worshipped together at Asbury M.E. Church. Other community gathering spaces included the Skidmore Rosenwald School and Browns Woods Rosenwald School (NETROnline, n.d.; Hutzell 2023; Anne Arundel County, n.d.).

In 1944, the Maryland State Roads Commission (precursor to the Maryland Department of Transportation State Highway Administration) constructed a new alignment of MD 179 (now US 50/301), running from Ritchie Highway to the new Sandy

Point Ferry terminal and including the alignment of the existing road form just east of Cape Saint Claire Road to Skidmore. While the new highway included at-grade crossings, it physically divided African American communities on Broadneck Peninsula and separated the church and cemetery from its congregation members living to the south and southwest (NETROnline n.d.). The construction of the Chesapeake Bay Bridge in 1952 accelerated the commercial and residential development on the peninsula and increased desire for private water access in the 1960 triggered land speculation, gentrification, development, and the gradual erosion of the Broadneck African American community (Hutzell 2023). While Broadneck Road still crossed US 50/301 in 1957, providing access to the church from St. Margaret's Road, this crossing appears to have been removed by the 1970s or early 1980s, dead-ending Broadneck Road just north of the highway and requiring a circuitous route to reach the church by congregants living south of the highway (NETROnline, n.d.). Intersections along US 50/301 were gradually replaced with interchanges; the last two at Cape St. Claire Road and Old Mill Bottom Road were removed in 1991 (Baltimore Sun 1991).

Burials continued within the Asbury M.E. Church cemetery, and by 1970, what is now the north half of the cemetery had been cleared for new burial plots (NETROnline, n.d.). The congregation reincorporated in 1973 as "Asbury Broadneck United Methodist Church (Anne Arundel County Circuit Court 1976). The current church building was dedicated in 1977, and the nineteenth century church was demolished (Evening Capital 1977; NETROnline, n.d.). The church was enlarged between 1994 and 2002 (NETROnline, n.d). Beginning in 2013 the congregation undertook a project identifying those buried in the cemetery, with financial assistance from a grant from Preservation Maryland (Crispino 2014). By the twenty-first century, over 1,800, and perhaps over 2,500 people, were buried in the cemetery; many, especially the earliest burials, were buried without markers (Winters 2015; The Baltimore Sun 2021). In 2017, the church received a grant to prevent flooding on the property that was damaging the cemetery. They repaired pipes and installed bio-retention features to collect rain water, including a stream channel and step pool (Felice 2017).

Currently, the Broadneck Peninsula communities are more developed with housing and more forested than they were in the first half of the twentieth century. Some older housing stock remains while others have been demolished (NETROnline, n.d.). Much of the early physical community, such as the Skidmore Rosenwald School, has disappeared, while some, like Asbury M.E. Church, Brown's Woods Rosenwald School, and the Brown's Woods Park, remain in part or extensively altered (Anne Arundel County, Maryland, n.d.; Hutzell 2023).

ELIGIBILITY DETERMINATION

Asbury M.E. Church and Cemetery (Broad Neck) was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Asbury M.E. Church and Cemetery (Broad Neck) is eligible for inclusion in the NRHP under Criterion A. The church's cemetery is the oldest remaining evidence of the nineteenth-century community that developed along the Broadneck Peninsula. The church served an important role in the community as a gathering place and burial ground. With organizations like Asbury M.E. Church, the community formed a network of support and services for its African American residents at a time when systemic racism prevented Blacks from access to the same social structures available to Whites. Additionally, its association with the Sons and Daughters of Joshua demonstrates the role of similar mutual aid societies in African American life during the Reconstruction era and beyond.

The cemetery became a final resting place for many members and was an important amenity for the community at a time when cemeteries were segregated. There are no remaining historical resources illustrating the presence of the late nineteenth-century African American community in Broadneck; other extant historic resources, such as the Brown's Woods Rosenwald School and Brown's Woods Park, date to the early twentieth century. The cemetery predates the construction of the existing church building. As a rural African American church and the oldest remaining evidence of the larger community, the Asbury M.E. Church and Cemetery (Broad Neck) is significant under Criterion A for its association with the nineteenth-century Black community that developed along the Broadneck Peninsula.

Although some prominent members of the Asbury M.E. Church have been identified, the contributions of this group of individuals are represented under Criterion A. It is possible that additional research will reveal people of transcendent importance to the community buried at the Asbury M.E. Church cemetery; however, such individuals and their specific roles and contributions to history have not been identified. At this time, the Asbury M.E. Church and Cemetery (Broad Neck) is not considered significant under Criterion B.

The original church buildings have been demolished. The current church building dates from 1977, with later additions; it is typical of rural and suburban worship facilities constructed during the period and is not a significant example of its type, which remains common throughout Maryland. Research has found no association with a master, nor does the resource have high artistic value. The cemetery demonstrates a design typical of rural burial grounds during the late nineteenth and twentieth centuries. The variety of markers is consistent with other cemeteries of the period, and the burials demonstrate no unique patterns or designs. Therefore, Asbury M.E. Church and Cemetery (Broad Neck) is not eligible under Criterion C.

The Asbury M.E. Church and Cemetery (Broadneck) is significant for its association with historical events and not for its religious doctrine; it therefore meets Criteria Consideration A for religious properties. Similarly, it meets Criteria Consideration D: other properties associated with the early history of the Broadneck Peninsula are rare, and few documentary sources provide information about the group's history.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins with the earliest reported burial, in 1884, and continues through 1975, a period 50 years in the past. According to the NRHP, fifty years ago is an appropriate closing date for periods of significance where activities begun historically continued to have importance, and no more specific date can be defined to end the historic period. This period captures the establishment and growth of the church and surrounding community and encompasses the activities of founding and prominent early members. By 1975, development pressure the surrounding African American communities had been divided by highway and related development, and the church was physically separated from portions of the communities in which its congregants lived; although still important to the congregation, its role within the larger community was not the same.

CHARACTER-DEFINING FEATURES

Contributing elements consist of the church cemetery, in particular the markers placed through 1975. Its character-defining features include the rural setting with stream channel dividing the cemetery, the layout of the burials in sinuous, undulating rows, and the relationship of the church buildings to the cemetery, which have historically been located south of the cemetery boundaries. The church and outbuildings post-date the period of significance and do not contribute. Although it houses an older congregation, the current building (and associated outbuildings) does not convey the historical activities of the Asbury M.E. Church or the early history encompassed by the period of significance.

INTEGRITY

The Asbury M.E. Church and Cemetery (Broad Neck) retains its integrity of location, setting, design, materials, workmanship, association, and feeling. As a resource significant under Criterion A, integrity of design, materials, and workmanship are less critical to demonstrating historic significance than integrity of location, setting, feeling, and association.

It retains integrity of location, as the resource remains in the same location as it was historically.

It retains integrity of setting. It is still located in a rural area, though some additional development has occurred to the north of the property after the end of the period of significance. However, this construction is difficult to see from the property due to tree coverage.

It retains integrity of design. Despite the removal of the church buildings constructed within the period of significance, the current church building is in a similar location as the original and retains a front-gabled appearance, despite additions. The continued presence of a church building at this location helps convey the historic connection between the church and cemetery and does not diminish the overall design and appearance of the site. The cemetery expresses its simple, rural appearance through via the rows of burials following the topography of the site. Natural features such as the stream channel remain in place, and the markers themselves reflect the variety of time periods in which burials occurred.

It retains integrity of materials. Although some grave markers are missing, original headstones, including stone, concrete, and metal plaques, remain and have not been updated or replaced.

It retains integrity of workmanship. The markers within the cemetery demonstrate the methods that were used in

construction, including cut stone and poured concrete examples, and show a combination of irregular hand-carved and finer tooled inscriptions revealing the work of both amateurs and skilled professionals.

It retains integrity of association. The markers and burials in the cemetery represent a direct connection to the people of the Broadneck Peninsula African American community and the church congregation. The continued presence of a church building adjoining the cemetery reinforces the link between the resource and its historical use.

It retains integrity of feeling. With an intact setting and design and original materials and workmanship in the cemetery, the Asbury M.E. Church and Cemetery maintains the overall feeling of a late-nineteenth-to twentieth-century rural church and cemetery. Development in the surrounding region along US 50/301and the presence of paved parking and a larger church building do not detract from the rural character.

BOUNDARY DESCRIPTION

The property encompasses 6.49 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0348 (2024). Tax account is 03 000 05889200. The boundaries represent the three purchases by church trustees over its history that were later incorporated into the Asbury Broadneck United Methodist Church.

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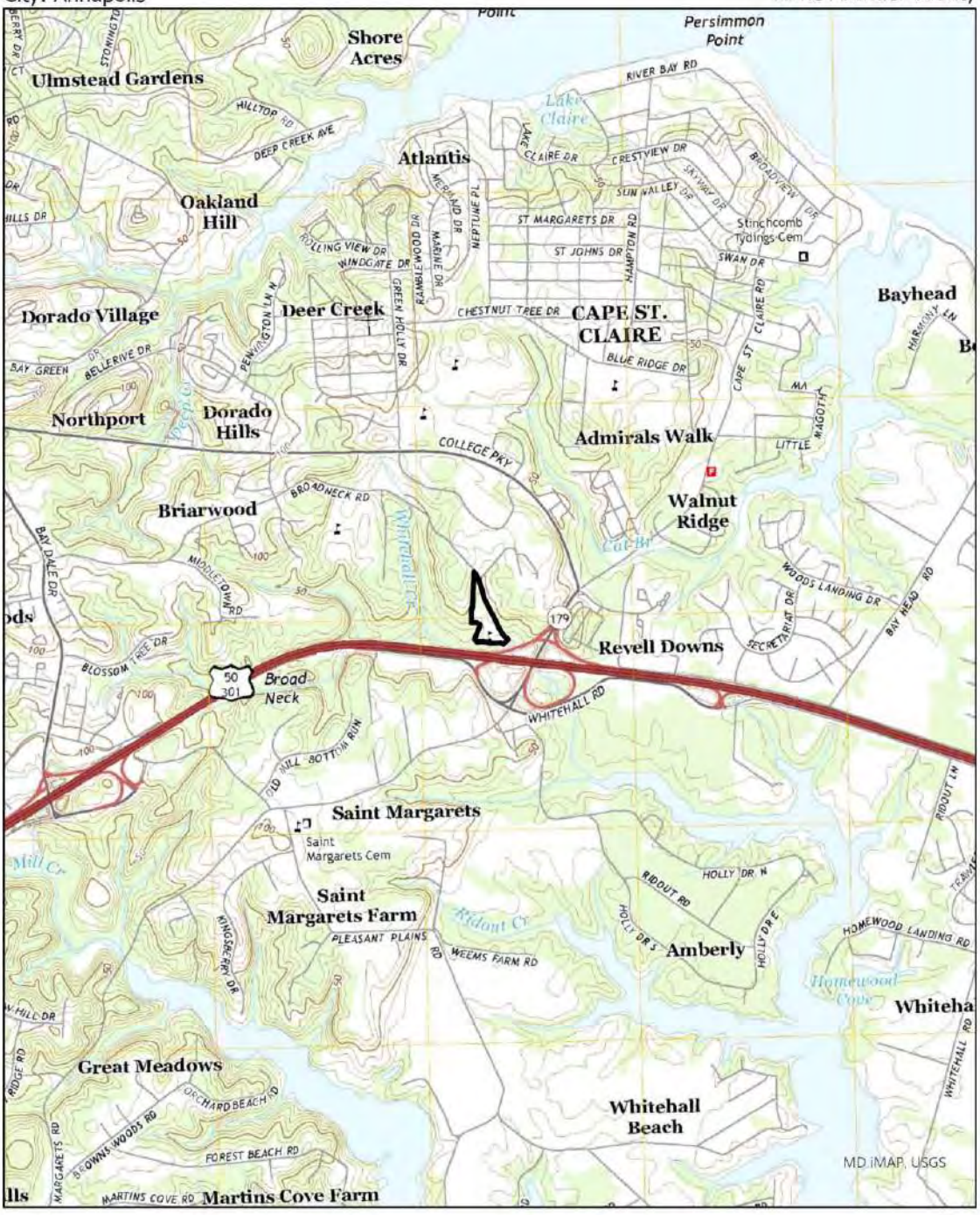
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MAPS

Asbury M.E. Church and Cemetery (Broad Neck)

Location: 657 Broadneck Road
City: Annapolis

AA-2511
Anne Arundel County



USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

MAPS

Asbury M.E. Church and Cemetery (Broad Neck)

Location: 657 Broadneck Road
City: Annapolis

AA-2511
Anne Arundel County



Asbury Broadneck United Methodist Church Burial Grounds (Broadneck Church site and burial grounds)

Location: 657 Broadneck Road

City: Annapolis

AA-2511

Anne Arundel County



Parcel Boundaries

0 0.03 0.06 Miles

Scale: 1:1,600

N

PHOTOGRAPHS



Photo 1 of 10: Asbury M.E. Church and Cemetery, overview, looking south toward church from cemetery. The roof of the outbuilding can be seen beyond the parking lot



Photo 2 of 10: Asbury M.E. Church and Cemetery, façade, looking south

PHOTOGRAPHS



Photo 3 of 10: Asbury M.E. Church and Cemetery, oblique, looking southwest



Photo 4 of 10: Cemetery interpretive sign with cemetery in background, looking west

PHOTOGRAPHS



Photo 5 of 10: Cemetery, overview, looking northwest from church



Photo 6 of 10: Cemetery, looking northwest from church

PHOTOGRAPHS



Photo 7 of 10: Cemetery, looking north



Photo 8 of 10: Cemetery, looking southwest near fence

PHOTOGRAPHS



Photo 9 of 10: Cemetery, looking south



Photo 10 of 10: Church sign, with cemetery in background, looking southeast on Broadneck Road near intersection with Benson Lane

NR-ELIGIBILITY REVIEW FORM

AA-2511 Asbury M.E. Church and Cemetery (Broad Neck)

PHOTO LOG

Number of Photos: **10**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-08**
Location of Original Digital File: **MHT**
File Format: **AA-2511_2023-12-08_01.tif… etc.**

Photographs inserted on continuation sheets:

AA-2511_2013-12-14_01.tif
Photo 1 of 10: Asbury M.E. Church and Cemetery, overview, looking south toward church from cemetery. The roof of the outbuilding can be seen beyond the parking lot

AA-2511_2013-12-14_02.tif
Photo 2 of 10: Asbury M.E. Church and Cemetery, façade, looking south

AA-2511_2013-12-14_03.tif
Photo 3 of 10: Asbury M.E. Church and Cemetery, oblique, looking southwest

AA-2511_2013-12-14_04.tif
Photo 4 of 10: Cemetery interpretive sign with cemetery in background, looking west

AA-2511_2013-12-14_05.tif
Photo 5 of 10: Cemetery, overview, looking northwest from church

AA-2511_2013-12-14_06.tif
Photo 6 of 10: Cemetery, looking northwest from church

AA-2511_2013-12-14_07.tif
Photo 7 of 10: Cemetery, looking north

AA-2511_2013-12-14_08.tif
Photo 8 of 10: Cemetery, looking southwest near fence

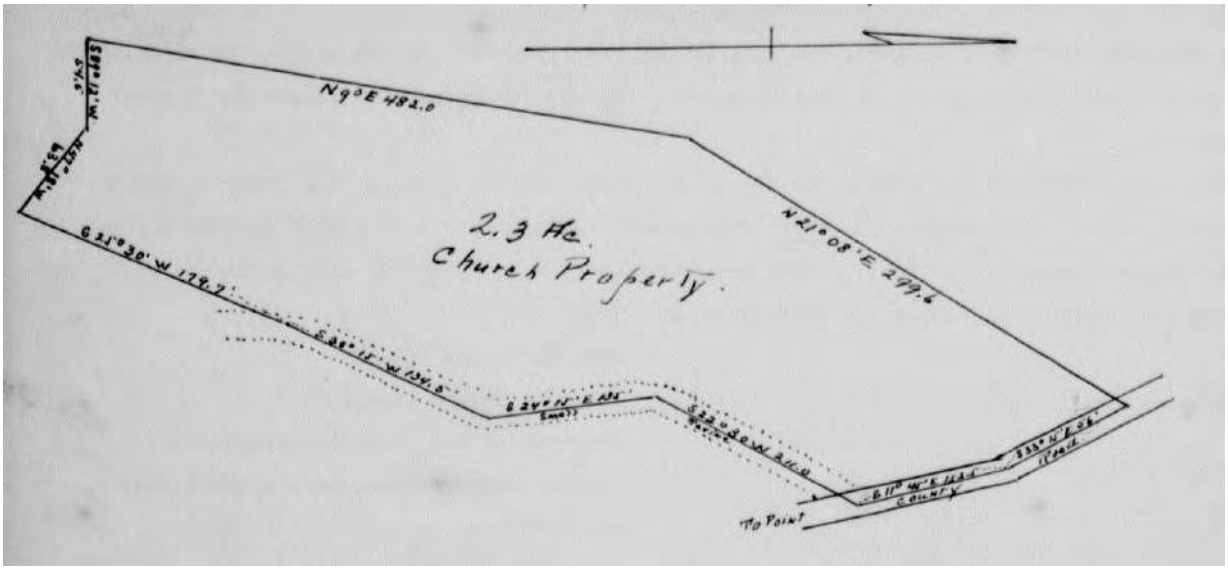
AA-2511_2013-12-14_09.tif
Photo 9 of 10: Cemetery, looking south

AA-2511_2013-12-14_10.tif
Photo 10 of 10: Church sign, with cemetery in background, looking southeast on Broadneck Road near intersection with Benson Lane

AA-2511
Asbury Broadneck United Methodist Church
657 Broadneck Road
Annapolis, Anne Arundel County, Maryland



Historic Image 1: Map of Anne Arundel County, 1878. The Asbury Broadneck Methodist Episcopal Church property is located in the middle of the image, labeled “C’ld M.E. Ch.” Southeast from this church, approximately where Meeting House Lane is today, may be the original church or the meeting house, labeled “M. E. Ch”. Note: “C’ld” was used as an abbreviation for “colored.”
Photo Source: Hopkins, Jr., Griffith Morgan. 1878. “Third District.” Atlas of Fifteen Miles around Baltimore, Including Anne Arundel County, Maryland. Philadelphia, PA. Geography and Map Division. Library of Congress.
https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.467,0.221,0.63,0.264,0



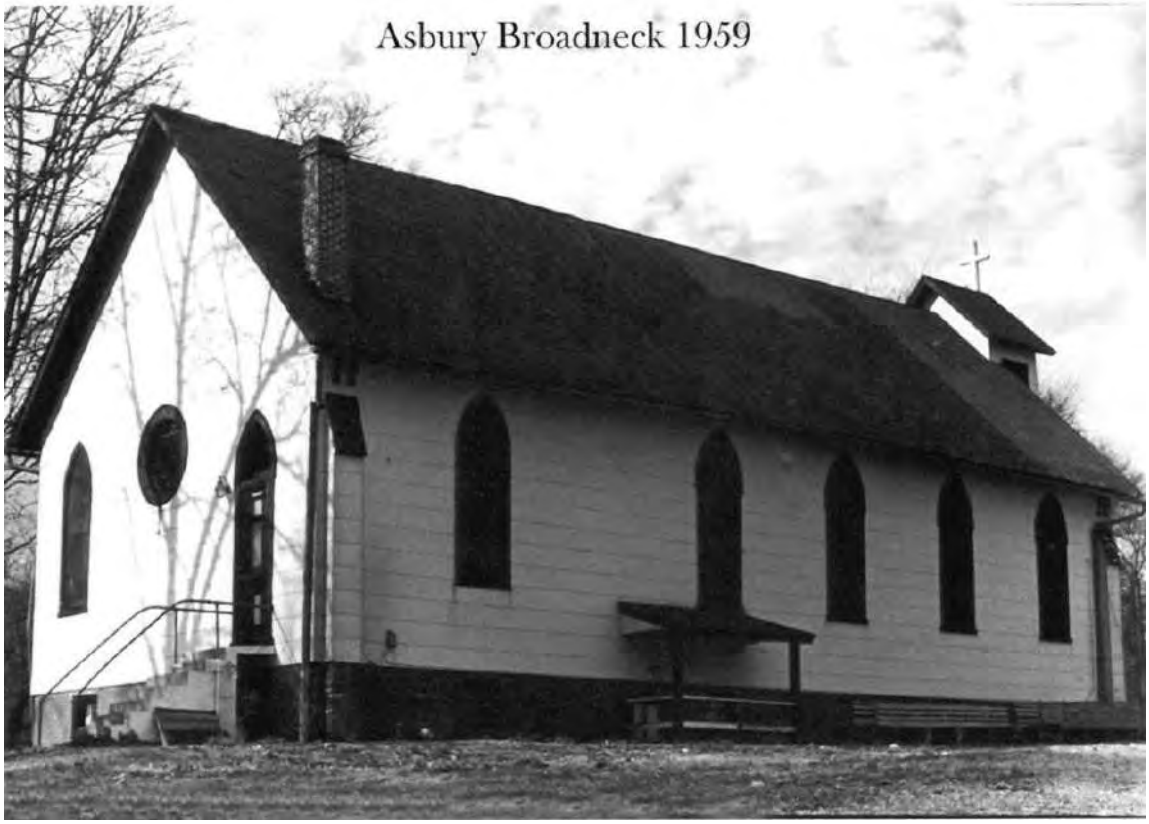
Historic Image 2: Plat of Land Purchased by church in 1931
Photo Source: Anne Arundel County Circuit Court. 1931. "Deed, John W. Barnes and James T. Wright to the Broad Neck Methodist Episcopal Church of Anne Arundel County." FSR 92, p. 0482. Maryland State Archives.



Historic Image 3: Aerial Imagery of Asbury Broadneck United Methodist Church, 1938. The resource is within the yellow box and the green arrow points to the location of the nineteenth-century church. Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3



Historic Image 4: Aerial Imagery of Asbury Broadneck United Methodist Church, 1957.
Photo Source: NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.



Historic Image 5: Photo of Asbury Broadneck United Methodist Church, taken in 1959
Photo Source: Asbury Broadneck United Methodist Church, "Our Story"
https://asburybroadneck.org/about-us/, accessed November 8, 2024



Historic Image 6: Photo of Asbury Broadneck United Methodist Church. Though the photo is labeled with 1988, aerial imagery depicts this nineteenth-century church as being demolished by 1982
Photo Source: Asbury Broadneck United Methodist Church, "Our Story" https://asburybroadneck.org/about-us/, accessed November 8, 2024

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: **Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman)** Inventory Number: **AA-2592**

Address: 892 and 897 Oceanic Dr Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Northrop Grumman Systems Corporation Tax Account ID Number: 23659000 and 90079301

Tax Map Parcel Number(s): 047 Tax Map Number: 0075

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Laura van Opstal Date Prepared: April 24, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F X G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019).

LOCATION/SETTING

Westinghouse Ocean Research and Engineering Center (OREC) is a 49.76-acre research facility southwest of US 50/301 near the west side of the Chesapeake Bay Bridges. It is bounded by Westinghouse Pond on Maryland Transportation Authority (MDTA) property to the north and northeast, the Chesapeake Bay to the southeast, and wooded residential parcels to the southwest and west. The property contains a 1967 research building; a 1973 research building; entrance gates; a variety of support buildings, including a pump station and water tower; athletic facilities, including a baseball diamond, basketball court, and walking trail, and a garden with a shed. Metal shipping containers are scattered throughout the property. Oceanic Drive extends south from the north boundary of the property along the west boundary, then curves southeast into the building complex and surface parking lots; it curves

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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

_____ _____
Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

northeast at the shore to continue outside of the property into the adjacent MDTA property. The buildings form a small complex in the southern portion of the property, and surface parking lots are northwest and southeast of the main research building. Wooded areas are in the southern and northernmost areas of the property.

RESOURCE DESCRIPTIONS

Main research building (1967)

The main research building is a one- and two-story steel frame and masonry New Formalist style building with concrete and brick cladding under a flat roof covered with rolled asphalt. The building is composed of a two-story main block with a recessed second story, and three one-story northwest and southwest additions. The building and its additions have flat roofs and rectangular plans. The southwest addition was constructed between 1982 and 1994. The two northwest additions were constructed in 2008 and 2022.

The 21-bay southeast façade features a two-story, three-bay central entrance portico with a roof in the form of four inverted arches, partially situated over a projecting glass foyer. The portico roof is supported by two sets of connected metal columns that form three arched openings, one along the foyer façade and one at the portico's southeast end. The three arches frame a glass curtain wall with two pairs of glazed metal commercial doors under a flat-roofed awning. On either side of the portico, the first story façade has nine evenly spaced bays, each with paired fixed metal windows, and separated by concrete panels. The recessed second story of the façade is a continuous glass curtain wall. The southeast façade of the southwest addition contains seven bays divided by panels of brick veneer mimicking those of the original building section's façade, each with paired metal fixed windows except for one that contains a single-leaf glazed metal commercial door.

The first story of the northeast elevation has 17 bays separated by concrete panels, 15 of which contain paired fixed metal windows. Projecting from the fifth bay is a steel-and-glass entry atrium under a shed roof, with a single-leaf glazed metal commercial door. The twelfth bay contains paired metal security doors accessed by a set of poured concrete steps with metal railings. The second story of this elevation, which is the partial width of the first story, is a continuous glass curtain wall.

The main block's northwest elevation is partially obscured by mechanical and electrical equipment as well as two later additions, but contains a recessed entrance with paired metal security doors, at least three single-leaf metal security doors, two of which are accessed by poured concrete steps with metal railings and metal awnings, and two one-bay loading docks with metal roll-up doors. This elevation is clad with brick laid in stack bond and has an exposed continuous parged concrete foundation. Metal vents of various sizes are irregularly spaced along this elevation. Between the two additions is a recessed entrance to the main block containing paired glazed metal doors accessed by a set of concrete steps with metal railings. The main block's second story has no fenestration. Two, tall one-story, metal frame additions clad with metal panels extend from the northwest elevation; the northernmost one was added in 2008 and southernmost one added in 2022 (NETROnline, n.d.). They lack fenestration on their northwest elevations, but each have two metal vents near the roof line. Tall, one-bay openings with metal roll-up doors are on the southwest and northeast elevations of each.

The 10-bay southwest elevation of the main block matches the fenestration pattern of the façade and northeast elevation with concrete panels dividing bays of fixed metal windows on the first story and a continuous glass curtain wall on the second story. The first story is partially obscured by a one-story modular building. The main block's partial-width second story is a continuous glass curtain wall. The southwest addition's southwest elevation has brick veneer and lacks fenestration, except for a recessed entrance accessed by a set of poured concrete steps with a metal railing.

Pump station and water tower (Between 1970-1982)

The pump station is a one-story, L-shaped building with a flat membrane roof, continuous concrete foundation, and brick veneer laid in stack bond. The southwest façade has paired metal security doors with a metal awning. The northwest elevation has paired two-light windows with a metal spandrel and topped with a metal vent. The northeast elevation was inaccessible during survey. The southeast elevation contains two pairs of metal security doors. The metal water tower is northeast of the pump station.

Environmental Center (1973)

The Environmental Center is a two-story, steel-frame building with a continuous concrete foundation, flat membrane roof, and exterior metal cladding. It is roughly rectangular in plan, with curved ninety-degree corners and square bump-outs on the west and south corners. The southwest façade features a slightly recessed entrance comprising a wall of fixed metal windows and paired glazed metal commercial doors; a one-story, projecting metal and glass atrium entrance with paired glazed metal commercial doors; and a recessed loading dock. One fixed metal window is above the atrium projection on the second story.

Ribbons of fixed metal windows curve around the southeast corner of the façade onto the southeast elevation on the first and second stories. Another ribbon of fixed metal windows extends along the northern portion of the southeast elevation. The northeast elevation was inaccessible during the survey. The northwest elevation contains a ribbon of fixed metal windows.

Modular building (between 1982 and 1994)

The modular building with a rectangular plan and metal cladding was added to the property between 1982 and 1994 and connected to the sixth bay of the southwest elevation by a small flat-roofed hyphen; the hyphen has paired metal doors with small, square windows on the southeast elevation. A single partially glazed door accessed by wooden steps is in the northwest elevation. The southwest elevation has eight bays with mechanical equipment. The southeast elevation has five roughly square fixed-pane windows and a metal door with small square light accessed by wooden steps.

Maintenance building (Pre-1970, altered ca. 1995)

The maintenance building is a tall metal-frame building with a low-pitched gable roof and vertical metal cladding. The southwest elevation contains one pair of metal security doors with a metal awning, two single-leaf metal security doors—one with a metal awning and one with a gable-roofed awning and square posts—and one full-height opening with metal roll-up door. The northwest elevation contains one opening with metal roll-up door. A small metal shed with shed-roof and paired metal doors is adjacent to and abutting this elevation. The southwest and southeast elevations were inaccessible during survey. Its current appearance reflects a circa-1995 addition on the northeast elevation and partial recladding.

Storage buildings and sheds (Between 1982 and 2013)

Approximately eight storage buildings and sheds form a complex around the pump station, northwest and northeast of the maintenance building. They vary in form and materials. They were added to the property at various dates between 1982 and 2013.

Tent Structures (ca. 2005) and metal-frame building (2022)

Two metal frame tent structures covered with a PVC membrane material were added to the parking lot northwest of the main research building in 2005. A metal-frame building with a low-pitched gable roof was added to the property in 2022, north of the tent structures. It lacks fenestration except for metal security doors.

Additional features

The property also includes circa-1970 brick entrance gates; a garden, partially enclosed with wire fencing, with a frame, flat-roof shed, added between 1983 and 1994; a 2017 walking trail; 2017 basketball court; and a 2022 baseball diamond. The southeast and northwest parking lots were constructed circa 1970 and the northwest parking lot extension was constructed between 2022 and 2024.

HISTORIC CONTEXT

Property History

Beginning on April 30, 1965, Westinghouse Electric Corporation (Westinghouse) leased a portion of land that was held in trust by John L. Propst, Individual Trustee; subsequent lease amendments were made in 1967, 1969, and 1970 (Anne Arundel County Circuit Court 1975). The land was formerly part of Holly Beach Farm (AA-0074), owned by William Labrot, who granted a half-interest of his property each to his daughter, Leonie Labrot Crossman and his second wife Marguerite Lobeck Labrot upon his death in 1949 (Anne Arundel County Circuit Court 1958). On April 13, 1965, Leonie and her husband, Edgar O. Crossman II, and Leonie's stepmother, Marguerite Lobeck Labrot, granted the approximately 115-acre property to John L. Propst as trustee (Anne Arundel County Circuit Court 1965). The parcel extended southwest of US 50/301 to Oceanic Drive and included the southern extent of Mezick Pond, which is now known as Westinghouse Bay.

Westinghouse began construction of the Ocean Research and Engineering (OR&E) Center in 1965 after four years of planning. The center was the first industrial facility devoted exclusively to oceanographic research and development (Ostlund, Jr. 1967, D1). The 129,000-square-foot building was constructed at a cost of $4,200,000 (O'Donnell, Jr. 1967). The OR&E Center opened in September 1967 and employed 350 people (Granger 1967, B2; The Sun 1967). The building was designed by Baltimore engineering and architecture firm Whitman, Requardt and Associates (WRA), and the builder was George A. Fuller Company Inc., of Dallas,

Texas (Ostlund, Jr. 1967, D2).

The building was dedicated on September 26, 1967 (The Sun 1967). Representatives from the United States (US) Navy and the State of Maryland attended the dedication ceremony to emphasize the importance and relevance of oceanographic research and engineering to government agencies; the US Navy representative spoke at the dedication and noted the Navy's interest in cooperating with private industry to explore the military benefits of oceanographic research. C. Stanley Blair, the Maryland Secretary of State, also spoke at the dedication and expressed an interest in the potential for the facility to produce work that could benefit the commercial fishing industry of the Chesapeake Bay (O'Donnell, Jr. 1967).

Westinghouse began planning for expansion of the center in 1967, including a 20,000-square-foot addition to the existing facility scheduled for construction in 1968; a 50,000-square-foot addition scheduled for construction in 1969 to be used for the assembly of undersea vehicles; and a 4,800-square-foot building on a floating pontoon system on Mezick Pond, on the property, to be used as a new acoustic test laboratory (The Sun 1967). The exact locations and sizes of the additions that were constructed are unclear; however, by 1980, the second story had been expanded. The purpose of the acoustic test laboratory was to research transducers, which convert electrical energy into acoustical energy (Ostlund, Jr. 1967, D1). Westinghouse also planned for the property to be the site of research on military sonar systems, solid state circuitry, and signal processing and displays (Ostlund, Jr. 1967, D2).

Westinghouse renamed the facility in 1971 to the Westinghouse Oceanic Division ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017). Construction of the Environmental Center at the facility began in 1973. The 70,000-square-foot building cost $3.5 million and was built by Baltimore-based Consolidated Engineering Company Inc., which also constructed Westinghouse's Aerospace & Electronic Systems Division plant at Baltimore-Washington International (BWI) Airport and a plant in Halethorpe, Maryland. The two-story building contained laboratories on the first floor and offices on the second floor. Westinghouse added the center to the facility for the research and development of ocean sound technology and ecological systems in three areas: wastewater management, treatment of water for potability, and effective use of solid waste. The research conducted at the center aimed to identify methods that could be used by industrial plants to treat water they expel into water bodies such as the Chesapeake Bay (Ruehl 1973). The new research facility contained a 50-foot diameter tank used to develop acoustic methods of determining structural flaws in equipment, mapping and observing the ocean floor, and detecting objects underwater (The Capital 1974).

On July 31, 1975, John L. Propst, Trustee, conveyed the approximately 115-acre property, of which Westinghouse leased a portion, to the New England Mutual Life Insurance Company. Westinghouse's lease conveyed with this sale (Anne Arundel County Circuit Court 1975). On May 1, 1987, Westinghouse purchased the approximately 115 acres of land from New England Mutual Life Insurance Company, along with a drainage easement leading to the shore of Moss Pond, south of the center. The purchase excluded a common right-of-way easement that was shared with the original grantors of the property, Leonie Labrot Crossman, Edgar O. Crossman, and Marguerite Lobeck Labrot (Anne Arundel County Circuit Court 1987).

In 1991, Westinghouse subdivided the Oceanic Division property into three lots (Anne Arundel County Circuit Court 1992). Prompted by Westinghouse's 1991 application to Anne Arundel County for zoning and development reclassification of the property, Leonie L. Gately (formerly Leonie L. Crossman), the estate of Marguerite L. Spence (formerly Marguerite Lobeck Labrot), and Meredith Creek Corporation, owners of property adjoining the Westinghouse Oceanic Division property known as Holly Beach Farm (AA-0074) appealed the application and began a series of subsequent legal actions. In 1993, Westinghouse entered into an agreement with Gately et al. that established conditions, restrictions, and limitations on Westinghouse's development of the property. The agreement required Westinghouse to establish, in accordance with a series of specific conditions, forested or landscaped buffers along the Chesapeake Bay, common boundaries with Holly Beach Farm, and existing wetlands on the property within two years of the agreement, and before any construction occurred on lot one of the subdivided property. The agreement also limited impervious surfaces on the entire property and required development on lot one to be subject to specific restrictions, including siting, height, screening from view from Holly Beach Farm, lighting, and use of the property and buildings. The purpose of the agreement was to ensure the conservation and protection of the environmentally sensitive areas along the Chesapeake Bay as part of the Critical Area Reforestation Program, and the preservation of Holly Beach Farm's rural and scenic viewsheds (Anne Arundel County Circuit Court 1993). The subdivision plat was later amended in 1995 following county approval of an appeal to revise the Critical Area classifications on all of lot one and portions of lots two and three to Intensely Developed Areas (IDA) (Anne Arundel County Circuit Court 1995).

On March 31, 1994, Westinghouse sold a 67.67-acre portion of the Oceanic Division property to the MDTA, described as "lot 3 minor subdivision of Westinghouse Oceanic Division," along with the buildings and improvements on the property, as well as Westinghouse Bay (Anne Arundel County Circuit Court 1994). The property is now the MDTA Police and Maintenance Facility (AA-2590).

In 1996, Westinghouse sold the remaining two lots, together comprising 48.67 acres, of their Oceanic Division property to Northrop

Grumman in a transaction with additional operations in other areas ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017; Anne Arundel County Circuit Court 1996a; 1996b). In 2006, the site became Northrop Grumman Undersea Systems ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017). The site is currently Northrop Grumman's Center of Excellence for Undersea Warfare, where underwater research for military applications is conducted.

Research Accomplishments at the Westinghouse Ocean Research and Engineering Center

The Westinghouse OR&E Center was the largest oceanographic and environmental research facility of its kind in the world in the 1970s (Donald 1973, A2). The facility was part of Westinghouse 's Underseas Division. Numerous notable innovations and underwater developments are associated with the facility. Early projects centered around the design and assembly of the Westinghouse "Deepstar" family of manned submersibles (The Sun 1967). The first Deepstar vehicle—the Deepstar 4000—was based on Jacques Cousteau's design of the Diving Saucer, and was developed in collaboration with Cousteau in 1965. Westinghouse leased the Deepstar 4000 to the US Navy, whose Naval Oceanographic Office used it to study marine biology, geology, and physical properties of the water column in the Atlantic and Pacific Oceans and the Caribbean Sea ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017). The Deepstar 4000 was the first commercially developed submersible vehicle certified by the US Navy as safe to operate at depths of 4,000 feet (O'Donnell, Jr. 1967). New Deepstar vehicles—the Deepstar 2000 and Deepstar 20000—which could descend to 2,000 and 20,000 feet, respectively, were under development at the new facility upon its opening. The Deepstar 2000 was launched in 1969 ("Manned Submersibles" n.d.). The Deepstar 20000 was one of only seven manned submersibles in the world by the late 1980s that could dive more than 3,000 meters (nearly 10,000 feet) ("1987 MIR-1 and 2 Deep Submersibles (Finnish/Soviet)" 2015). Another early development was sonar technology that scanned and located objects on the ocean floor, such as the Ocean Bottom Scanning Sonar Side-Looking Sonar, which successfully assisted in locating a lost hydrogen bomb off Palomares, Spain in 1966, and was used to locate the USS SCORPION in 1968 ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017). The facility was also home to the Cachalot diving system, which allowed divers to work for prolonged periods of time at extreme depths (O'Donnell, Jr. 1967).

In 1974, the Westinghouse Oceanic Division developed a high-speed, helicopter-towed, mine-hunting sonar system, called the AN/AQS-14. The device was approved for military service in 1979 and was deployed to locate mines in the Gulf of Suez in 1984, the Persian Gulf in 1987, and during operations Desert Shield in 1990 and Desert Storm in 1991 ("Northrop Grumman Undersea Systems Has Helped Develop Historic Naval Systems" 2017; Bomster 1987, A8). The facility also developed the first long-range synthetic aperture sonar, the Near-Term Mine Reconnaissance System (NMRS-UUV), optical laser identification capability, and the first Unmanned Surface Vehicle (USV) mine-hunting system (Northrop Grumman n.d.).

The facility continued to play a major role in defense-related oceanographic research throughout its ownership by Westinghouse. In 1995, the US Navy awarded Westinghouse a $43 million contract to build a prototype for a high-tech underwater defense system in the form of an unmanned vehicle that can detect underwater mines and minefields (Murray 1995). Since Westinghouse's sale of the property in 1996, Northrop Grumman has continued defense-related oceanographic research and development at the site.

Westinghouse History in Anne Arundel County

The Westinghouse Electric Corporation was established in 1886 by George Westinghouse in Pittsburgh, Pennsylvania, following the development of alternating current throughout the United States ("Our History" n.d.). Since its establishment, Westinghouse has been a leader in industrial and technological research, innovation, and development.

Westinghouse started operations in Anne Arundel County in 1952 with the creation of the Air Arm Division at Friendship International Airport (now BWI Airport) and 1955 development of the Electronics Division at the same site (Donald 1973, A2). This site, at 7323 Aviation Boulevard (MD-170), is a sprawling complex of connected two-story brick buildings with ribbon windows, and a central early-1960s, two-and three-story addition with glass curtain walls on all elevations.

Beginning in the early 1960s, Westinghouse entered a new era of growth, aiming to modernize the company through its buildings, marketing, and forward-looking research and development. Westinghouse constructed modern and innovative buildings across the United States throughout the 1960s and 1970s, including the 1962 redesign and new construction by Skidmore, Owings, and Merrill of the Westinghouse Research and Development Center campus outside of Pittsburgh; the 1967 International style tower on Stanwix Street in Pittsburgh; and the 1971 Nuclear Energy Center Headquarters in Monroeville, Pennsylvania (Heidekat 2015; Paletta 2022). The design of the Oceanic Division's building in the New Formalist style was consistent with other building campaigns by Westinghouse during this period.

As of 1973, Westinghouse Corporation was Anne Arundel County's largest private employer, with two facilities in the county: the Defense and Electronic Systems Center near Friendship International Airport, which employed approximately 8,000 people, and the OR&E Center, which employed approximately 1,000 people (Donald 1973, A2). By 1990, Westinghouse was one of Maryland's largest employers, with approximately 16,000 employees at its various facilities throughout the state, including the OR&E Center (Barstow 1990, A1).

Office Development and Architectural Styles During the Suburban Diversification Period

As city centers started to decline and transportation networks expanded in the 1960s, a trend began of corporate offices and industrial research facilities relocating or establishing in custom-built campuses in the suburbs. With this trend came an embrace of low-rise modern architecture, entry drives, landscape considerations, and parking lots in designing these new campuses, which were often highly visible to the public and located off major transportation routes. In particular, federal government research institutions, high-tech industries, and defense contractors, such as Westinghouse Corporation, followed this trend. They created centers of high employment that were close to and easily accessed by their respective employees' residences. Additionally, the campus and building design allowed for easy access by large transport vehicles, large interior spaces for research, specialized facilities catered to the specific work being conducted, and space to grow as needed (Manning et al. 2019, C–14, C–17). Corporate campuses were modeled after university campuses to attract researchers from these institutions; complexes of low-rise, modern buildings suggested a collaborative community. Buildings were constructed using the latest structural technology of skeletal framing, which allowed open floor plans and large expanses of glass on the exteriors. Stone and concrete were other common materials. Character-defining features of suburban office buildings include flat roofs, concrete- or steel-frame structural systems with masonry cladding and fixed windows, including ribbon windows and glass walls. Suburban corporate campuses have the following additional character-defining features: pastoral setting with designed landscape features, parking lots hidden from the road or screened from view, and possibly gatehouses and fencing (Manning et al. 2019, F-50-52). The modern design employed in this property type conveyed the corporation's forward-looking viewpoint and "state-of-the-art" capabilities and products (Gournay 2002, 67).

The New Formalist style emerged during the suburban diversification period, and was used primarily in recreational, office, commercial, and community buildings. The style is characterized by symmetrical facades, often with arches and column-like supports; rectangular massing; flat, often overhanging roofs, smooth exterior surfaces; and differentiated first and second stories (Manning et al. 2019, D-4, D-8).

Architect and Builder

Baltimore-based engineering and architecture firm WRA began as Whitman, Requardt, and Smith in 1915. The firm was awarded the first US defense contract in 1939. Local high-profile projects completed by the firm include creating the master plan for Friendship Airport (now BWI) in 1945, completing architectural and engineering work at the US Naval Academy in Annapolis in 1951, designing components of the Interstate Highway System throughout Maryland in the 1950s, and completing civil site and land development of the planned community Columbia in 1967, among others (WRA n.d.).

The George A. Fuller Co., originally Clark and Fuller, was founded in 1882 in Chicago by C. E. Clark and George A. Fuller. The company became an important builder in Chicago and New York City, constructing high-profile buildings in both cities. By 1900, the company served as general contractor for large commercial buildings nationwide. The company continues to operate in this capacity today as a subsidiary of Cappelli Enterprises Inc. (Berg and Smith 2016, 8–1).

ELIGIBILITY DETERMINATION

The Westinghouse Ocean Research and Engineering Center was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

According to the Suburbanization Historic Context Addendum, for a suburban corporate campus to be considered eligible under Criterion A for its association with the trend of suburban corporate campus development, it should have significant associations with related historical trends, including transportation improvements, government expansion, or the environmental movement, such as a clear connection with new residential or commercial growth. Because there are many equivalent examples in the Maryland suburbs, to be considered eligible, a property must clearly convey its association with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. The Westinghouse Ocean Research and Engineering Center did not prompt new growth in the Broadneck Peninsula or larger surrounding region, and is not an early example of a suburban corporate campus; therefore, the resource is not a significant example of the suburban corporate campus development trend.

The Westinghouse Ocean Research and Engineering Center has a nationally significant association with government-sponsored scientific research beginning in the mid-1960s. At the time of its construction, it was the largest facility of its kind in the world, and throughout the period of significance the site contributed numerous high-profile and successful technological advances related to oceanographic exploration and detection that primarily were developed for the national defense sector, but could be applied to other sectors as well. In addition to the property's ability to convey its historic association with historical trends, the property also demonstrates exceptional integrity in all aspects, and retains all character-defining elements. Therefore, Westinghouse Ocean Research and Engineering Center is eligible under Criterion A for its association with significant government-sponsored scientific research and technological development.

Research has revealed no significant association with individual persons who have made specific contributions to history. Therefore, Westinghouse Ocean Research and Engineering Center is not eligible under Criterion B.

While the architecture firm who designed the campus, WRA, has historically been and continues to be an important and prominent engineering and architecture firm throughout the state with strong ties to the US defense sector, its work is better represented in its large-scale engineering projects than in individual buildings. Other Maryland examples of modern buildings of this type constructed by WRA were not identified. According to the Suburbanization Historic Context Addendum a suburban corporate campus may be considered significant under Criterion C for its specific site and campus design set in a pastoral-like landscape. The Westinghouse Ocean Research and Engineering Center is a good example of a New Formalist suburban corporate campus in Maryland. It retains all character-defining elements identified in the Suburbanization Historic Context Addendum, including a pastoral setting, multiple buildings, and parking lots hidden from the road. The main research building exemplifies New Formalist design and has all the common characteristics of the style identified in the Context Addendum. The building has rectangular massing and overhanging flat roof slab on the second story. The building has columns on its entrance portico, and the alternating glass and concrete panels on the building's northeast, southeast, and southwest facades achieve a rhythmic symmetry that mimics columns. These wide, smooth panels emphasize the horizontal orientation of the building, which is further accentuated by a shorter, recessed second story. The stylized, inverted arches and metal columns of the entrance portico reference Classical architecture while also embracing modern building materials and techniques. Therefore, the Westinghouse Ocean Research and Engineering Center is eligible under Criterion C.

The property meets the requirements for eligibility under Criteria Consideration G, because the property is of exceptional significance to oceanic and scientific research in the United States. Under Westinghouse ownership through 1996, the property continued to achieve significance as a place of innovative scientific research and development critical to the United States defense sector.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1967, the year the facility opened, and continues through 1996 when Westinghouse sold the property to Northrop Grumman.

INTEGRITY

The Westinghouse Ocean Research and Engineering Center retains its integrity of location, setting, design, materials, workmanship, association and feeling.

The property has integrity of location since it remains in its original location.

The buildings and overall campus retain integrity of design. The main research building retains the character-defining elements of a New Formalist building, including concrete and glass, horizontal emphasis, massing, and arched details referencing Classical forms. Additions to the main research building during the period of significance, such as the second story expansion, contribute to the building's significance. Later additions are not visible from the façade and do not diminish the impact of the building's design in appearance or massing. The campus itself retains its spatial organization with Oceanic Drive, parking lots, and buildings constructed within the period of significance. While buildings and features have been added to the property after the period of significance do not diminish the overall campus and landscape design, as the original intent and organization of the property are retained.

The property retains its integrity of setting, with wooded areas flanking Oceanic Drive blocking views of and from the property from areas north and west, and views of the Chesapeake Bay preserved. The limitations to development imposed by the owners of Holly Beach Farm ensured the preservation of the area's setting.

The property has integrity of materials and workmanship because the contributing buildings retain most of their original materials, including cladding and windows.

The property's integrity of feeling and association are also intact, primarily due to the preservation of the property's setting, and the continued use of the property as an oceanographic research facility. It remains a corporate research campus in use and retains much of its original character.

CONTRIBUTING RESOURCES

Contributing elements include the 1967 main research building, the 1973 Environmental Center, the pump station and water tower, the maintenance building, modular building, garden with shed, entrance gates, and southeast and northwest surface parking lots. These buildings and features were constructed during the property's period of significance and represent the facilities that supported the significant research that was undertaken on the property. The entrance gates and southeast and northwest surface parking lots are character-defining features of the corporate complex property type built during the Suburban Diversification period. The setting within the boundary contributes to the property's historic significance, because the design of the corporate campus considered siting within a designed landscape; additionally, privacy from immediate public view was important to the scientific research being conducted at the Westinghouse Electric Corporation facility.

Non-contributing elements include the miscellaneous support and storage buildings, tent structures and metal-frame building, athletic facilities, and northwest surface parking lot extension. These buildings and features were added to the property after the end of the period of significance and do not represent the significant work conducted on the property during that time.

BOUNDARY DESCRIPTION

The property encompasses 49.76 acres and is confined to two current property tax parcels, which are found on Anne Arundel County Tax Map 047, Parcel 0075 (2022). The SDAT tax accounts are 047-23659000 and 047-90079301. The boundaries include the property retained by Westinghouse Corporation after subdividing the property and selling the northeast portion of the parcel to MDTA in 1994.

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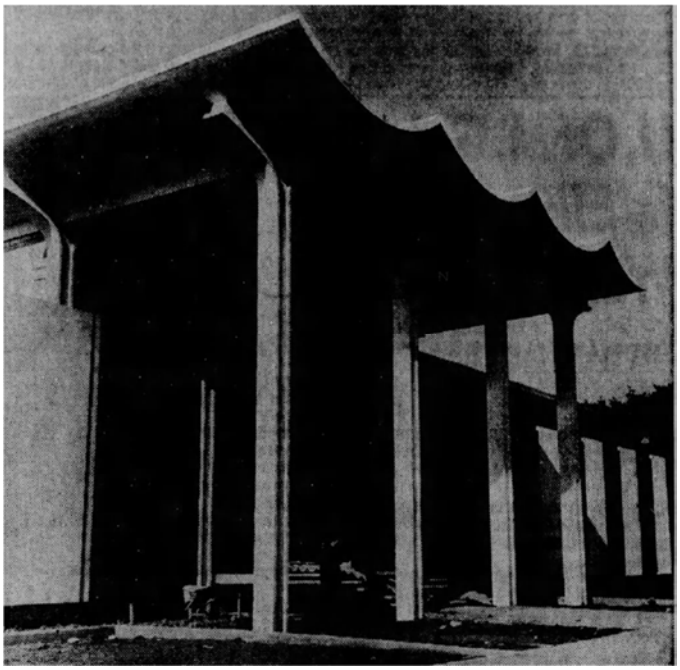
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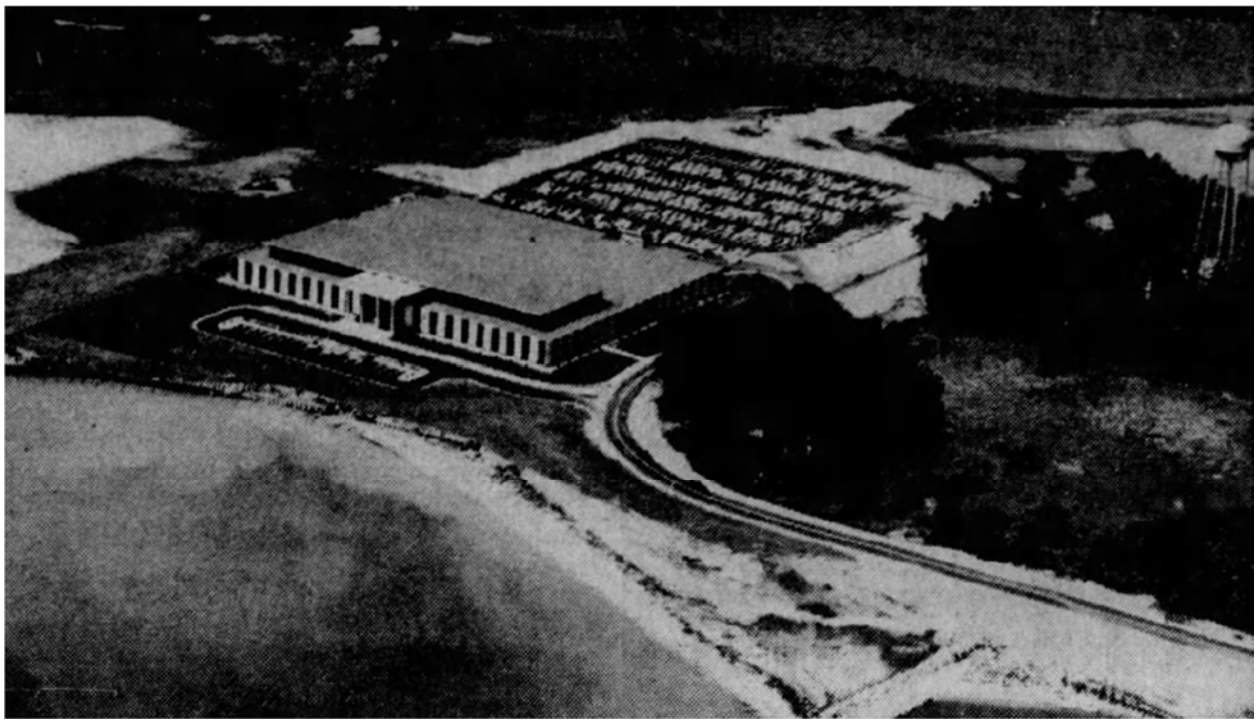
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Historic Image 1: A 1967 photograph of the main research building entrance on the southeast façade. *The Sun* February 1, 1967.



Historic Image 2: A 1967 photograph taken from the two-story lobby interior of the main research building, looking through the arched entrance on the southeast façade. *The Sun* February 1, 1967.

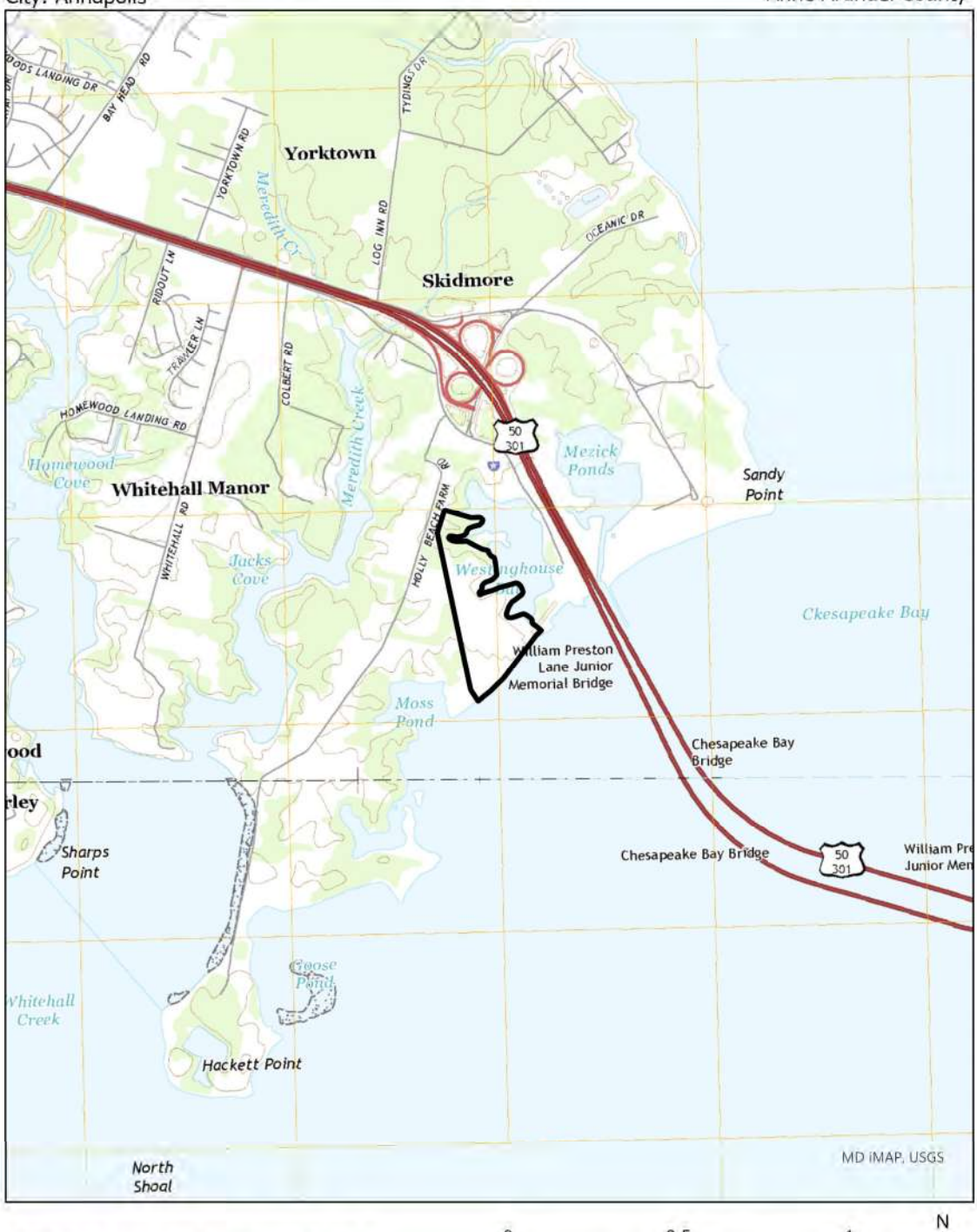


Historic Image 3: A 1967 aerial photograph of the main research building. *The Sun* September 10, 1967.

MAPS

Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman)
Location: 892 and 897 Oceanic Dr
City: Annapolis

AA-2592
Anne Arundel County



USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

MAPS

Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman)

Location: 892 and 897 Oceanic Dr

AA-2592

City: Annapolis

Anne Arundel County



Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:4,200

N

Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division)

Location: 892 and 897 Oceanic Dr
City: Annapolis

AA-2592
Anne Arundel County



Parcel Boundaries

Contributing Elements

Non-Contributing Elements

0 0.07 0.15 Miles

Scale: 1:4,400

N

PHOTOGRAPHS



Photo 1 of 15: Southwest façade and northeast elevation of main research building, facing west



Photo 2 of 15: Southwest façade entrance detail of main research building, facing northwest

PHOTOGRAPHS



Photo 3 of 15: Northeast elevation of main research building, facing southeast



Photo 4 of 15: Northeast and northwest elevations of main research building, facing south

PHOTOGRAPHS



Photo 5 of 15: Northwest and southwest elevations of the main research building, facing northeast



Photo 6 of 15: Southeast and southwest elevations of the main research building and southwest elevation of the modular building, facing north

PHOTOGRAPHS



Photo 7 of 15: Southwest façade and southeast elevation of the Environmental Center, facing north



Photo 8 of 15: Southwest façade of the Environmental Center, detail view, facing east

PHOTOGRAPHS



Photo 9 of 15: Northwest elevation and southwest façade of the Environmental Center, facing east



Photo 10 of 15: Northwest and southwest elevations of the maintenance building, and water tower, facing northeast

PHOTOGRAPHS



Photo 11 of 15: Northwest and southwest elevations of the pump station, with other storage buildings and sheds in the background, facing northeast



Photo 12 of 15: Storage buildings, sheds, and water tower, facing northeast

PHOTOGRAPHS



Photo 13 of 15: Property overview, facing north toward the northwest surface parking lot, tent structures, and metal-frame building from southwest of the main research building



Photo 14 of 15: Property overview, facing southeast on Oceanic Drive toward the northwest surface parking lot and main research building

PHOTOGRAPHS



Photo 15 of 15: Property entrance and gates on Oceanic Drive, facing southeast

NR-ELIGIBILITY REVIEW FORM

AA-2592Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman)

PHOTO LOG

Number of Photos: **15**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **November 15, 2023**
Location of Original Digital File: **Project review**
File Format: **AA-2592_November 15, 2023_01.tif… etc.**

Photographs inserted on continuation sheets:

AA-2592_2023-11-15_01.tif
Photo 1 of 15: Southwest façade and northeast elevation of main research building, facing west

AA-2592_2023-11-15_02.tif
Photo 2 of 15: Southwest façade entrance detail of main research building, facing northwest

AA-2592_2023-11-15_03.tif
Photo 3 of 15: Northeast elevation of main research building, facing southeast

AA-2592_2023-11-15_04.tif
Photo 4 of 15: Northeast and northwest elevations of main research building, facing south

AA-2592_2023-11-15_05.tif
Photo 5 of 15: Northwest and southwest elevations of the main research building, facing northeast

AA-2592_2023-11-15_06.tif
Photo 6 of 15: Southeast and southwest elevations of the main research building and southwest elevation of the modular building, facing north

AA-2592_2023-11-15_07.tif
Photo 7 of 15: Southwest façade and southeast elevation of the Environmental Center, facing north

AA-2592_2023-11-15_08.tif
Photo 8 of 15: Southwest façade of the Environmental Center, detail view, facing east

AA-2592_2023-11-15_09.tif
Photo 9 of 15: Northwest elevation and southwest façade of the Environmental Center, facing east

AA-2592_2023-11-15_10.tif
Photo 10 of 15: Northwest and southwest elevations of the maintenance building, and water tower, facing northeast

AA-2592_2023-11-15_11.tif
Photo 11 of 15: Northwest and southwest elevations of the pump station, with other storage buildings and sheds in the background, facing northeast

AA-2592_2023-11-15_12.tif
Photo 12 of 15: Storage buildings, sheds, and water tower, facing northeast

AA-2592_2023-11-15_13.tif
Photo 13 of 15: Property overview, facing north toward the northwest surface parking lot, tent structures, and metal-frame building from southwest of the main research building

AA-2592_2023-11-15_14.tif
Photo 14 of 15: Property overview, facing southeast on Oceanic Drive toward the northwest surface parking lot and main research building

AA-2592_2023-11-15_15.tif
Photo 15 of 15: Property entrance and gates on Oceanic Drive, facing southeast

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Skidmore** Inventory Number: **AA-2594**

Address: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road Historic District: Yes

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Multiple Tax Account ID Number:

Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 41, 47

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: October 8, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed: No

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024).

LOCATION/SETTING

Skidmore is an 87.38-acre district composed of two discontiguous areas on the north and south sides of US 50/301. Skidmore contains seventy-two parcels divided into four sections delineated by US 50/301 and Meredith Creek: Log Inn Road, Skidmore Drive, Carrs Road/Col-Mar Lane, and Colbert Road. The Log Inn Road section is north of US 50/301 while the other three sections are south of US 50/301. Each section is defined in the following descriptions and is based on predominately African American land purchases and platting in the early twentieth century, giving each section a distinct development history.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

The Log Inn Road section of the neighborhood is on the north side of US 50/301 and is roughly bounded by commercial parcels facing US 50/301 to the south, vacant wooded parcels to the west, the Corcoran Environmental Study Area of Sandy Point State Park and Log Inn Road to the north, and Log Inn Road, which forms a ninety-degree turn at the north end of the section, to the east. Sandy Point State Park is across Log Inn Road from the parcels on the west side of Log Inn Road. This section includes thirty-seven rural parcels on the west and south sides of Log Inn Road, encompassing 31.98 acres. Twenty-nine parcels contain dwellings dating from circa 1930 to 2017, and the remaining eight parcels are wooded and vacant or contain only outbuildings. All occupied parcels have a gravel or asphalt driveway from Log Inn Road. Some parcels also include metal chain-link or wood fencing as well as outbuildings such as sheds and garages. Most occupied parcels are largely cleared land, with little landscaping except for some mature trees.

The Skidmore Drive section of the neighborhood is on the south side of US 50/301 and is roughly bounded by Skidmore Drive to the northeast and Meredith Creek to the southeast, southwest, and northwest. It includes three parcels on the southeast side of Skidmore Drive, encompassing 7.86 acres. Each parcel contains a dwelling, dating to 1940, 1950, and 1953. The two north-most parcels (1031 and 1033 Skidmore Drive) share a gravel driveway, while 1037 Skidmore Drive has its own gravel driveway to Skidmore Drive. Each parcel is largely wooded with some lawn. Each parcel has outbuildings in addition to the dwelling.

The Carrs Road/Col-mar Lane section of Skidmore is on the south side of US 50/301 and is roughly bounded by Meredith Creek to the west, Skidmore Drive to the north, undeveloped county-owned land and Skidmore Drive to the east, and a residential parcel and undeveloped county-owned land to the south. It includes thirteen rural parcels along Carrs Road, Col-Mar Lane, and Skidmore Drive, encompassing 11.24 acres. Ten of the parcels contain dwellings dating from circa-1940 to 2006, while the other three are vacant wooded land. All occupied parcels have gravel driveways. Some parcels also include metal chain-link or wood fencing as well as outbuildings such as sheds and garages. Most occupied parcels are largely cleared land, with little landscaping except for some mature trees.

The Colbert Road section of Skidmore is on the south side of US 50/301 and is roughly bounded by Colbert Road to the west, Skidmore Drive to the north, Meredith Creek to the east, and residential parcels to the south. It includes 25 rural parcels along Colbert Road, encompassing 34.54 acres. Ten of the parcels contain dwellings dating from circa-1950 to 2018, while the other fifteen are vacant wooded lots. The parcels with dwellings are lawn with trees and outbuildings.

RESOURCE DESCRIPTIONS

Skidmore is an example of an unplanned residential neighborhood composed of four sections of rural residential parcels platted and developed separately over more than one hundred years.

Log Inn Road's thirty-seven parcels are mostly rectangular in shape and range in size from 0.21 acres to 1.84 acres. Twenty-nine of the thirty-six parcels contain dwellings, while eight are vacant wooded land. The dwellings, all one, two, or two-and-a-half stories, have varying setback, style, and materials and were built from circa 1930 to 2017. The majority of the dwellings are frame, though at least one is concrete-block construction (Campbell 1974). The dwelling styles and forms include vernacular cottages, bungalows, ranches, and split-levels. Vinyl siding and asphalt-shingle, gable roofs are common, as well as enclosed porches and stoops, though some houses are covered fully or partially in stone or brick veneer. Most dwellings face Log Inn Road, though some are in parcels set back behind other parcels and are accessed from Log Inn Road by long gravel driveways. The majority of the dwellings are in good condition. Some of the dwellings, including older ones, have been changed over time. For example, the circa-1930 dwelling at 1464 Log Inn Road has several additions (NETROnline, n.d.).

The Skidmore Drive section of the neighborhood has three irregularly shaped parcels that are 3.53, 1.44, and 2.89 acres in size. Each parcel contains a dwelling, dating to 1953, 1950, and 1940. The 1953 and 1950 dwellings lack a particular architectural style, but are frame, roughly T-shaped, and covered in wood shingle siding, while the 1940 dwelling is concrete block, rectangular, and clad in stucco, with a small wing. All three dwellings have varying but deep setbacks and face Skidmore Drive. Each dwelling has least one gable roof. The dwellings at 1031 and 1033 Skidmore Drive are in good condition and are on well-maintained lawn parcels, while 1037 Skidmore Drive has some deterioration.

The Colbert Road section's parcels are also mostly rectangular in shape and range in size from 0.476 acres to 6.02 acres. Ten of the twenty-five parcels contain dwellings, while the other fifteen are vacant wooded land. Most of the occupied parcels have only one dwelling each, while 1611 Colbert Road has two: 1609 and 1611 Colbert Road. The dwellings are one, one-and-a-half, and two stories with similar setbacks but varying styles and were built from circa-1950 to 2018. The dwellings are

frame with asphalt-shingle gable roofs, and asbestos siding is common. The dwelling styles and forms include vernacular cottages, bungalows, and ranches. The dwellings face Colbert Road. The majority of the dwellings are in fair condition with deterioration.

The Col-Mar/Carrs Road section's parcels are mostly rectangular in shape and range in size from 0.25 acres to 1.60 acres. Ten of the twelve parcels contain dwellings, while seven are vacant wooded land. The dwellings are one-and-a-half, two, and two-and-a-half stories and have varying setbacks, styles, and materials, and were built from circa-1940 to 2006. The dwellings on Carrs Road have similar setbacks. The dwelling styles and forms include vernacular cottages, bungalows, and split-levels. Vinyl siding and asphalt-shingle, gable roofs are common, as well as stoops and open and enclosed porches. Most dwellings face the road. The majority of the dwellings are in good condition.

HISTORIC CONTEXT

Skidmore Overview

Skidmore began as an African American neighborhood in the mid-to-late nineteenth century. At least some of the founding members were emancipated enslaved workers from Whitehall Plantation and local histories suggest the community may have started as early as 1799 (Ridout, Sr. 1996). The street names Colbert and Col-Mar come from the surnames Calvert and Calvert-Martin, members of the local intertwined Calvert-Martin families descended from enslaved individuals at Whitehall (Pulley-Pruitt 2015; Munro 2023). The name Skidmore first appeared on maps around 1904; however, the origin of the name is unknown and Skidmore's boundaries were never clearly defined on maps (U.S. Geological Survey 1904; Hutzell 2023). The current boundary encompasses three sections (Log Inn Road, Colbert Road, Col-Mar Lane/Carrs Road) that were purchased, platted, and lived on by African Americans, though part of Log Inn Road was purchased by Labrot & Company, Inc. which owned Holly Beach Farm, a large local farm which employed member of Skidmore, and sold to African Americans. The fourth (Skidmore Drive) was part of the same purchase of some of the land on Log Inn Road by Holly Beach Farm.

Each of the four sections of Skidmore have distinct development history and are described separately in this context. As an overview, large parcels on what is now Log Inn Road and Colbert Road were sold by several separate sellers to members of the Johnson, Cromwell, and Henson families in the 1880s. However, the African American population in the Skidmore community began prior to these sales; by 1887 the African American population in the area was large enough that Timothy and Mary Harris, an African American couple, donated land, including what is today 1028 E. College Parkway, located west of and outside of the district boundaries, to the Board of County School Commission of Anne Arundel County (the Board of Education of Anne Arundel County) for the creation of an African American School (AACCC 1887; Anne Arundel County, Maryland. n.d). This became known as "Skidmore Colored School," which was built by 1904 (AACCC 1936; U.S. Geological Survey 1904). Timothy Harris had been born into slavery at Whitehall Plantation and, after Emancipation, continued to work for the Ridout family as a carriage driver (Pulley-Pruitt 2015).

In the 1910s, the parcels in what is now the Col-Mar Lane/Carrs Road section of Skidmore were sold to members of the Martin, Cromwell, and Colbert families. In 1927, another African American school, the Skidmore Rosenwald School, was constructed on land donated by Alfred Johnson in 1927 at what is today 1007 Skidmore Drive, also west of the survey area south of US 50/301 (AACCC 1927; Anne Arundel County, Maryland n.d). This was one of 23 Rosenwald schools built in Anne Arundel County (Diehlmann et al. 2024, 4-92). By 1936 the "Skidmore Colored School" closed and was sold by the Board into private hands (AACCC 1936). Two White-operated country stores opened in the 1920s and 1930s on the east side of the entrance to Log Inn Road while farther to the west was an African American-owned store at what is today 1016/1024 E College Parkway (Ridout, Sr. 1996; MDAT 2024). In the mid-1940s, the African American store was replaced by the St. Margaret's health center founded by Mrs. Marguerite Labrot, the wife of William H. Labrot (see Log Inn Section below), near Whitehall Road on the north side of the public road (Ridout, Sr. 1996). The "thriving" neighborhood also had a "juke joint," as well as a park with a baseball diamond located east of 1049 Skidmore Drive used by Skidmore's own baseball team (Munro 2023; NETROnline, n.d.). The residents worshipped at the Asbury Broadneck United Methodist Church (AA-2511) west of the survey district on Broadneck Road (Hutzell 2023).

However, the Skidmore community, as well as the larger Broadneck Peninsula African American community, was fragmented over time by the construction of MD 179 as a dualized highway, connecting Ritchie Highway (MD 2) to the new Sandy Point Ferry Terminal (what is now the alignment of US 50/301), and later expansion of US 50/301 with the construction of the Chesapeake Bay Bridges in 1952 and 1973 (Ridout, Sr. 1996, 26; Hutzell 2023; Munro 2023; Hutzell 2024; Maryland State Roads Commission Traffic Division 1948; 1950). The 1944 dualized highway retained a crossing at

Skidmore, but required crossing multiple lanes of highway traffic to do so. When the Bay Bridge was built, construction of the roadway approach on the west side of the bridge was confined to a 1.1 mile section of road, east of Skidmore, which realigned the road away from the ferry terminal (Maryland State Roads Commission 1952, 26). But construction of these highway facilities spurred increased commercial development along the US 50/31 corridor, as well as hastening the pace of development on Broadneck Peninsula. In the 1970s, most likely when the new Bay Bridge span was added, the Oceanic Drive interchange was added and the at-grade crossing at Log Inn Road was closed (NETROnline, n.d.). This development led to the "the demise of the neighborhood Skidmore residents once knew," with the once "thriving community… withering away" to "a shell of its former self" as "many of those from the area's legacy Black families have died, lost land or moved away and can't afford to come back" (Munroe 2023). The construction of US 50 "obliterated the entire corner" of Log Inn Road (Ridout, Sr. 1996, 26). The Skidmore Rosenwald School closed around 1950 and was later torn down (Ridout, Sr. 1996, 26). While commercial buildings were destroyed as part of the highway construction, new housing within the Skidmore community continued to be built through the 1960s, with much of this new construction occurring along Log Inn Road. There are currently 14 houses in Skidmore that were added between 1951 and 1968, after which new houses were not built until the 1980s. By 1970 the baseball diamond at the park was no longer extant (NETROnline, n.d.). In addition to developmental pressure such as the increasing price of land, an additional factor contributing to drop-off of housing construction may have been the passage of the civil rights laws in the 1960s, including the Fair Housing Act of 1968 (Titles VIII through IX of the Civil Rights Act of 1968). The Fair Housing Act provided protection from housing discrimination. Discriminatory real estate practices did not end with the 1968 act, but it marks a shift in settlement patterns and provided more possibilities to African Americans during subsequent decades.

By the end of the twentieth century use of the health center ended (Ridout, Sr. 1996, 26). However, despite the decline, Skidmore continues to have an African American presence in the twenty-first century (Edwards and Burnie 2023).

Log Inn Road Section

The land encompassing the Log Inn Road section of Skidmore was historically farmland. By 1878 the north-south section of what is today known as Log Inn Road was constructed (Hopkins, Jr. 1878). Log Inn Road gets its name from the Log Inn, a non-extant hotel and restaurant built in the Adirondack log-cabin architecture style that was located at the eastern end of the west-east section of Log Inn Road. The hotel opened in 1913 and closed in the mid-1950s before burning down in 1978 (Evening Capital 1913; The Sun 1913; The Sun 1978). Though the road to the Log Inn was originally a poorly maintained gravel road, by 1928 at least a portion of it was paved in concrete (Evening Capital 1919; The Washington Times 1928).

By the early twentieth century the area was an unplanned, African American neighborhood occupied by members of the inter-related Johnson, Cromwell, and Hayes families (USCB 1880; AACCC 1888; AACCC 1914a; 1914b; 1914c; Johnson, n.d.). The land was originally subdivided by two landowners—the heirs of Ignatius "Nace" Johnson and Labrot & Company.

Ignatius "Nace" Johnson was an African American farmer who, in 1888, acquired 32.5 acres of land on both sides of what became Log Inn Road (AACCC 1888b; USCB 1880; 1900). After his death, Johnson's heirs platted the land in 1914 and the land went to various Johnson family members (AACCC 1914b; 1914c; 1914a). Over time, some of the land was subdivided further, such as in 1956 for the properties on the south side of the west-east portion of Log Inn Road (AACCC 1956c). The Nace Johnson land includes what are today the properties from 1436 Log Inn Road through 1408 Log Inn Road on the west side of Log Inn Road and 1405, 1381, and 1375 Log Inn Road on the south side. The two oldest extant dwellings on the Nace Johnson land date to circa-1930 (MDAT2023). The Nace Johnson land east of Log Inn Road and south of 1405, 1381, and 1375 Log Inn Road is now part of Sandy Point State Park, having been purchased by Labrot & Company, described in more detail below, in the 1920s and 1930s (AACCC 1925a; 1931c).

The portion of land in the Log Inn Road section of Skidmore not subdivided by Nace Johnson was purchased by Sylvester W. Labrot, a White New Orleans businessman and owner of Labrot & Company, in 1925 (AACCC 1925b). Four parcels of land, today 1440, 1442, 1446, and 1480 Log Inn Road, were sold separately by Labrot & Company in 1930, 1931, and 1933, including to members of the Johnson family (AACCC 1930; 1931b; 1931a; 1933a). Six other parcels of land on Log Inn Road were platted in 1933 and officially recorded in 1941, encompassing what is today 1478 Log Inn Road through 1452 Log Inn Road. Some of the original parcels have since been subdivided further (AACCC 1933b; 1941c). The first parcel sold was in 1933, while the five others were sold later in 1941 to members of the Cromwell family (AACCC 1933b; 1941b). The oldest extant dwelling on this land was built circa-1930, therefore possibly pre-dating the Labrot's subdivision of the land (MDAT 2024).

Through numerous purchases from 1907 into the 1930s, the Labrot family owned several thousand acres of land on Broadneck Peninsula. The land was used for a horse breeding, horse racing, dairy, and meat cattle farm known as Holly Beach Farm (AA-0074), which employed many African Americans in this area of Anne Arundel County (Hutzell 2024). This included people who lived on or owned land on Log Inn Road. One such person was Charles Porter, who purchased what is today 1440 Log Inn Road in 1930 and built the dwelling around 1940 (AACCC 1930; USCB 1930; 1940a, 19; United States Selective Service System 1942c; MDAT2024). Another Labrot employee was Bernard Cromwell, who purchased lot 2 shown on the 1941 plat from Labrot & Company in 1941, though the current circa-1957 house at 1546 Log Inn Road was built after he sold the land to his son in 1956 (AACCC 1941a; United States Selective Service System 1942b; AACCC 1956a; NETROnline, n.d.). The section of Holly Beach Farm north of US 50/301, which included the lots of Nace Johnson land purchased by Labrot & Company, was sold to the State of Maryland in January 1949 for the creation of Sandy Point State Park. Holly Beach Farm ceased operations south of what is now US 50/301 after Sylvester's son William Labrot's death later that year in May 1949. For more information on Holly Beach Farm and Sandy Point State Park, see the Determination of Eligibility (DOE) form for Holly Beach Farm (AA-0074) and Sandy Point State Park (AA-2305).

Overall, approximately 12 of the 29 extant houses were built on the Nace Johnson and Labrot subdivided lands in the 1930s and 1940s. The residential parcels, as well as the much of the surrounding area, were in farmland, though the forested land west and northwest of the Skidmore was similar to as it was in the 1930s (NETROnline, n.d.; Aero Service Corp. 1938).

Despite the bisection of the Skidmore neighborhood in the late 1940s by the construction of US 50, the construction of dwellings continued in the 1950s and 1960s—11 of the 29 extant properties were built in the two decades immediately following the construction of US 50 (MDAT 2024). One visitor remembers Log Inn Road in the 1950s as "rutted" and in poor condition with holly bushes and reeds lining the edges of the road and dwellings on Log Inn Road being 1940s summer cottages and shacks (Kelly 1996). Construction of houses halted on Log Inn Road in the 1970s (MDAT 2024). The Log Inn Road area was still a predominantly African American area in the 1970s, and the houses on Log Inn Road were considered "lower quality" in a 1979 Environmental Impact Statement for a project improving and widening US 50/301 from Maryland Route 7 to the Chesapeake Bay Bridge, along with houses in other African American areas (U.S. FWA and MCDOT SHA 1979, II–4, II–6). Construction of new dwellings picked up again in the mid-1980s and continued into the twenty-first century. Six of the 29 extant houses have been built since the mid-1980s (MDAT 2024).

Skidmore Drive Section

The land that is now 1031, 1033, and 1037 Skidmore Drive was part of the same tract of land purchased by the Labrot family in 1925. Based on the approximate age of the dwellings, all the dwellings were constructed during the Labrot ownership. The dwelling at 1037 Skidmore Drive was constructed circa-1940, while 1033 Skidmore Drive was constructed circa-1950 and 1031 Skidmore Drive was constructed circa-1953 (MDAT2024). A 1952 State Highway plat shows the dwelling at 1033 Skidmore Drive as well as a chicken house and a privy near the location of 1037 Skidmore Drive; an unidentified structure is between 1033 Skidmore Drive and the chicken house (Maryland State Archives 1952). Two of the parcels, 1033 and 1031, were sold out from the Labrot family in the late 1950s. The parcel at 1033 Skidmore Drive was sold in 1957 to Rose Givens, a White woman who was listed in the 1950 census as a housekeeper living on the Labrot estate (AACCC 1958; USCB 1950b). The parcel at 1031 Skidmore Drive was sold in 1958 to Myrtle E. Shawen, a White woman who was listed in the 1950 census as a domestic worker living on the Labrot estate (AACCC 1958a; USCB 1950a). Lastly, 1037 Skidmore Drive stayed in the Labrot family until it was sold in 1987 (AACCC 1987).

Colbert Road Section

A small part of the Colbert Road section became owned by African Americans in 1882 when James M. Ridout sold ten acres of land to Mary Henson, an African American woman (AACCC 1882); this land includes 1657 Colbert Road east to Meredith Creek, Mary, with her husband Essex Jones, sold the land to Alfred Williams in 1906, with the deed to the land in 1911 (AACCC 1906). It is unlikely that Williams farmed the land, as he was a contract worker and later at the Naval Academy (USCB 1920c; 1930). In 1920, Williams and his wife Hattie sold the west-most four acres of land to John Murray, who immediately sold the acres to William Cook (AACCC 1920a; 1920b). The other six acres of land stayed in the Williams family until Alfred's heirs sold it in 1965 (AACCC 1965). After Cook's death, his son and daughter partitioned his four-acre land in 1937 and began selling off the land in one-acre sections (AACC 1937a; 1993). One of the one-acre currently vacant parcels stayed with William's son until 1985, while another was sold to the County Commissioners of Anne Arundel County due to non-payment of taxes in 1941 (AACCC 1985; 1970). Another one of the acres of the land was conveyed to Sylvester Cook in 1940, William Cook's grandson; the land today is 1653 and 1655 Colbert Road (AACCC . Sylvester Cook worked for the Labrot family, though the extant dwelling at 1655 Colbert Road was built circa-1950, after the closing of Holly Beach

Farm (United States Selective Service System 1940; MDAT, 2024). Sylvester split his land into two in 1966, creating the current parcel boundaries (AACCC 1966). The fourth one-acre parcel, today 1657 Colbert Road, was sold to Adley and Maggie Colbert in 1940 (AACCC. Adley Colbert was the grandson of Gilbert Colbert, mentioned below. It was during their ownership that the circa-1950 dwelling at 1657 Colbert Road was built (MDAT, 2024).

The majority of the Colbert Road section of the neighborhood became owned by African Americans in 1888 when James M. Ridout sold 25 acres of land to George Colbert and two of his sons, Gilbert and Thomas. The Colberts were farmers (AACCC 1888; USCB 1880). In 1898 the 25 acres were divided into two 12.5-acre sections. Lot 1, the Thomas E. Colbert Lot, had three tenant houses, stables, and a corn house. This land included what is now 1015-2021 Skidmore Drive and 1603-1623 Colbert Road. Lot 2, the Gilbert Colbert lot, had a dwelling, stables, and four small outhouses. This land included 1633 and 1635 Colbert Road (AACCC 1897). By 1904 the northern half of modern-day Colbert Road, north of Argonne Road, was constructed, and numerous dwellings were built along the road in Skidmore as well as by Meredith Creek (U.S. Geological Survey 1904). Herman Colbert, Thomas's son, acquired the Thomas Colbert lot from Thomas in 1919. The land was platted in 1924 and was gradually sold off to other Colbert family members (AACCC 1924). However, despite the earlier building stock and land subdivision the three oldest extant dwellings in this section of Colbert Road only date to circa-1950 (MDAT 2024). The Gilbert Colbert lot was sold outside of the family to William Blackwell in 1922. Blackwell then sold the Gilbert Colbert land to Asbury Harris, a Colbert family member, in two deeds in 1935 and 1940 (AACCC 1935; 1940a). Asbury Harris was both the grandson of Timothy and Mary Harris, who founded the first Skidmore school, and the nephew of Gilbert Colbert; the 1910 census records Asbury Harris living on the Gilbert Colbert lot with Gilbert Colbert, Gilbert's wife Hester, and a niece of Gilbert (USCB 1910; pljssmith_1, n.d.b). Asbury was a building attendant at the Naval Academy in Annapolis (USCB 1940b). After Asbury Harris' death, his land was platted in 1952 and sold off by parcels (AACCC 1952). The only extant dwelling in this section dates to 1966 (MDAT 2024).

Aerials from 1938 and 1952 depict the Skidmore section of Colbert Road as significantly less wooded than it was at the time of the current survey, with farm fields as well as dwellings, such as at 1021 Skidmore Drive and 1615 Colbert Road, that are no longer extant (Aero Service Corp. 1938; Penna Aerial Surveys, Inc. 1952). Residential development along Colbert Road continued into the second half of the twentieth century, with two of the other dwellings on the original Thomas Colbert lot dating to the 1960s (MDAT 2024). Like with Log Inn Road, the houses on Colbert Road were considered "lower quality" in the 1979 Environmental Impact Statement. The two remaining houses date to the 1980s and 2009 (MDAT2024). The landscape became progressively more wooded and less agricultural throughout the twentieth century (NETROnline, n.d.).

Col-Mar Lane/Carrs Road Section

The land encompassing the Col-Mar Lane/Carrs Road section was historically farmland. An 1878 map depicts several dwellings on or near Col-Mar Lane and Carrs Road. One was the residence of Samuel N. Richardson, while the other was occupied by G. Calvert Hopkins, Jr., Griffith Morgan. 1878). Though a dwelling was in the Col-Mar Lane/Carrs Road area, then labeled as Skidmore and Cedar Grove, in 1904, the land was not owned by African Americans (U.S. Geological Survey 1904). Rather, the land in the early twentieth century was owned by George W. and Mary J. Moss. George Moss was a member of the Moss family, which had historically owned Hackett's Point Farm at the southern tip of the Broadneck peninsula. Prior to the Civil War, the farm used enslaved labor, and an enslaved cemetery was reportedly located near the farmhouse. This cemetery is not extant, and Moss family gravestones from the area were moved to an Annapolis cemetery in 1976 due to erosion (Anne Arundel County, Maryland. n.d.). Hackett's Point Farm later become part of Holly Beach Farm (AA-0074). After George's death in 1913, the Moss' trustee and son Robert Moss began selling off the land (The Sun 1913). In August 1913 he sold 4.65 acres of land to George Martin (AACCC 1913a); this land included what is today 1606, 1604, 1610, and 1612 Col-Mar Lane and 1197 Carrs Road. In November 1913 he sold 6.2 acres of land to James Colbert, another son of George Colbert; this included what is today 1602 Col-Mar Lane through 1049 Skidmore Drive (AACCC 1913b; pljssmith_1. n.d.a). Lastly, in 1919 4.82 acres of land was sold to Frank and Rachel Cromwell (AACCC 1919). In the 1920 census, the Martins, Colberts, and Cromwells were listed as living on farms, with George Colbert and James Colbert listed as farmers and Frank Cromwell as a house carpenter (USCB 1920b; 1920a). By 1933 Frank and Rachel Cromwell had passed away and their land was partitioned among their children (AACCC 1933). In 1935 James Colbert subdivided his land and in 1937 began conveying it to family members (AACCC 1937b). George Martin sectioned off parts of his land in the 1920s, 1940s, and 1960s (AACCC 1956b).

By 1938 Col-Mar Lane and Carrs Road were constructed and a few dwellings dotted the area. The oldest extant dwellings date to circa-1940. Four of the extant dwellings date from 1950 or earlier (MDAT 2024). Located close to Holly Beach Farm, which took up the rest of the peninsula through Hackett's Point, a few residents of the community worked for the Labrots (United States Selective Service System 1940; 1942a; 1945). Aerials from 1938 and 1957 depict the area around Carrs Road

and Col-Mar Lane as significantly less wooded than it was at the time of the current survey, with farm fields as well as dwellings, such as at 1602 Col-Mar Lane, that are no longer extant (Aero Service Corp. 1938; Penna Aerial Surveys, Inc. 1952). However, through the construction of US 50 in the 1940s and later the extension of Skidmore Drive in the 1970s, much of northern part of the land originally sold to James Colbert was acquired by the state through eminent domain (Maryland State Archives 1951; 1952; NETROnline, n.d.). Construction picked up again in the 1980s. Six of the nine extant dwellings date from 1983 to 2006 (MDAT 2024). The landscape became progressively more wooded and less agricultural throughout the twentieth century (NETROnline, n.d.).

African American Neighborhoods of Broadneck Peninsula

Skidmore was one of a number of African American communities in the Broadneck Peninsula. Other roads where African Americans lived throughout the twentieth century included Yorktown Road and River Road, with other communities on Broadneck Peninsula including Browns Wood, Clay Hill, and Mulberry Hill (Hutzell 2023; Pulley-Pruitt 2015; Ridout, Sr. 1996, 6; Anne Arundel County, Maryland, n.d.; Edwards and Burnie 2023.). Some of these communities, whose histories and boundaries were not officially documented or defined, were founded even before the Civil War by emancipated African American individuals and families. In particular, the Skidmore community was founded by emancipated enslaved workers from the Whitehall plantation. The communities continued to develop with the residents making a living through sharecropping. These geographically separate communities were connected through blood and marriage, including the Rowel, Green, Johnson, Stansbury, Hunt, Harris, Calvert/Colbert, and Martin families (Hutzell 2023; Pulley-Pruitt 2015). In the early-to-mid twentieth century, these communities had community buildings throughout the Broadneck Peninsula, such as the Skidmore Rosenwald School and Browns Woods Rosenwald School, and worshipped together at Asbury Broadneck United Methodist Church (AA-2511) (NETROnline, n.d.; Hutzell 2023; Anne Arundel County, Maryland, n.d.).

Overall, the African American neighborhoods of Broadneck Peninsula were composed primarily of single-family dwellings sitted on large lots along small local roads that branched off of larger roads such as St. Margaret's Road and the public road that lea to Sandy Point. Skidmore and Browns Wood both also had schools in the early twentieth century, as well as parks and a couple of commercial establishments, though based on historic maps and aerial photography the other, smaller neighborhoods did not. In terms of landscape, some of the neighborhoods, such as Skidmore and Yorktown, located in the east end of the Peninsula, were more agricultural, while Browns Wood and Mulberry Hill, waterfront neighborhoods in the west portion of the Peninsula, were more wooded (U.S. Geological Survey 1944; Aero Service Corp. 1938, Penna Aerial Surveys, Inc. 1952, Anne Arundel County, Maryland. n.d,; Ridout 1996).

While these communities on the west side of Broadneck Peninsula once extended as far north as Arnold, mid-twentieth century development divided them. In 1944 the State Roads Commission completed a new alignment of MD 179 (now US 50/301), running from Ritchie Highway to the new Sandy Point Ferry terminal and including the alignment of the existing road from just east of Cape Saint Claire Rd to Skidmore. The new road both physically divided the Skidmore neighborhood and separated the Asbury M.E. (Broad Neck) Church and Cemetery (AA-2511) from its congregation members living to the south and southwest. With the new Chesapeake Bay Bridge came new commercial development along a high-traffic corridor. In addition, increased desire for private water access in the 1960s triggered land speculation, gentrification, development, and the erosion of the African American communities (Hutzell 2023). At the same time, the proximity of Anne Arundel County to Washington, DC, and Baltimore, and as well as the growth of federal facilities such as the United States Naval Academy, led to increased suburbanization in the county in second half of the twentieth century, bolstered by new and improved highways such as US 50/301. The county became increasingly suburban and less agricultural in nature (Diehlmann et al. 2024, 2-13, 2-18, 2-19).

In the twenty-first century the Broadneck Peninsula communities, such as the neighborhoods in Skidmore and the area around it, are more developed with housing and more wooded than they were in the first half of the twentieth century. Some older housing stock remains while others have been demolished and replaced with newer dwellings (NETROnline, n.d.). Many of the community structures, such as the Skidmore Rosenwald School, have disappeared, while some, like the Brown's Woods Rosenwald School and the Brown's Woods Park, are still extant, though the former is heavily modified (Anne Arundel County, Maryland, n.d.; Hutzell 2023).

ELIGIBILITY DETERMINATION

Skidmore was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D. This evaluation uses the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024).

Skidmore is a African American community associated with the settlement of Broadneck Peninsula by African Americans, including emancipated former enslaved individuals, and their descendants beginning in the nineteenth century. These communities, which also included Browns Woods, Clay Hill, and Mulberry Hill, covered a large area on the peninsula and represent a significant development trend in Anne Arundel County. Skidmore represents an important part of African American history: while African Americans lived in this area before and immediately after the Civil War, during the late nineteenth century they began purchasing parcels of land for agricultural use. During the early twentieth century, land was either passed down to family members and subdivided, or new sections of land acquired and subdivided and sold. Throughout the ensuing decades of the twentieth century, infill development and new construction replaced older houses. This trend in Skidmore is common in twentieth century African American communities, as residents stayed within their community and/or racial segregation and discriminatory lending practices made it difficult to purchase property in other areas. The Skidmore community continued to develop through the 1960s; even after outside influences such as highway construction and new development eliminated many of its core institutions. The housing stock that remains today, the earliest of which dates to the 1930s, represents the legacy of Skidmore's earliest residents and illustrates its continued evolution through the mid-twentieth century. Skidmore is one of the few remaining African American communities on the Broadneck Peninsula that represent this history. Therefore, Skidmore is eligible for the NRHP under Criterion A.

Skidmore is associated with individual nineteenth century property owners whose land now comprises Skidmore, such as Ignatius "Nace" Johnson, George Martin, and George, Gilbert, and Thomas Colbert. While significant to the development of Skidmore, resources associated with these individuals are no longer extant and, therefore, Skidmore is not eligible under Criterion B.

Skidmore is not eligible under Criterion C; the buildings within the district are, in general, highly altered examples of common architectural forms and are not good examples of their type, period, or method of construction. The district contains residential forms that were commonly constructed in the United States during this period. Many of the buildings have been altered by additions or new materials since their initial construction.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1930, and extends until 1968. While the first parcels were sold to the founding African American community members in 1880, there are no resources associated with this earliest period of Skidmore's development. Construction on new houses in Skidmore occurred consistently from 1930 through 1968, after which construction dropped off for over a decade because of a variety of factors, including increased suburbanization and development pressure on Broadneck Peninsula.

INTEGRITY

Skidmore retains its integrity of location, setting, design, association and feeling. As a resource significant under Criterion A, integrity of design, materials, and workmanship are less critical to demonstrating historic significance than integrity of location, setting, feeling, and association. Additionally, a greater degree of alteration to Skidmore's integrity is acceptable because of the overall loss of African American communities on Broadneck Peninsula because of mid- to late-twentieth century development and suburbanization on the peninsula.

Skidmore retains its integrity of location as the community remains in its original location.

Skidmore retains its integrity of setting. Skidmore remains rural; while the setting was originally characterized by agricultural fields, by the end of the period of significance these open spaces had mostly been replaced by wooded open spaces. While there has been infill development since the end of the period of significance, Skidmore is still able to convey its overall spatial organization between houses.

Skidmore retains its integrity of design, with the number and layout of streets roughly the same as in the period of significance and with the streets still lacking sidewalks. Though some of the dwellings have been altered, many still retain their overall massing and features such as porches. Some of the post-1968 infill is similar in terms of massing and size, though some are larger than the contributing buildings.

Skidmore does not have integrity of materials. Some of the contributing dwellings retain their original siding. However, most have been replaced with vinyl siding and the post-1968 infill features a variety of materials such as brick and stone veneer.

Skidmore does not retain integrity of workmanship. Dwellings built before 1968 have new additions and replacement windows and siding.

Skidmore retains its integrity of association. It has sufficient physical features, such as dwellings, spatial organization, roads, and street layout to convey its historic character as an African American community.
Skidmore has integrity of feeling, with its rural wooded setting, lack of sidewalks, and mid-twentieth century dwellings.

CONTRIBUTING RESOURCES

Contributing elements include the dwellings at 1464 Log Inn Road, 1430 Log Inn Road, 1405 Log Inn Road, 1420 Log Inn Road, 1470 Log Inn Road, 1460 Log Inn Road, 1450 Log Inn Road, 1448 Log Inn Road, 1446 Log Inn Road, 1440 Log Inn Road, 1434 Log Inn Road, 1432 Log Inn Road, 1478 Log Inn Road, 1468 Log Inn Road, 1414 Log Inn Road, 1456 Log Inn Road, 1381 Log Inn Road, 1381 Log Inn Road, 1442 Log Inn Road, 1476 Log Inn Road, 1458 Log Inn Road, 1454 Log Inn Road, 1436 Log Inn Road, 1474 Log Inn Road 1201 Carrs Road, 1209 Carrs Road, 1601 Col-Mar Lane, 1045 Skidmore Drive, 1603 Colbert Road, 1611 Colbert Road, 1623 Colbert Road, 1633 Colbert Road, 1657 Colbert Road, and 1655 Colbert Road. These dwellings were built in the period of significance. The rural, minimally developed setting within the boundaries also contributes to the district's significance.

Non-contributing elements include all the other dwellings, as they were built after the period of significance, as well as outbuildings. 1033 and 1037 Skidmore Drive are also non-contributing, as they were built by Holly Beach Farm.

BOUNDARY DESCRIPTION

Skidmore encompasses 87.38 acres within a discontiguous boundary comprised of two parts—one on the north side of US 50/301 and one on the south side of US 50/301. The boundary follows current property tax parcels, which are found on Anne Arundel County Tax Maps 41 and 47 (2025). Parcel numbers and tax accounts vary by parcel. The boundary reflects the aforementioned late-nineteenth and early-twentieth century deeds and what remains with built resources within the Skidmore community.

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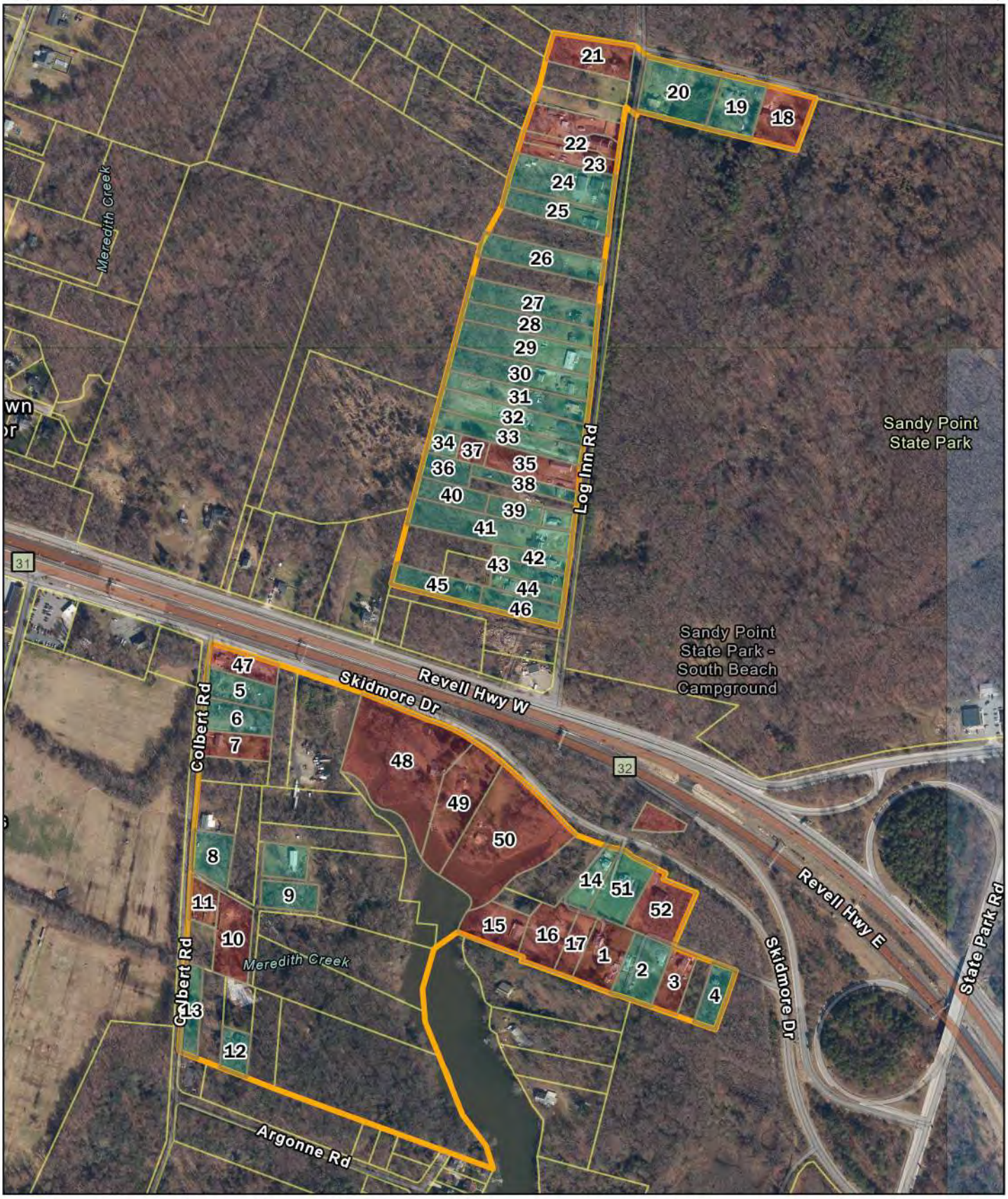
Map ID	Address	SDAT Account	Contributing (C) / Non-Contributing (NC)	Year Constructed	Section	Notes
1	1197 CARRS RD	300013162505	NC	1998	Col-Mar Lane/Carrs Road	
2	1201 CARRS RD	300012798900	C	1940	Col-Mar Lane/Carrs Road	
3	1205 CARRS RD	300031423915	NC	2003	Col-Mar Lane/Carrs Road	
4	1209 CARRS RD	300013154400	C	1940	Col-Mar Lane/Carrs Road	
5	1603 COLBERT RD	300029182000	C	1950	Colbert Road	
6	1611 COLBERT RD	300022930600	C	1950	Colbert Road	Two circa-1950 dwellings- one at 1609 and the other at 1611
7	1615 COLBERT RD	300006171200	NC	2009	Colbert Road	
8	1623 COLBERT RD	300013732000	C	1962	Colbert Road	
9	1633 COLBERT RD	300012213500	C	1966	Colbert Road	
10	1637 COLBERT RD	300006175400	NC	1990	Colbert Road	
11	1641 COLBERT RD	300013732600	NC	2018	Colbert Road	
12	1655 COLBERT RD	300028575340	C	1950	Colbert Road	
13	1657 COLBERT RD	300009937154	C	1950	Colbert Road	
14	1601 COL-MAR LN	300090048329	C	1945	Col-Mar Lane/Carrs Road	
15	1606 COL-MAR LN	300015644609	NC	1983	Col-Mar Lane/Carrs Road	
16	1610 COL-MAR LN	300015644608	NC	1983	Col-Mar Lane/Carrs Road	
17	1612 COL-MAR LN	300015647800	NC	2006	Col-Mar Lane/Carrs Road	
18	1375 LOG INN RD	300003641510	NC	2001	Log Inn Road	
19	1381 LOG INN RD	300026135900	C	1957	Log Inn Road	
20	1405 LOG INN RD	300015065500	C	1930	Log Inn Road	
21	1408 LOG INN RD	300022927950	NC	2017	Log Inn Road	Either replaced existing dwelling or is heavily altered pre-2017 dwelling
22	1410 LOG INN RD	300006917400	NC	1995	Log Inn Road	

Map ID	Address	SDAT Account	Contributing (C) / Non-Contributing (NC)	Year Constructed	Section	Notes
23	1412 LOG INN RD	300015437140	NC	1995	Log Inn Road	
24	1414 LOG INN RD	300014708400	C	1955	Log Inn Road	
25	1420 LOG INN RD	300031476575	C	1936	Log Inn Road	
26	1430 LOG INN RD	300015748700	C	1930	Log Inn Road	
27	1432 LOG INN RD	300008404230	C	1940	Log Inn Road	
28	1434 LOG INN RD	300033337000	C	1940	Log Inn Road	
29	1436 LOG INN RD	300015748600	C	1963	Log Inn Road	
30	1440 LOG INN RD	300023489200	C	1940	Log Inn Road	
31	1442 LOG INN RD	300006916100	C	1960	Log Inn Road	
32	1446 LOG INN RD	300006916120	C	1940	Log Inn Road	
33	1448 LOG INN RD	300015486290	C	1940	Log Inn Road	
34	1450 LOG INN RD	300006097100	C	1940	Log Inn Road	
35	1452 LOG INN RD	300019581000	NC	2006	Log Inn Road	
36	1454 LOG INN RD	300029184300	C	1962	Log Inn Road	
37	1454B LOG INN RD	300019601000	NC	1985	Log Inn Road	
38	1456 LOG INN RD	300006916602	C	1957	Log Inn Road	
39	1458 LOG INN RD	300027274300	C	1962	Log Inn Road	
40	1460 LOG INN RD	300006909000	C	1940	Log Inn Road	
41	1464 LOG INN RD	300014850300	C	1930	Log Inn Road	
42	1468 LOG INN RD	300006161400	C	1951	Log Inn Road	
43	1470 LOG INN RD	300033342600	C	1940	Log Inn Road	
44	1474 LOG INN RD	300007207925	C	1968	Log Inn Road	
45	1476 LOG INN RD	300006158700	C	1962	Log Inn Road	
46	1478 LOG INN RD	300002035600	C	1951	Log Inn Road	
47	1015 SKIDMORE DR	300032604800	NC	1988	Colbert Road	
48	1031 SKIDMORE DR	300027680100	NC	1953	Skidmore Drive	Constructed by and associated with Holly Beach Farm
49	1033 SKIDMORE DR	300021022410	NC	1950	Skidmore Drive	Constructed by and associated with Holly Beach Farm
50	1037 SKIDMORE DR	300090053103	NC	1940	Skidmore Drive	Constructed by and associated with Holly Beach Farm
51	1045 SKIDMORE DR	300016384500	C	1950	Col-Mar Lane/Carrs Road	
52	1049 SKIDMORE DR	300006165600	NC	2002	Col-Mar Lane/Carrs Road	

Skidmore Historic District

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road
City: Annapolis

AA-2594
Anne Arundel County



Parcel Boundaries
Skidmore Historic District
Contributing
Non-Contributing

0 0.05 0.1 0.2 Miles
Scale: 1:6,500

N

MD iMAP, DoIT, Maxar, Esri Community Maps Contributors, County of Anne Arundel, VGIN, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

MAPS

Skidmore

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road AA-2594
City: Annapolis Anne Arundel County



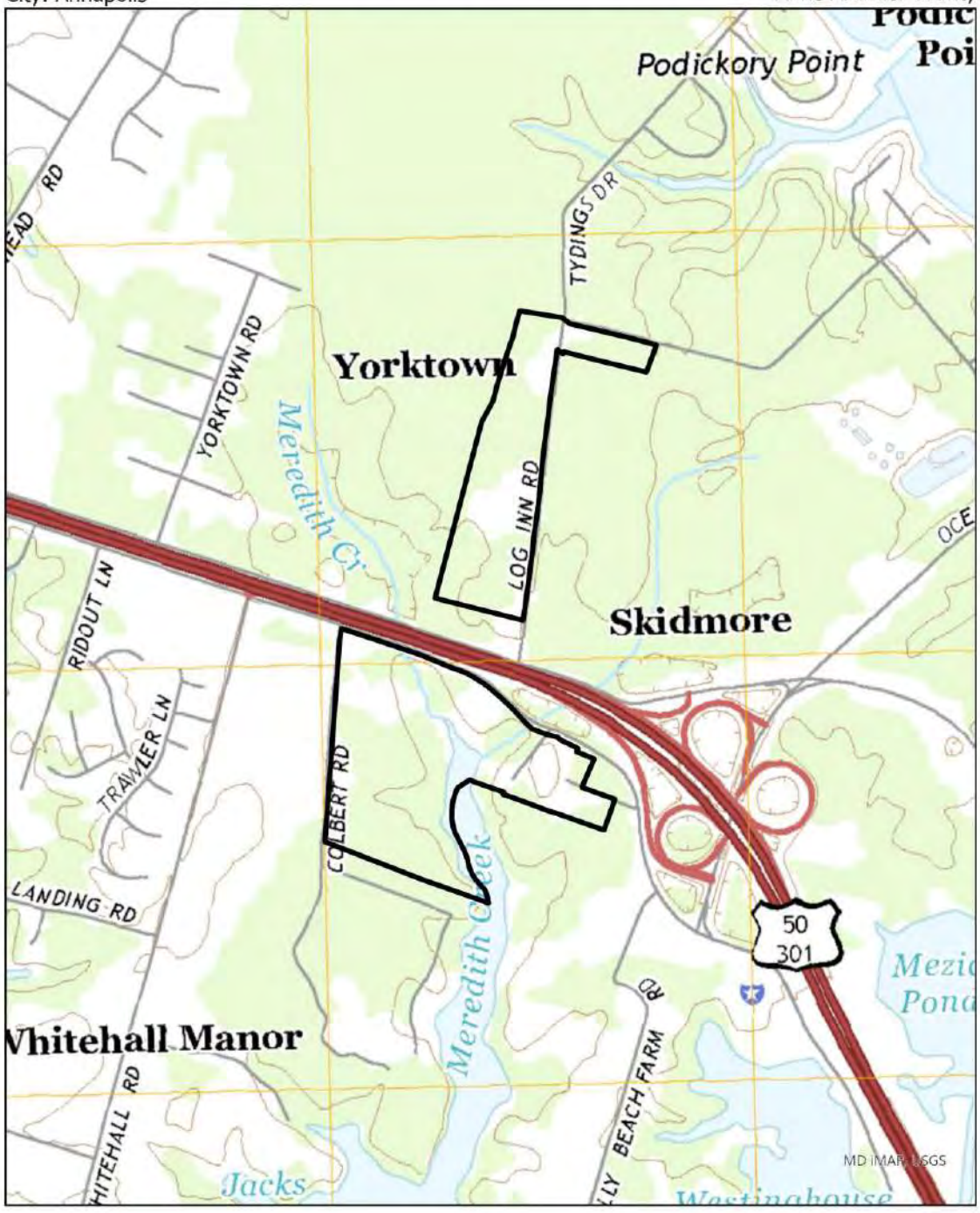
USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

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Skidmore

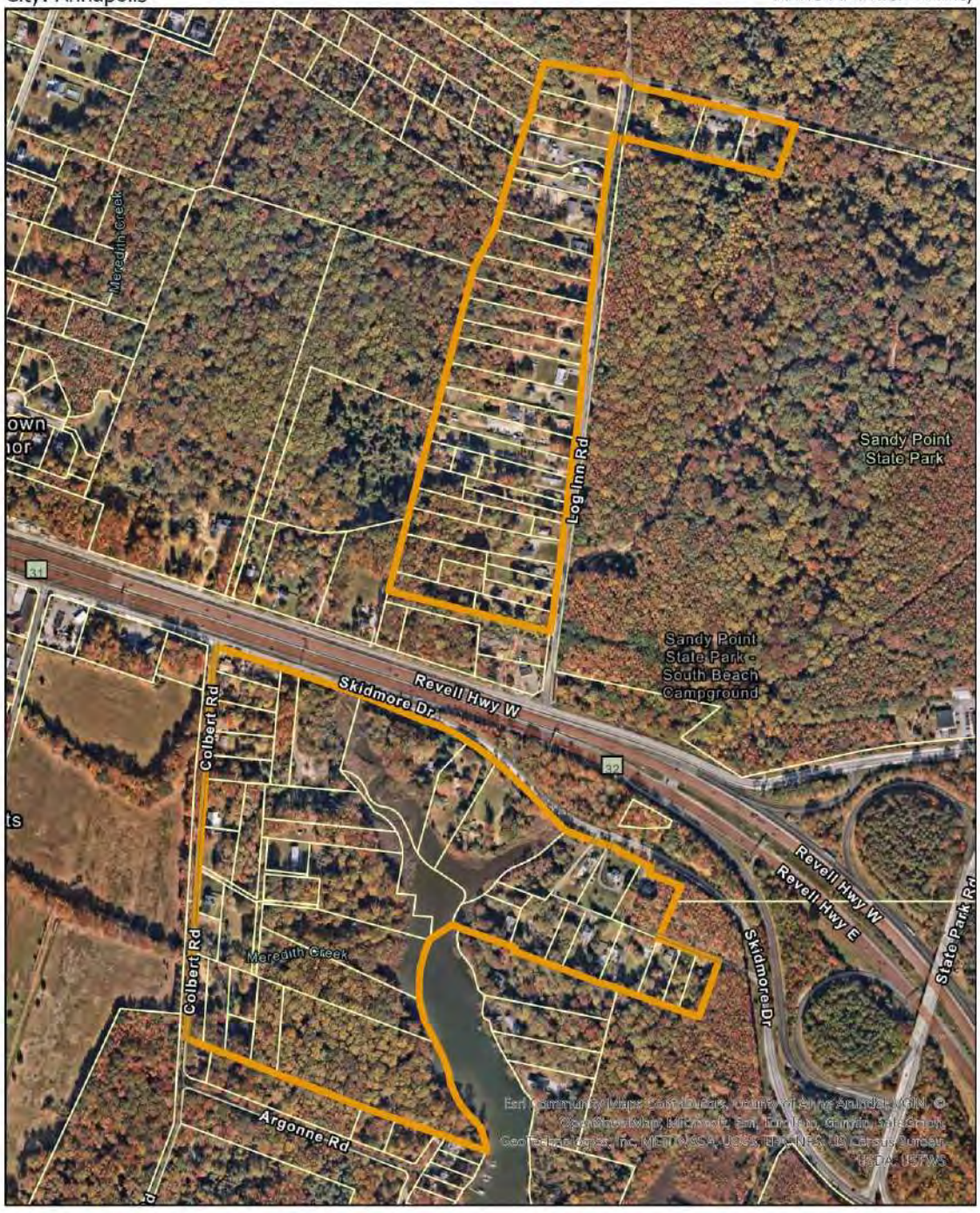
Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road AA-2594
City: Annapolis Anne Arundel County



MAPS

Skidmore

Location: Log Inn Road, Skidmore Drive, Colbert Road, Col-Mar Lane, Carrs Road AA-2594
City: Annapolis Anne Arundel County



PHOTOGRAPHS



Photo 1 of 14: Log Inn Road, overview, looking northwest



Photo 2 of 14: Log Inn Road, overview, looking north

PHOTOGRAPHS



Photo 3 of 14: Log Inn Road, example of circa-1930 dwelling at 1430 Log Inn Road, looking southwest



Photo 4 of 14: Log Inn Road, example of circa-1940 dwellings at 1446 and 1448 Log Inn Road, looking west

PHOTOGRAPHS



Photo 5 of 14: Log Inn Road, examples of two 1960s dwellings and a circa-1940 dwelling, center, looking southwest



Photo 6 of 14: Log Inn Road, examples of two 1990s dwellings that either replaced or incorporated pre-1957 dwellings, looking west

PHOTOGRAPHS



Photo 7 of 14: Skidmore Drive, example of circa-1940 dwelling at 1037 Skidmore Drive with a later shed, looking southwest



Photo 8 of 14: Skidmore Drive, example of circa-1950 dwelling at 1033 Skidmore Drive, looking northwest

PHOTOGRAPHS



Photo 9 of 14: Colbert Road, circa-1950 dwelling at 1609 Colbert Road on the 1611 Colbert Road parcel, looking east



Photo 10 of 14: Colbert Road, circa-1966 dwelling at 1633 Colbert Road, looking east

PHOTOGRAPHS



Photo 11 of 14: Col-Mar Lane/Carrs Road, example of circa-1940 dwelling at 1201 Carrs Road with a 2005 dwelling at 1205 Carrs Road on the left, looking southeast



Photo 12 of 14: Col-Mar Lane/Carrs Road, example of circa-1945 and circa-1950 dwellings, looking southeast at the intersection of Skidmore Drive and Col-Mar Lane at 1601 Col-Mar Lane and 1045 Skidmore Drive

PHOTOGRAPHS



Photo 13 of 14: Col-Mar Lane/Carrs Road, example of outbuildings at 1601 Col-Mar Lane and 1045 Skidmore Drive, looking north



Photo 14 of 14: Col-Mar Lane/Carrs Road, example of circa-1983 dwelling at 1606 Col-Mar Lane, looking west

NR-ELIGIBILITY REVIEW FORM

AA-2594 Skidmore

PHOTO LOG

Number of Photos: **14**
Name of Photographer: **Nicole Diehlman, Becky Yousaf**
Date of Photographs: **2023-12-12; 2023-12-08; 2**
Location of Original Digital File: **MHT**
File Format: **AA-2594_2023-12-12; 2023-12-08; 2_01.tif… etc.**

Photographs inserted on continuation sheets:

AA-2594_2023-12-01_01.tif
Photo 1 of 14: Log Inn Road, overview, looking northwest

AA-2594_2024-07-11_02.tif
Photo 2 of 14: Log Inn Road, overview, looking north

AA-2594_2024-07-11_03.tif
Photo 3 of 14: Log Inn Road, example of circa-1930 dwelling at 1430 Log Inn Road, looking southwest

AA-2594_2024-07-11_04.tif
Photo 4 of 14: Log Inn Road, example of circa-1940 dwellings at 1446 and 1448 Log Inn Road, looking west

AA-2594_2024-07-11_05.tif
Photo 5 of 14: Log Inn Road, examples of two 1960s dwellings and a circa-1940 dwelling, center, looking southwest

AA-2594_2024-07-11_06.tif
Photo 6 of 14: Log Inn Road, examples of two 1990s dwellings that either replaced or incorporated pre-1957 dwellings, looking west

AA-2594_2023-12-12_07.tif
Photo 7 of 14: Skidmore Drive, example of circa-1940 dwelling at 1037 Skidmore Drive with a later shed, looking southwest

AA-2594_2024-07-11_08.tif
Photo 8 of 14: Skidmore Drive, example of circa-1950 dwelling at 1033 Skidmore Drive, looking northwest

AA-2594_2023-12-08_09.tif
Photo 9 of 14: Colbert Road, circa-1950 dwelling at 1609 Colbert Road on the 1611 Colbert Road parcel, looking east

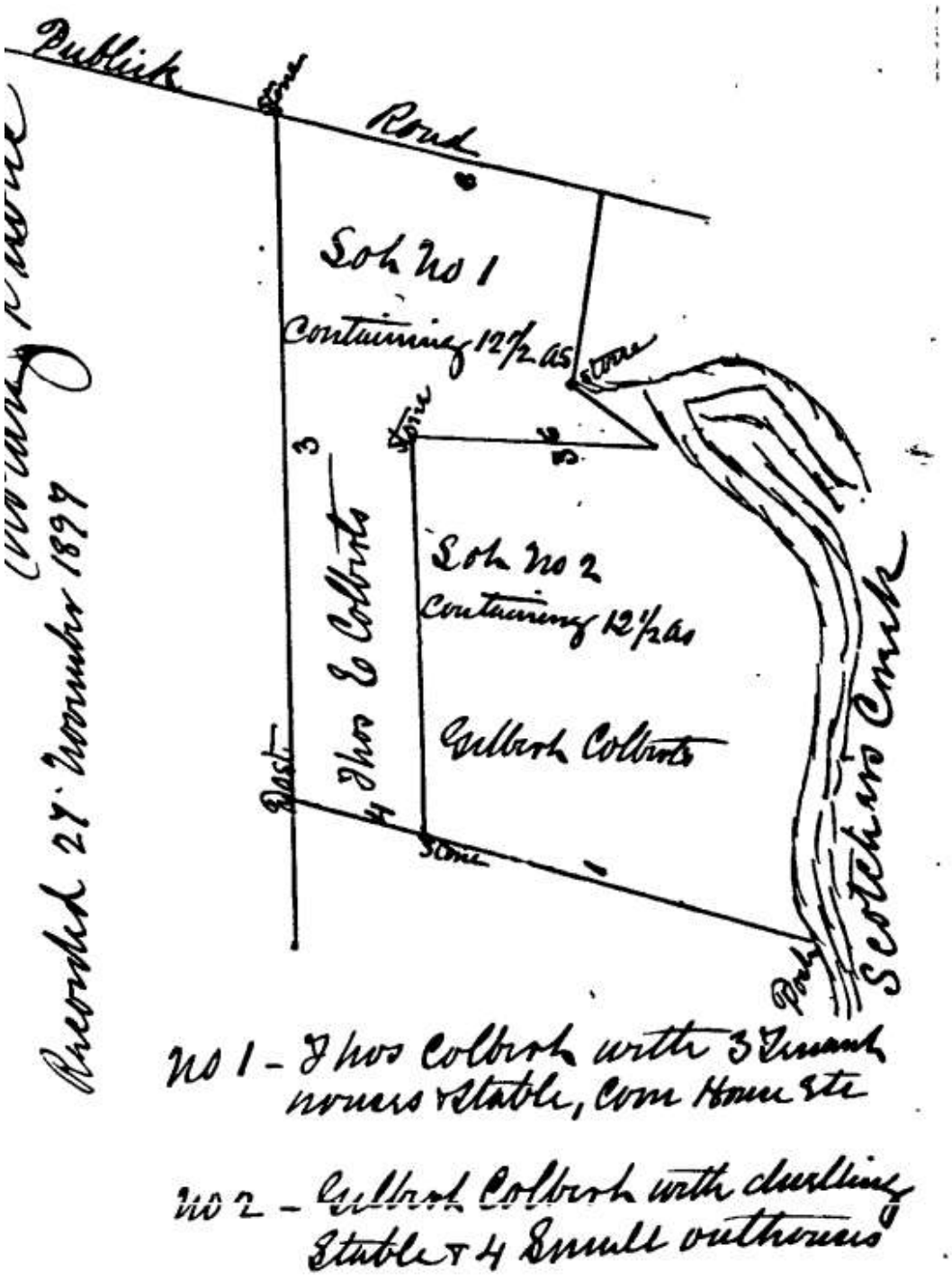
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Photo 10 of 14: Colbert Road, circa-1966 dwelling at 1633 Colbert Road, looking east

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Photo 11 of 14: Col-Mar Lane/Carrs Road, example of circa-1940 dwelling at 1201 Carrs Road with a 2005 dwelling at 1205 Carrs Road on the left, looking southeast

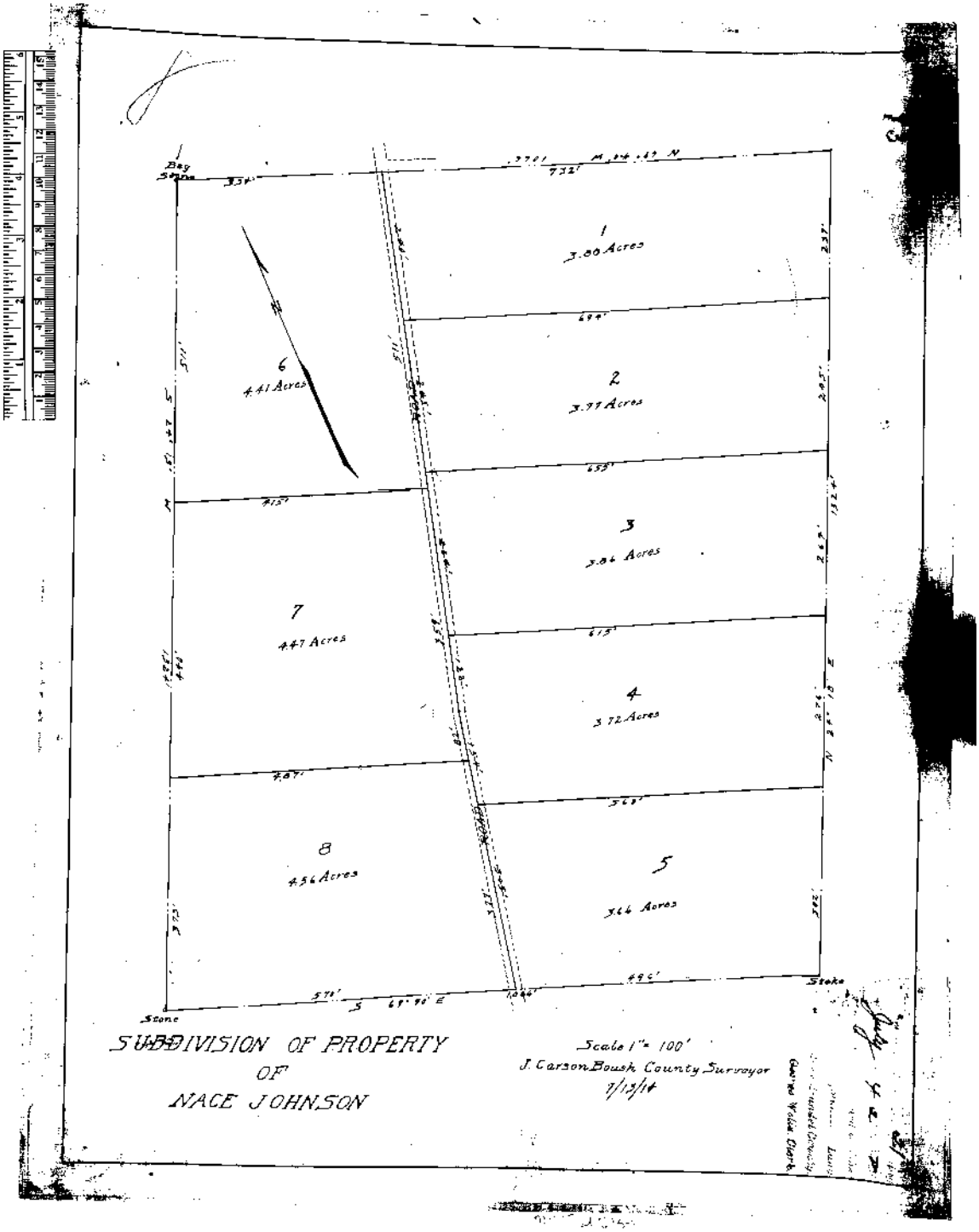
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Photo 12 of 14: Col-Mar Lane/Carrs Road, example of circa-1945 and circa-1950 dwellings, looking southeast at the intersection of Skidmore Drive and Col-Mar Lane at 1601 Col-Mar Lane and 1045 Skidmore Drive

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Photo 13 of 14: Col-Mar Lane/Carrs Road, example of outbuildings at 1601 Col-Mar Lane and 1045 Skidmore Drive, looking north

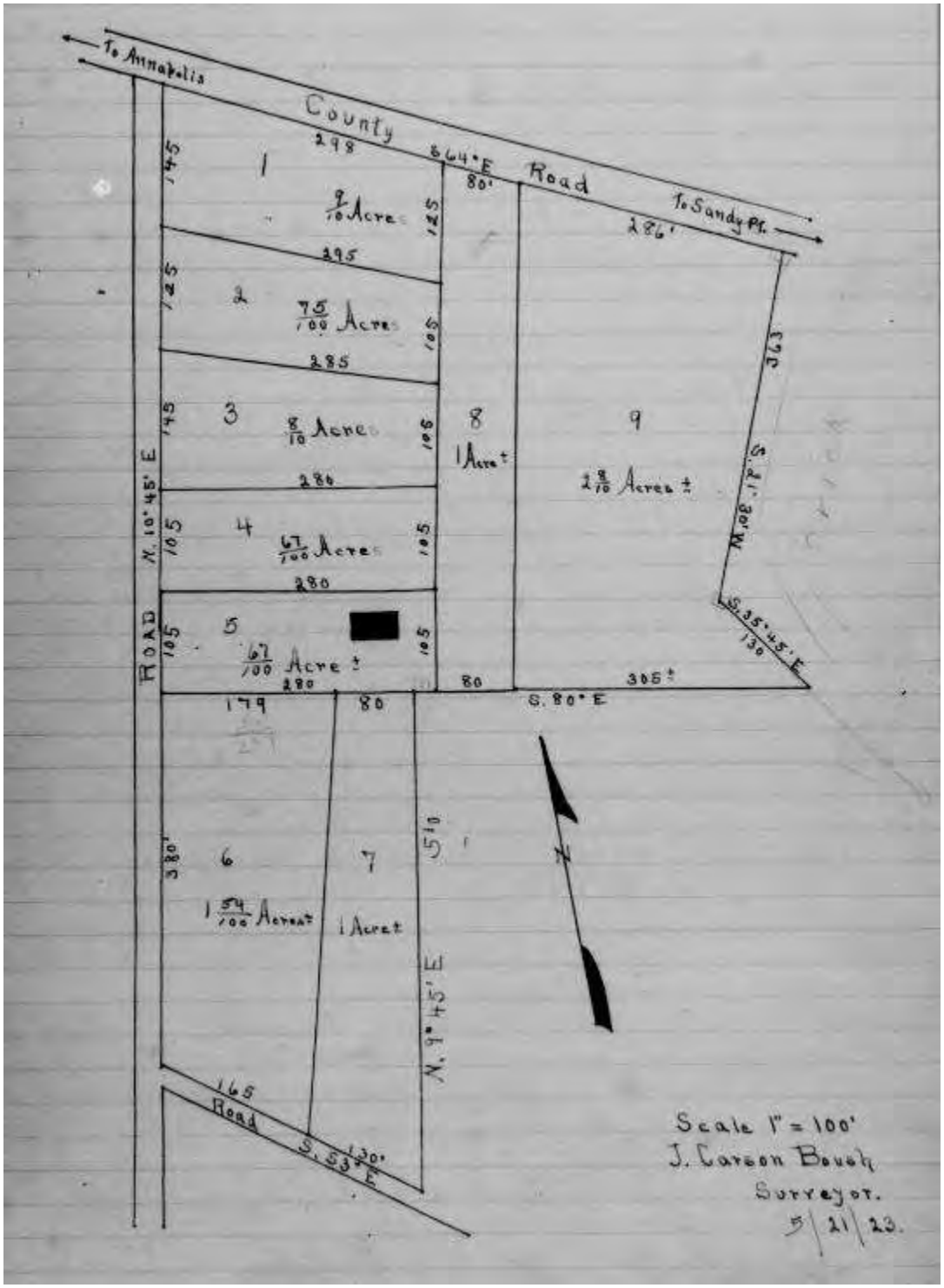
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Photo 14 of 14: Col-Mar Lane/Carrs Road, example of circa-1983 dwelling at 1606 Col-Mar Lane, looking west



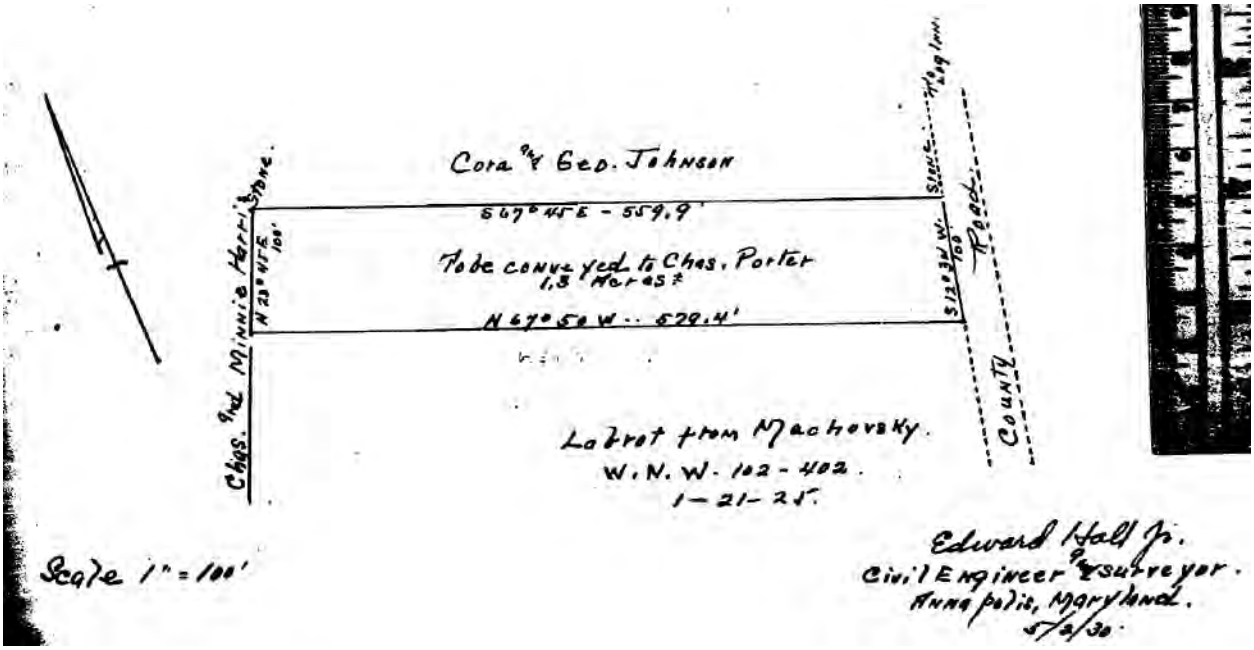
Historic Image 1: Lots of Thomas Colbert and Gilbert Colbert, 1898, now on Colbert Road
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1897-1898. GW 8, p. 0182. MSA CE 59-76



Historic Image 2: Plat of Subdivision of Property of Nace Johnson, 1914, now on Log Inn Road
Photo Source: Anne Arundel County Circuit Court. 1914. "Plat, Subdivision of Property of Nace Johnson." Plat Book 13, p. 31; Plats B-134. Maryland State Archives.

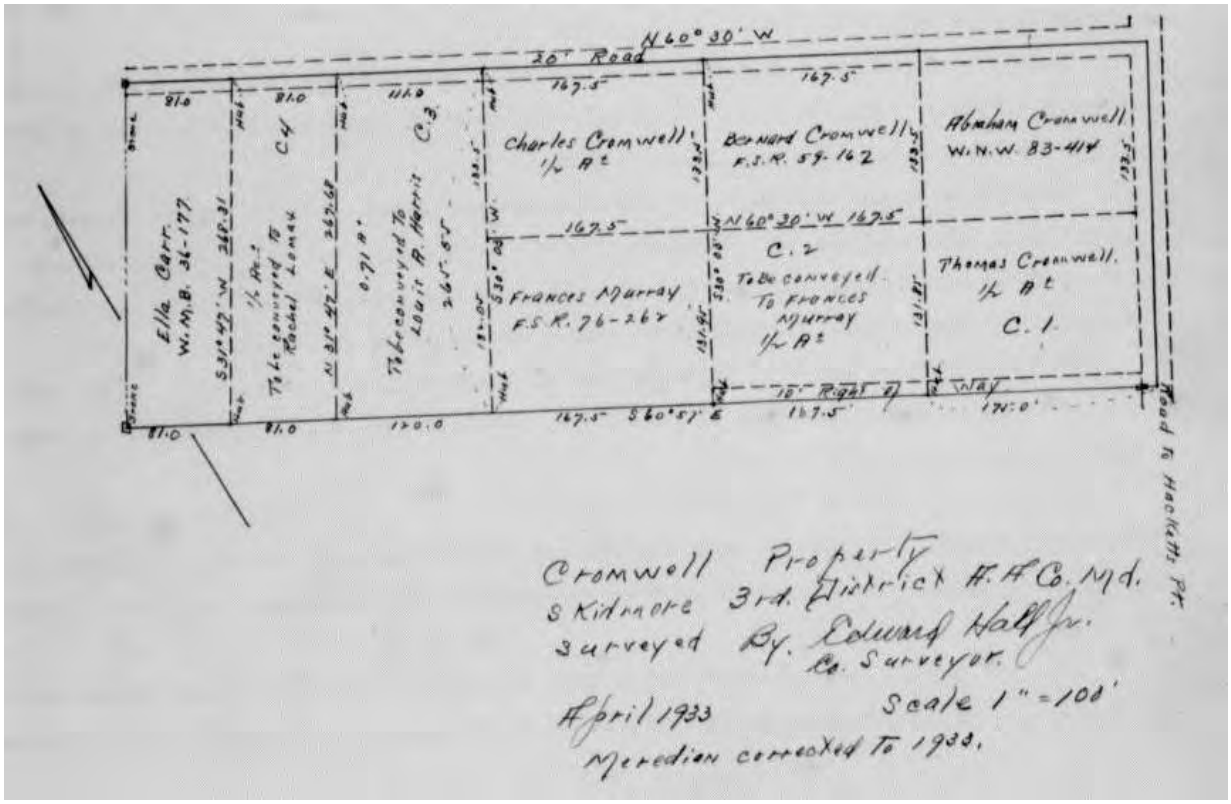


Historic Image 3: Land of Herman and Maggie Colbert, 1923, now on Colbert Road
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1924-1924. WNW, p. 0435. MSA CE 59-299



Historic Photo 4: Plat of Land from Labrot & Company, Incorporated to Charles Porter, 1930, now on Log Inn Road

Image Source: Anne Arundel County Circuit Court. 1930. "Plat, Porter from Labrot and Company." Land Records FSR 64, p. 483. Maryland Historical Trust.



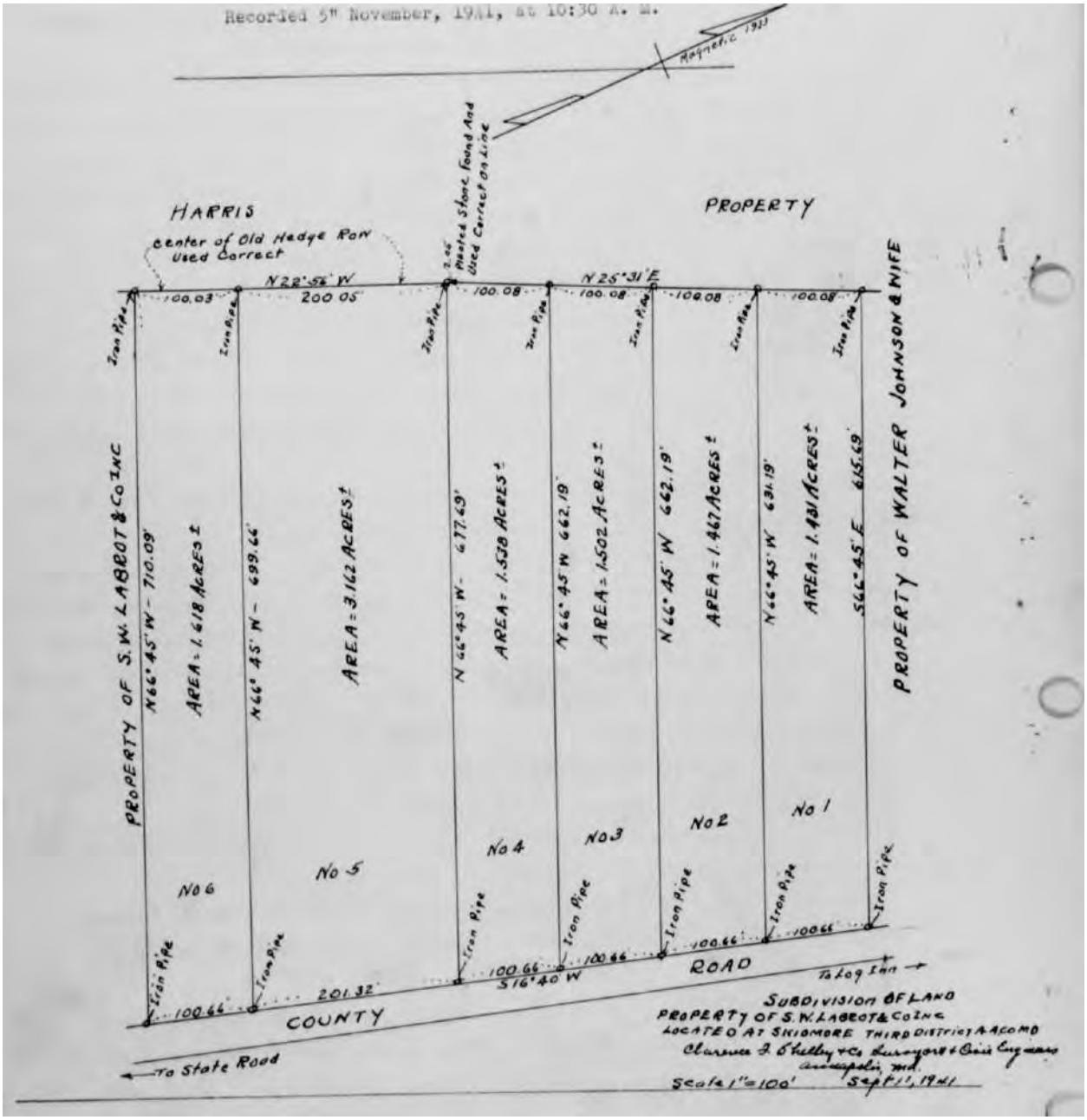
Historic Image 5: Cromwell Property, 1933, now on Carrs Road
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1938-1938. FAM 177, p. 0329. MSA CE 59-521



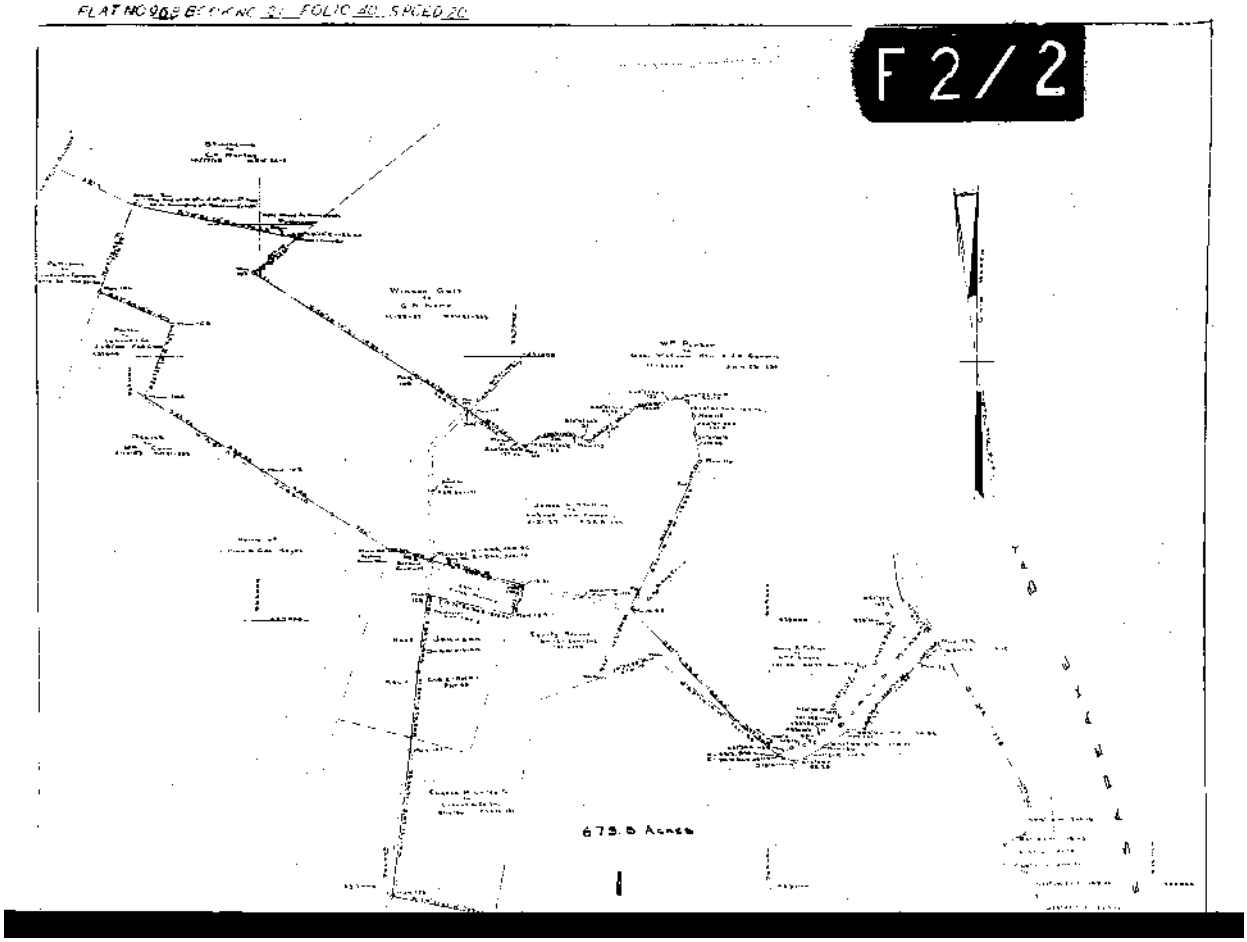
Historic Image 6: Detail of Log Inn Road from 1938 Anne Arundel County Index
Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS).
https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3.



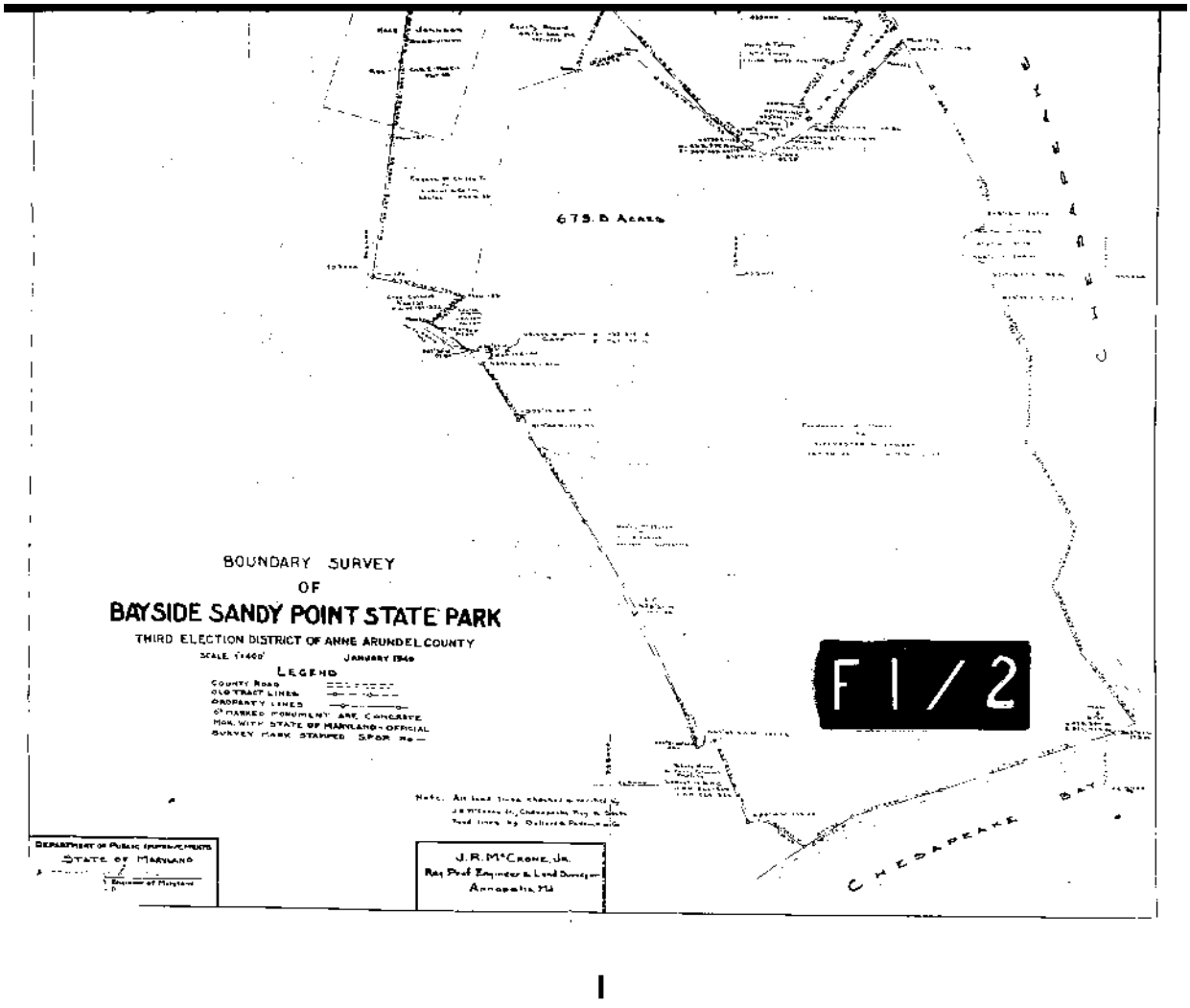
Historic Image 7: Detail of Anne Arundel County Index 1938, showing Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane
Photo Source: Aero Service Corp. 1938. "Anne Arundel County Index 1938." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). https://jscholarship.library.jhu.edu/items/5c4adcee-b4e9-4efe-ae58-0d27a1f3a9a3.



Historic Image 8: Plat of Subdivision of Land Property of S.W. Labrot & Co. Inc. Located At Skidmore, Third District A.A. Co. MD, 1941, now on Log Inn Road
Photo Source: Anne Arundel County Circuit Court. 1941. "Plat, Subdivision of Land Property of S.W. Labrot & Co Inc Located at Skidmore Third District AA CO MD." JHH 248, p. 0180. Maryland State Archives.

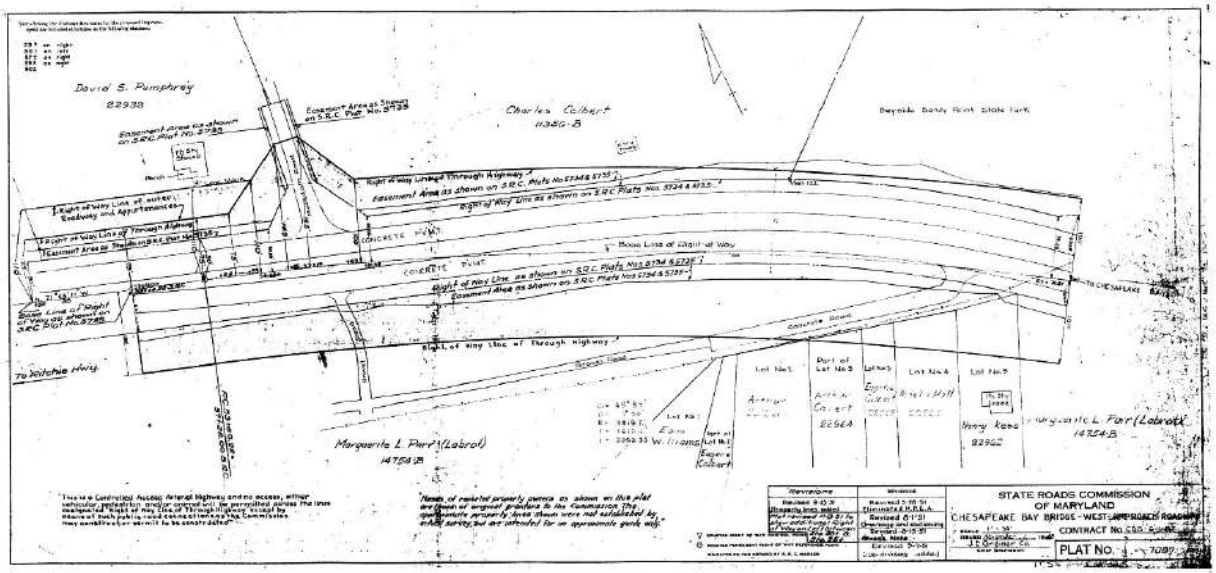


Historic Image 9: Boundary Survey of Bayside Sandy Point State Park, January 1949. J. R. McCrone, Jr. F2/2.
Photo Source: Maryland State Archives. Original Recording 6, Cabinet Number 3, Rod Number F-7. Plat 968; Plat Book 21, p. 40 MSA C2081-982.

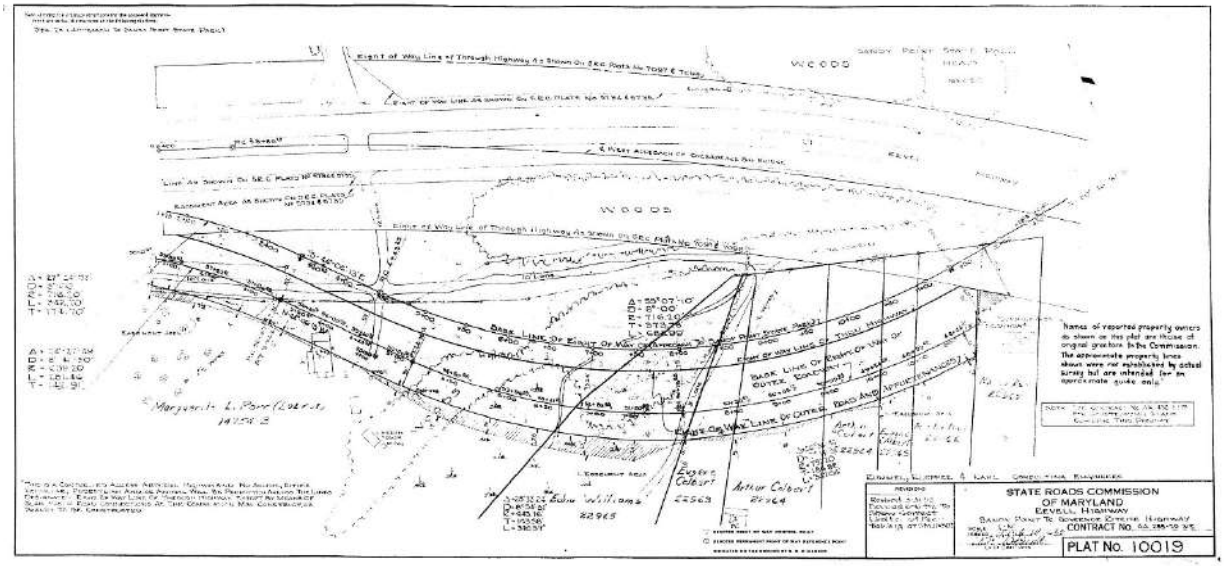


Historic Image 10: Boundary Survey of Bayside Sandy Point State Park, January 1949. J. R. McCrone, Jr. F1/2.

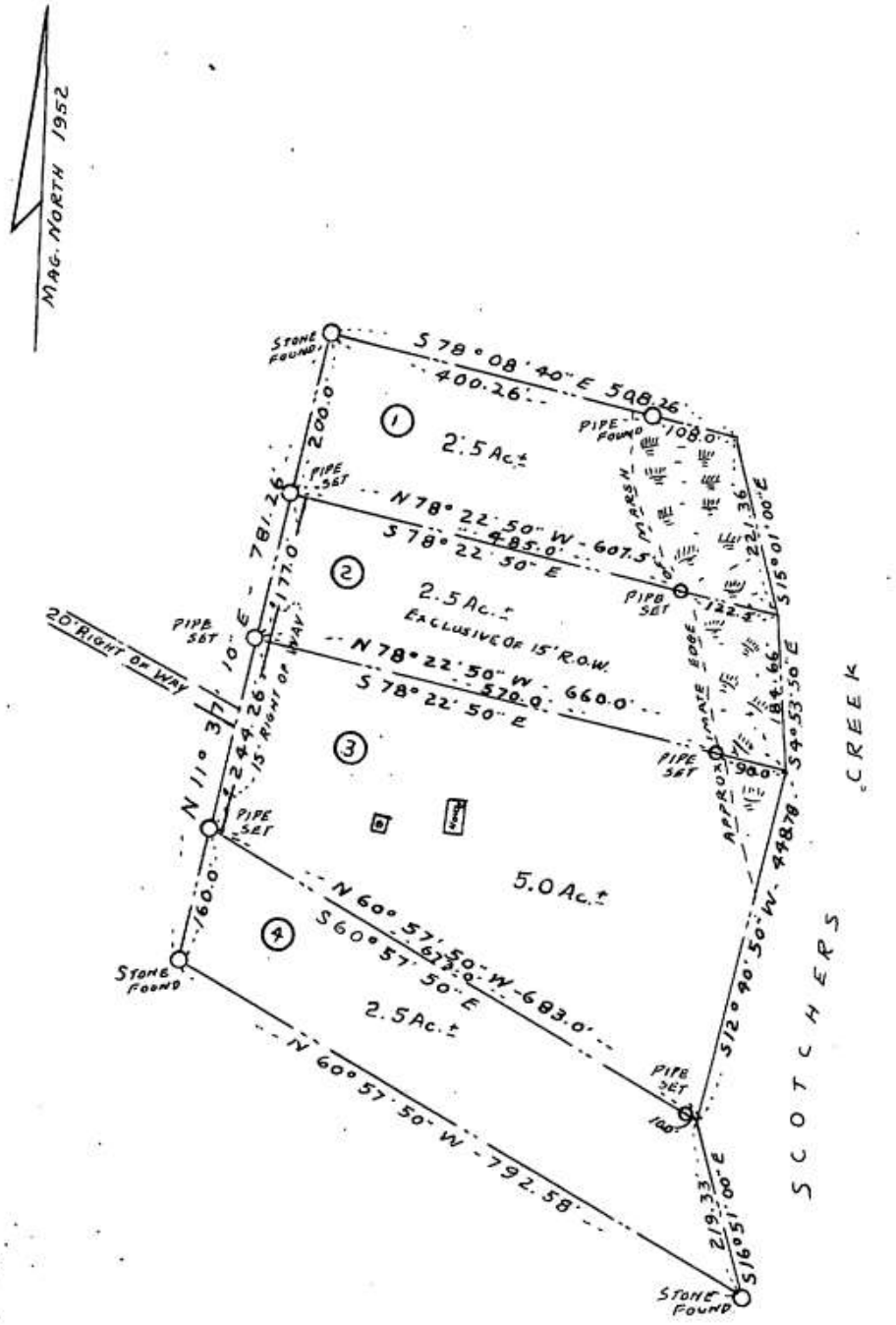
Photo Source: Maryland State Archives. Original Recording 6, Cabinet Number 3, Rod Number F-7. Plat 968; Plat Book 21, p. 40 MSA C2081-982



Historic Image 11: Plat, State Roads Commission, 1948, revised in 1951
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Right of Way Plats). Chesapeake Bay Bridge, West Approach – Roadway, Right of Way 7097-7101. MSA C2142-400



Historic Image 12: Plat, State Roads Commission, 1952
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Right of Way Plats). 1952/06/06. Revell Highway, Sandy Point to Governor Ritchie Highway. Right of Way 10019. MSA C2142-456



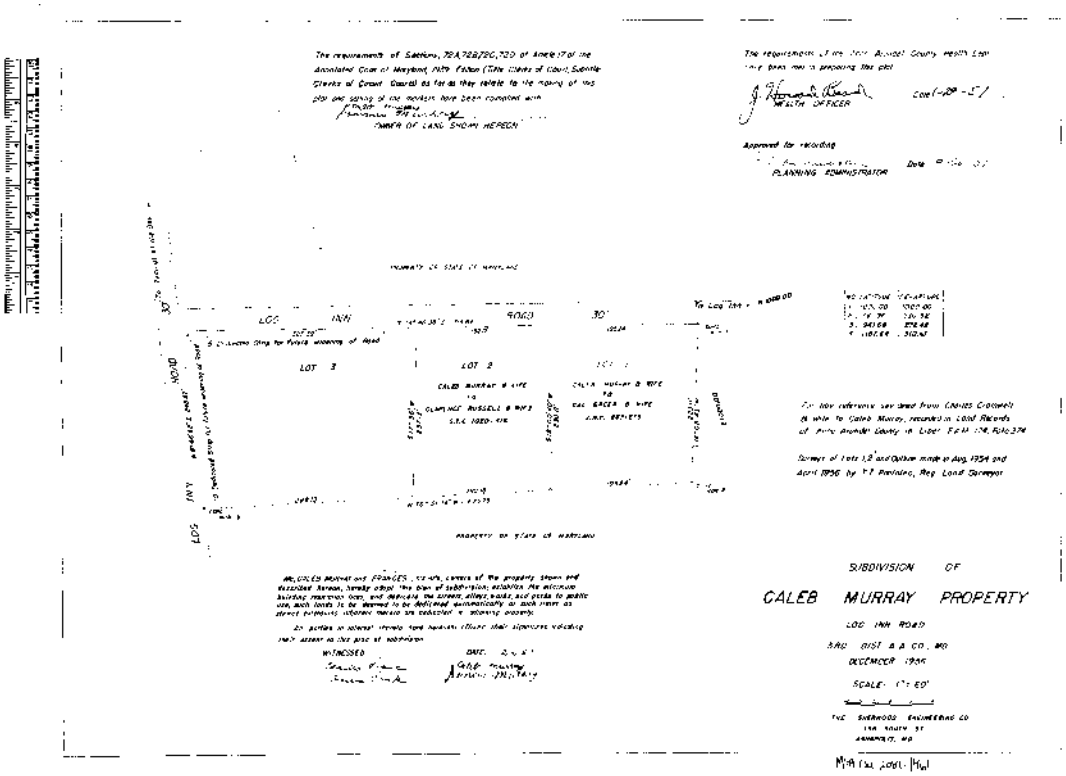
Historic Image 13: Survey for A. (Asbury) Harris 1952, now on Colbert Road
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1952-1952 JHH 692, p. 0540. MSA CE 59-1036



Historic Image 14: Detail of Log Inn Road from Anne Arundel County Index 1952
Photo Source: Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS). https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03.



Historic Image 15: Detail of Anne Arundel County Index 1952, showing Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane
Photo Source: Penna Aerial Surveys, Inc. 1952. "Anne Arundel County Index 1952." Washington, DC: U.S. Agriculture Stabilization and Conservation Service (ASCS).
https://jscholarship.library.jhu.edu/items/3f96d03f-bbb7-479c-9eed-e9e7270d0a03



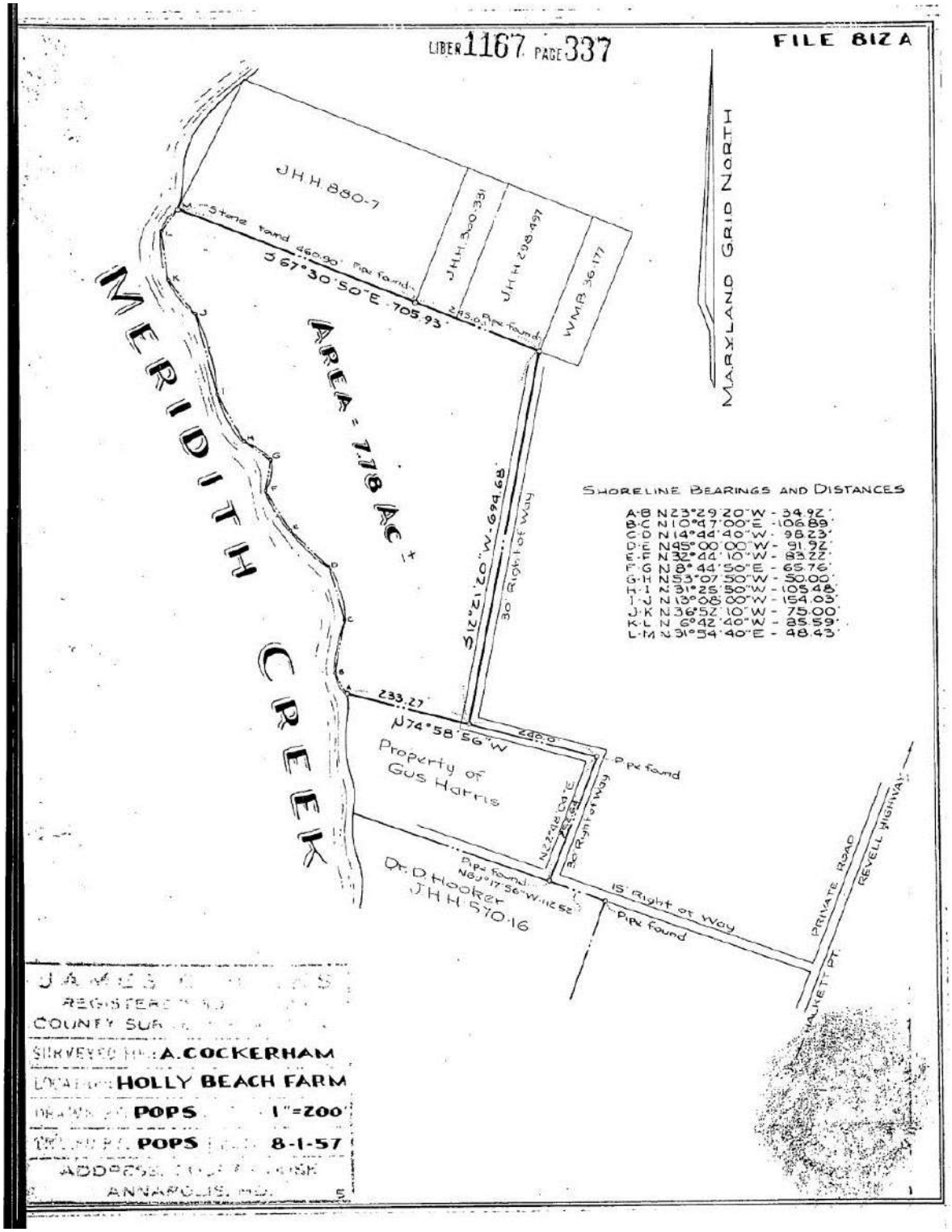
Historic Image 16: Plat of Subdivision of Caleb Murray Property, 1956, on Log Inn Road
Photo Source: Anne Arundel County Circuit Court. 1956. "Plat, Subdivision of Caleb Murray Property." Plat 1454; Plat Book 29, p. 14. Maryland State Archives.



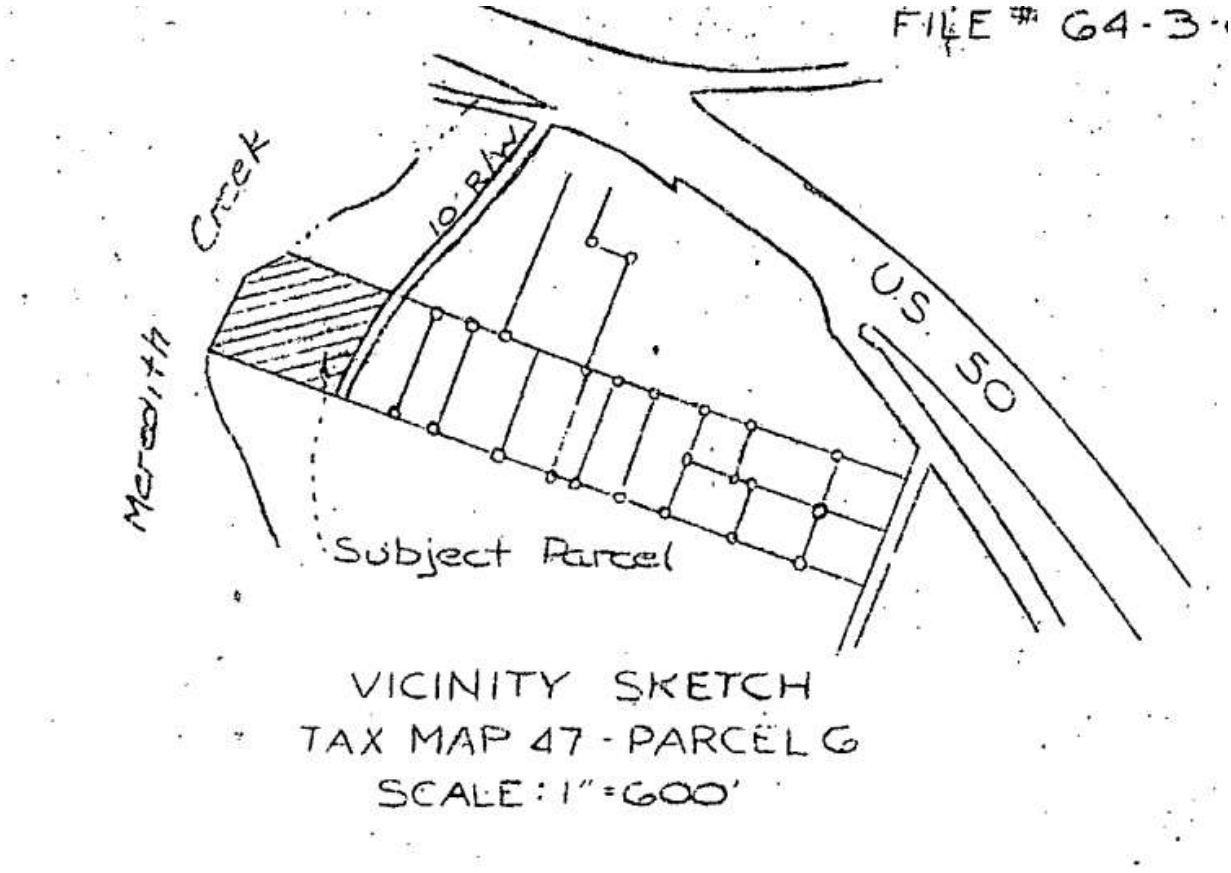
Historic Image 17: Aerial imagery of Log Inn Road, 1957
Photo Source: NETROnline, n.d. https://www.historicaerials.com/viewer.



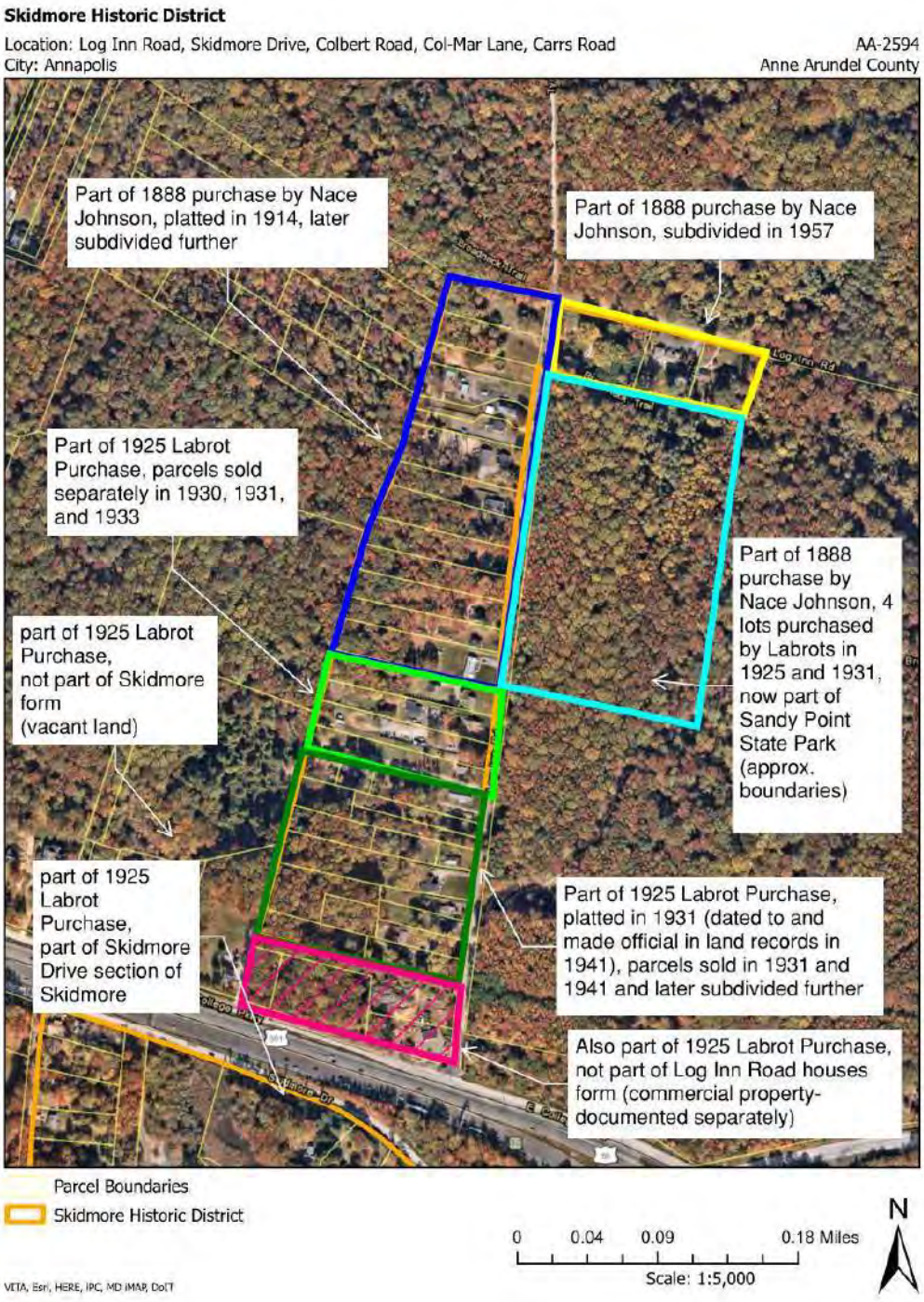
Historic Image 18: Aerial imagery of Colbert Road, Skidmore Drive, Carrs Road, and Col-Mar Lane, 1957
Photo Source: NETROnline, n.d. https://www.historicaerials.com/viewer.



Historic Image 19: Plat showing Skidmore parcels (north row) and Holly Beach Farm parcels, 1957
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1957-1957 GTC 1167, p. 0337. MSA CE 59-1511



Historic Image 20: Vicinity Sketch of what is today 1604 and 1606 Col-Mar Lane, 1965
Photo Source: Maryland State Archives. Anne Arundel County Circuit Court (Land Records). 1965-1965 LNP 1839, p. 0193. MSA CE 59-2183



Historic Image 21: Boundaries of Log Inn Road plats on modern aerial
Photo Source: Drawn by author from plats from Maryland State Archives.

NR Eligible: yes ___
no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Dutch Mill Farm Restaurant (Old Mill Pancake House)** Inventory Number: **AA-2603**

Address: 200 Old Mill Bottom Rd S. Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Annapolis

Property Owner: D & G LTD Partnership Tax Account ID Number: 29106019

Tax Map Parcel Number(s): 0169 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christina Sabol and Laura van Opstal Date Prepared: September 30, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland (KCI Technologies Inc. 1999) and the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024).

LOCATION/SETTING

The 1.18-acre commercial lot on the north side of Old Mill Bottom Road South contains a circa-1954 restaurant and detached dwelling (SDAT 2024). The parcel is bounded by US 50/301 (Blue Star Memorial Highway/Revell Highway W) to the northwest, a residential lot to the east, and Old Mill Bottom Road to the southwest. The northeast property line has a steep slope and is covered with grass and mature trees. Spanning the east and northwest property lines are metal chain link fences. In the northwestern quadrant of the parcel sits the restaurant (200 Old Mill Bottom Road South); a circa-2009 outbuilding sits near the northeast corner of the building. In the northeastern quadrant sits the detached dwelling (206 Old Mill Bottom Road South); and a detached multi-functional outbuilding constructed between 1970 and 1982 sitting east of the dwelling (NETROnline, n.d.). The southern half of the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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

_____ _____
Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

parcel contains an asphalt parking lot. In the southwest corner of the parcel and along US 50/301 stands a large metal commercial sign.

RESOURCE DESCRIPTIONS

Restaurant, circa 1954

The one-story, irregular heptagon, restaurant is clad in board-and-batten siding, has a continuous concrete foundation, and has a parapet castellated/stepped roof, with a faux smock mill centered on the roof. Extending from the north, west, southwest, and south elevations is a corrugated-metal, shed-roof porch supported by square wood post with knee braces. The lower third of the walls on the, south, southwest, and west elevations is clad in running bond brick veneer. The south elevation has two wood paneled doors with a single light. The words "CARRY OUT" are spelled out using three-dimensional channel letters in the central parapet step. The southwest elevation has three fixed, metal-frame, picture windows. Two of the windows are on a projecting entrance bay under the porch. A single-leaf wood paneled door provides access to the entrance bay from the southeast and northwest sides of the bay. Three fixed picture windows with inoperable vinyl, louvered shutters are evenly spaced along the west elevation. An illuminated box sign reading "RED HOT & BLUE Barbeque, Burgers & Blues" is in the parapet. The northwest elevation, moving east to west, has three fixed, wood-frame, picture windows without shutters, a single-leaf wood paneled door with a light, and a fixed picture window with inoperable louvered shutters. The remaining elevations were inaccessible during survey.

The eight-sided, flared base, wood-frame, smock mill is clad in horizontal weatherboard siding, has a metal clad dome cap, with four wood-frame sweeps (blades/sails) attached to the wood stock. The sweeps are large wooden latticed polygons without sailcloths. The stock is attached to the metal iron cross and the windshaft that projects out of the dome cap. Four decorative wood pig-shaped cut-outs are at the ends of each sweep. The body contains two four-paneled, wood framed, windows; one is on each the south and west elevations. Two rectangular louvered vents are under the cap at the top of the mill body.

This roadside building is meant to emulate a smock mill, a type of windmill typically with eight sides, but can range between six and twelve sides that flare or slope outward at the base of the body. A smock mill is a not rotating style of mill. The base is constructed from brick to prevent the deterioration of wood clad body ("How a Smock Mill Works," n.d.; Wailes 1954; Finch 1933).

Dwelling, circa 1954

The one-and-a-half-story, Minimal Traditional dwelling has a concrete daylight basement. The dwelling is clad in a mixture of painted stucco and asbestos shingles. It has a side-gable roof, clad in asphalt shingles with an off-centered cross -gable extension on the north slope and two front-gable dormers on the south slope. The dormer walls are clad in asbestos shingles. The windows unless stated otherwise are one-over-one, double-hung, metal frame windows, with a rowlock brick sill. The south façade has a single-leaf door centered on the daylight basement, the single openings on each side of the door have been bricked in. The first story has four windows of varying size and inoperable louvered shutters. The front-gable dormers each have a single window. A one-story addition to the west elevation is along the daylight basement, with a shallow-pitched shed roof. There is a single-leaf door on the south elevation of the addition. The remainder of the addition has no fenestration. The first story of the west elevation has three windows. In the gable are two windows and three smaller fixed windows. One of the three fixed windows is in the peak of the gable and the other two flank the larger windows. The north elevation, moving from east to west, has a window, a single-leaf door, and two windows. In the gable is a sliding sash window and a triangular vent. A shed roof, supported by a square-post, rests above the single-leaf entry. The door is protected by a metal storm door with a light. The east elevation has two windows on the first story flanking the exterior end brick chimney. A third window is on the half-story south of the chimney and under a square metal vent in the gable peak. Projecting east from the elevation is a one-bay entrance addition with two single-leaf doors and a bricked in opening. The east elevation also has a concrete patio, with a small wood fence. The patio area leads northeast to the detached multi-function outbuilding.

Multi-Function Outbuilding, between 1970 and 1982

The outbuilding is one-story, plywood-clad, with a continuous concrete foundation, and a corrugated-metal flat roof with overhanging eaves. The south elevation contains paired doors. The west elevation has a jalousie louvered window that has been boarded up. The elevation extends one-bay westward, with a single-leaf, paneled wood door on the south elevation. Continuing northward the western elevation has three more jalousie louvered windows, all have been boarded up. A screened addition to the north is currently (2024) utilized as a chicken coop and contains a wood framed door. A metal chain-link fence wraps around the addition, creating a run for the chickens. The north and east elevations were inaccessible during survey.

Outbuilding, circa 2009

The one-story, rectangular shaped outbuilding is clad in T1-11 plywood siding and has a side-gable roof clad in asphalt shingles. The outbuilding was inaccessible during survey.

HISTORIC CONTEXT

Dutch Mill Farm Restaurant is associated with the development of dining establishments along highways during the creation of automobile transportation infrastructure in the early twenty century; the expanded infrastructure allowed people to enjoy leisure time outside the home. The restaurant is located along the US 50/301, and the Governor Ritchie Highway (MD 2) corridor.

Automobile Transportation Infrastructure History

Following World War I, the Maryland State Roads Commission (SRC) expanded its campaign to construct new highways and improve the condition of the state's existing roadways by purchasing privately tolled roads and expanding state-funded and state-owned highway systems. During this time, the SRC created the state's earliest expressways and parkways, including Crain Highway (later US 301), constructed between 1922 and 1927; Defense Highway (MD 450), which connected Washington, DC, to Annapolis, constructed between 1920 and 1926; and the Governor Ritchie Highway (MD 2) (AA-4), constructed between 1934 and 1939 between Baltimore and Annapolis. First paved in 1927, MD 179 was a 6.07-mile highway between the Sandy Point terminal of the Sandy Point-Matapeake Ferry and MD 2, following the current alignment of US 50. By 1947, the alignment was redesignated US 50 and MD 179 became the designation for a short connector road, measuring 3.16 miles, with a western terminus at MD-648 near Annapolis and an eastern terminus at Cape St. Claire, crossing US 50/301 near the Revell Downs neighborhood. MD 179 was constructed to connect Annapolis with the ferry service to the Eastern Shore located near Sandy Point terminal of the Sandy Point-Matapeake Ferry ("MDRoads: Routes 160-179," n.d.; Marsh 1998; P.A.C. Spero et al. 1995; Diehlmann et al. 2024; Maryland State Roads Commission 1940; 1944; 1950).

US 50 locally was known as Revell Highway when first constructed and given the national nickname "The Loneliest Road in America;" it stretches from West Sacramento, California, in the west to Ocean City, Maryland in the east. The road was first platted in 1926, with some alterations made shortly thereafter, and was built in multiple segments during the twentieth century. The original alignment near Annapolis followed a portion what is now MD 450. By 1946, the section of US 50 between MD 2 to near the Sandy Point Ferry terminal was completed, following the alignment of the existing MD 179. In 1948, the American Association of State Highway Officials (AASHO) approved Maryland's request to extend US 50 between Annapolis and Ocean City; this segment was constructed by 1949 with a western terminus at the Matapeake Ferry terminal. With the construction of the first span of the Chesapeake Bay Bridge in 1952, US 50 provided a continuous roadway for through-traffic to and from the eastern shore ("MDRoads: US 50," n.d.; Maryland State Roads Commission 1950).

These new highways provided important defense capabilities, enabled expedited shipping of agricultural products to Baltimore, and increased commercial activity along with leisure travel and tourism (Marsh 1998; P.A.C. Spero et al. 1995; Diehlmann et al. 2024).

Roadside Commercial Architecture and Roadside Restaurants

Commercial growth in Anne Arundel County between 1890 and 1990 occurred along the major highways including Ritchie Highway, US 50, and MD 177 (Mountain Road). Commercial architecture varied depending on the era, with vernacular designs occurring in the earlier decades and a standardized corporate architecture starting in the 1960s and 1970s with the advent of fast-food commercial chains (Diehlmann et al. 2024). Roadside commercial architecture, including restaurants, motor courts, and service stations, commonly used bold designs and forms to catch the attention of passing drivers, a trend author Chester Liebs called "architecture for speed-reading" (Liebs 1995). Domestic imagery was popular in the early period of roadside commercial architecture, and included either repurposing existing houses, cottages, or cabins, or constructing new buildings using those same forms and corresponding architectural styles (Liebs 1995). One architectural style often used in roadside architecture was mimetic, or programmatic architecture, which is a form of novelty architecture that uses the sculptural form of the structure to communicate its contents. The style was employed as early as the late-1880s but grew in popularity with the expansion of road networks and the increased affordability of automobiles. The Dutch windmill form was popular with bakeries (Carbone 2012). Mimetic architecture incorporated advertising into the building design, as seen at the Dutch Mill Farm Restaurant, whose windmill form matched the atmosphere and homestyle feeling the business wanted to portray. Commercial roadside architecture along US 50 in Anne Arundel County following the construction of the Chesapeake Bay Bridge in 1952 provided amenities to the tourists and weekend beach vacationers traveling from Washington, DC and Baltimore to the Eastern Shore. In contrast to many other suburban commercial resources built in the Modern Period of suburbanization (1930-1960) that essentially were blank slates lacking ornamentation, occasional "signature" buildings were constructed using unique shapes, modern roof lines, and bright colors (KCI Technologies Inc. 1999).

Restaurants were an important development in commercial growth, with family "Sunday drives" gaining popularity in the 1920s along with the rise of families with automobiles. Families needed a safe, clean space to eat along the drive. Initially roadside eating establishments included tea rooms, diners, family restaurants, and drive-in restaurants (Rosin et al. 1992). Tea rooms, typically located within a historic building, provided an elegant and clean family dining experience and attracted tourists looking for a quaint, rural, country feel. Often fostering a "cozy" and "homey" atmosphere, establishments served afternoon tea, cold drinks, and ice-cream. Diners were originally established for typically male factory workers in city settings to serve a fast, hot, and traditionally home-cooked meals, before or after shifts. With the advent of automobiles, diners were spread along the newly constructed or paved roads to provide the same comfort of quick, hot, and homecooked meals. The prefabricated buildings were reminiscent of boxy railroad dining cars, thus these establishments were soon termed "diners." They often catered to truck drivers, traveling businessmen, and other single travelers. Family restaurants combined the "cozy" charm and cleanliness of tea rooms with the hot, fresh, and quick meals of diners, common menu items included hot dogs, hamburgers, and ice cream. These restaurants were less dainty than tea rooms and less rugged than diners. These family restaurants were the beginning of fast-food chains, offering a limited menu at a fast pace with a low price and a variety of locations. Howard Johnson Family Restaurants were the initial model, with White Castle as one of the first chains founded in 1926. McDonalds improved the business model in 1948 and would eventually out pace other chains. By the 1960s and 1970s corporations created a standardized corporate branding and standalone structures with a drive-through window becoming a character-defining feature. The Dutch Mill Farm Restaurant, which marketed to families and featured a large menu of various home-cooked style meals, is an example of a family restaurant (Rosin et al. 1992).

Resource Type

The Dutch windmill design was popular in the early to mid-twentieth century to grab passing motorists' attention and patronize the commercial establishment. They were used from diners to motel units to truck stops/convenience stores and amusement park shelters. A comparable example, along the Eastern Seaboard is the Windmill Restaurant in Long Branch, New Jersey, which opened in 1964 as a hot dog stand. The windmill is centered on a polygon shaped building with a parking lot. There are approximately 125 roadside architecture windmills in various degrees of condition and integrity in the United States; and of these Maryland only has one such building (Seltzer 2023).

Parcel History

The restaurant and dwelling were constructed in 1954 by LeRoy and Alice Corcoran, who ran it as the Dutch Mill Farm Restaurant until 1959 (Corcoran-Schroeder 2006). LeRoy and Alice's daughter, Claudette Corcoran-Schroeder, wrote in a letter that her father "envisioned a unique family restaurant for Marylanders traveling to and from the Eastern Shore … [he] was committed to restaurant cleanliness and food quality. With a full glass window across the kitchen, diners could watch their meals prepared in the spotless, stainless steel, state-of-the-art kitchen" (Corcoran-Schroeder 2006). According to the windmill shaped roadside sign the restaurant was first used as a cocktail lounge with "a full bar serv[ing] more sophisticated libations;" at the time the restaurant included a blue painted windmill, with lit white rope lights outlining the four swifts, and a roof-top "X"-shaped balustrade (Corcoran-Schroeder 2006; Exterior and Interior Views of the Old Dutch Mill Located on Revell Highway 1955; Khatam 2020). The windmill was later painted white, and the restaurant featured a more family-oriented diner menu with breakfast, barbecue, hot dogs, homemade ice-cream and milkshakes, sandwiches, and fried shrimp. Corcoran wrote, "the Dutch Mill was an instant success, with long waiting lines, especially on summer weekends … [LeRoy] realized his dream to create a Maryland landmark. The torch of ownership has passed several times. The infamous death of one owner and the Mill's safe return from government hands only adds to the Dutch Mill's lore" (Corcoran-Schroeder 2006).

Arthur Steiner purchased the buildings in 1959, changed the name to the Old Mill Pancake House, and according to photographs, added a one-bay addition to the northwest elevation. The windmill was initially left painted white with the doors and windows being replaced and the façade receiving some exterior material changes, such as the stone veneer from the water table downwards. Later the windmill was painted red (Traub, D. E. 1965; 1970). The sign changed from a windmill to a large arrow shaped sign supported by five poles with small ovals advertising chicken, steaks, seafood, and sandwiches. Arthur transferred the restaurant to his son Robert Steiner and Robert's wife Joyce, upon Robert's return from service in the Vietnam War. The couple had a volatile relationship which ended in 1988, with Joyce charged with Robert's murder following a disagreement about converting the restaurant from a diner to a more up-scale Italian restaurant (Weaver 1988; Howard 2020).

The state held ownership of the property until 1990, as evidence for the murder trial, when Danny Sager and Chris Keller purchased it at auction and restored the buildings, keeping the windmill. According to Sager there were three bids, and his bid was not the highest nor was he the only one interested in keeping the windmill, however, he believes the state wanted to sell "it to someone who would leave the windmill there … 'they thought of it as history because it had been there for so many years.' After extensively remodeling the restaurant, he opened the Texas Steak and Barbecue in 1990, before leasing it to Red Hot & Blue" (Brown 1999). An article in The Capital describes the importance of the unique building: "The windmill is appealing not only for its looks but also

for its mystique, owners said. Visitors frequently talk about the restaurant as a landmark, and motorists from as far away as Virginia know about the 'windmill,' even if they don't know which restaurant is paying the rent" (Brown 1999). Danny Sager's wife Gloria stated that "they were flooded with stories of people who used to stop here as kids … there was so much talk, we added a breakfast to our menu" (Brown 1999).The remodeling included removing the former roof-top balustrade and replacing it with a new false, stepped, Mission-style, parapet roof, replacement doors and windows and new roofing material for the pent roof awning. It continues to be operated as Red Hot & Blue in 2024 (Howard 2020; Brown 1999).

ELIGIBILITY DETERMINATION

The Dutch Mill Farm Restaurant was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Dutch Mill Farm Restaurant is associated with the development of mid-twentieth roadside commercial architecture along state and federal highways following the expansion and improvement of vehicular transportation networks and affordability of automobiles for a greater portion of the population following World War II. The Dutch Mill Farm Restaurant was constructed along the newly improved US 50 following the construction of the Chesapeake Bay Bridge, and the imposing windmill, prominent from the roadway, served as a landmark and a diner for tourists traveling to and from the Eastern Shore. It is associated with the growing tourism industry and commercial development in Anne Arundel County related to the expansion of road networks, and construction of a vehicular connection over the Chesapeake Bay. Therefore, the Dutch Mill Farm Restaurant is eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Dutch Mill Farm Restaurant is not eligible under Criterion B.

The Dutch Mill Farm Restaurant embodies the distinctive characteristics of a type of roadside eatery architecture, with the incorporation of the windmill during the interwar period, when the automobile-based tourism was in its infancy. The building retains integrity for the elements of location, setting, design, association, and feeling. Therefore, the Dutch Mill Farm Restaurant is eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1954, when the resources were constructed and continues through 1967 when ownership changed, and the new owner unsuccessfully attempted to change the restaurant into an Italian restaurant. The late 1960s and the 1970s saw a change in roadside restaurants with drive-throughs windows.

INTEGRITY

The Dutch Mill Farm Restaurant retains its integrity of location, setting, design, association, and feeling. Although there have been changes to the structures since its period of significance, a greater degree of alteration to the materials and workmanship of the resource is allowable since it is one of the few remaining examples of roadside architecture in Anne Arundel County and potentially the only example of roadside windmill in the state.

The Dutch Mill Farm Restaurant retains its integrity of location as the restaurant and dwelling have not moved locations.

The Dutch Mill Farm Restaurant retains integrity of setting. While there has been residential construction to the east, the row of trees prevents the view of the dwellings from the restaurant's viewshed. The parcel continues to have an unobstructed view to and from US 50/301. The sight of the road and the parking lot around the buildings convey the early commercial roadside setting.

The Dutch Mill Farm Restaurant retains its integrity of design. While the restaurant has been expanded since its original construction, and the architectural details of building have been altered or modified, the most important and distinctive characteristic of the resources is the large imposing windmill on the roof. The windmill has undergone little or no change; it retains its placement atop the restaurant building, wood siding, and four lattice sweeps. The restaurant overall resembles a smock mill, with the building's masonry exterior and wood balustrade imitating the brick base of a mill. Nonetheless, retention the original windmill, the most prominent part of the building, which was designed to capture the attention of passers-by, sufficiently conveys the original design of the building that remains a roadside landmark along US 50/301.

The Dutch Mill Farm Restaurant does not have integrity of materials or workmanship. The restaurant building has been expanded and does not retain any original materials with the complete renovation of its exterior. Only the windmill itself retains original materials.

The Dutch Mill Farm Restaurant retains its integrity of association as a roadside family restaurant along a newly constructed road. The property is still commercial with access to and from the US 50/301 and intact views to and from the highway.

Lastly, the Dutch Mill Farm Restaurant retains its integrity of feeling. The windmill invokes the feeling of the early vernacular roadside architecture of family restaurants.

CONTRIBUTING RESOURCES

Contributing elements include the restaurant building. These buildings are original to the parcel.

Non-contributing elements include the dwelling, outbuilding, and the multi-functional outbuilding. While originally part of the resource, the house does not contribute to the restaurant's significance as commercial roadside architecture. The other buildings were constructed outside the period of significance.

BOUNDARY DESCRIPTION

The boundary for the property encompasses 1.18 acres and is confined to the current property tax parcel which is found on Anne Arundel County Tax Map 0040 Parcel 0169 (2022).

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Commercial Property, 200 Old Mill Bottom Rd S

Location: 200 Old Mill Bottom Rd S
City: Annapolis Anne Arundel County

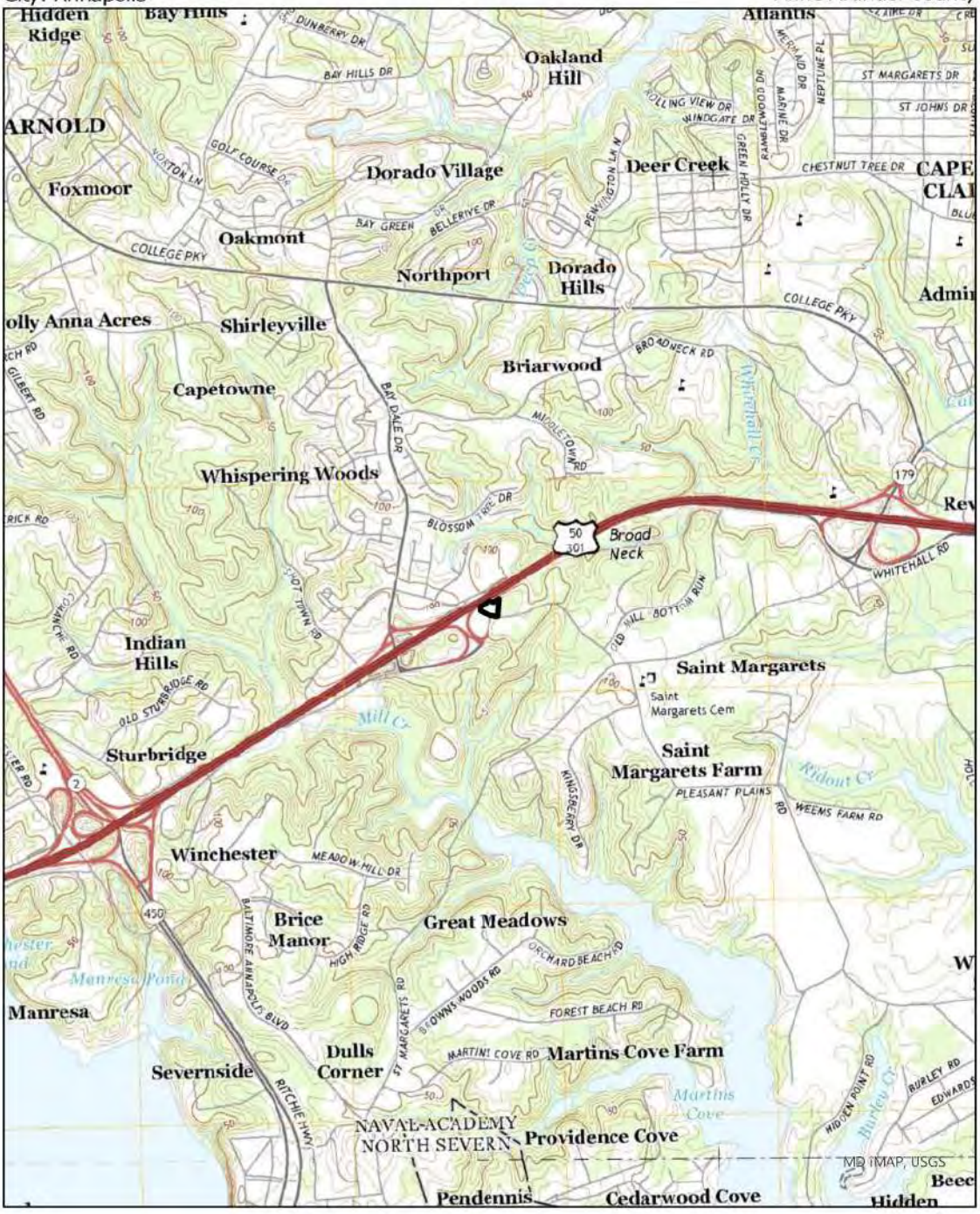


MAPS

Commercial Property, 200 Old Mill Bottom Rd S

Location: 200 Old Mill Bottom Rd S

City: Annapolis Anne Arundel County



USGS 7.5' Quadrangle - Annapolis

0 0.5 1 Miles

Scale: 1:24,000

N

PHOTOGRAPHS



Photo 1 of 9: Circa-1954 commercial building, northwest and southwest elevations, looking east.



Photo 2 of 9: Circa-1954 commercial building, southwest and south elevations, looking northeast.

PHOTOGRAPHS



Photo 3 of 9: Circa-1954 commercial building, south and southeast elevations, looking north.



Photo 4 of 9: Circa-1954 dwelling, south façade, looking northwest.

PHOTOGRAPHS



Photo 5 of 9: Circa-1954 dwelling, west elevation and south façade, looking northeast.



Photo 6 of 9: Circa-1954 dwelling, north elevation, looking south.

PHOTOGRAPHS



Photo 7 of 9: Circa-1954 dwelling, east elevation, looking southwest.



Photo 8 of 9: Multi-function outbuilding, south elevation, looking north.

PHOTOGRAPHS



Photo 9 of 9: Multi-function outbuilding, west elevation, looking east.

NR-ELIGIBILITY REVIEW FORM

AA-2603 Dutch Mill Farm Restaurant (Old Mill Pancake House)

PHOTO LOG

Number of Photos: **9**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File:
File Format: **AA-2603_2023-12-07_01.tif… etc.**

Photographs inserted on continuation sheets:

AA-2603_2023-12-07_01.tif
Photo 1 of 9: Circa-1954 commercial building, northwest and southwest elevations, looking east.

AA-2603_2023-12-07_02.tif
Photo 2 of 9: Circa-1954 commercial building, southwest and south elevations, looking northeast.

AA-2603_2023-12-07_03.tif
Photo 3 of 9: Circa-1954 commercial building, south and southeast elevations, looking north.

AA-2603_2023-12-07_04.tif
Photo 4 of 9: Circa-1954 dwelling, south façade, looking northwest.

AA-2603_2023-12-07_05.tif
Photo 5 of 9: Circa-1954 dwelling, west elevation and south façade, looking northeast.

AA-2603_2023-12-07_06.tif
Photo 6 of 9: Circa-1954 dwelling, north elevation, looking south.

AA-2603_2023-12-07_07.tif
Photo 7 of 9: Circa-1954 dwelling, east elevation, looking southwest.

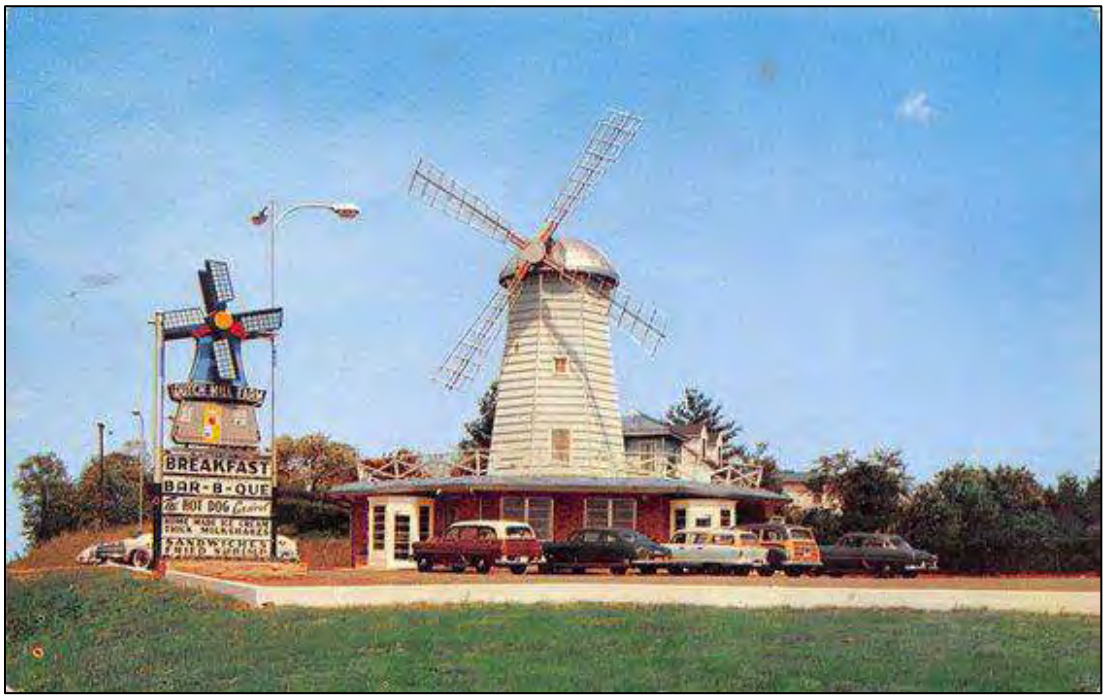
AA-2603_2023-12-07_08.tif
Photo 8 of 9: Multi-function outbuilding, south elevation, looking north.

AA-2603_2023-12-07_09.tif
Photo 9 of 9: Multi-function outbuilding, west elevation, looking east.

AA-2603
Dutch Mill Farm Restaurant (Old Mill Pancake House)
200 Old Mill Bottom Road South
Annapolis, Anne Arundel County, Maryland



Historic Image 1: Southwest elevations, photo taken from the parking lot, looking northeast ("Outside of American Restaurants in the Late 1950s and '60s Through Amazing Postcards" 2020).



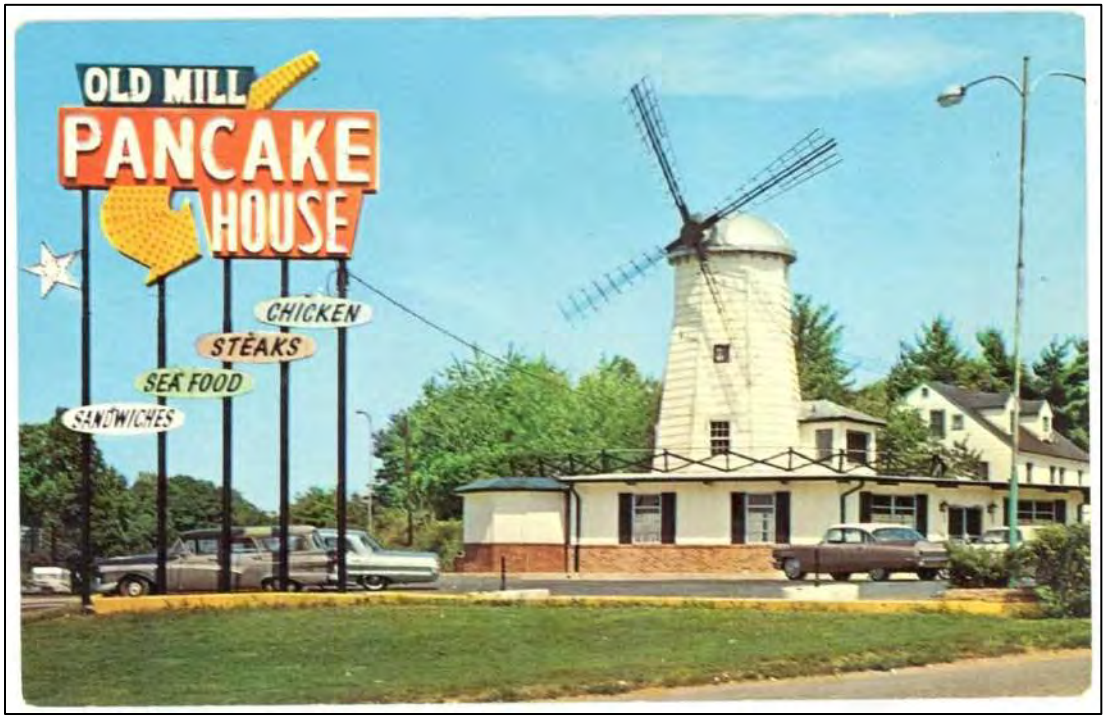
Historic Image 2: Southwest elevations, photo taken from the parking lot, looking northeast (Howard 2020).



Historic Image 3: Southwest elevations, nocturne photo taken April 29, 1955, from the parking lot, looking northeast (*Exterior and Interior Views of the Old Dutch Mill Located on Revell Highway* 1955).



Historic Image 4: Interior view, photo taken April 1960, looking north (*Interior View of the Old Dutch Mill Restaurant Showing a Woman Cooking on the Grill* 1960).



Historic Image 5: Southwest elevations, photo taken from parking lot, looking northeast (Traub, D. E. 1965).



Historic Image 6: Southwest elevations, photo taken from parking lot, looking northeast (Traub, D. E. 1970).

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Eareckson House (Nathan Morris House)** Inventory Number: **QA-125**

Address: 214 Pier One Road Historic District:

City: Stevensville Zip Code: County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: 214 Bay Manor 21666 LLC Tax Account ID Number: 030699

Tax Map Parcel Number(s): 0301 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Francesca Maisano Date Prepared: January 31, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Not Recommended

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

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The Eareckson House was originally documented on a Maryland Inventory of Historic Properties Form in 1980. The 1980 form described the Eareckson House as "typical of a house type that enjoyed considerable popularity in the second quarter of the 19th century," with its "most recognizable characteristics" being "the 2 1/2 story, five bay form combined with center passage plan and corbeled brick cornice." The survey made additional note of the house's "exceptionally handsome curving stair and carefully preserved interior woodwork," as well as similarities to the nearby Clayland Price Farm (QA-221) (Ridout V 1980, 1). The Eareckson House was later documented in a May 2002 Determination of Eligibility (DOE) form that determined the house eligible for the National Register of Historic Places (NRHP) under Criterion C, "as a representative example of mid-nineteenth century rural residential architecture on Kent Island" (McDonald and Brockett 2002, 2). Since the 2002 DOE, the Bay Bridge Industrial Center has continued to be developed. This Determination of Eligibility documents changes to the resource since the previous documentation and re-evaluates the eligibility of the Eareckson House.

LOCATION/SETTING

The Eareckson House sits on an irregularly shaped, flat parcel of land in an industrial park. Chain-link fencing lines the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

perimeter of the parcel. An asphalt driveway and parking lot line the southwestern edge of the lot. The driveway continues along the western and northern parcel boundaries. The Eareckson House, oriented northeast-southwest, is in the southwest corner of the parcel, while northeast is a larger, roughly square multi-use building in the middle of the parcel. Since the last evaluation in 2002, the nineteenth- and twentieth-century secondary structures were demolished. According to street view imagery the demolition occurred in the late 2010s (Google 2019; County Commissioners of Queen Anne's County 2019). At the time of survey, a large new mixed-use building was under construction northeast of the Eareckson House.

RESOURCE DESCRIPTION

Eareckson House

The Eareckson House is a two-and-a-half story, rectangular, center-passage, common-bond brick building, five bays across and one pile deep on a raised foundation with a side-gabled asphalt shingle roof. A brick interior end chimney is on either gable end.

The five-bay symmetrical southeast façade has a four-step brick stoop, with a brick ramp on the northeast side, a central doorway with a 1970s Greek Revival frame portico supported with paired square posts, and a balustrade above. The brick ramp was added after the 2002 survey. Two six-over-six, double-hung windows with stone sills are on either side of the doorway on the first story. The second story of the façade has identical windows above the first story windows, while above the main doorway is a paneled door covered by a screen door, which lets out onto the porch. Three early-twentieth-century front gable dormers with smaller six-over-six, double-hung sash windows are in the roof.

The southwest elevation features four windows identical to the windows in the southeastern façade, two in the first story and two in the second story on either side of the chimney.

The northwest elevation was partially obscured by fencing at the time of survey. The first story has a central door with one window east of the door and two west of the door. The second story has four six-over-six double-hung windows with stone sills and a small octagonal window between the middle two windows. All six-over-six windows have shutters. There are two early-twentieth-century, front-gable dormers with small six-over-six windows at either end of the roof. The one-story, frame addition with a shed roof that spanned two-thirds of the rear elevation at the time of the last survey has been demolished.

The northeast elevation was not fully accessible at the time of survey. However, the 1970s one-and-a-half story, frame side-gabled addition attached to this elevation at the time of the 2002 survey has been removed.

Mixed-use Building

The four-story multi-use building was under construction at the time of survey. It is roughly L-shaped and covered in ZIP System sheathing. On the southeast and southwest elevations, the fenestration alternates between balconies and paired or tripartite windows. Its northwest and northeast elevations were not visible at the time of survey.

HISTORIC CONTEXT

Dr. Roderick W. Eareckson purchased 375 acres, 3 roods, and 4 perches of land, saving and excepting two acres of land for the Protestant Episcopal Church (Christ Church parish) for the former Christ Church building and the cemetery (QA-162) in Broad Creek, formerly owned by the late James Embert, in an auction in June 1849 and received the title of the property in April 1853 (Queen Anne's County Circuit Court 1853). He constructed a house on the property not long after the purchase, around 1856 (Ridout V 1980, 2; Dickman 1974). Dr. Roderick W. Eareckson was the son of Roderick Eareckson, a large landowner and wealthy prominent citizen of Queen Anne's County, who was involved in state and local politics and affairs. Dr. Eareckson's father owned several notable properties, including the Robert White House (also known as the Earickson House) (QA-272) located southwest of this Eareckson House along Romancoke Road (Masek 1983, 3, 7–9). Dr. Eareckson was a physician and was also involved in local business and political affairs. He was one of the commissioners who organized the Bank of Centreville, which opened in 1860, and became a commissioner for the Queen Anne's and Kent Railroad in 1866. Dr. Eareckson became a delegate to the State Democratic Convention in 1860 and was elected a Democratic delegate in 1871 (Masek 1983, 7–9). His household in 1850 consisted of himself, along with his wife Fredericka M. E., their children Frederick, Frances C. Anna E., and two Black laborers George Raisin and Robert Green (United States Census Bureau 1850b). Eareckson also had 13 enslaved workers, ages 2 to 45 (United States Census Bureau 1850a). By 1960, Eareckson had 22 enslaved workers (United States Census Bureau 1860b, 29). Listed as a farmer in 1870, Dr. Eareckson employed three Black domestic servants Ellen King, Elizabeth Gordley, and Thomas Green (United States Census Bureau 1870).

In February 1874, Roderick and his second wife Ellen sold the land to brothers Robert and James Harrison (Queen Anne's County Circuit Court 1874). The Harrison brothers planted peach trees on the farm (Siemer 1982). James B. Bright and Catherine Bright purchased the farm in June 1879 (The Sun 1879; Queen Anne's County Circuit Court 1883). Catherine died in 1892 (White 2010). The Bright family continued to grow peaches on the farm, as well as corn (Bay Times 1970; The Sun 1893). James B. Bright was active in local business and politics, serving as a county commissioner, a member of the State Central Committee, a director of Centreville's Queen Anne's National Bank, and a Judge of the Queen Anne County Orphan's Couty (The Sun 1910; The Sun 1913). James Bright is likely responsible for constructing several additions to the property in the late nineteenth century. There were two-story bracketed frame porches on the front and rear elevations. There was also an "early" two-and-a-half story wing with a porch that was attached to the northeast gable of the main portion of the house and a two-and-a-half story addition that was attached to the northeast gable of the wing (Ridout V 1980, 3–4, 7). On the property was at least one outbuilding built in the mid-to-late nineteenth century, perhaps a meat house (Ridout V 1980, 7).

James B. Bright died in 1913 as "one of the county's wealthiest land owners," as he was a descendent of "one of the Eastern Shore's oldest families" and had had inherited much property (The Sun 1913; Queen Anne's County Circuit Court 1915a). One of his sons, James T. Bright, purchased the farm at auction in June 1914, by which point the property was also known as the J. B. Bright Home Farm (Queen Anne's County Circuit Court 1915a). James T. Bright was a lawyer based in Centreville (Journal-Every Evening 1936). In 1915, James and his wife Mamie sold one-half interest in the property to Charles Q. Snyder, Mamie's father (Queen Anne's County Circuit Court 1915b; The Sun 1910). The Brights and Snyders sold the land to Dr. Charles E. Snyder in 1920 (Queen Anne's County Circuit Court 1920). Dr. Snyder was a physician, who also at one point was the president of the Stevensville Bank and a member of the Queen Anne's County Medical Association (The Sun 1961; United States Census Bureau 1930). It was between 1900 and 1929 that the dormers were added to the Eareckson House (Bay Times 1970; McDonald and Brockett 2002, 1).

The Snyders did not live on the farm (United States Census Bureau 1930; The Evening Sun 1950). Snyder instead had a tenant who worked the farm. In 1937 there was a complex of about five farm buildings northwest of the house, as well as another building northwest of the complex, while the rest of the farmland was plowed fields (Queen Anne's County, n.d.). Like many farms in Queen Anne's County in the early twentieth century, production shifted to dairy production. According to an "Evening Sun" article, the farm "[did] pretty good," selling "about $8,000 worth of milk" by 1950, as well as "a good many hogs" (The Evening Sun 1950). The construction of the entrance to the Chesapeake Bay Bridge in the early 1950s reduced the size of Snyder's large formerly 375-acre farm and bisected it into two separate areas -and made it impossible to get across the highway or on and off it except at junctions. This caused the farm to "lose a great part of its value," leading to a 1950 condemnation suit against the State of Maryland and an award of $19,000 to Snyder rather than the $10,000 offered (The Evening Sun 1950; The Sun 1950). By 1957, Snyder's farm complex had grown to approximately twelve buildings, including a silo, as well as another building just northeast of the Eareckson House. The rest of the farm, including the property across US 50/301, continued to be farm fields (Queen Anne's County, n.d.). By 1958, the farm was down to approximately 335.61 acres in size, due to several land sales in the first half of the twentieth century as well as the state's condemnation of the land for the highway and bridge (Queen Anne's County Circuit Court 1948; 1958). In 1958, Snyder sold the property to the Bay Park Development Company (Queen Anne's County Circuit Court 1958). In 1959, the farm was described as growing 37 acres of wheat, 5 acres of barley, and 10 acres of rye (Clark 1959). By 1963, most of the buildings in the farm complex had been demolished (Queen Anne's County, n.d.).

In 1963 the Kent Island Limited Partnership, consisting of Nathan Morris, Allen I. Morris, and Allen Berenter, purchased the 179.40 acres of remaining farmland south of US 50/301 (Queen Anne's County Circuit Court 1963). Nathan "Bill" Morris was a local aviator who established the Kentmorr community in the 1940s, a residential neighborhood located around an airstrip (Shaum 2006; Diehlmann et al. 2023, 5-82). The partners turned the land around the Eareckson House into the Bay Bridge Industrial Center, while other land to the southeast of the house became the Bay Bridge Airport and Bay Bridge Marina (Queen Anne's County Circuit Court 1981; Shaum 2006). In the early-to-mid 1970s the house, having fallen into disrepair, was rehabilitated and turned into office space (Dickman 1974; Siemer 1982). By January 1970, the two-story frame porches on the southeast façade and northwest elevation collapsed and were not rebuilt (Bay Times 1970; Siemer 1982). Between 1970 and 1974, the collapsing two-and-a-half-story wing was demolished, and a one-and-a-half story, frame side-gabled addition was put in its place (Bay Times 1970; Wilfong, jr. 1973; Dickman 1974). Another one-story, frame addition with a shed roof that spanned two-thirds of the rear elevation and connected to the northeast gable addition was built at the same time (McDonald and Brockett 2002, 1). A Colonial Revival porch was added to the southeast façade between 1974 and 1978 (Dickman 1974; Queen Anne's County, n.d.). An octagonal window was placed in the second story of the northwest elevation (Ridout V 1980, 5). The fireplaces, open-string staircase, original floors, and most of the handmade original windows, were retained while air

conditioning was added and bathrooms renovated (Dickman 1974; Siemer 1982). At least one outbuilding was on the property during the renovation, which was identified as a milkhouse (Dickman 1974).

In 1981, parcels 8 and 8N of the original farm, which contained the house and 3.1 acres, were sold to William H. Stevens and Robert H. Young (Queen Anne's County Circuit Court 1981). The house was used as the headquarters for Stevens Yachts (Siemer 1982). In 1982, the Eareckson House was still in a largely agricultural setting surrounded by chestnut trees and corn fields (Siemer 1982). Between 1978 and 1989, two two-story frame office buildings with side-gabled roofs, attached at their gable ends, were built northeast of the house, while another frame two-and-a-half story office building with an integral garage and second story roof was constructed northwest of the house (Queen Anne's County, n.d.; McDonald and Brockett 2002, 2).

The property was sold multiple times between 1999 and 2019 (Queen Anne's County Circuit Court 1999; 2003;2007; 2019). Between 2019 and 2021, the current owners removed the twentieth-century additions and demolished the nineteenth-century brick outbuilding and the three 1980s commercial office buildings, intending to build a new single multi-use building (Google 2019; County Commissioners of Queen Anne's County 2019). At the time of survey that new building was being constructed northeast of the Eareckson House. It will be 80,000 square feet of commercial and residential space and is expected to be completed in the first quarter of 2024 (Rosso Commercial Real Estate Services, n.d.).

Nineteenth Century Queen Anne County Architecture

The Eareckson House, through its simple form, is "similar to other mid-nineteenth century Kent Island houses such as the Clayland Price House [QA-221] and Blue Bay Farm [QA-270] house," whose architecture reflects regional eighteenth century architecture (McDonald and Brockett 2002, 2). Such features include its two-and-a-half-story height, five bays, center passage plan, and corbeled brick cornice (Ridout V 1980, 3). Eighteenth-century Georgian and Federal-style architectural forms remained popular on the Eastern Shore into the mid-nineteenth century, constructed both of frame and brick, and dwellings such as the Eareckson House reflect the prolonged popularity of the type. According to Orlando Ridout V, "the five bay, two story façade with flush gable chimneys and pitched roof is probably the most common form found during the period [second quarter of the nineteenth century]" (Ridout 1979). In addition to many existing brick eighteenth-century examples, such as Morgan's Enclosure (QA-169) and Cloverfields (QA-2), the Eareckson House resembles several extant brick nineteenth century examples in Queen Anne's County: the Clayland Price Farm (QA-221) north of Stevensville; Fort Point Farm (QA-225) in Centerville; Haddon Hall (QA-44), west of Sudlersville; the Reed Leverton House (QA-128) outside of Centerville; and Lloyd's Meadows (QA-130) near Wye Mills. All these examples retain their rural, agricultural setting. The John C. White Farm (QA-207) is an extant three-bay brick example of the type near Dominion on Kent Island that still retains its agricultural setting. Frame examples include the Chambers House (QA-215) in Love Point; the Crane-Trenchard House (QA-371) in Church Hill; and Locust Hill (QA-230) in Centerville; all of which retain their agricultural setting. Documented, but demolished nineteenth-century brick examples of the type include the Joseph Jackson House (QA-132) in Starr and the George Clendaniel Farm House (QA-187) near Henderson.

The interior of these buildings with Georgian and Federal forms often reflected nineteenth-century architectural detailing, such as the corner blocks with concentric circles in door moldings, seen at the Eareckson House, which became popular after 1830 (Dickman 1974; Ridout V 1980, 15). The Eareckson House also had other Victorian-era features, including the two-story bracketed porches on the façade and northwest elevation and ogee moldings on some of the interior windows as well as part of the door surround for the northwest elevation (Ridout V 1980, 3, 5–6). Its original two-and-a-half-story wing echoed the architecture found throughout southern Maryland counties through its two-story porch and the rear sloping roof (Wilfong 1973). In the nineteenth century to the mid-twentieth century, while the Eareckson House had its Victorian two-and-a-half story wing and two-story addition, it was in the form of a telescope house (Bay Times 1970; Wilfong 1973). Telescope Houses began on the Eastern Shore in the late eighteenth century after the Revolutionary War and continued to appear through the nineteenth century (Touart and Andrews 1990, 52). These houses are laid out in a series of sections which descend in both size and formality, with the tallest section, the formal living space, on one end and the shortest section, the kitchen, on the other (Lanier and Herman 1997, 40–41). Though telescope houses typically were created through successive additions, starting in the 1830s some were constructed with all sections built at once (Touart and Andrews 1990, 61–63). The Eareckson House no longer retains its distinctive telescoping form or Victorian-era porches due to demolition in the late twentieth and early twenty-first centuries.
Early-to-Mid-Twentieth-Century Dairy Farming in Queen Anne's County

Agriculture has historically been a backbone in Queen Anne's County's economy since the colonial period, with access to the water and, beginning in the mid-nineteenth century, the railroad allowing farmers to ship their products to markets (County Commissioners of Queen Anne's County 2022, 187). Later still, truck transportation via developing systems of highways helped further expand milksheds (McMurry 2013, 22). Dairy farming in Queen Anne's County in the first half of the twentieth century included a number of dairy breeds, including Holstein, Guernsey, and Ayrshire (Queen Anne's Record-Observer 1939; Queen

Anne's Record-Observer 1940). Increased demand for milk in the 1930s attracted new farmers (Louis Berger Group Inc. 2012, 16). Beginning in 1935, farms on the Eastern Shore began shipping milk to Washington, DC. Soon after, these farmers began to grow their number of cows and increase their productions. By 1937, Queen Anne's County supplied at least half the Guernsey milk shipped from the Eastern Shore to the city. That year, the Eastern Shore overall received high ratings from Dr. Ashworth, Chief Inspector of the District of Columbia, with the Eastern Shore producing "the highest scoring milk and the finest type buildings and general layout of any section in the Washington milkshed." All of the Queen Anne's County farms producing milk to ship to DC received a score of at least 98%, criteria being in "layout, site sanitation, buildings, type of buildings, equipment, cattle, cleanliness and condition of cows, udders free from mastitis and other unfavorable condition." The milk from these farms also had "better than average" butterfat rate (Queen Anne's Record-Observer 1937). The milk was tested by the Queen Anne's County Dairy Herd Improvement Association, which was organized in 1936 and lasted at least until 1985 (The News Journal 1936; The Star-Democrat 1985). Queen Anne's County farmers also joined the Interstate Milk Producers' Association, sending milk to Philadelphia as well (Queen Anne's Record 1936). Though the county's farmers had issues making inroads in the Baltimore milkshed in the 1930s, by the late 1950s, after the opening of the first span of the Chesapeake Bay Bridge, the Baltimore milkshed also included Queen Anne's County through the Maryland Cooperative Milk Producers, Inc. (Queen Anne's Record 1936; Maryland Cooperative Milk Producers, Inc. 1959). However, also by the end of the 1950s a trend towards fewer, but larger farms developed, due to expansion of industry and housing developments, putting smaller, family farms at risk (Queen Anne's Record-Observer 1958).

INTEGRITY

The Eareckson House has integrity of location, since it has not been moved from its original location.

The resource does not have integrity of setting. Originally a part of a nineteenth century farm complex, the house is now the only remaining resource from that period. The area surrounding the Eareckson House is characterized by commercial development. Within the parcel itself, the house is surrounded by parking areas and the under-construction mix-used development.

The house does not have integrity of design. The only remaining features of the house are the brick exterior, gable roof and fenestration. Nineteenth century stylistic details have been replaced by twentieth century additions such as the new porch, dormers, shutters, and brick ramp on the main façade. The original form of the house has been altered by the removal of its telescoping wings and nineteenth century additions.

The house does not have integrity of materials, since the majority of the original building fabric has been removed or replaced. Other than the original brick exterior and windows, the remainder of materials on the house have been removed, such as the dormers, porch, shutters, and wings.

Likewise, the resource does not have integrity of workmanship because of the lack of original materials on the house. The resource no longer conveys nineteenth century craftsmanship.

The Eareckson House does not have integrity of feeling. Changes to the resources setting, as well as alterations to the house itself have resulted in it no longer being able to convey the feeling of a nineteenth-century house.

The Eareckson House does not have integrity of association. All farm buildings have been demolished and the original rural landscape has been replaced by commercial development.

ELIGIBILITY DETERMINATION

The Eareckson House was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Eareckson House is associated with nineteenth and twentieth century farming in Queen Anne's County. The resource, however, has lost its association with this trend through the loss of its rural setting, outbuildings, and Victorian-era additions, as well as the development of the industrial park. Therefore, the Eareckson House is not eligible under Criterion A.

While Dr. Roderick W. Eareckson, members of the Bright family, and Dr. Charles E. Snyder were active in local business and politics, they do not appear to have been significant in any of these endeavors. In the mid-twentieth century, the house was known as the Nathan Morris House after local aviator Nathan "Bill" Morris. While he may be considered locally significant as the founder of the Bay Bridge Airport, Bay Bridge Marina, and Kentmorr subdivision, research has not revealed any significant

association between Morris and the Eareckson House. The Eareckson House does not best represent Morris' significant contributions to history. Therefore, the Eareckson House is not eligible under Criterion B.

The Eareckson House no longer embodies the distinctive characteristics of a type, period, or method of construction. The house was previously determined eligible as a representative example of mid-nineteenth century rural residential architecture on Kent Island. The house retains some characteristics through its simple design, height, massing, and brick cornice; however, many of the original nineteenth century architectural features have been removed and replaced, such as the original two-story porches on the front and rear facades and its telescoping wings. Other changes like the addition of dormers, the large brick ramp, new shutters, and removal of wings and additions have altered the appearance of the building. These changes have resulted in diminished integrity of design, materials, and workmanship. The Eareckson House's integrity in setting, feeling, and association have been lost through the change from farmland to an industrial park, the loss of farm outbuildings, and the current construction of the multi-use building. Other examples of the building type exist on Kent Island and in Queen Anne's County, and these intact examples better represent the county's mid-nineteenth century rural residential architecture. For example, the Clayland Price Farm retains its original setting and character-defining features such as original materials, telescoping wing, and outbuildings. The house retains its original unpainted brickwork, windows, dormers, fenestration, and service wing and is a more intact example of the architectural type that conveys its nineteenth-century craftsmanship. For these reasons, the Eareckson House is not eligible under Criterion C.

The Maryland Historical Trust (MHT) reviewed this form and, in a letter dated May 15, 2024, disagreed with SHA's eligibility determination, stating that "[a]lthough the setting of the property has changed, it is MHT's opinion that the house remains eligible under Criterion C as a representative example of mid-19th century architecture in Queen Anne's County." Although the house has been substantially altered since the nineteenth century, it retains some original features that date to the nineteenth century. These features could be considered character-defining and include its two-and-one-half-story, double pile form; side gable roof; fenestration; windows; and brick exterior. SHA has taken MHT's opinion into consideration and has determined that the Eareckson House remains eligible under Criterion C.

BOUNDARY DESCRIPTION

The original evaluation included a boundary that encompassed the 3.105 acre tax parcel on Queen Anne's County Tax Map 0056, Parcel 0301 (2023). Tax account is 04-030699. The NRHP boundary has been reduced to include only the house itself, since the resource does not have integrity of setting.

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MAPS

Eareckson House (Nathan Morris House)

Location: 214 Pier One Road
City: Stevensville

QA-125
Queen Annes County



USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

MAPS

Eareckson House (Nathan Morris House)

Location: 214 Pier One Road
City: Stevensville

QA-125
Queen Annes County



Parcel Boundaries

0 95 190 US Feet

Scale: 1:1,000

N

PHOTOGRAPHS



Photo 1 of 2: Southwest elevation and southeast façade, looking northwest



Photo 2 of 2: Northwest and southwest elevations, looking east

NR-ELIGIBILITY REVIEW FORM

QA-125 Eareckson House (Nathan Morris House)

PHOTO LOG

Number of Photos: **2**
Name of Photographer: **Francesca Maisano**
Date of Photographs: **2023-12-13**
Location of Original Digital File:
File Format: **QA-125_2023-12-13_01.tif… etc.**

Photographs inserted on continuation sheets:

QA-125_2023-12-13_01
Photo 1 of 2: Southwest elevation and southeast façade, looking northwest

QA-125_2023-12-13_02
Photo 2 of 2: Northwest and southwest elevations, looking east

QA-221

Clayland Price Farm

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: 05-14-2004

QA-221
Clayland Price Farm circa 1850
Stevensville vicinity
Private

The early brick house on the Clayland Price Farm is believed to date to circa 1850, an attribution reinforced by the mixture of transitional decorative elements from both the second and third quarters of the 19th century. While typical in many respects of a house type that enjoyed considerable favor in the 1840's and 1850's, this house displays a remarkable variety of unusual decorative details, some of which may be unique in the county. These include the wheat sheaf fretwork on the third floor stair landing, the carved heart pattern coat rail in the first floor hall, the interior doors with molded panels in the lock rails, and the grained stucco facing of the fireplace in the north second floor sleeping chamber. Other details of interest include the brick dentil course corbeled cornice, the unusual interior architrave trim, and the evidence of segregated chambers over the kitchen.

Early outbuildings include a brick dairy, the brick walls of a derelict meat house, and the ruins of a larger brick building said to be a slave quarter.

MARYLAND HISTORICAL TRUST QA-221
MAGI # 1802215404

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Clayland Price Farm

2 LOCATION

STREET & NUMBER
West side of Maryland Route 18

CITY, TOWN
Stevensville X VICINITY OF

CONGRESSIONAL DISTRICT
1st

STATE
Maryland

COUNTY
Queen Anne's

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	XOCCUPIED	__AGRICULTURE	__MUSEUM
XBUILDING(S)	XPRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	XPRIVATE RESIDENCE
__SITE	PUBLIC ACQUISITION	ACCESSIBLE	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	XYES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Charles C. Price, Jr. Telephone #:

STREET & NUMBER

CITY, TOWN
Stevensville __ VICINITY OF

STATE, zip code
Maryland 21666

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Queen Anne's County Courthouse

Liber #: CWC 26
Folio #: 141

STREET & NUMBER
Courthouse Square

CITY, TOWN
Centreville

STATE
Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

QA-221

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Clayland Price Farm is located on the west side of Maryland Route 18, overlooking the Chesapeake Bay, approximately two miles north of Stevensville on Kent Island.

The house is of brick construction, 2 1/2 stories high, five bays wide, and one room deep, with flush brick chimneys at each end of a pitched gable roof. An original 1 1/2 story, three bay brick wing extends from the north gable. To the west of the wing are what remains of three early outbuildings. These include a small brick dairy in relatively stable condition, the brick walls of a meat house, and the ruins of a larger brick building traditionally believed to be a slave quarter.

The front facade of the main house faces east, toward Route 18. It is laid in seven-course bond with a corbeled brick dentil course cornice. There is a door with sidelights and transom in the center bay of the first floor flanked by two large 6/6 windows on either side. Five smaller 6/6 windows are ranged across the second floor and three 6/6 pitched roof dormers are ranged across the third floor. The roof is asphault shingle.

CONTINUE ON SEPARATE SHEET IF NECESSARY

CONTINUATION SHEET

7.1 DESCRIPTION

The only openings in the south gable wall are a row of narrow ventilation holes to allow air into the crawl space below the first floor. The eaves are finished with beaded and tapered rakeboards that flare out at the base and stop against a corbeled "shelf" that is carried around each facade cornice. The north gable is almost entirely covered by the wing, but the rakeboards are treated in the same manner.

The west facade, facing the bay, is laid in six-course bond, but otherwise is essentially identical to the east facade. Ventilation holes near ground level allow more air into the crawl space.

The front or east facade of the wing is flush with the facade of the main house, with no seam in the brickwork between the two sections. There is a door in the center on the first floor flanked by a single 6/6 window on either side. Two pitched roof 6/6 dormers are symmetrically ordered on the roof. The brickwork is seven-course bond with a plain three-course corbeled cornice. There are no openings in the north gable of the wing. Tapered and flared rakeboards enclose the gable eaves. A frame lean-to addition covers all but

CONTINUATION SHEET

7.2 DESCRIPTION

the north bay of the west facade of the wing, which is set back about 18 inches from the west facade of the main house. A door in the center of this facade of the wing now opens onto the frame lean-to. There is a six-over-six window in the north bay, to the left of the door.

The interior of the main house consists of a center hall plan, with single parlors flanking the stair hall. The stair rises in a straight run against the north wall of the hall, then turns with three risers to a landing in the southwest corner of the hall, and continues up to the second floor. It is an open-string stair with a turned walnut newel at the base, tapered ballusters, and a gracefully ramped walnut rail. The newel post at the first turn runs all the way down to the floor, and is turned only above the carriage. The stair ends are decorated with scrolled brackets; a more elaborate piece of scrolled fretwork embellishes the carriage piece on the soffit of the landing. Other touches of refinement include an eight-point star inlaid in the top of the first newel with an ivory button in the center, and turned drops on the lower ends of the newel posts on the second and third

CONTINUATION SHEET

7.3 DESCRIPTION

floor. The stair landing passes across the rear door transom on the first floor and is held out from the wall enough to allow indirect light from the transom to filter down to the hall. A beaded coat rail on the south wall of the hall is embellished with a carved horizontal panel terminated at each end with a heart.

In the south parlor, the chimney projects into the room from the south gable wall. The mantel is relatively simple, with plain square pillasters topped with cyma recta caps supporting a plain frieze and a shelf with broad cove molding below. The window openings are framed with architrave moldings that run all the way to the floor. The architraves consist of a broken field fascia with a beaded inner edge, a flattened Greek ogee between the two fields and a Victorian ogee back-band. The rabbetted and molded baseboard only runs between the window architraves. Above the door and window openings, the lintel piece of the architrave and the backband molding are arched.

In the north parlor, there is a door to the wing to the right of the fireplace and a door to the left leading up an enclosed straight-run stair to the second floor of the wing. The mantel in this room is identical to the south mantel. The baseboard and architrave trim also matches the hall and south parlor, except that the

CONTINUATION SHEET

7.4 DESCRIPTION

architraves are not arched above the openings.

On the second floor, there is an original unheated chamber at the east end of the center stair hall. In most details the second floor is identical to the first. The same mantels, baseboard, and architrave trim are used, and the lintels are arched in the hall, the hall chamber, and the south room but not in the north room. One unusual detail is the molded horizontal "panel" found on the lock rails of several of the second story doors. Original closets flanking the south fireplace have paneled doors with molded lock rails and are painted and grained on the inside face. Graining is also evident in the painted surface of the stuccoed brick facing of the north fireplace, a detail previously unrecorded in the county.

The stair continues up to the third floor, with unique "wheat sheaf" fretwork on the carriage piece of the third floor landing. The center stair hall is flanked by a single room on each side. The two interior doors have pyramidal fielded panels and molded lock styles similar to the second floor. The architrave trim is rabbeted and beaded, the baseboard is rabbeted. The trim boards on the dormer window openings are also

CONTINUATION SHEET

7.5 DESCRIPTION

rabbeted, rather than the almost universal beaded edge.

The first floor of the wing is divided into a large kitchen to the north, a short hall to the southeast, and a pantry to the southwest. A large blocked kitchen fireplace is centered on the north gable wall. The door and window architraves are plain, with Greek ogee hood molds. The floor of the kitchen is lower than the south end of the wing, suggesting an original dirt floor. A steep ladder-stair in the northwest corner of the kitchen was the only access to the second floor kitchen chamber. This was removed in 1935 and the two second floor rooms were joined by a connecting door.

Outbuildings

To the northwest of the main house are three early outbuildings. Closest to the house is a square brick dairy with a pyramidal roof. This building is in good condition and is used for storage. Immediately to the west are the brick walls of a slightly larger smokehouse. To the west of the smokehouse are the ruins of a larger brick building traditionally known as the slave quarter. This structure was approximately

CONTINUATION SHEET

7.6 DESCRIPTION

20 feet long and 22 feet deep with a steeply pitched roof cantilevered out over the south wall. The building collapsed during a hurricane some years ago. The brick walls are almost completely destroyed, while the roof and the frame gables remain partially intact. Very little evidence remains of original window and door openings, and of original stair and chimney locations. Based on framing evidence, a 20th century stair was located in the southeast corner of the building, possibly replacing an earlier stair in the northeast corner. A door in the upper gable of the west wall may be evidence of an exterior stair. There is no clear evidence of an original chimney, but the roof apparently was rebuilt in the late 19th century. Dating evidence is also scanty. The framing material includes hewn joists and wide floorboards secured with machine nails. Some wrought nails are visible but appear to indicate reused material. The roof framing is mostly circular sawn and machine nailed. Evidence of a corbeled brick cornice and the predominance of machine nails indicates this structure is contemporary with the main house.

QA-221

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
X 1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The early brick house on the Clayland Price Farm is believed to date to circa 1850, an attribution reinforced by the mixture of transitional decorative elements from both the second and third quarters of the 19th century. While typical in many respects of a house type that enjoyed considerable favor in the 1840's and 1850's, this house displays a remarkable variety of unusual decorative details, some of which may be unique in the county. These include the wheat sheaf fretwork on the third floor stair landing, the carved heart pattern coat rail in the first floor hall, the interior doors with molded panels in the lock rails, and the grained stucco facing of the fireplace in the north second floor sleeping chamber. Other details of interest include the brick dentil course corbeled cornice, the unusual interior architrave trim, and the evidence of

CONTINUE ON SEPARATE SHEET IF NECESSARY

CONTINUATION SHEET

8.1 STATEMENT OF SIGNIFICANCE

segregated chambers over the kitchen.

Early outbuildings include a brick dairy, the brick walls of a derelict meat house, and the ruins of a larger brick building said to be a slave quarter.

QA-221

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE
Orlando Ridout V, Historic Sites Surveyor

ORGANIZATION
Queen Anne's County Historical Society

DATE
10/9/80

STREET & NUMBER

TELEPHONE

CITY OR TOWN
Centreville

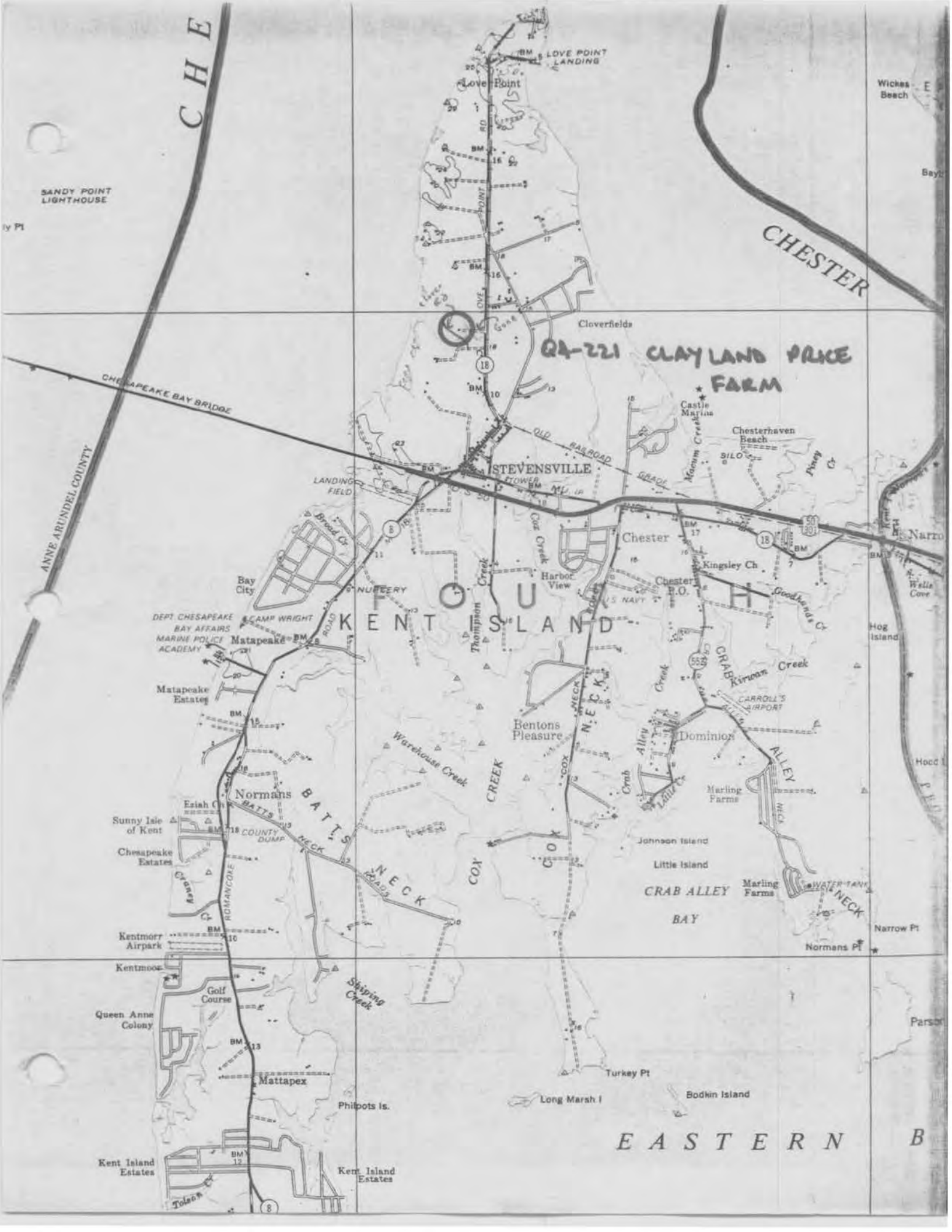
STATE
Maryland

Field Notebook QA-IX; Recorded June 13, 1979.

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438


Q4-221 CLAYLAND PRICE FARM
CHESAPEAKE BAY BRIDGE
ANNE ARUNDEL COUNTY
SANDY POINT LIGHTHOUSE
LOVE POINT LANDING
Love Point
Cloverfields
CHESTER
Wickes Beach
Castle Marina
Chesterhaven Beach
OLD RAILROAD GRADE
STEVENSVILLE
LANDING FIELD
Chester
Kingsley Ch
Chester P.O.
Harbor View
Bay City
NURSERY
KENT ISLAND
SOUTH
DEPT. CHESAPEAKE BAY AFFAIRS MARINE POLICE ACADEMY
CAMP WRIGHT ROAD
Matapeake
Matapeake Estates
Thompson Creek
Broad Cr
Coz Creek
Goodhands Cr
Hog Island
Wells Cove
Kirwan Creek
CARROLL'S AIRPORT
Dominion
Bentons Pleasure
COX NECK
Warehouse Creek
CREEK
COX
Crab Alley Creek
Little Cr
ALLEY
NECK
Marling Farms
Johnson Island
Little Island
CRAB ALLEY BAY
WATER TANK
Narrow Pt
Normans Pt
Normans
BATTS NECK ROAD
Ezish Ch
Sunny Isle of Kent
COUNTY DUMP
Chesapeake Estates
Cranney Cr
ROMANCOKE
Kentmorr Airpark
Kentmoor
Golf Course
Queen Anne Colony
Shipping Creek
Mattapex
Philpots Is.
Turkey Pt
Long Marsh I
Bodkin Island
EASTERN
Kent Island Estates
Kent Island Estates
Tolson
Parson

QA-221
Clayland Price Farm

Mary McCarthy
Spring/Summer 2003
Digital color photo on file at MHT





QA-221 Clayland Price Farm
Stevensville vicinity
Orlando Ridout V 1980
View from East



QA-221 Clayland Price Farm
Stevensville vicinity
Orlando Ridout V 1980
View from West

NR Eligible: yes ___
no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Belle Vue (Blue Bay Farm)** Inventory Number: **QA-270**

Address: 301 John Kallis Lane Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Mangum Gary L, Mangum Sonia K Tax Account ID Number: 04-097661

Tax Map Parcel Number(s): 0133 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: December 2, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: Listed:

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024).

Belle Vue, also known by various iterations such as Belle View and Bell Vue and currently called Blue Bay Farm, was previously surveyed but not evaluated in 1984. This survey updates the name and boundaries for the resource and evaluates it for the National Register of Historic Places.

LOCATION/SETTING

Belle Vue is a 35.06-acre agricultural parcel with a mid-to-late eighteenth-century dwelling, a pre-1957 well house, and two garages built between 1937 and 1957. The property is on the west side of Love Point Road and is bounded by Blue Bay Road and residential parcels to the north, Love Point Road to the east, residential parcels to the south, and the Chesapeake Bay to the west. John Kallis Lane extends along most of the north parcel boundary and connects the dwelling in the northwest corner of the parcel with Blue Bay Lane at the northeast corner of the parcel. The eastern three-quarters of the parcel, east of a curve in John Kallis Lane, contains farm

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

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

_____ _____
Reviewer, National Register Program **Date**

fields. Northeast of the curve is wooded land. The quarter of the parcel west of the curve is lawn with trees and the dwelling. South of the dwelling is an enclosed plant bed. Southwest of the dwelling is a wood playground set. Northeast of the dwelling are the two garages. Abutting the north elevation of the dwelling is a well house. Between the well house, the west garage, and the dwelling is a concrete patio.

RESOURCE DESCRIPTIONS

Dwelling, mid-to-late eighteenth century

The dwelling at Belle Vue is a mid-to-late eighteenth century, two-and-a-half story brick Georgian building on an English bond brick foundation with a side-gable roof. The eaves on the west façade and east elevation have bed mold trim. Above a plain water table, the west façade is header bond brick, while the east elevation is Flemish bond brick, and the south and north elevations are 3:1 common bond brick. On the south and north elevations are interior brick end chimneys. Attached to the north elevation is a two-story, frame wing clad in brick veneer; the brick veneer was added between 1977 and 1984, based on a comparison of the 1977 photographs—which showed a frame wing—and the description of the wing as wood frame with twentieth-century brick veneer provided in the 1984 survey documentation (Ridout V 1984). A specific construction date of the frame wing cannot be discerned, but based on historic aerial imagery, it was built by 1937 (Queen Anne's County, n.d.). It likely dates to the late-nineteenth or early twentieth century, based on the original massing and cladding of the wing evident from the 1977 photos included in the previous survey. However, at the time of this survey a more specific date cannot be given due to lack of documentation regarding the wing and because architectural components, such as the original cladding and foundation system, that may provide a narrower construction timeframe are obscured by the brick veneer.

The five-bay west façade of the original brick section is symmetrical and its first story has a central wood panel door, covered by a storm door, with a five-light transom. The door is accessed by a brick stoop sheltered by a flat-roof non-original porch supported by columns. The roof of the porch is lined with a wrought-iron railing. On both sides of the central bay are two six-over-six, double-hung wood sash windows. The second story has central paired four-light French doors that let out onto the balcony on top of the porch roof; these are a later addition. On both sides of the central bay are two six-over-six, double-hung wood sash windows. Each of the windows on the original brick section, as well as the second story door, has ghost marks indicating the presence of shutters that have since been removed; the door had shutters during the previous survey (Ridout V 1984). The west elevation of the frame wing has a partial-width one-story enclosed porch with a shed roof and brick veneer. This wing has eight-light and twelve-light vinyl fixed windows and a three-light wood door. South of the porch is a twelve-light door with five-light sidelights. In the second story is a gabled wall dormer with a twelve-light door with five-light sidelights over the porch, as well as a single and paired vinyl six-over-six, double-hung sash windows; the dormer and door date after 1977 (Ridout V 1984).

The south elevation has a cellar entrance in the foundation, a six-over-six, double-hung wood sash window in the first story, a one-course belt course, and a six-over-six, double-hung wood sash window in the second story. In the gable peak are two four-light fixed wood sash windows.

Attached to east elevation of the original section is a one-story, full-width, screened-in porch on a raised brick foundation with a standing seam metal shed roof; this porch is not original and hides an original one-course belt course. The east elevation of the original section has a central paneled wood door with three-light sidelights and a transom. On both sides of the door are two six-over-six, double-hung wood sash windows. In the second story are five six-over-six, double-hung wood sash windows. The windows on this elevation had shutters during the previous survey that have since been removed (Ridout V 1984). The frame wing has a central, partial-width, one-story enclosed porch with brick veneer, vinyl siding, and a standing-seam metal shed roof. The west elevation of the porch has three one-over-one metal hung-sash windows, while the entrance is on the south elevation of the porch. South of the porch is a six-over-six vinyl hung-sash window. North of the porch is a single-light casement window. The second story of the wing has three six-over-six, double-hung vinyl sash windows. The north elevation of the wing has a ribbon of six metal, fixed or casement windows in the first story, two six-over-six, double-hung vinyl sash windows in the second story, and two recessed six-light fixed windows in the gable peak. The north elevation has a one-course belt course, which is partially hidden by the wing.

Well House, by 1957

The well house was built by 1957; due to its location it is hard to see in aerial imagery (Queen Anne's County, n.d.; NETROnline, n.d.). It is a one-story, square, frame building with board-and-batten siding and an asphalt-shingle pyramidal roof. The east façade has a wood door with two vents. The north elevation has a wood vent. The west elevation has a wood vent. The south elevation has a wood opening.

West Garage, between 1937 and 1957

The west garage was built between 1937 and 1957 (Queen Anne's County, n.d.). It is a one-story building with brick veneer cladding and a side-gable, asphalt-shingle roof. The south façade has two one-bay roll-up metal garage doors. The east elevation has a vent in the gable peak. The north elevation has two six-over-six, double-hung wood sash windows. The west elevation was partially obscured by foliage but has a double-hung wood sash window.

East Garage, between 1937 and 1957

The east garage was built between 1937 and 1957 (Queen Anne's County, n.d.). It is a one-story building with brick veneer cladding and a front-gable, ribbed metal roof. The south façade has paired wood-board doors with a concrete apron; a wood, one-over-one, double-hung sash window; and a sliding door. The gable is clad in vertical wood boards. The east elevation was partially visible at the time of survey and has no fenestration or ornamentation. The north elevation has three vinyl two-light sliding sash windows. The west elevation has no fenestration or ornamentation.

HISTORIC CONTEXT

Belle Vue, now known as Blue Bay Farm, was built in the mid-to-late eighteenth century. Maryland property records indicate its construction date to be circa 1740, while the previous survey stated it was "probably constructed circa 1760-1790" (Maryland Department of Assessments and Taxation 2024; Ridout V 1984). At the time of its construction, Kent Island was agricultural and sparsely inhabited, largely occupied by large tobacco farms. Stevensville, the town south of Belle Vue, was not yet established. Instead, the only town on Kent Island was Broad Creek, located southwest of Stevensville. Broad Creek, established in the mid-1600s, had a courthouse, a jail, a tavern, and a church with a graveyard (Christ Church Cemetery [QA-162]). It also had a ferry terminal; there was no bridge across the bay from Anne Arundel County, so Kent Island had to be accessed by boat (Ridout V 1981; Ruffner, n.d.). The dwelling at Belle Vue was built facing west to the Chesapeake Bay, based on the header bond brick—the most expensive and time-consuming brick bond—and dwelling style. At the time it was built the coast would have been farther west than at the time of the current survey; as seen on aerial imagery, the coast has been eroding and shifting in the succeeding centuries (Queen Anne's County, n.d.). Road or trail access between the dwelling and Broad Creek was also likely in place when the dwelling was constructed, due to the use of Flemish bond brickwork—a more expensive and detailed bond than the common bond brickwork found on the north and south elevations—on the east elevation, which indicates that the dwelling was likely visible from the access road; deeds prior to the establishment of Stevensville in 1850 mention the road from Broad Creek to Love Point (now Love Point Road)(Queen Anne's County Circuit Court 1815).

The dwelling at Belle Vue was one of a number of brick dwellings built on Kent Island in the eighteenth century. Others that survive include, based on Medusa records, Price House (QA-15), Friendship (QA-163), Great Neck (Hopkins House[QA-164]), Mattapex (QA-165), Morgan's Enclosure (QA-169), Dixie (QA-202), White's Heritage (Stoopley-Gibson [QA-222]), Legg's Dependence (Long Creek Farm, William E. Porter Farm [QA-206]), and Stinton (QA-273). The John C. White Farm (QA-207) was also constructed at the end of the eighteenth century or the beginning of the nineteenth century. Demolished eighteenth-century brick dwellings on Kent Island include Steven's Adventure, site (Samuel Ringgold Farm [QA-137]), Carville House (QA-185), Cloverfields (QA-269), Dundee (QA-282), and the original dwelling at John Benton Farm (QA-298). The eighteenth-century brick dwellings on Kent Island were largely concentrated on the west side of the island, in the proximity of Broad Creek and across the bay from Annapolis, and all were located on or near waterways, such as the Chesapeake Bay or various creeks.

The early history of Belle Vue is unclear. The farm was commandeered by the British during the War of 1812 due to its location across the Chesapeake Bay from Annapolis and served as their headquarters, with British officers residing at the property. A sign was placed in 2013 at the corner of Love Point Road and Blue Bay Farm Road about this event, but this was demolished prior to the current survey (Bishop 2018; Zillow 2014; Schatz 2013).

The name Belle Vue was most likely given by John Ridout of H (1798-1868), the son of Horatio Ridout of Whitehall, who was referred to as "of H" to differentiate him from a cousin, also named John (Ridout 1956). The earliest found mention of the name "Belle Vue" is in a notice for a runaway enslaved person in a newspaper from November 1823, which mentions that John Ridout of H lived at the property, located on Kent Island near Love Point, and had enslaved individuals (Ridout of H 1823). It is likely, based on the property names on the deeds, that John Ridout of H was the one to rename the farm "Belle Vue" or "Belle View," which was made of two parts or parcels of land from two different tracts of land. As such, it is difficult to determine who owned the dwelling prior to his ownership and durations of occupancy by others prior to Ridout. Ridout had purchased the two parcels of land from Jonathan Harrison of Baltimore City in 1815—173 acres of "Sillen" and 194 acres of "Woodyard Thickett" (Queen Anne's County Circuit Court 1815). Ridout was a member of the Ridout family who owned the Whitehall plantation in Anne Arundel County just across the bay (The Sun 1868). Prior to Harrison's purchase, both parcels had belonged to Aquila Brown. Harrison had obtained

"Sillen" from Solomon Scott, Esquire, Sherriff of Queen Anne's County in 1806, after a court condemnation, and "Woodyard Thickett" in 1810 from the executor of Aquila Brown's will (Queen Anne's County Circuit Court 1806; 1810). Recorded below is a chain of title for the two parcels.

Brown first purchased 100 acres of "Sillen" in 1768 from Thomas Elliot Hutchings (Queen Anne's County Circuit Court 1768). Brown later purchased 200 acres of "Sillen" in 1795 from Nicholas and William Kirby in 1795 (Queen Anne's County Circuit Court 1795). They had acquired the property from their relative Benajmin Kirby's will. Benjamin Kirby had purchased "Sillin" in 1762 from Basil and Mary Warfield and John and Elizabeth Davidge (Queen Anne's County Circuit Court 1762a). Mary and Elizabeth were sisters who had acquired the property as minors from the estate of their mother, and Benjamin Kirby had been their guardian. The property in 1751, from a valuation made by the court for Mary and Elizabeth, had "one dwelling house 24 foot by 16 D. with a brick chimney and a shed joining to it of 24 foot by 12 D. with a brick chimney out of repair, one tobacco house 40 foot by 20 D. indifferent good, one kitchen 16 foot by 12 D. good, one logg form house not worth repair, one lower frame of a tobacco house worth repair, one 16 foot log house wants [illegible], one tobacco house 30 foot by 22 D., one old logg torn house not worth repair, one old [illegible] log house," along with tobacco crops and apple orchards (Queen Anne's County Circuit Court 1762a; 1751). If Belle Vue was built on the "Sillen" tract, it would have had to been built after 1751, as the dwelling in the valuation is smaller than the extant Belle Vue dwelling.

Aquila Brown acquired from his mother her half of the 400-acre "Woodyard Thickett" tract in 1762; the total 400-acre land was re-partitioned between him and Thomas Elliot Hutchings in 1769. Much of Woodyard Thickett had been in the Connor family, of which his mother was a member, since the original patent in the mid-1600s was granted to Philip Connor (Queen Anne's County Circuit Court 1762b; 1769; Maryland. Prerogative Court 1703; browntomb, n.d.).

By the 1798 census, Aquila Brown owned parcels from both the "Sillen" and "Woodyard Thickett" tracts. At the time of the 1798 Federal Direct Tax, Aquila Brown was recorded as having on his combined Woodyard Thickett-Sillen property one dwelling and two outbuildings valuated at $1,000, as well as "1 corn house 12 by 10, 1 granary 16 by 16, 2 old barns 30 by 24 each, 1 wind mill." Brown's dwelling and outbuildings were valuated significantly more than the nearby Stoopley-Gibson plantation (QA-222), which was valued at $600, and in general was one of the highest-valued properties on Kent Island in the 1798 Federal Direct Tax (United States Congress and Archives of Maryland 1798; Howell 2006).

John Ridout of H of Anne Arundel County owned Belle Vue for almost 30 years, and sold the property, spelled "Belle View" in the deed, to Louis C. Pascault in 1844; the property was approximately 400 acres in size and composed of the "Sillen" and "Woodyard Thickett" parcels as well as approximately 32 acres of "Isaac's Chance," which Ridout had purchased in 1828 (Queen Anne's County Circuit Court 1828; 1844). Pascault's daughter may have previously been married at "Bellevue" in 1838 (Maryland Gazette and Political Intelligence 1838). Louis Charles Pascault was the son of the Marquis de Poleon, Jean Charles Marie Louis Felix Pascault, who built Pascault's Row (B-51) in Baltimore City (Thomas and Donnelly 2018; Maryland Center for History and Culture, n.d.). Louis Charles Pascault was a businessman and served during the Mexican-American War as a captain, during which time he owned Bellevue (Maryland Center for History and Culture, n.d.). Louis Pascault was listed in the 1850 census as a farmer who lived with his wife, children, Black and White laborers, and 11 enslaved individuals (United States Census Bureau 1850a; 1850b). Louis Pascault and his wife Ann E. Pascault conveyed the property to one of their sons, Francis R. Pascault of St. Mary's County in 1854 (Queen Anne's County Circuit Court 1854; Girot, n.d.). Francis Pascault was also a farmer (United States Census Bureau 1860, 803479). By this time, the town of Stevensville had been established; the town later grew after a steamboat terminal was established in 1866. By the late nineteenth century, the village of Broad Creek had disappeared as the population center of Kent Island moved north, away from Broad Creek to Stevensville, closer to Belle Vue (Christ Church Parish Kent Island 2021; Bishop 2021; Chisman 2013; Diehlmann et al. 2024, 2-24).

Francis Pascault with his wife Kate conveyed "Bell Vue" to William S. Price in 1862 (Queen Anne's County Circuit Court 1862). William Price was listed in the 1880 census as a retired farmer. This began the approximately 81-year ownership of Belle Vue by the Price family, the longest of any family for this property. William Price and his wife Parmelia A. Price conveyed 113 acres of the property, then known as the "Pascault Farm" to one of William's sons, Philemon Thomas Price, in 1883; however, a map from 1877 shows that Philemon was living at the property prior to the conveyance (Queen Anne's County Circuit Court 1883; NLBlackpiano, n.d.; Lake, Griffing and Stevenson 1877). The property was conveyed to one of Philemon's sons, John T. Price, in 1903 (Queen Anne's County Circuit Court 1903; NLBlackpiano, n.d.). John T. Price, who lived at the farm his entire life, was listed as a farmer with a general farm in the 1910 and 1930 census records (United States Census Bureau 1910, 1374580; 1930, 2340613; Queen Anne's Record 1933). He passed away in 1933 (NLBlackpiano, n.d.). According to historic aerial imagery, the farm in 1937 was in an agricultural area consisting of other farms with large fields and clusters of dwellings and farm buildings. The farm consisted mostly of four large farm fields on either side of what is today called John Kallis Lane, with the complex of buildings clustered on the far-southwest side in a section of lawn with mature trees. The coastline of the property was farther west than it was at the time of the current survey. Northeast of the dwelling was at least one large outbuilding, while southeast of the dwelling was a small complex of least two outbuildings. South of the dwelling was an orchard (Queen Anne's County, n.d.). John T. Price's heirs held a

public auction at the farm in 1944, and sold several types of animals, including mules, horses, cattle, and sheep, as well as different types of equipment, such as a farm wagons, plows, a grain binder, a grass seeder, a corn sheller, and a hay rake (John T. Price Heirs 1944).

The property, by then known as the "John T. Price Farm" and containing 109 acres of land, was sold by his heirs to John Ogle Warfield, Jr. and Elisabeth Baldwin Warfield in 1943, who soon after sold it to Gerald and Alice M. Harrington in 1945 (Queen Anne's County Circuit Court 1944; 1945). After Gerald's death, Alice sold the property to Leroy and Alice T. Corcoran in 1954, who quickly sold the property to Theodore B. and Florence E. Wolf in 1956 (Queen Anne's County Circuit Court 1954; 1956). By March 1957 the Wolfs renamed the property Blue Bay Farm, after its view onto the Chesapeake Bay (Queen Anne's Record-Observer 1957; Queen Anne's Record-Observer 1992). Theodore Wolf had a retail business in the Glen Burnie area and was a "gentleman farmer" at Blue Bay Farm (Queen Anne's Record-Observer 1976). In the mid-twentieth century, Kent Island was changing from its agrarian way of life. The construction of the Chesapeake Bay Bridge, whose first span opened in 1952 and second opened in 1973, led to increased development and suburbanization on the island and the loss of farms and agricultural fields (Queen Anne's County, n.d.; Diehlmann et al. 2024, 2-10, 2-28, 3-49, 3-57). Despite this increased growth, suburbia had not yet reached the farm in 1957, and it was still in an agricultural area and was similar in layout to how it was in 1937, with the four large farm fields and the complex of buildings clustered on the far-southwest side in a section of lawn with mature trees. However, the only building on the property that had been there in 1937 was the dwelling. Instead, between 1937 and 1957, the garages had been constructed northeast of the dwelling. By 1957 the well house had also been constructed. Two non-extant connected outbuildings inside a fenced enclosure were east of the garages. Another enclosed area was west of the dwelling. The coastline of the property was still farther west than in 2024 but had eroded since 1937 (Queen Anne's County, n.d.).

In 1978, Florence, by then a widow, separated 2.567 acres of land immediately north of the dwelling at Belle Vue from the rest of the farm; the dwelling on this land, today located at 300 John Kallis Lane, was built in 1983 (Queen Anne's County Circuit Court 1978; Maryland Department of Assessments and Taxation 2024). After her death, the remaining 106 acres of the farm was sold to John V. and Gloria Chamberlin in 1987 (Queen Anne's County Circuit Court 1987a). The Chamberlins subdivided the farm into the "Wolf Farm" residential subdivision. The southern-most 35.06 acres of the farm, which included the dwelling, outbuildings, and the farm field south of what is today John Kallis Lane, was made Lot 6; this is the current parcel and boundaries of this resource (Queen Anne's County Circuit Court 1987b). The Chamberlins then sold Lot 6 to Nicholas J. Kallis, Jody Kallis, Orville L. Bowen, and Dorothy K. Bowen in 1988; the Kallis' received one-half interest and the Bowens received the other half-interest (Queen Anne's County Circuit Court 1988). The Bowens sold their interest to the Kallis' in 2001 (Queen Anne's County Circuit Court 2001). The fields at the farm were leased to a local farmer (Zillow 2014). In 2014, the Kallis' sold the farm to the current property owners, Gary L. and Sonia K. Magnum (Queen Anne's County Circuit Court 2014).

Mid-to-Late Eighteenth-Century Header Bond Brick Dwellings in Maryland

Most houses built in Queen Anne's County in the eighteenth century were small frame dwellings (Ridout V 1978, 8–1). However, a number of brick dwellings were built in Queen Anne's County in the mid-to-late eighteenth century. According to records in Medusa, many of the surviving brick dwellings in Queen Anne's County feature either all walls made of Flemish bond brick or a mix of Flemish and common bond, such as the dwelling at Reed's Creek Farm (QA-5), Bowlingly (QA-7), Bloomingdale (Mount Mill [(QA-4]), Wilton (QA-127), Lexon (QA-107), Content (C.C. Harper Farm [QA-11)], Stratton (QA-90), Readbourne (QA-9), Kennersley (QA-3), Bishopton (QA-18), and Chester Hall (QA-23). This includes properties on Kent Island, such as Friendship (QA-163), Great Neck (Hopkins House [QA-164]), Mattapex (QA-165), Morgan's Enclosure (QA-169), and Cloverfields (QA-269).

Belle Vue is one of only a handful of eighteenth-century houses found in Queen Anne's County that has header bond brickwork. Other examples include two properties on Kent Island: White's Heritage (Stoopley-Gibson [QA-222]), and Chester and Legg's Dependence (Long Creek Farm, William E. Porter Farm [QA-206]) in Stevensville. The James Clements Farm (QA-48) in Sudlersville on the county's mainland also features header bond brick. Like Belle Vue, White's Heritage was originally two-and-a-half stories, but was raised to three stories in the mid-nineteenth century. The majority of White's Heritage's header bond brickwork has been replaced by English bond brick and only a small portion is left on the south façade, suggesting a substantial rebuild of the dwelling in the 1930s (Howell 2006; Ridout V 1979). Legg's Dependence is listed on the National Register of Historic Places (NRHP). Originally shorter than Belle Vue, Legg's Dependence's roof was raised from one story to two-and-a-half stories in the nineteenth century. The original one-story section of the creek-side façade has header bond, while the other elevations of the first story have Flemish bond. The second story addition features Flemish and common bonds (Touart 2002, 7–1). James Clements Farm was also raised to two stories in the twentieth century; the second story is frame. Its original first story has header bond brickwork on the façade, Flemish bond on the rear elevation, and common bond on the two side elevations, the same bonds that Belle Vue has on its façade, rear, and side elevations (Ridout V 1979a, 7–1). While not a dwelling, the Bridgetown Methodist Church (QA-91) in Bridgetown on the mainland is another building that also features header bond brickwork on its façade.

In general, "colonial header bond brickwork is uncommon in the United States" and "rarely found outside the Maryland colony" (The Friends of the Rising Sun Inn, n.d.; Kelly 2011, 64–65). Header bond brickwork was significantly more common in Anne Arundel County than Queen Anne's County, particularly in Annapolis. In fact, it is "a hallmark of several of the finer colonial houses in Annapolis, Maryland, but is found practically nowhere else" (Loth 2013). According to records in Medusa, examples of dwellings in Annapolis include the William Paca House (AA-657), James Brice House (AA-485), Reynolds Tavern (AA-402), Upton Scott House (AA-726), Peggy Stewart House (AA-724), Tilton House (Lockerman-Tilton House [AA-621]), and St. Anne's Rectory (AA-1106). Another header bond Annapolis house is the Ridout House (AA-463), owned by John Ridout, grandfather of John Ridout of H (Davidson and Lavoie, n.d.). Outside of Annapolis, another urban dwelling is the London Town Publik House (William Brown House [AA-165]) in Edgewater, Maryland. Though it is now in a rural location, when the London Town Publik House was built London Town was a bustling locality (Lutz 2003). The most rural header bond buildings in Anne Arundel County are the Rising Sun Inn (AA-179) in rural Crownsville and Cedar Park (AA-141) in Galesville. On the Eastern Shore, a collection of header bond brick dwellings can also be found in Kent County at its county seat Chestertown, including the Hynson-Ringgold House (K-8), Widehall (K-10), and Simon Wickes House (Perkins House [K-17]), all of which are in Chestertown and Rose Hill (K-119), which is in the countryside a few miles north of Chestertown. The three dwellings in Chestertown are part of the Chestertown Historic District (K-602). Widehall and Rose Hill are also listed in the NRHP. Isolated, limited examples of header bond brick dwellings can also be found in other areas of Maryland, such as in Baltimore City, Montgomery County, and Frederick (Kelly 2011, 65; Stoner 1978, A-1; United States Department of the Interior 1969). As Belle Vue is less than 10 nautical miles from Annapolis, it, along with White's Heritage, could perhaps be tied into or considered part of the header bond trend in and around the city.

Overall, header bond brickwork was seen as decorative and "considered a luxury treatment," since the increased number of bricks used meant construction was more expensive (Loth 2013; Stoner 1978, 8–1). Therefore, often only principal façades would be erected in that bond while the others would be constructed in other bond types, such as English and Flemish, and only found on "prestigious" and "substantial" houses owned by the wealthy (Loth 2013; Lucas 1997, 153–54; Stoner 1978, 8–1). Header bond was more commonly used in urban dwellings and is "rarely [found] in country houses" (Ridout V 1979a). Dwellings were built throughout the eighteenth century in header bond construction, though the majority of header bond brick dwellings were built between 1760 and 1774 (Ridout V 1984, A-1; Steinbrook 2024).

ELIGIBILITY DETERMINATION

Belle Vue was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Belle Vue is associated with the settlement on Kent Island in the eighteenth century as well as Kent Island's history of farming from the colonial period into the twenty-first century. However, the farm has lost most of its farm fields and historic farm buildings, and is now surrounded by a residential subdivision. Therefore, Belle Vue is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Though the original owner of the dwelling was likely wealthy, based on the expense and ornamentation of the dwelling, no specific contributions to history have been found for the possible original owners, including Basil and Mary Warfield, John and Elizabeth Davidge, Benajmin Kirby, and Aquila Brown. In addition, while John Ridout of H., who likely named the property Belle Vue, was part of an important Anne Arundel County family who owned Whitehall Plantation, John Ridout of H. himself did not make any significant contributions to the history of Queen Anne's County, Maryland, or the United States as a whole. The other owners of the property were largely farmers who also made no specific contributions. Therefore, Belle Vue is not eligible under Criterion B.

Belle Vue is unusual in that it is a small, rural, and relatively simply designed two-story example of a header bond brick dwelling along the Chesapeake Bay and on the Eastern Shore. The dwelling was built in a rural location, unlike the dwellings built in Annapolis, Chestertown, and Edgewater. The only other rural header bond dwellings near the Chesapeake Bay are the three other Queen Anne's County dwellings, the Rising Sun Inn and Cedar Park in Anne Arundel County, and Rose Hill in Kent County. Belle Vue is overall smaller and simpler in design than the urban dwellings in Annapolis, Chestertown, and Edgewater, lacking in ornamental detailing such as modillions, dormers, jack arches, and ornate door surrounds. Yet, Belle Vue, being two-and-a-half stories, was also constructed to be larger than either Legg's Dependence's or the James Clements House, as well as Cedar Park and the still-smaller Rising Sun Inn. At least from what is visible from outside the building, Belle Vue does not appear to have been raised in height and its header bond brick is unobscured. Belle Vue is most comparable to White's Heritage and Rose Hill. White's Heritage is also on Kent Island along the shore, was originally two-and-a-half stories, and in a rural farm setting prior to the development of the Gibson's Grant subdivision. However, the majority of White's Heritage's header bond brickwork has been replaced by English bond brick and only a small portion is left on the south façade; therefore, it cannot be cited as a good example of header bond brickwork (Ridout V 1979b). Rose Hill is also two-and-a-half stories and in a rural setting, but it is not in Queen Anne's County and is not along the water. Rather than focusing its design on the approaches from land and sea, like with Belle Vue,

its header bond east elevation, Flemish bond south elevation, and English bond north and west elevations are focused only on land-based approaches (Bourne and James 1976).

Belle Vue is the most-intact example of eighteenth-century header bond brickwork in Queen Anne's County. It is in a rural area separated geographically from the epicenters of header bond brickwork yet connected to them via water-based travel by the Chesapeake Bay, as evidenced by the location of the header bond brickwork on the west façade, which faces the bay. As such, it demonstrates the transmission of architectural trends from urban to rural areas, as well as demonstrates transportation access to Kent Island prior to the construction of the railroad and the Chesapeake Bay Bridge. The dwelling also is a unique example of a smaller, simpler header bond brickwork building, unusual for the state of Maryland, reflecting the builder's emulation of upper-class trends. It is a rare extant example that bridges common dwelling designs for the time—the one-and-a-half story, less ornamented header bond rural farm dwellings in Queen Anne's County and the taller, larger, and more ornate urban townhouses in more urban Annapolis and Chestertown. Therefore, Belle Vue is eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1740, the earliest estimated date for the construction of the dwelling, and continues through 1790, the latest estimated date for the construction of the dwelling.

INTEGRITY

Belle Vue retains its integrity of location, setting, design, materials, association and feeling. Because Belle Vue is a rare example of its type, a greater degree of alteration is allowable for this resource.

Belle Vue retains its integrity of location as the farm remains in its original location.

Belle Vue retains its integrity of setting. While the surrounding area has been converted to residential development, within the property boundaries are farm field that contribute to the setting. Additionally, the resource remains along the Chesapeake Bay with general views of the water.

Belle Vue retains its integrity of design. The main section has its original massing and fenestration. In particular, header bond brickwork remains intact, as does brickwork on other facades, including the watertable, belt course, and bed mold trim along the eaves. The west elevation of original section of the dwelling has not been substantially changed. However, the east elevation's porch and the west facade's second story French doors date to after the period of significance.

Belle Vue retains its integrity of materials. The original section of the dwelling is still brick and the brick does not appear to have been altered. The windows in this section are wood, though it is unknown if they are the original windows. However, the frame wing has later brick veneer.

Belle Vue does not have integrity of workmanship. Later additions such as the porches on the east and west facades and the addition have altered the workmanship of the resource.

Belle Vue retains its integrity of association. With its location on and orientation toward the Chesapeake Bay and the few remaining farm fields, it retains its association with the shoreline and as a rural agricultural property.

Belle Vue retains its integrity of feeling. While the later additions diminish its appearance as an eighteenth-century dwelling, they are constructed with appropriate massing and materials that do not detract from the overall significant design. The property retains its location on the Chesapeake Bay, a few remaining farm fields, and intact brickwork, and continues to feel like an eighteenth-century dwelling accessed by the water.

CONTRIBUTING RESOURCES

Contributing elements include the dwelling, which has the significant header bond brickwork.

Non-contributing elements include all of the outbuildings, which were built after the period of significance.

BOUNDARY DESCRIPTION

The property encompasses 35.06 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0133 (2024). Tax account is 04- 097661.

REFERENCES

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Belle Vue (Blue Bay Farm)

Location: 301 John Kallis Lane
City: Stevensville

QA-270
Queen Anne's County



USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles
Scale: 1:24,000

N

MAPS

Belle Vue (Blue Bay Farm)

Location: 301 John Kallis Lane
City: Stevensville

QA-270
Queen Anne's County



Belle Vue (Blue Bay Farm)

Location: 301 John Kallis Lane
City: Stevensville

QA-270
Queen Anne's County



Parcel Boundaries
Belle Vue

Contributing Resources
Non-Contributing Resources

0 0.01 0.03 0.06 Miles

Scale: 1:1,717

N

PHOTOGRAPHS



Photo 1 of 15: Looking southwest on John Kallis Lane near the farm fields toward the dwelling



Photo 2 of 15: Looking west on John Kallis Lane at the dwelling and outbuildings

PHOTOGRAPHS



Photo 3 of 15: Looking northeast from near the shore of the Chesapeake Bay at the dwelling and outbuildings



Photo 4 of 15: Dwelling, west façade and south elevation, looking northeast

PHOTOGRAPHS



Photo 5 of 15: Dwelling, west façade, well house, and west garage looking east



Photo 6 of 15: Dwelling, north elevation and west façade, and well house, looking southeast

PHOTOGRAPHS



Photo 7 of 15: Dwelling, east and north elevations, and well house, looking southwest



Photo 8 of 15: Dwelling, south and east elevations, with west garage in background, looking northwest

PHOTOGRAPHS



Photo 9 of 15: Well house, east façade, looking west



Photo 10 of 15: West garage, west elevation and south façade, looking northeast

PHOTOGRAPHS



Photo 11 of 15: East garage, west elevation and south façade, looking northeast



Photo 12 of 15: Enclosed flowerbed, looking northeast

PHOTOGRAPHS



Photo 13 of 15: Playground set and Chesapeake Bay, looking southwest



Photo 14 of 15: View of Chesapeake Bay, looking west

PHOTOGRAPHS



Photo 15 of 15: Looking northeast from near dwelling, with east garage in background

NR-ELIGIBILITY REVIEW FORM

QA-270 Belle Vue (Blue Bay Farm)

PHOTO LOG

Number of Photos: **15**
Name of Photographer: **Sara Wilson; Becky Yousaf**
Date of Photographs: **2023-12-06; 2024-11-25**
Location of Original Digital File: **MHT**
File Format: **QA-270_2023-12-06; 2024-11-25_01.tif… etc.**

Photographs inserted on continuation sheets:

QA-270_2023-12-06_01.tif
Photo 1 of 15: Looking southwest on John Kallis Lane near the farm fields toward the dwelling

QA-270_2023-12-06_02.tif
Photo 2 of 15: Looking west on John Kallis Lane at the dwelling and outbuildings

QA-270_2024-11-25_03.tif
Photo 3 of 15: Looking northeast from near the shore of the Chesapeake Bay at the dwelling and outbuildings

QA-270_2024-11-25_04.tif
Photo 4 of 15: Dwelling, west façade and south elevation, looking northeast

QA-270_2024-11-25_05.tif
Photo 5 of 15: Dwelling, west façade, well house, and west garage looking east

QA-270_2024-11-25_06.tif
Photo 6 of 15: Dwelling, north elevation and west façade, and well house, looking southeast

QA-270_2023-12-06_07.tif
Photo 7 of 15: Dwelling, east and north elevations, and well house, looking southwest

QA-270_2023-12-06_08.tif
Photo 8 of 15: Dwelling, south and east elevations, with west garage in background, looking northwest

QA-270_2024-11-25_09.tif
Photo 9 of 15: Well house, east façade, looking west

QA-270_2024-11-25_10.tif
Photo 10 of 15: West garage, west elevation and south façade, looking northeast

QA-270_2023-12-06_11.tif
Photo 11 of 15: East garage, west elevation and south façade, looking northeast

QA-270_2024-11-25_12.tif
Photo 12 of 15: Enclosed flowerbed, looking northeast

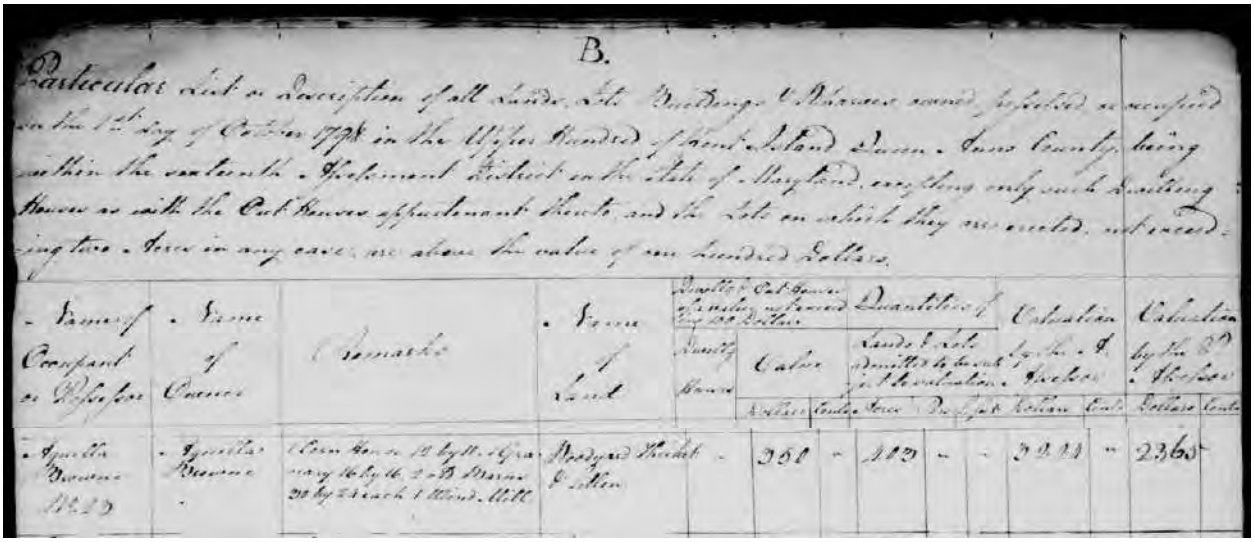
QA-270_2024-11-25_13.tif
Photo 13 of 15: Playground set and Chesapeake Bay, looking southwest

QA-270_2024-11-25_14.tif
Photo 14 of 15: View of Chesapeake Bay, looking west

QA-270_2024-11-25_15.tif
Photo 15 of 15: Looking northeast from near dwelling, with east garage in background



Historic Image 1: 1798 Direct Tax-Dwelling Houses and Out Houses. Aquila Brown is in the center of the image.
Photo Source: United States Congress, and Archives of Maryland. 1798. "1798 Federal Direct Tax - Maryland." Volume 729. Maryland State Archives. https://msa.maryland.gov/megafile/msa/speccol/sc2900/sc2908/000001/000729/html/am729--2334.html;



B.

Particular List or Description of all Lands, Lots, Buildings & Improvements owned, possessed or occupied on the 1st day of October 1798 in the Upper Hundred of Kent Island Queen Anne's County, lying within the contents of Stephensburg District in the State of Maryland, excepting only such Dwelling Houses as with the Out Houses appurtenant thereto, and the Lots on which they are erected, not exceeding two Acres in any case, are above the value of one hundred Dollars.

Names of Occupants or Possessors	Name of Owners	Remarks	Name of Land	Quantity	Value	Quantities of Land not charged in the valuation	Valuation by the Assessors Dollars	Valuation by the Commissioners Dollars Cents
Aquila Browne 1823	Aquila Browne	Corn House 18 by 14 Granary 16 by 16 2 Tob Houses 20 by 24 each 1 Wind. Mill	Woodyard Thicket & Allen	350	103		3311	2365



Historic Image 3: 1866 Map of Kent Island. Belle Vue is shown in this map under the ownership of W.S. Price

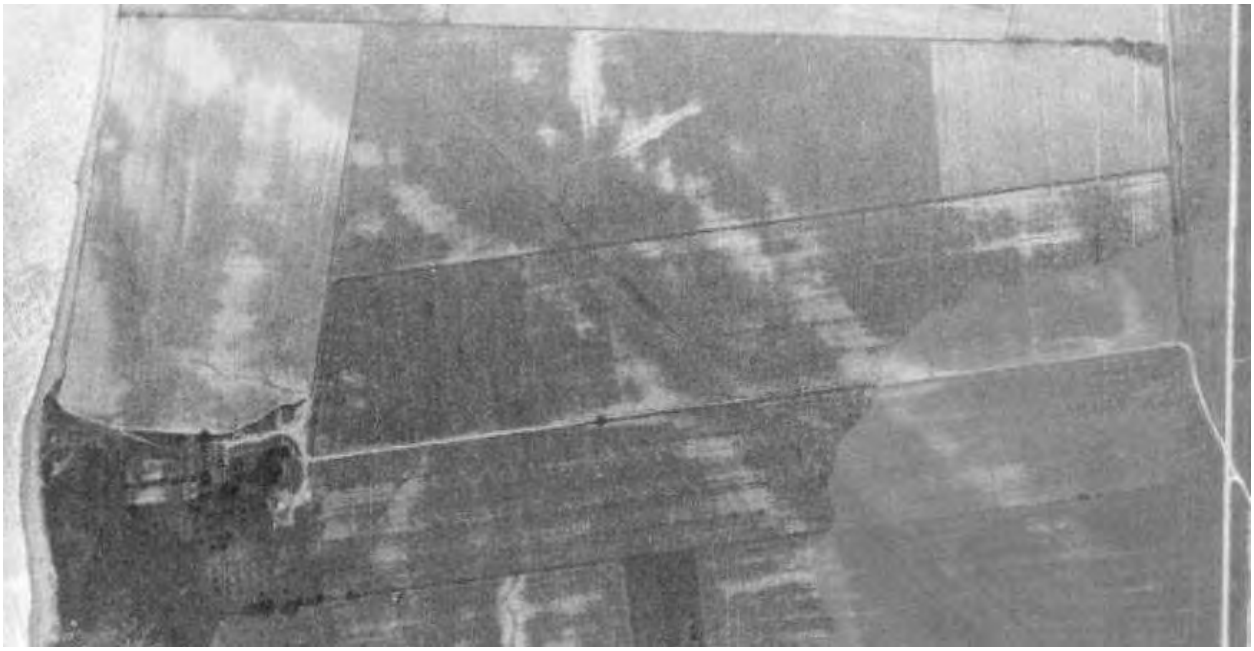
Photo Source: Strong, J. G. 1866. "J. G. Stong's Map of Queen Anne's County, 1866, Queen Anne's County District 4." Maryland State Archives. MSA SC 5080-1. Maryland State Archives. https://slavery.msa.maryland.gov/html/mapped_images/qad4.html.

QA-270
Belle Vue
301 John Kallis Lane
Stevensville, Queen Anne's County, Maryland

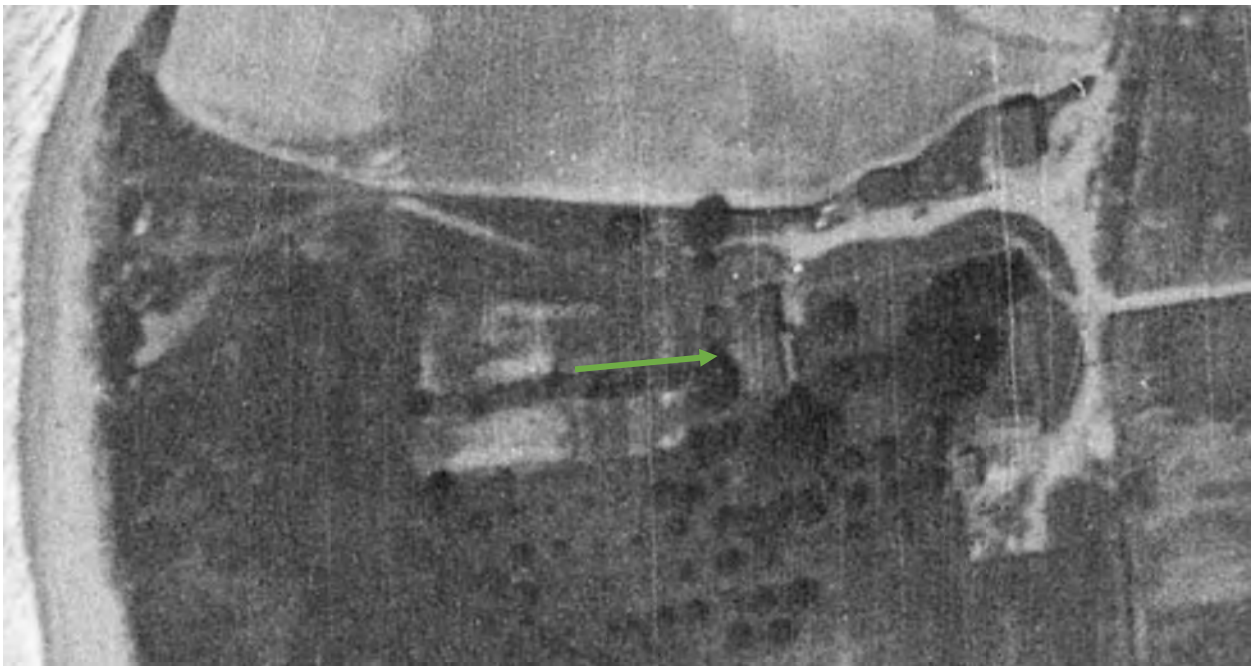


Historic Image 4: 1877 Map of Kent Island. Belle Vue is shown in this map under the ownership of P. Thos. Price

Photo Source: Lake, Griffing and Stevenson. 1877. "Kent Island District No. 4 Queen Anne Co." Kent and Queen Anne Counties 1877. Historic MapWorks Residential Genealogy. https://historicmapworks.com/Map/US/37534/Stevensville++Kent+Island+++District+4++Queenstown/Kent+and+Queen+Anne+Counties+1877/Maryland/.

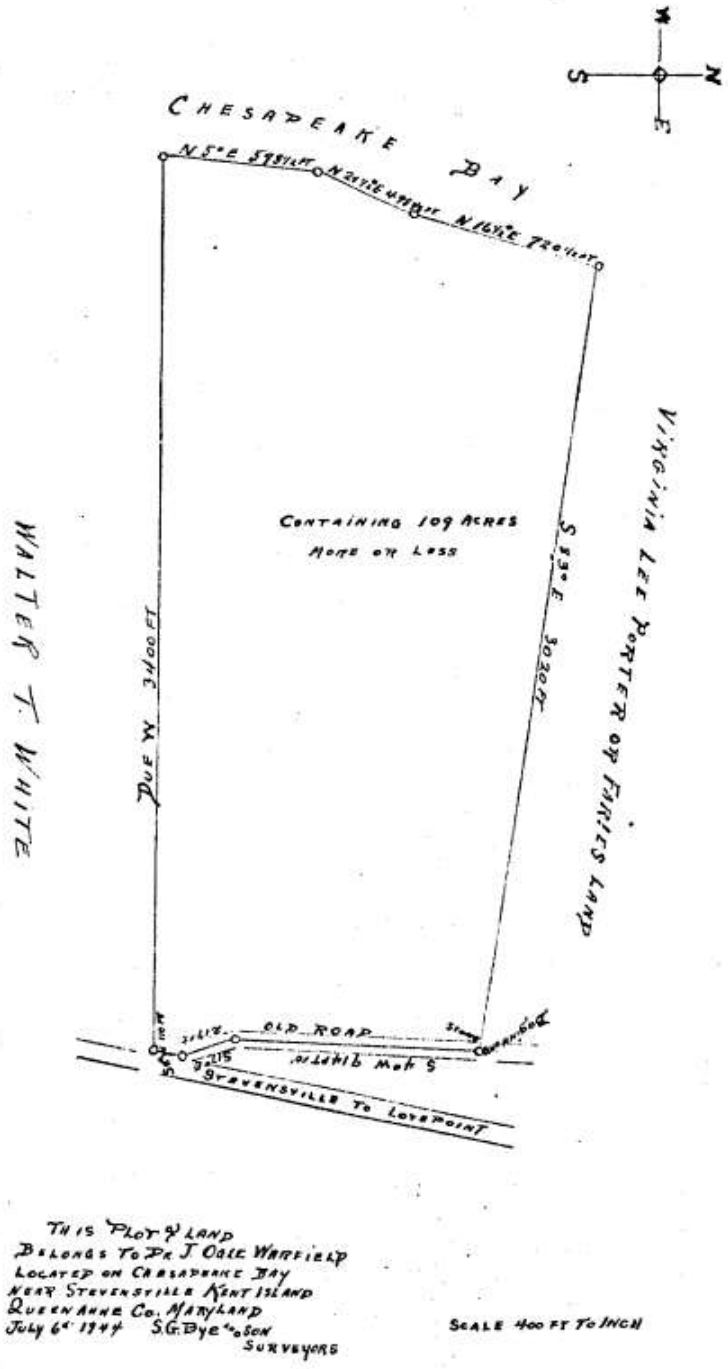


Historic Image 5: Historic Image of Belle Vue as a 109-acre farm, 1937
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed December 2, 2024. https://gis.qac.org/historic.



Historic Image 6: Historic Image of Belle Vue as a 109-acre farm, 1937, zoomed in. The green arrow points to the dwelling
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed December 2, 2024. https://gis.qac.org/historic.

QA-270
Belle Vue
301 John Kallis Lane
Stevensville, Queen Anne's County, Maryland



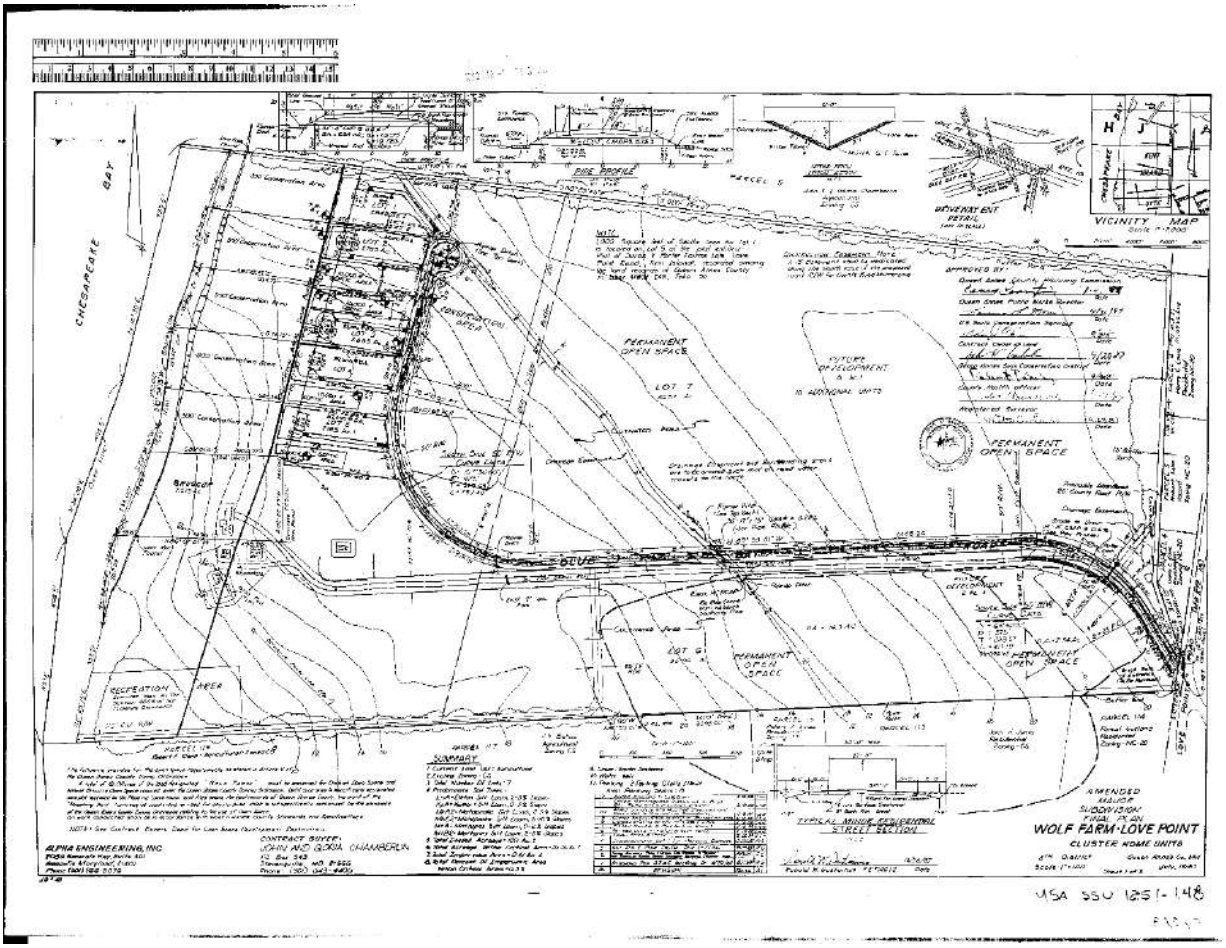
Historic Image 7: Plat of Belle Vue when sold to Dr. J. Ogle Warfield, 1944
Photo Source: Queen Anne's County Circuit Court. 1944. "Deed, John T. Price Junior et al. to John Ogle Warfield Junior and Elisabeth Baldwin Warfield." ASG 9, p. 0552. Maryland State Archives



Historic Image 8: Historic Image of Belle Vue as a 109-acre farm, 1957.
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed December 2, 2024. https://gis.qac.org/historic.

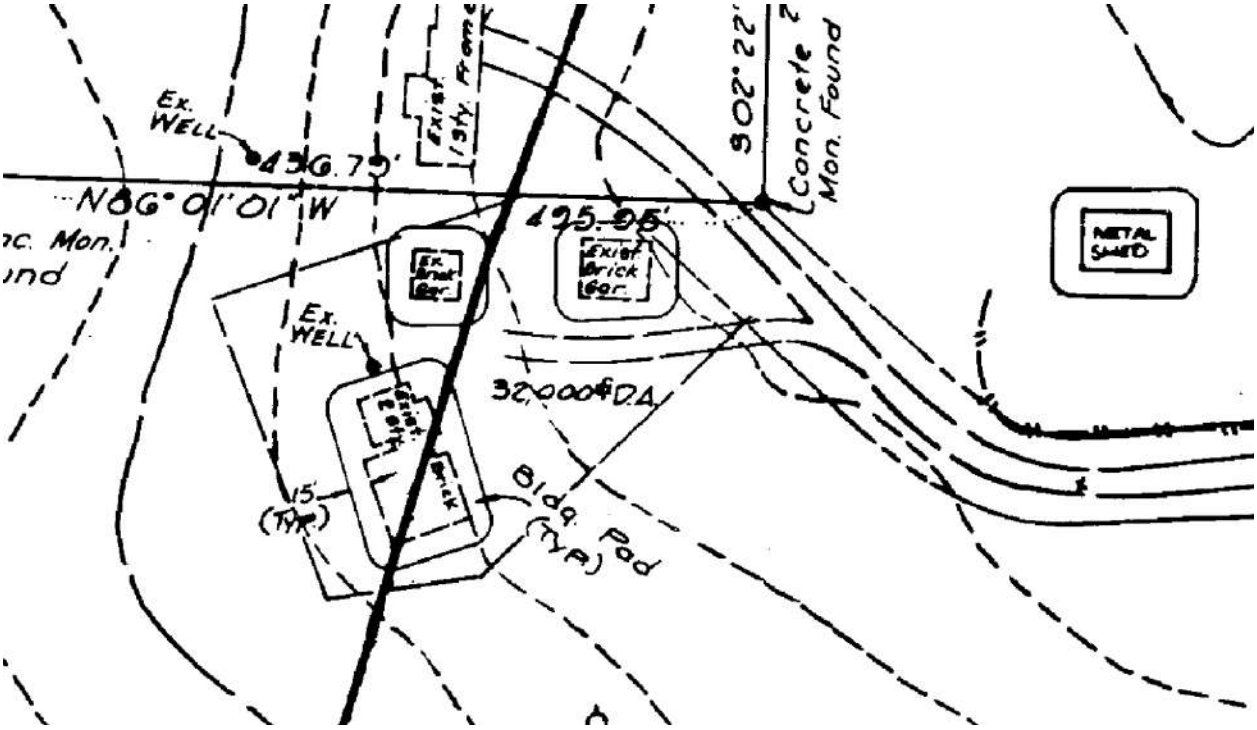


Historic Image 9: Historic Image of Belle Vue as a 109-acre farm, 1957, zoomed in.
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed December 2, 2024. https://gis.qac.org/historic.



Historic Image 10: Plat of Wolf Farm, 1987. Lot 6 is the current parcel for Belle Vue, south of Blue Bay Road.

Photo Source: Queen Anne's County Circuit Court. 1987. "Plat, Amended Major Subdivision Final Plan: Wolf Farm." Plat Book MWM 10, p. 38. Maryland State Archives.



Historic Image 11: Plat of Wolf Farm, 1987. Zoomed into dwelling and outbuildings
Photo Source: Queen Anne's County Circuit Court. 1987. "Plat, Amended Major Subdivision Final Plan: Wolf Farm." Plat Book MWM 10, p. 38. Maryland State Archives.

QA-545

Matapeake Ferry Terminal

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: 01-24-2012

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no ___

Property Name: Matapeake Ferry Terminal, Shop, and Club House Inventory Number: QA-545, QA-546, QA-547

Address: Marine Academy Lane City: Stevensville Zip Code: 21666

County: Queen Anne's County USGS Topographic Map: Kent Island

Owner: State of Maryland, Department of Natural Resources Is the property being evaluated a district? X yes

Tax Parcel Number: 174 Tax Map Number: 56 Tax Account ID Number: 04-069870

Project: _____ Agency: _____

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

Is the property 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 District Name: _____

Preparer's Recommendation: Contributing resource ___yes ___no Non-contributing but eligible in another context ___

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible X yes ___no

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

Documentation on the property/district is presented in: MIHP form

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

Description

The Matapeake Ferry Terminal site was first used in 1930 by the Claiborne-Annapolis Ferry Company to create a shorter ferry route to Annapolis. In 1941 the State Roads Commission took over the ferry line and renamed the line Sandy Point-Matapeake Ferry. The ferry route paralleled the path of the future Chesapeake Bay Bridges and became obsolete at the opening of the first bridge in 1952. On the site terminal site (QA-545) is one functioning pier and remnants of the bulkheads and ramps.

The Matapeake Ferry Terminal Shop (QA-547) was designed by Architect O. Eugene Adams for the Maryland State Roads Commission in 1946. The building was intended as a repair facility for the service equipment used on the Sandy Point Matapeake Ferry. The exterior of the shop remains largely intact with the exception of replacement windows and doors. The interior is largely intact except some of the interiors have been covered by modern finishes.

The Matapeake Ferry Terminal Clubhouse (QA-546) opened in 1936 and contained a restaurant, kitchen, changing rooms, and restrooms. Today the exterior of the building remains virtually unchanged except for the missing north porch. In 2007 the interior of the clubhouse was modified. In the North dependency the small room was converted into a kitchen and the original

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: _____

Jonathan Sager 9/24/08
Reviewer, Office of Preservation Services **Date**

[illegible] 9/19/08
Reviewer, NR Program **Date**

2008[illegible]

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 1 QA-545, QA-546, QA-547

doorway which opened into the hall was enclosed. The new doorway to this room was placed where a dumbwaiter had originally been installed on the north wall on the main room. In the main room a bar was built perpendicular to east side of the fireplace. In the South dependency the bathroom was modified to accommodate ADA accessibility. The original doorway was enclosed and the room was divided into two separate bathrooms. The doorways to these bathrooms were relocated along the south wall.

Historically the lawn west of the Clubhouse sloped to a public beach. The recent improvements to the landscape surrounding the Clubhouse include a blue slate patio, off the front portico with a blue heron fountain in the center. The original bell that once rang in the ferries was found and placed near a naval flagpole memorial in the south lawn. The shooting range installed by the Maryland State Police Academy after the clubhouse closed in 1952 was removed, and the ground terraced to reopen access to the beach. A modern shower tower was installed next to the beach at the end of the west end of the old shooting range.

Determination of Eligibility

The Matapeake Ferry Terminal, Shop and Clubhouse are eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1930 to 1952 for its association with the Claiborne-Annapolis Ferry (later the Sandy Point-Matapeake Ferry) and its impact on transportation, recreation, and economic development on the Eastern Shore of Maryland predating the construction of the Chesapeake Bay Bridges.

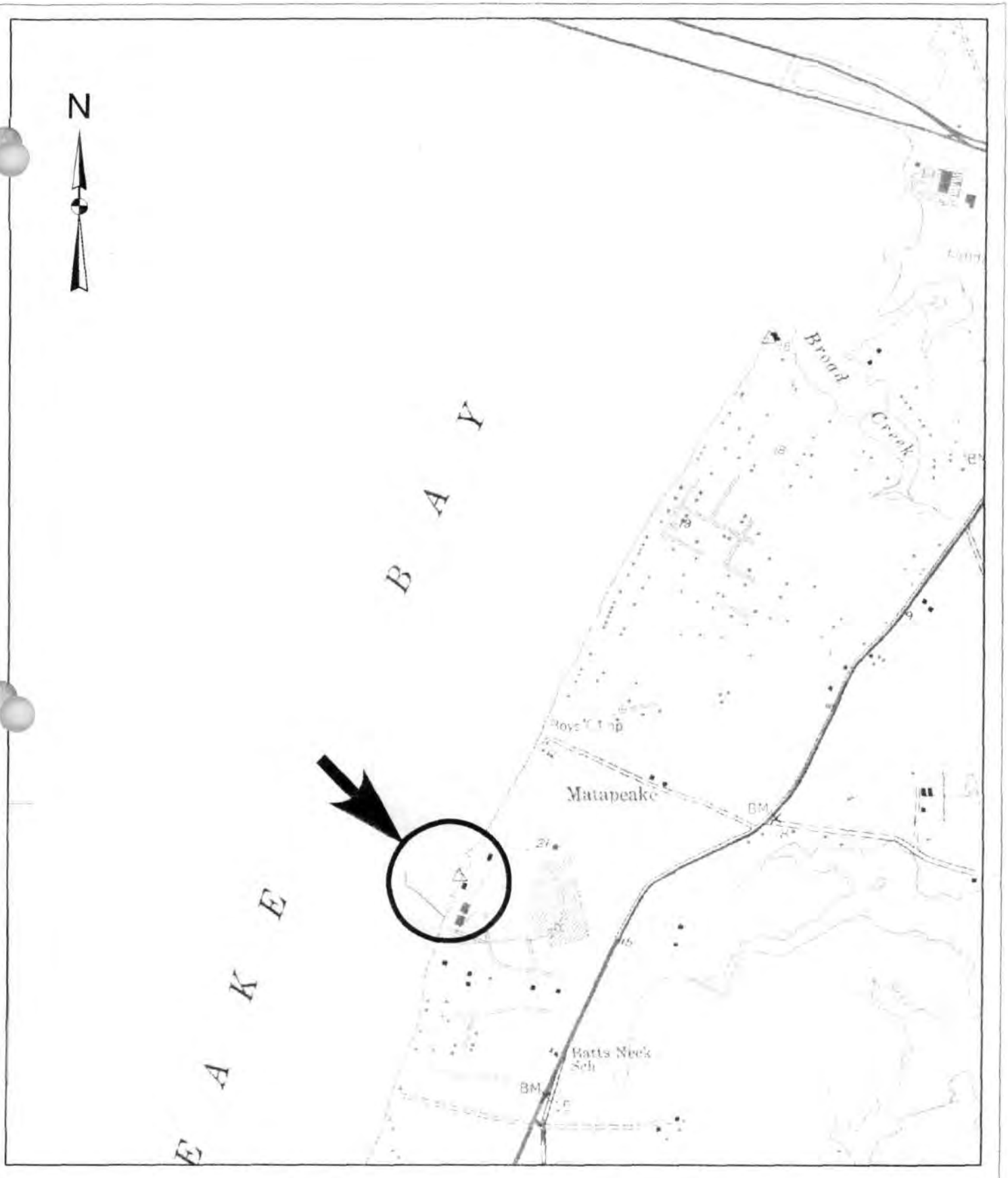
The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion B, as they are not associated with an individual significant on the local, state, or national level.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion C as it is not significant in the history of ferry engineering or design, not is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Matapeake Ferry Terminal Buildings do reflect common construction techniques of the early twentieth century in the United States, they do not demonstrate innovative technical solutions.

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

Prepared by: Amanda R. Apple,
Historic Preservation Planner
Queen Anne's County

Date Prepared: 07/30/2008



QA-545, QA-546, QA-547
Matapeake Ferry Terminal, Shop, and Clubhouse
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)

Photo Log – Determination of Eligibility for QA-546, QA-545, QA-547
Amanda R. Apple, Historic Preservation Planner
Queen Anne's County, Maryland
Photos taken on 2008-08-01
Photos printed on Epson premium glossy photo paper with Epson UltraChrome pigmented inks
Digital images saved on a Maxell DVD-R 4.7GB

QA546_2008-08-01_01.jpg	Matapeake clubhouse west elevation (front façade)
QA546_2008-08-01_01.tiff	
QA546_2008-08-01_01.NEF	
QA546_2008-08-01_02.jpg	Matapeake clubhouse south elevation
QA546_2008-08-01_02.tiff	
QA546_2008-08-01_02.NEF	
QA546_2008-08-01_03.jpg	Matapeake clubhouse north elevation
QA546_2008-08-01_03.tiff	
QA546_2008-08-01_03.NEF	
QA546_2008-08-01_04.jpg	Matapeake clubhouse northeast elevation
QA546_2008-08-01_04.tiff	
QA546_2008-08-01_04.NEF	
QA546_2008-08-01_05.jpg	Matapeake clubhouse taken from beach looking west over terraced lawn (with modern shower tower in foreground)
QA546_2008-08-01_05.tiff	
QA546_2008-08-01_05.NEF	
QA546_2008-08-01_06.jpg	West view from Matapeake clubhouse lawn of terraced lawn and beach
QA546_2008-08-01_06.tiff	
QA546_2008-08-01_06.NEF	
QA546_2008-08-01_07.jpg	West view of Matapeake clubhouse lawn and bay
QA546_2008-08-01_07.tiff	
QA546_2008-08-01_07.NEF	
QA546_2008-08-01_08.jpg	Future location of proposed modular bathrooms
QA546_2008-08-01_08.tiff	
QA546_2008-08-01_08.NEF	
QA546_2008-08-01_09.jpg	View looking North across south lawn and south elevation of Matapeake clubhouse
QA546_2008-08-01_09.tiff	
QA546_2008-08-01_09.NEF	
QA546_2008-08-01_10.jpg	Bell and Flagpole memorial in south lawn
QA546_2008-08-01_10.tiff	
QA546_2008-08-01_10.NEF	
QA546_2008-08-01_11.jpg	Main Room in clubhouse looking north east
QA546_2008-08-01_11.tiff	
QA546_2008-08-01_11.NEF	
QA546_2008-08-01_12.jpg	View of new kitchen though doorway located where dumbwaiter use to be

QA-545, QA-546, QA-54

QA546_2008-08-01_12.tiff
QA546_2008-08-01_12.NEF
QA546_2008-08-01_13.jpg View of north hallway with enclosed entrance to kitchen
QA546_2008-08-01_13.tiff
QA546_2008-08-01_13.NEF
QA546_2008-08-01_14.jpg View of south hallway with enclosed entrance to bathroom
QA546_2008-08-01_14.tiff
QA546_2008-08-01_14.NEF
QA546_2008-08-01_15.jpg View of new bathroom entrances
QA546_2008-08-01_15.tiff
QA546_2008-08-01_15.NEF
QA546_2008-08-01_16.jpg Interior view of remodeled bathroom
QA546_2008-08-01_16.tiff
QA546_2008-08-01_16.NEF

QA-545
Matapeake Ferry Terminal
Stevensville vicinity, Queen Anne's County

Constructed 1930 to present
Publicly owned

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The earliest elements of the site date to 1930; alterations continue to the present. The present Matapeake Ferry Terminal consists of two jetties, a 1930 wharf remnant, two concrete bulkheads, two ramp remnants, a pier, and a drainage ditch and sea wall.

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Kent Island in order to have a shorter route to Annapolis. The State Roads Commission took over the ferry in 1941, renaming it the Sandy Point-Matapeake Ferry. The ferry route paralleled the route of the Chesapeake Bay Bridge and was made obsolete by the opening of the Bridge in 1952. The State retained control of the Matapeake site and opened the Maryland State Marine Police Academy there in 1963.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. QA-545

1. Name of Property (indicate preferred name)

historic	Matapeake Ferry Terminal
other	N/A

2. Location

street and number	301 Marine Academy Lane	__ not for publication
city, town	Stevensville	X vicinity
county	Queen Anne's	

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

name	Maryland Department of Natural Resources				
street and number	Tawes State Office Building, 580 Taylor Avenue			telephone	(410) 260-8100
city, town	Annapolis	state	MD	zip code	21401

4. Location of Legal Description

courthouse, registry of deeds, etc.	Queen Anne's County Circuit Court					liber TSP 18	folio 581
city, town	Centreville	tax map	56	tax parcel	174, 178	tax ID number	04-069889, 04-069870

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
_____district
_____building(s)
X structure
_____site
_____object

Ownership
X public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
X government
_____health care
_____industry
_____landscape
X recreation/culture
_____religion
_____social
X transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
0	0	buildings
0	0	sites
10	0	structures
0	0	objects
10	0	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. QA-545

Condition

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

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

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The earliest elements of the site date to 1930; alterations continue to the present. The present Matapeake Ferry Terminal consists of two jetties, a 1930 wharf remnant, two concrete bulkheads, two ramp remnants, a pier, and a drainage ditch and sea wall.

GENERAL DESCRIPTION

The Matapeake Ferry Terminal is located south of the Chesapeake Bay Bridge and west of Romancoke Road on Kent Island, Queen Anne's County. The Terminal is now part of the Maryland State Marine Police Academy. First constructed in 1930 and continually altered to the present, the Terminal currently consists of two jetties (2004 and 1995), wharf (1930), two bulkheads (1942), two ramp remnants (1942), a pier (1942), and a drainage ditch and sea wall (1975). All elements have been altered.

The north jetty, constructed of stone, is located just south of the Matapeake Club House (QA-546). The jetty was first constructed in 1930 and was rebuilt in 2004.

South of the jetty is part of the 1930 timber wharf. The current configuration of the 1930 wharf dates to ca. 1948.[1] During the 1950s, a small pier was constructed adjacent to the 1930 wharf in order to accommodate a hoist.

South of the 1930 wharf is the north bulkhead, constructed of concrete. The north bulkhead was part of 1942 ferry slip. South of the north bulkhead is a remnant of the north ramp, by which automobiles boarded and exited the ferries. Although originally constructed in 1942, the north ramp has recent decking and rails; the concrete piers are the only remaining part of the original structure.

South of the north ramp is the central pier of the 1942 ferry slip. The timber pier was converted to a wharf during the 1960s.[2] A corrugated metal shelter stands at the end of the pier.

South of the 1942 central pier is a remnant of the south ramp. As with the north ramp, the concrete piers are the only part of the 1942 structure to remain. South of the south ramp is the south bulkhead. The south bulkhead is constructed of concrete and was part of the 1942 ferry slip.

South of the south bulkhead is a concrete and stone drainage ditch that marks the location of the 1930 south jetty. The 1930 south jetty was shortened in 1941 when the State constructed a new jetty further south. The 1930 south jetty was removed completely, and the present drainage ditch and sea wall were constructed in 1975.

South of the drainage ditch and beyond the Matapeake Ferry Terminal Shop (QA-547) is the 1995 south jetty. A jetty was constructed at this location in 1942, but no part of it remains.

As is the nature of maritime sites that have been in continual use, the Matapeake Ferry Terminal has been continuously altered over time. The site does not represent one particular building campaign, but rather includes elements of every period from 1930 to the present.

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[1] The wharf appears in its 1930 configuration in existing conditions drawings dated May 1948. A photograph also dated 1948 (presumably later in the year) shows the wharf in its current configuration.

[2] An early 1960s photograph shows the pier before it was converted.

8. Significance

Inventory No. QA-545

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	X maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1930 (first construction), 1941 (acquisition by state), 1952 (closing of ferry)
Architect/Builder Claiborne-Annapolis Ferry Company, Maryland State Roads Commission, Department of Natural Resources

Construction dates 1930-present

Evaluation for:

_____ National Register _____ Maryland Register ___X___ 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.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal was the terminus of the Claiborne-Annapolis Ferry (later Sandy Point-Matapeake Ferry) from 1930 to 1952. The ferry ceased operation when the Chesapeake Bay Bridge opened in 1952.

RESOURCE HISTORY AND SIGNIFICANCE

The Matapeake Ferry Terminal site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Kent Island in order to have a shorter route to Annapolis. The State Roads Commission took over the ferry in 1941, renaming it the Sandy Point-Matapeake Ferry. The ferry route paralleled the route of the Chesapeake Bay Bridge and was made obsolete by the opening of the Bridge in 1952. The State retained control of the Matapeake site and opened the Maryland State Marine Police Academy there in 1963.

During the 1930s, the Matapeake Ferry Terminal consisted of the two stone jetties and a single timber wharf that could only serve one ferry at a time. A machine shop and fuel tanks (now gone) stood at the base of the wharf. A gravel road led from the wharf through toll booths (now gone) and out to Romancoke Road. Also on the site were the Matapeake Club House (QA-546), a hot dog stand (now gone), a bath house (now gone), gravel parking lots on either side of the road, and wood steps (now gone) that led to the Chesapeake Bay and beaches (now gone).

In 1941, the State Roads Commission took over the site and developed plans to construct three new ferry slips. Two slips were completed, necessitating alteration of part of the 1930 wharf, removal of part of the original south jetty and construction of a new south jetty. Also during the 1940s, the State Roads Commission constructed the Shop (QA-547), removed the toll booths, and reconfigured the road and parking lot system.

Changes to the site continued under the Maryland State Marine Police Academy. All ferry-era buildings except the Matapeake Club House and the Shop were removed, and new buildings were constructed to serve the academy. The ferry terminal itself was dismantled, leaving only one functioning pier and remnants of the bulkheads and ramps. The remnant of the original south jetty was also removed, and both remaining jetties were rebuilt. Adaptations needed by the academy and replacement of deteriorated materials continue to the present.

9. Major Bibliographical References

Inventory No. QA-545

Aerial photographs, 1937, 1960, early 1960s. Natural Resources Police.

Approaches to the Matapeake Ferry Terminal. State Roads Commission. May 11, 1948.

Chesapeake Bay Ferry – Matapeake Terminal – Fender, Racks & Bridge Guides – Plan. State Roads Commission. March 1946.

Conversation between Julie Darsie of Betty Bird & Associates and Louis C. Wright of Natural Resources Police. April 12, 2005.

Hoxter, Nick. *A Walk Back in Time: A Pictorial History of Yesterday on the Island.* Grasonville, Maryland: William N. Hoxter, Jr., and MHR Publishing LLC, 1997.

Matapeake Ferry Terminal and Soundings. State Roads Commission. December 11, 1942.

10. Geographical Data

Acreage of surveyed property	N/A		
Acreage of historical setting	82.53		
Quadrangle name	Kent Island	Quadrangle scale:	1:24,000

Verbal boundary description and justification

The Matapeake Ferry Terminal occupies part of Parcels 174 and 178 on Queen Anne's County Tax Map 56. The site is bounded on the north by the north edge of the north jetty, on the east by the Maryland Marine Police Academy, on the south by the south edge of the south jetty, and on the west by the Chesapeake Bay. Because the site consists of structures projecting into the water, acreage is not given.

11. Form Prepared by

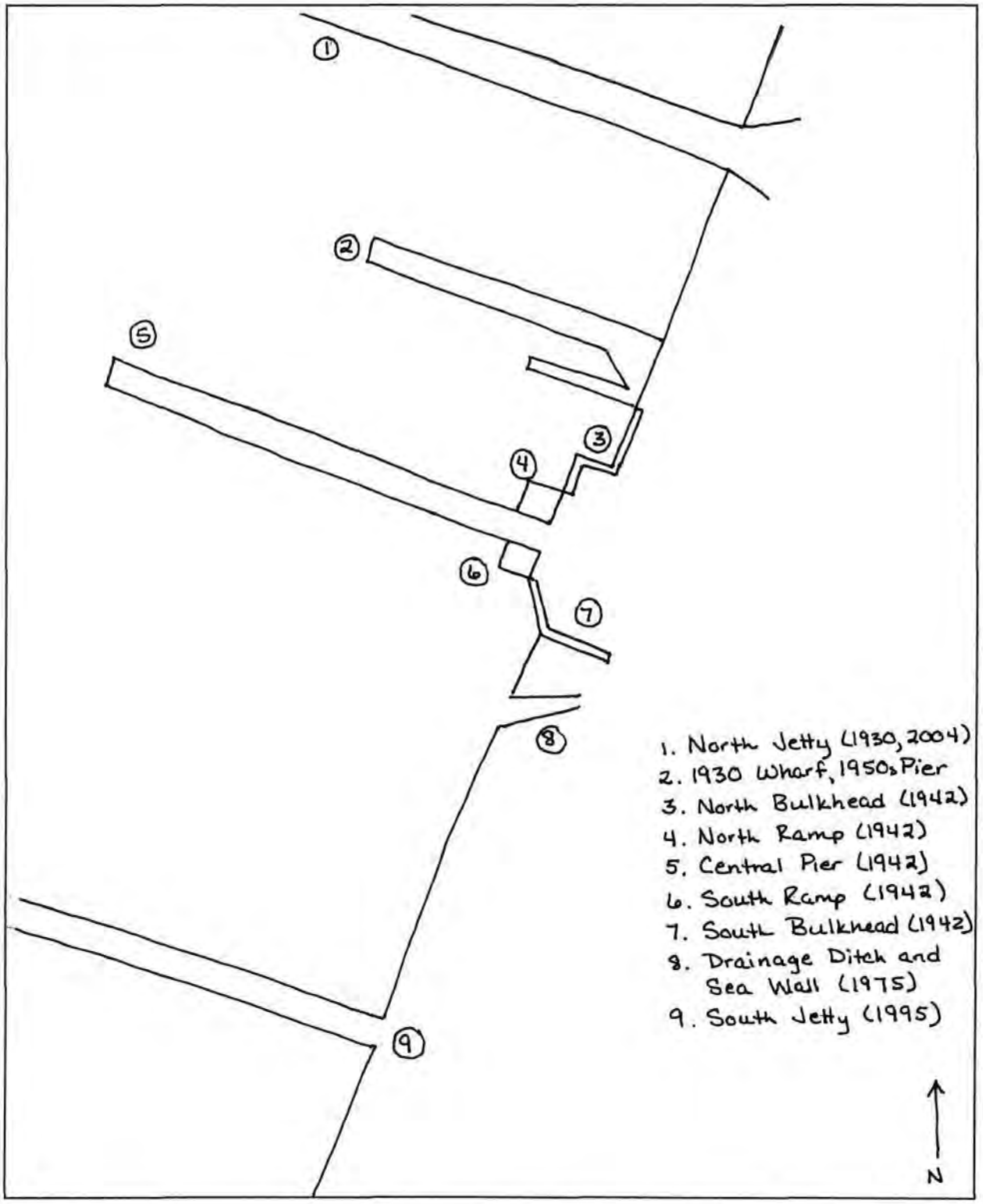
name/title	Julie Darsie		
organization	Betty Bird & Associates LLC	date	May 2005
street & number	2607 24th St., NW, Suite 3	telephone	(202) 588-9033
city or town	Washington, D.C.	state	N/A

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.

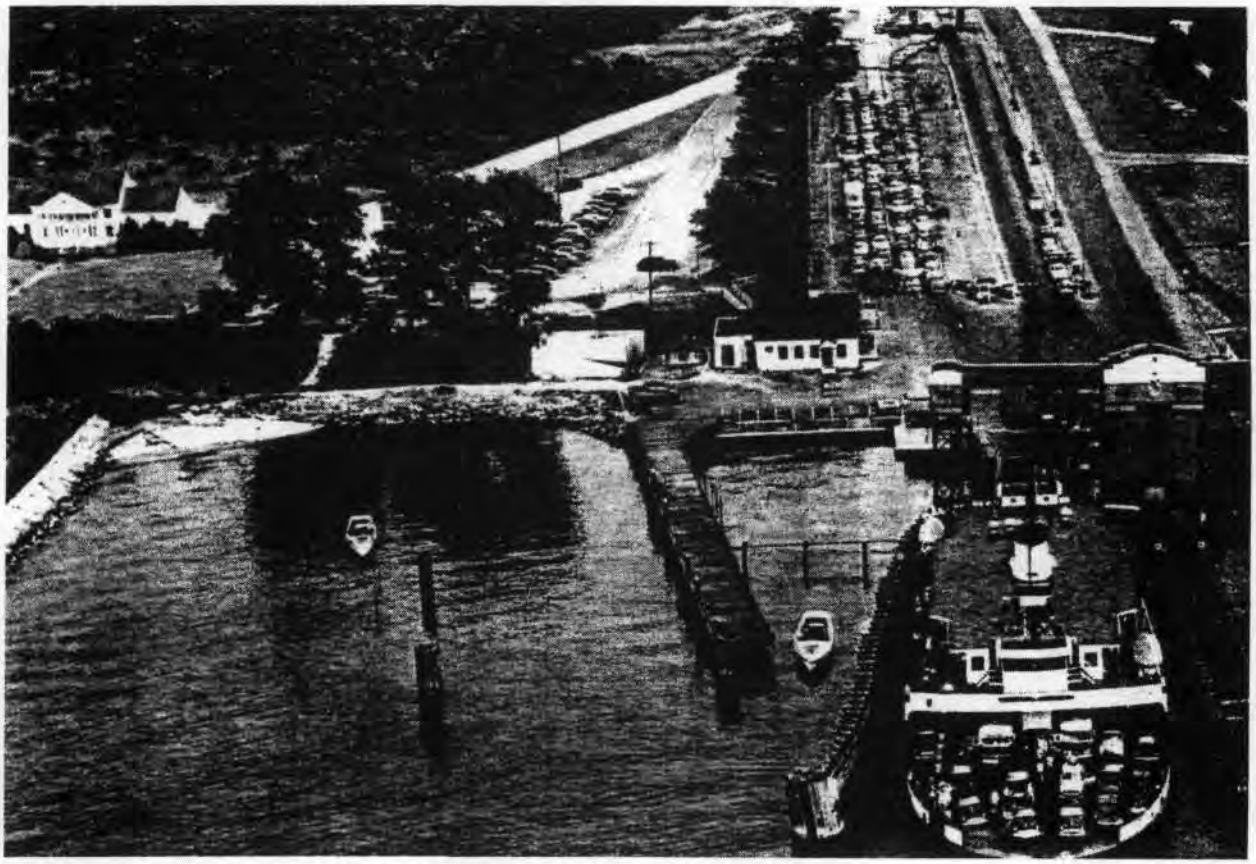
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

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



Site Plan
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland



1948 Bird's Eye View
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Source: Kent Island Heritage Society



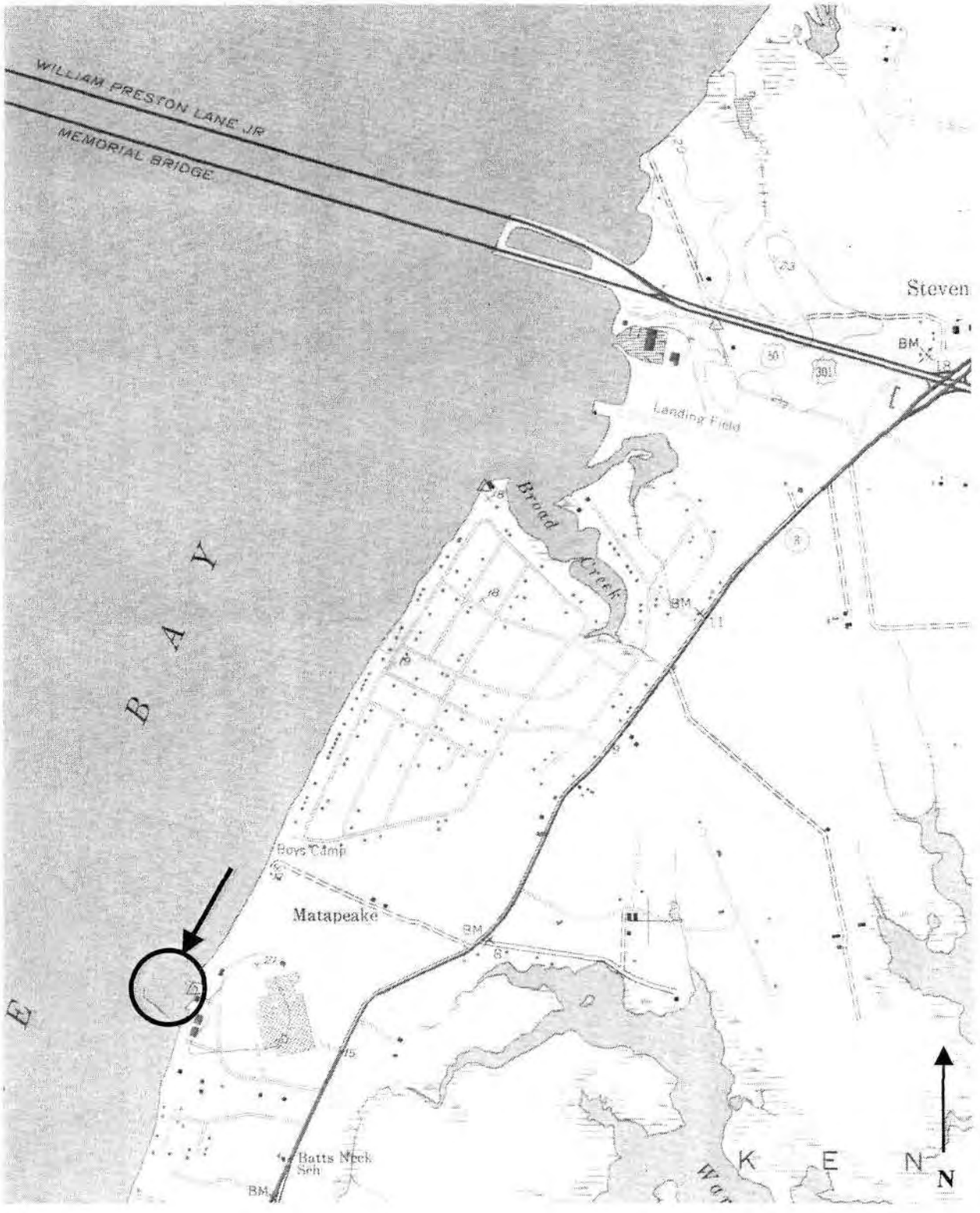
Early 1960s Bird's Eye View
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Source: Louis C. Wright, Natural Resources Police



1937 Aerial Photograph
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Source: Louis C. Wright, Natural Resources Police



1960 Aerial Photograph
QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Source: Louis C. Wright, Natural Resources Police



QA-545
Matapeake Ferry Terminal
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)



QA-545
Matapeake Ferry Terminal
Queen Anne's County, Maryland.
Jude Darsie for Betty Bird & Associates
April 2005
MD SHPO
1930's wharf with 1950s pier and hoist. North jetty in right background, south jetty in left background. View to west.
1 of 9

1995 MARCH 10 11 9000 >


POLICE

QA-545
Matapeake Ferry Terminal
Queen Annels County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
North bulkhead. View to south from 1930s wharf.
2 of 9



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

North bulkhead (left), north ramp (center), and central pier (right). View to SW.

3 of 9


FUEL PUMP
EMERGENCY
SHUT-OFF
MARINA
SHUT-OFF
VALVE

QA-545
Matapeake Ferry Terminal
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MLD SHPO
North Ramp. Central pier on left. View to SW.
4 of 9



QA - 545
Matapeake Ferry Terminal
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Central pier (left), south ramp (center), and south bulkhead (right). View to north
5 of 9



QA-545
Matapeake Ferry Terminal
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Central pier, view to NW
6 of 9



QA-545

Matapeake Ferry Terminal

Queen Anne's County, Maryland

Julie Darsie for Betty Bird + Associates

April 2005

MD SHPO

South bulkhead, View to north

1 of 9



QA-545
Matapeake Ferry Terminal
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Drainage ditch and sea wall. View to north
8 of 9



QA-545
Watapeake Ferry Terminal
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Drainage ditch and sea wall. View to SW. South jetty in background.
9 of 9

QA-546

Matapeake Club House

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: 01-24-2012

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no ___

Property Name: Matapeake Ferry Terminal, Shop, and Club House Inventory Number: QA-545, QA-546, QA-547

Address: Marine Academy Lane City: Stevensville Zip Code: 21666

County: Queen Anne's County USGS Topographic Map: Kent Island

Owner: State of Maryland, Department of Natural Resources Is the property being evaluated a district? X yes

Tax Parcel Number: 174 Tax Map Number: 56 Tax Account ID Number: 04-069870

Project: Agency:

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

Is the property 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 District Name:

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

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible X yes ___ no

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

Documentation on the property/district is presented in: MIHP form

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

Description

The Matapeake Ferry Terminal site was first used in 1930 by the Claiborne-Annapolis Ferry Company to create a shorter ferry route to Annapolis. In 1941 the State Roads Commission took over the ferry line and renamed the line Sandy Point-Matapeake Ferry. The ferry route paralleled the path of the future Chesapeake Bay Bridges and became obsolete at the opening of the first bridge in 1952. On the site terminal site (QA-545) is one functioning pier and remnants of the bulkheads and ramps.

The Matapeake Ferry Terminal Shop (QA-547) was designed by Architect O. Eugene Adams for the Maryland State Roads Commission in 1946. The building was intended as a repair facility for the service equipment used on the Sandy Point Matapeake Ferry. The exterior of the shop remains largely intact with the exception of replacement windows and doors. The interior is largely intact except some of the interiors have been covered by modern finishes.

The Matapeake Ferry Terminal Clubhouse (QA-546) opened in 1936 and contained a restaurant, kitchen, changing rooms, and restrooms. Today the exterior of the building remains virtually unchanged except for the missing north porch. In 2007 the interior of the clubhouse was modified. In the North dependency the small room was converted into a kitchen and the original

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:

Jonathan Sage — 9/24/08
Reviewer, Office of Preservation Services **Date**

[signature] — 9/19/08
Reviewer, NR Program **Date**

200802664

doorway which opened into the hall was enclosed. The new doorway to this room was placed where a dumbwaiter had originally been installed on the north wall on the main room. In the main room a bar was built perpendicular to east side of the fireplace. In the South dependency the bathroom was modified to accommodate ADA accessibility. The original doorway was enclosed and the room was divided into two separate bathrooms. The doorways to these bathrooms were relocated along the south wall.

Historically the lawn west of the Clubhouse sloped to a public beach. The recent improvements to the landscape surrounding the Clubhouse include a blue slate patio, off the front portico with a blue heron fountain in the center. The original bell that once rang in the ferries was found and placed near a naval flagpole memorial in the south lawn. The shooting range installed by the Maryland State Police Academy after the clubhouse closed in 1952 was removed, and the ground terraced to reopen access to the beach. A modern shower tower was installed next to the beach at the end of the west end of the old shooting range.

Determination of Eligibility

The Matapeake Ferry Terminal, Shop and Clubhouse are eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1930 to 1952 for its association with the Claiborne-Annapolis Ferry (later the Sandy Point-Matapeake Ferry) and its impact on transportation, recreation, and economic development on the Eastern Shore of Maryland predating the construction of the Chesapeake Bay Bridges.

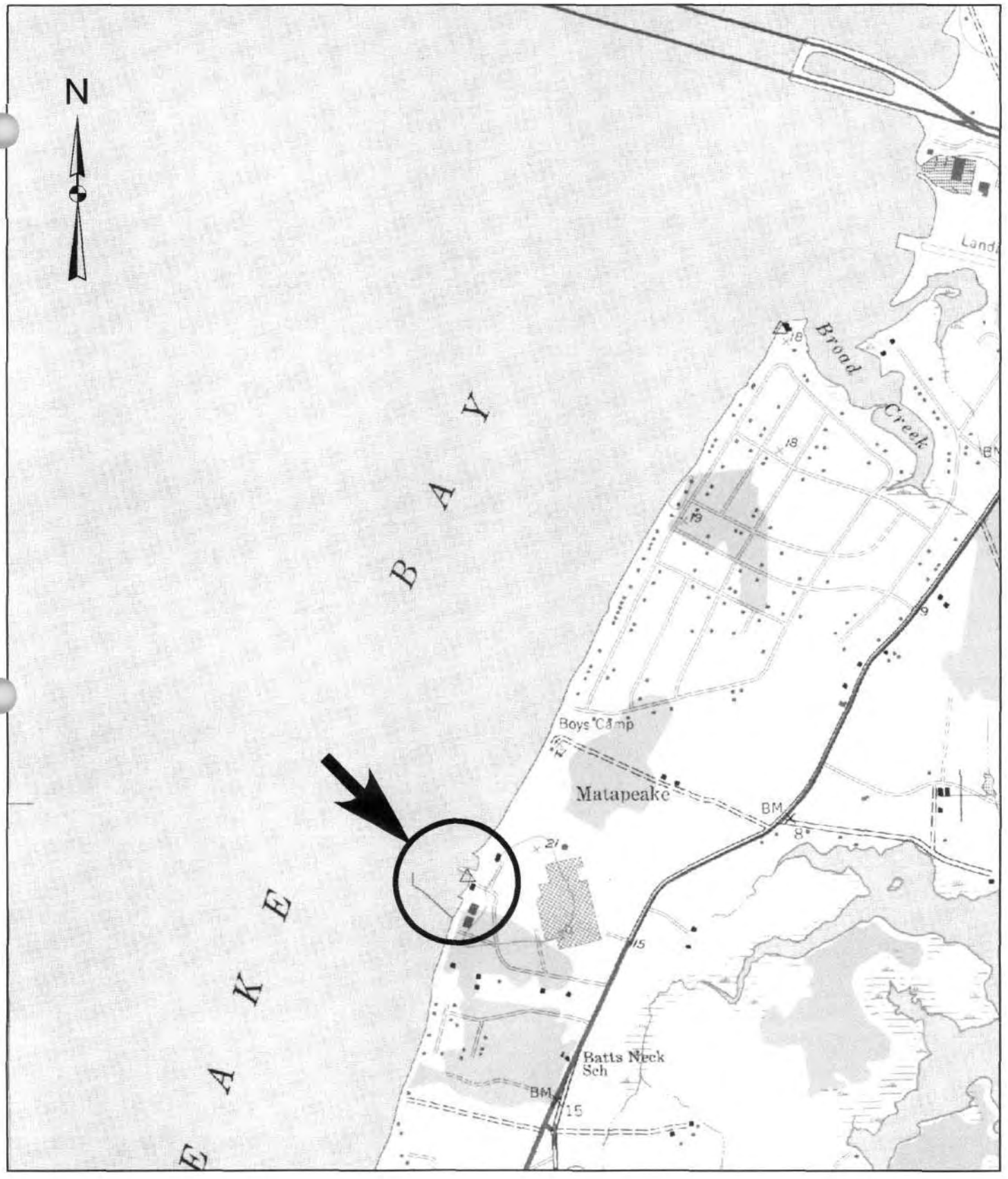
The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion B, as they are not associated with an individual significant on the local, state, or national level.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion C as it is not significant in the history of ferry engineering or design, not is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Matapeake Ferry Terminal Buildings do reflect common construction techniques of the early twentieth century in the United States, they do not demonstrate innovative technical solutions.

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

Prepared by: Amanda R. Apple,
Historic Preservation Planner
Queen Anne's County

Date Prepared: 07/30/2008



QA-545, QA-546, QA-547
Matapeake Ferry Terminal, Shop, and Clubhouse
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)

Photo Log – Determination of Eligibility for QA-546, QA-545, QA-547
Amanda R. Apple, Historic Preservation Planner
Queen Anne's County, Maryland
Photos taken on 2008-08-01
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QA546_2008-08-01_01.tiff	
QA546_2008-08-01_01.NEF	
QA546_2008-08-01_02.jpg	Matapeake clubhouse south elevation
QA546_2008-08-01_02.tiff	
QA546_2008-08-01_02.NEF	
QA546_2008-08-01_03.jpg	Matapeake clubhouse north elevation
QA546_2008-08-01_03.tiff	
QA546_2008-08-01_03.NEF	
QA546_2008-08-01_04.jpg	Matapeake clubhouse northeast elevation
QA546_2008-08-01_04.tiff	
QA546_2008-08-01_04.NEF	
QA546_2008-08-01_05.jpg	Matapeake clubhouse taken from beach looking west over terraced lawn (with modern shower tower in foreground)
QA546_2008-08-01_05.tiff	
QA546_2008-08-01_05.NEF	
QA546_2008-08-01_06.jpg	West view from Matapeake clubhouse lawn of terraced lawn and beach
QA546_2008-08-01_06.tiff	
QA546_2008-08-01_06.NEF	
QA546_2008-08-01_07.jpg	West view of Matapeake clubhouse lawn and bay
QA546_2008-08-01_07.tiff	
QA546_2008-08-01_07.NEF	
QA546_2008-08-01_08.jpg	Future location of proposed modular bathrooms
QA546_2008-08-01_08.tiff	
QA546_2008-08-01_08.NEF	
QA546_2008-08-01_09.jpg	View looking North across south lawn and south elevation of Matapeake clubhouse
QA546_2008-08-01_09.tiff	
QA546_2008-08-01_09.NEF	
QA546_2008-08-01_10.jpg	Bell and Flagpole memorial in south lawn
QA546_2008-08-01_10.tiff	
QA546_2008-08-01_10.NEF	
QA546_2008-08-01_11.jpg	Main Room in clubhouse looking north east
QA546_2008-08-01_11.tiff	
QA546_2008-08-01_11.NEF	
QA546_2008-08-01_12.jpg	View of new kitchen though doorway located where dumbwaiter use to be

QA-545, QA-546, QA-547

QA546_2008-08-01_12.tiff
QA546_2008-08-01_12.NEF
QA546_2008-08-01_13.jpg View of north hallway with enclosed entrance to kitchen
QA546_2008-08-01_13.tiff
QA546_2008-08-01_13.NEF
QA546_2008-08-01_14.jpg View of south hallway with enclosed entrance to bathroom
QA546_2008-08-01_14.tiff
QA546_2008-08-01_14.NEF
QA546_2008-08-01_15.jpg View of new bathroom entrances
QA546_2008-08-01_15.tiff
QA546_2008-08-01_15.NEF
QA546_2008-08-01_16.jpg Interior view of remodeled bathroom
QA546_2008-08-01_16.tiff
QA546_2008-08-01_16.NEF



QA-546
Matapeake Clubhouse · front facade
Queen Anne's, MD
MD-SHPO
Amanda Apple
1 of 16



QA-546
Matapeake Clubhouse - south elevation
Queen Anne's, MD
MD-SHPO
Amanda Apple
2 of 16



QA-546
Matapeake Clubhouse - north elevation
Queen Anne's, MD
MD-SHPO
Amanda Apple
3 of 16



QA - 5416
Matapeake Clubhouse - Northeast elevation
Queen Anne's, MD
MD-SHPO
Amanda Apple
4 of 16



QA-5416
Matapeake Clubhouse - View looking ~~west~~ east over lawn
Queen Anne's, MD
MD-SHPO
Amanda Apple
5 of 16



QA-546
Matapeake Clubhouse - West view over lawn
Queen Anne's, MD
MD-SHPO
Amanda Apple
6 of 16



QA-546
Matapeake Clubhouse - West view terraced lawn
Queen Anne's, MD
MD - SHPO
Amanda Apple
8 of 16



QA-546
Matapeake Clubhouse - future location of bathroom
Queen Anne's, MD
MD-SHPO
Amanda Apple
8 of 16



QA-546
Matapeake Clubhouse - North view across south lawn
Queen Anne's, MD
MD-SHPO
Amanda Apple
9 of 16



QA-546
Matapeake Clubhouse - Bell & Flagpole memorial
Queen Anne's. MD
MD-SHPO
Amanda Apple
10 of 11



CA-546
Matapeake Clubhouse - Interior main room
Queen Anne's, MD
MD-SHPO
Amanda Apple
11 of 16



QA-546
Matapeake Clubhouse - New Kitchen
Queen Anne's, MD
MD-SHPO
Amanda Apple
12 of 16



QA-546
Matapeake Clubhouse - North hallway
Queen Anne's, MD
MD-SHPO
13 of 16 Amanda Apple



QA-546
Matapeake Clubhouse - South Hallway
Queen Anne's, MD
MD-SHPO
Amanda Apple
14 of 16



QA-546
Matapeake Clubhouse - New bathroom entrances
Queen Anne's, MD
2008-08-01
MD-SHPO
15 of 16 Amanda Apple



QA-546
Matapeake Clubhouse - Remodeled bathroom
Queen Anne's, MD
2008-08-01
MD-SHPO
Amanda Apple 16 of 16

QA-546
Matapeake Club House
Stevensville vicinity, Queen Anne's County

Constructed 1936
Publicly owned

SUMMARY DESCRIPTION

The Matapeake Club House, constructed in 1936, is located at the Matapeake Ferry Terminal site on Kent Island, Queen Anne County. The Club House stands on a rise north of the former Ferry Terminal and faces west toward the Chesapeake Bay. The Matapeake Club House is a 2-story, 5-bay, Colonial Revival building with a full-height pedimented portico and flanking 1-story, 2-bay dependencies. The interior of the main block consists of a single large space finished in knotty pine.

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Club House opened in 1936, seven years after the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Matapeake. The Club House became the property of the State Roads Commission in 1941 when the State took over the ferry system. The Club House closed in 1952 when the Chesapeake Bay Bridge opened. The Maryland State Marine Police Academy used the site for many years and infilled the beach for a shooting range. In 1998, the State of Maryland donated the Club House to the Queen Anne's County Department of Recreation and Parks.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. QA-546

1. Name of Property (indicate preferred name)

historic	Matapeake Club House
other	N/A

2. Location

street and number	1112 Romancoke Road	__ not for publication
city, town	Stevensville	X vicinity
county	Queen Anne's	

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

name	County Commissioners of Queen Anne's County				
street and number	107 North Liberty Street			telephone	(410) 758-4098
city, town	Centreville	state	MD	zip code	21617

4. Location of Legal Description

courthouse, registry of deeds, etc.	Queen Anne's County Circuit Court					liber SM 597	folio 949
city, town	Centreville	tax map	56	tax parcel	221	tax ID number	04-069803

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
_____district
X building(s)
_____structure
_____site
_____object

Ownership
X public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
_____transportation
_____work in progress
_____unknown
X vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
0	0	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. QA-546

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.

SUMMARY DESCRIPTION

The Matapeake Club House, constructed in 1936, is located at the Matapeake Ferry Terminal site on Kent Island, Queen Anne County. The Club House stands on a rise north of the former Ferry Terminal and faces west toward the Chesapeake Bay. The Matapeake Club House is a 2-story, 5-bay, Colonial Revival building with a full-height pedimented portico and flanking 1-story, 2-bay dependencies. The interior of the main block consists of a single large space finished in knotty pine.

ARCHITECTURAL DESCRIPTION

The Matapeake Club House, constructed in 1936, is located at the Matapeake Ferry Terminal site west of Romancoke Road and south of Stevensville on Kent Island, Queen Anne's County. The Club House stands on a rise north of the former Ferry Terminal and faces west toward the Chesapeake Bay. The Club House has a small lawn with a wooded area to the north, a fenced area with communication towers to the east, the Maryland Marine Police Academy complex to the south, and the Maryland Marine Police Academy shooting range and Chesapeake Bay to the west.

The Matapeake Club House is a Colonial Revival building that consists of a 2-story, 5-bay, single-pile main block flanked by two 1-story, 2-bay dependencies. The wood-frame building has a brick foundation, wood weatherboard with mitered corners, and an asphalt shingle gable roof with a molded, boxed cornice and returns. The north gable end of the main block has an interior brick chimney. The main entry is in the center bay of the front (west) elevation and consists of a paneled door and elliptical fanlight with a surround of fluted pilasters and a flat entablature featuring carved dentils, diamonds, and bulls-eyes. An identical entry is in the center bay of the rear (east) elevation. The gable end of each dependency has a half-glass door with a plain surround. The window openings have 6/6 wood, double-hung sash. There are louvered lunettes in the gable ends of the main block. A full-height pedimented portico stretches across the three center bays of the main block. The portico has a brick foundation and floor, round wood columns and pilasters, a beadboard ceiling, and a lunette in the gable. A small porch extends from the gable end of the south dependency. A patio and pilasters remain from a similar porch once extended from the north dependency. Another small porch shelters the two northern bays of the east elevation of the main block.

On the interior, the main block is a single open space with a wood floor and knotty pine walls, ceiling, and beams. A simple brick fireplace stands in the north gable end. A dumbwaiter next to the fireplace serves the basement kitchen. Early brass wall sconces and pendant lights remain intact. The fluorescent lights and radiators are recent. The dependencies have wood floors, plaster walls and ceilings, and simple baseboards. The north dependency contains two small rooms; no evidence of their function remains. The south dependency also contains two rooms, one of which retains four original restroom stalls. The basement kitchen is accessed from the exterior of the east (rear) elevation and has a concrete floor and plaster walls. All equipment has been removed.

Matapeake Club House is remarkably intact. The exterior remains virtually unchanged with the exception of the removal of the porch from the north dependency. Although furniture and fixtures have been removed, the interior retains its original configuration and finishes, including knotty pine paneling in the main room.

8. Significance

Inventory No. QA-546

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	X entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates	1936 (construction), 1952 (closing)	**Architect/Builder**	Claiborne-Annapolis Ferry Company
Construction dates	1936		

Evaluation for:

_____ National Register _____Maryland Register ___X___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.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Club House, opened in 1936 and closed in 1952, represents recreation and transportation during the 1940s when the Sandy Point-Matapeake Ferry made twenty trips a day between Sandy Point and Kent Island and Chesapeake Bay beaches were popular destinations.

RESOURCE HISTORY AND SIGNIFICANCE

The Matapeake Club House opened in 1936, seven years after the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne (Talbot County) to Matapeake. The Club House became the property of the State Roads Commission in 1941 when the State took over the ferry system. The Club House closed in 1952 when the Chesapeake Bay Bridge opened. The Maryland State Marine Police Academy used the site for many years and infilled the beach for a shooting range. In 1998, the State of Maryland donated the Club House to the Queen Anne's County Department of Recreation and Parks.

During its heyday in the 1940s, the Matapeake Club House contained a restaurant, kitchen, changing rooms, and restrooms. The lawn west of the Club House had shade trees and picnic tables. The lawn sloped down to a public beach. The Matapeake Club House was used by ferry passengers (who often had to wait several hours for a trip), Kent Islanders visiting the beach, and Kent Island clubs needing a place to meet.

In his book *A Walk Back in Time*, Nick Hoxter recalls:

> Matapeake in the 1930-1940 era was a beehive of activity. Not only was it the scene of ferry traffic to and from the western shore, but it was a place where the Islanders would come on a Sunday afternoon and bring their families for picnics up on the hill at one of the picnic table that the State had provided. These tables were positioned at the edge of the embankment overlooking the ferry slips, ships, sailboats and other small craft going up and down the beautiful as yet unspoiled Chesapeake Bay. Also parents could look down on the wide sandy beach where the children were playing and going in and out of the water. People would commence arriving early on Sunday afternoon in order to assure themselves a table under one of the several large shade trees which lined the bank.

After a visit in 1997, Hoxter wrote:

> The beautiful sandy beach is all but gone, having been filled with dirt. The old trees which lined the bank are long gone. Now the stately old Club House looks more like Tara in the movie "Gone With The Wind," after the Yankees had all but destroyed it.

The Matapeake Club House represents recreation and transportation during the 1940s when the Sandy Point-Matapeake Ferry made twenty trips a day between Annapolis and Kent Island, and Chesapeake Bay beaches were popular destinations.

9. Major Bibliographical References

Inventory No. QA-546

Freedman, Janet. *Kent Island: The Land That Once Was Eden*. Baltimore: Maryland Historical Society, 2002.

Hoxter, Nick. *Growing up Oon Kent Island: The author's remembrance of life in the 30s and 40s.* Grasonville, Maryland: William N. Hoxter, Jr. and MRH Publishing LLC, 1996.

Hoxter, Nick. *A Walk Back in Time: A Pictorial History of Yesterday on the Island*. Grasonville, Maryland: William N. Hoxter, Jr., and MRH Publishing LLC, 1997.

10. Geographical Data

Acreage of surveyed property: approximately 1 acre
Acreage of historical setting: 82.53 acres
Quadrangle name: Kent Island
Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Matapeake Club House is located on part of Parcel 221 on Queen Anne's County Tax Map 56. The Club House is bounded on the north by the edge of the lawn and a wooded area, on the east by a fenced area enclosing several communcations towers, on the south by the Maryland Marine Police Academy complex, and on the west by the Maryland Marine Police Academy shooting range. This area comprises approximately one acre and is the only unaltered land that was directly associated with the recreational activities of the Club House.

11. Form Prepared by

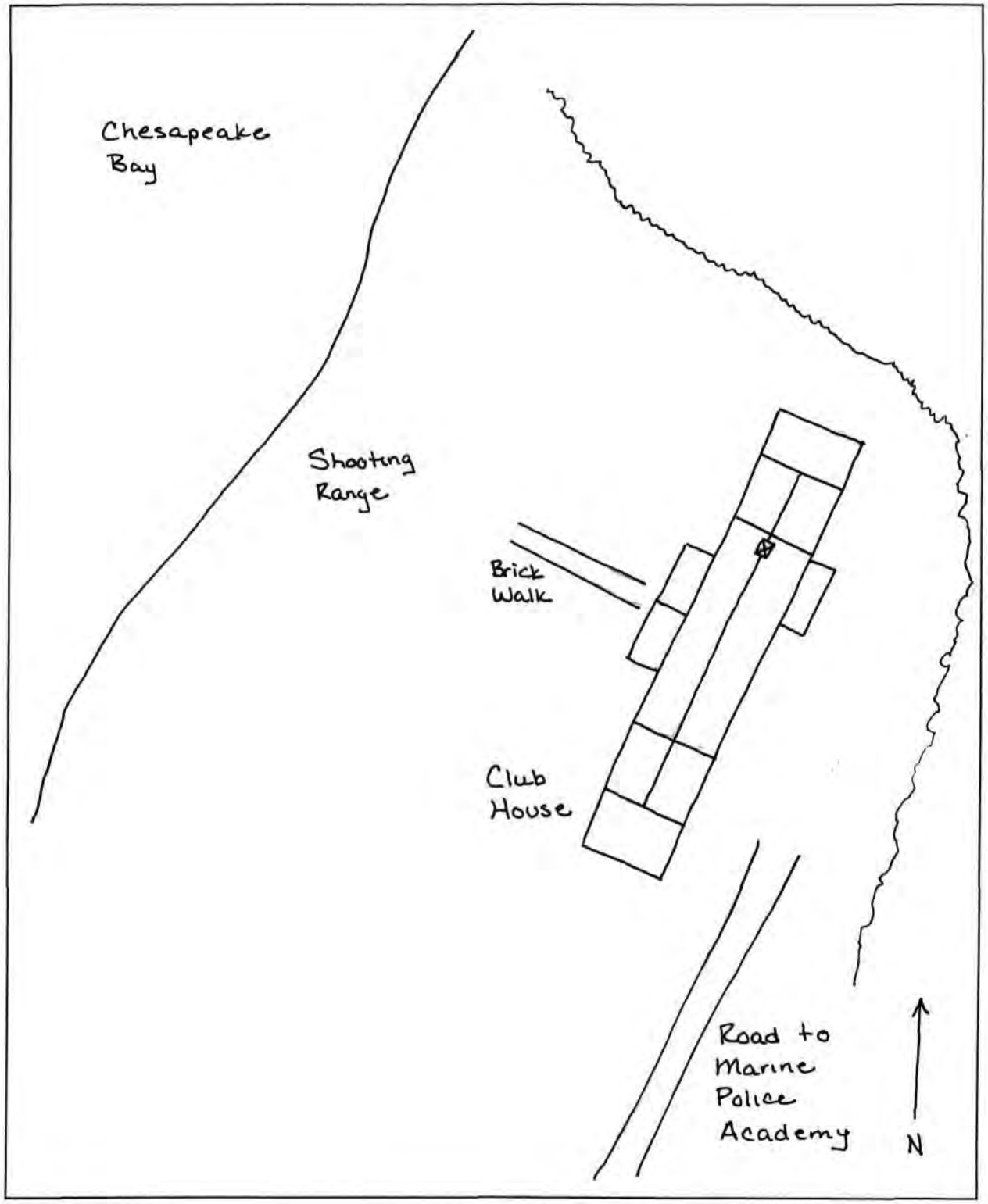
name/title	Julie Darsie		
organization	Betty Bird & Associates LLC	date	May 2005
street & number	2607 24th St., NW, Suite 3	telephone	(202) 588-9033
city or town	Washington, D.C.	state	N/A

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.

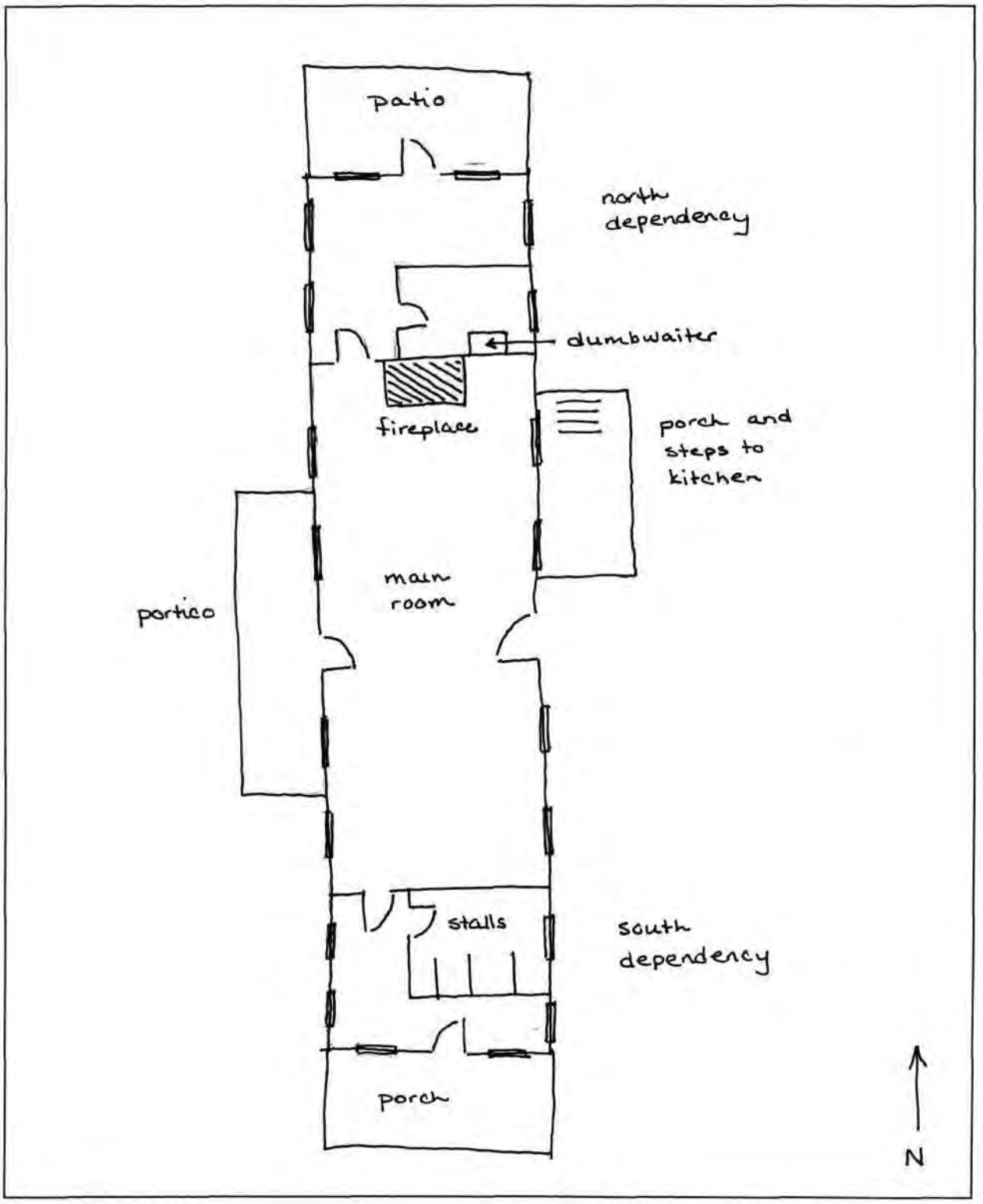
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

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



Site Plan
QA-546
Matapeake Club House
Stevensville Vicinity, Queen Anne's County, Maryland

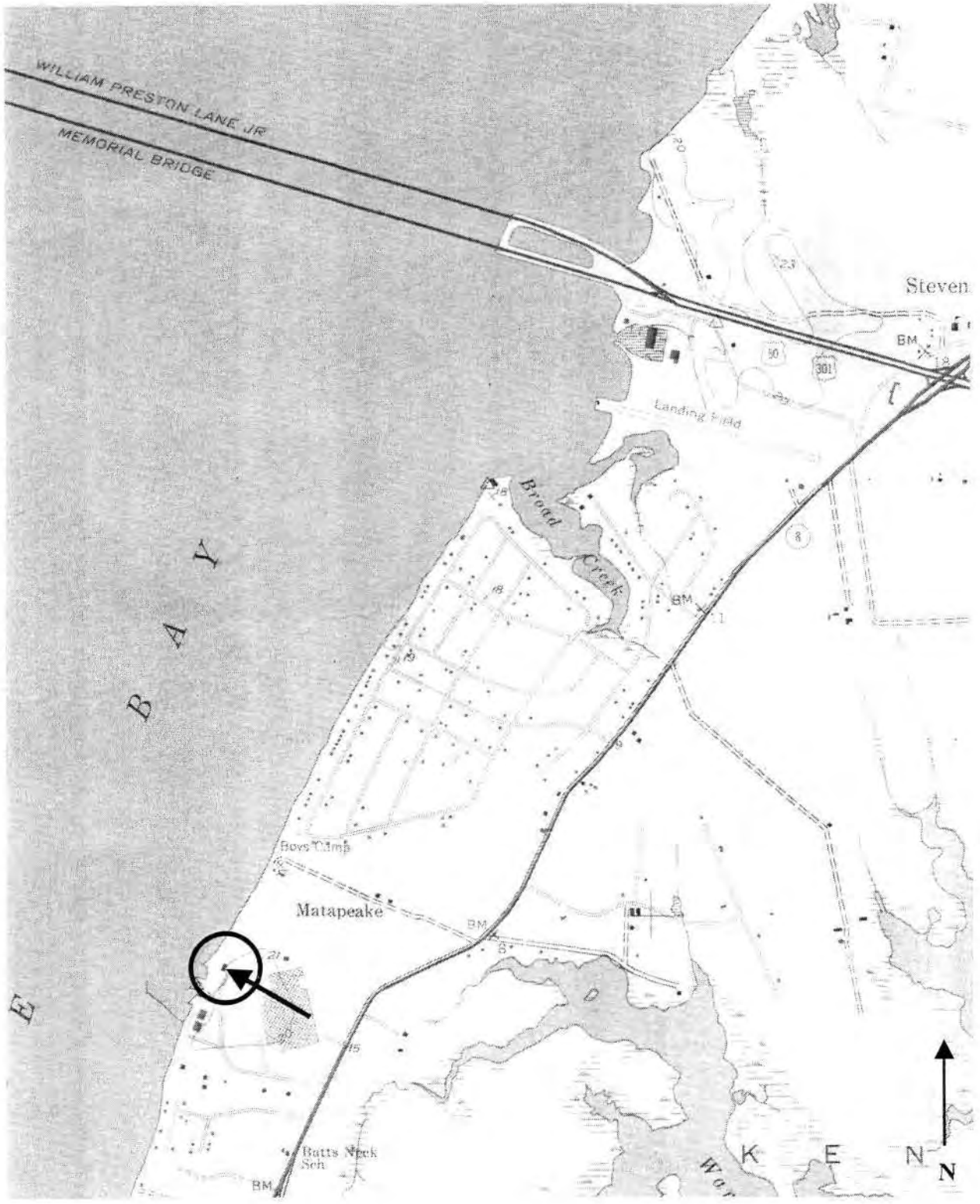


Floor Plan
QA-546
Matapeake Club House
Stevensville Vicinity, Queen Anne's County, Maryland



Club House During the 1930s
Source: A Walk Back in Time: A Pictorial History of Yesterday on the Island, by Nick Hoxter

QA-546
Matapeake Club House
Stevensville Vicinity, Queen Anne's County, Maryland



QA-546
Matapeake Club House
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)



QA-545

Matapeake Club House

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

View from NW showing front (east) elevation.

1 of 6



QA-546
Matapeake Club House
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
View from NE showing west and north elevations
2 of 6



QA-516
Matapeake Club House
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
View from SE showing south and west elevations
3 of 6



QA-546
Malaprate Club House
Qu[illegible] Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MHT SHPO
Detail of entry on west elevation.
4 of 6



QA-546

Matapeake Club House

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

Main room, view to NE.

5 of 6



QA-54-b
Matapeake Club House
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Stall's in south dependency
6 of 6

QA-547

Matapeake Ferry Terminal Shop

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: 01-24-2012

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___ no ___

Property Name: Matapeake Ferry Terminal, Shop, and Club House Inventory Number: QA-545, QA-546, QA-547

Address: Marine Academy Lane City: Stevensville Zip Code: 21666

County: Queen Anne's County USGS Topographic Map: Kent Island

Owner: State of Maryland, Department of Natural Resources Is the property being evaluated a district? X yes

Tax Parcel Number: 174 Tax Map Number: 56 Tax Account ID Number: 04-069870

Project: Agency:

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

Is the property 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 District Name:

Preparer's Recommendation: Contributing resource ___yes ___no Non-contributing but eligible in another context ___

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible X yes ___no

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

Documentation on the property/district is presented in: MIHP form

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

Description

The Matapeake Ferry Terminal site was first used in 1930 by the Claiborne-Annapolis Ferry Company to create a shorter ferry route to Annapolis. In 1941 the State Roads Commission took over the ferry line and renamed the line Sandy Point-Matapeake Ferry. The ferry route paralleled the path of the future Chesapeake Bay Bridges and became obsolete at the opening of the first bridge in 1952. On the site terminal site (QA-545) is one functioning pier and remnants of the bulkheads and ramps.

The Matapeake Ferry Terminal Shop (QA-547) was designed by Architect O. Eugene Adams for the Maryland State Roads Commission in 1946. The building was intended as a repair facility for the service equipment used on the Sandy Point Matapeake Ferry. The exterior of the shop remains largely intact with the exception of replacement windows and doors. The interior is largely intact except some of the interiors have been covered by modern finishes.

The Matapeake Ferry Terminal Clubhouse (QA-546) opened in 1936 and contained a restaurant, kitchen, changing rooms, and restrooms. Today the exterior of the building remains virtually unchanged except for the missing north porch. In 2007 the interior of the clubhouse was modified. In the North dependency the small room was converted into a kitchen and the original

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:

Jonathan Sager 9/24/08
Reviewer, Office of Preservation Services **Date**

Beverly 9/19/08
Reviewer, NR Program **Date**

2008026K4

doorway which opened into the hall was enclosed. The new doorway to this room was placed where a dumbwaiter had originally been installed on the north wall on the main room. In the main room a bar was built perpendicular to east side of the fireplace. In the South dependency the bathroom was modified to accommodate ADA accessibility. The original doorway was enclosed and the room was divided into two separate bathrooms. The doorways to these bathrooms were relocated along the south wall.

Historically the lawn west of the Clubhouse sloped to a public beach. The recent improvements to the landscape surrounding the Clubhouse include a blue slate patio, off the front portico with a blue heron fountain in the center. The original bell that once rang in the ferries was found and placed near a naval flagpole memorial in the south lawn. The shooting range installed by the Maryland State Police Academy after the clubhouse closed in 1952 was removed, and the ground terraced to reopen access to the beach. A modern shower tower was installed next to the beach at the end of the west end of the old shooting range.

Determination of Eligibility

The Matapeake Ferry Terminal, Shop and Clubhouse are eligible for listing in the National Register under Criterion A on the local level with a period of significance of 1930 to 1952 for its association with the Claiborne-Annapolis Ferry (later the Sandy Point-Matapeake Ferry) and its impact on transportation, recreation, and economic development on the Eastern Shore of Maryland predating the construction of the Chesapeake Bay Bridges.

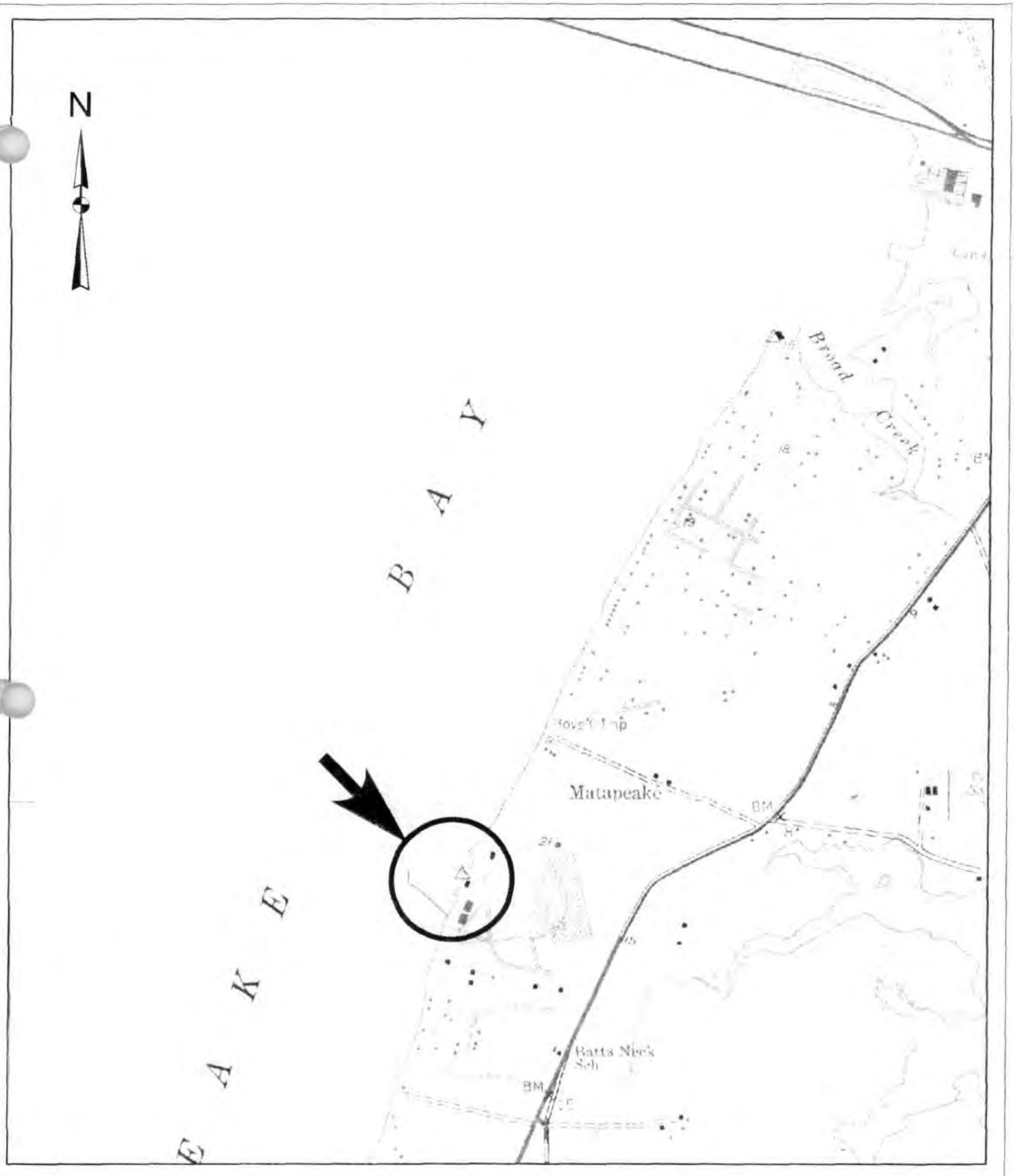
The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion B, as they are not associated with an individual significant on the local, state, or national level.

The Matapeake Ferry Terminal buildings are not National Register eligible under Criterion C as it is not significant in the history of ferry engineering or design, not is it an example of the work of a renowned engineer, craftsman, or contractor. It does not exemplify significant engineering solutions developed in response to conditions characteristic of the locality or region. It is not an example of a rare building type nor does it possess architectural or artistic distinction. While the Matapeake Ferry Terminal Buildings do reflect common construction techniques of the early twentieth century in the United States, they do not demonstrate innovative technical solutions.

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

Prepared by: Amanda R. Apple,
Historic Preservation Planner
Queen Anne's County

Date Prepared: 07/30/2008



QA-545, QA-546, QA-547
Matapeake Ferry Terminal, Shop, and Clubhouse
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)

Photo Log – Determination of Eligibility for QA-546, QA-545, QA-547
Amanda R. Apple, Historic Preservation Planner
Queen Anne's County, Maryland
Photos taken on 2008-08-01
Photos printed on Epson premium glossy photo paper with Epson UltraChrome pigmented inks
Digital images saved on a Maxell DVD-R 4.7GB

QA546_2008-08-01_01.jpg	Matapeake clubhouse west elevation (front façade)
QA546_2008-08-01_01.tiff	
QA546_2008-08-01_01.NEF	
QA546_2008-08-01_02.jpg	Matapeake clubhouse south elevation
QA546_2008-08-01_02.tiff	
QA546_2008-08-01_02.NEF	
QA546_2008-08-01_03.jpg	Matapeake clubhouse north elevation
QA546_2008-08-01_03.tiff	
QA546_2008-08-01_03.NEF	
QA546_2008-08-01_04.jpg	Matapeake clubhouse northeast elevation
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QA546_2008-08-01_06.jpg	West view from Matapeake clubhouse lawn of terraced lawn and beach
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QA546_2008-08-01_07.jpg	West view of Matapeake clubhouse lawn and bay
QA546_2008-08-01_07.tiff	
QA546_2008-08-01_07.NEF	
QA546_2008-08-01_08.jpg	Future location of proposed modular bathrooms
QA546_2008-08-01_08.tiff	
QA546_2008-08-01_08.NEF	
QA546_2008-08-01_09.jpg	View looking North across south lawn and south elevation of Matapeake clubhouse
QA546_2008-08-01_09.tiff	
QA546_2008-08-01_09.NEF	
QA546_2008-08-01_10.jpg	Bell and Flagpole memorial in south lawn
QA546_2008-08-01_10.tiff	
QA546_2008-08-01_10.NEF	
QA546_2008-08-01_11.jpg	Main Room in clubhouse looking north east
QA546_2008-08-01_11.tiff	
QA546_2008-08-01_11.NEF	
QA546_2008-08-01_12.jpg	View of new kitchen though doorway located where dumbwaiter use to be

QA-545, QA-546, QA-5

QA546_2008-08-01_12.tiff
QA546_2008-08-01_12.NEF
QA546_2008-08-01_13.jpg View of north hallway with enclosed entrance to kitchen
QA546_2008-08-01_13.tiff
QA546_2008-08-01_13.NEF
QA546_2008-08-01_14.jpg View of south hallway with enclosed entrance to bathroom
QA546_2008-08-01_14.tiff
QA546_2008-08-01_14.NEF
QA546_2008-08-01_15.jpg View of new bathroom entrances
QA546_2008-08-01_15.tiff
QA546_2008-08-01_15.NEF
QA546_2008-08-01_16.jpg Interior view of remodeled bathroom
QA546_2008-08-01_16.tiff
QA546_2008-08-01_16.NEF

QA-547
Matapeake Ferry Terminal Shop
Stevensville vicinity, Queen Anne's County

Constructed 1946
Publicly owned

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal Shop, constructed in 1946, stands on a slight rise east of the Matapeake Ferry Terminal landing on Kent Island, Queen Anne's County. The 1-story, 8-bay, utilitarian building is constructed of brick with a flat roof. The Shop has garage bays on the north and south elevations, open space in the south end of the interior, and offices, storage rooms, and utility rooms in the north end of the interior. Changes during the 1980s include replacement of the windows, doors, and roof, and repartitioning of the north end of the interior.

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry to the Eastern Shore. The Matapeake Ferry Terminal Shop was constructed in 1946 in order to service equipment used by State Roads Commission in the operation of the Sandy Point-Matapeake Ferry. The Matapeake site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne to Kent Island. The State Roads Commission took over operation of the ferry in 1941 and changed its name to the Sandy Point-Matapeake Ferry. The ferry ceased operation in 1952 with the opening of the Chesapeake Bay Bridge. The Matapeake site has been used by the Maryland Marine Police Academy since 1963.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. QA-547

1. Name of Property (indicate preferred name)

historic Matapeake Ferry Terminal Shop

other

2. Location

street and number	306 Marine Academy Lane	__	not for publication
city, town	Stevensville	X	vicinity
county	Queen Anne's		

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

name	Maryland Department of Natural Resources				
street and number	Tawes State Office Building, 580 Taylor Avenue			telephone	(410) 260-8100
city, town	Annapolis	state	MD	zip code	21401

4. Location of Legal Description

courthouse, registry of deeds, etc.	Queen Anne's County Circuit Court			liber	TSP 18	folio	581
city, town	Centreville	tax map 56	tax parcel 174		tax ID number		04-069870

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
____district
__X__building(s)
____structure
____site
____object

Ownership
__X__public
____private
____both

Current Function
____agriculture
____commerce/trade
____defense
____domestic
____education
____funerary
__X__government
____health care
____industry
____landscape
____recreation/culture
____religion
____social
__X__transportation
____work in progress
____unknown
____vacant/not in use
____other:

Resource Count

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	1	structures
2	0	objects
3	1	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. QA-547

Condition

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

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

DESCRIPTION SUMMARY

The Matapeake Ferry Terminal Shop, constructed in 1946, stands on a slight rise east of the Matapeake Ferry Terminal landing on Kent Island, Queen Anne's County. The 1-story, 8-bay, utilitarian building is constructed of brick with a flat roof. The Shop has garage bays on the north and south elevations, open space in the south end of the interior, and offices, storage rooms, and utility rooms in the north end of the interior. Changes during the 1980s include replacement of the windows, doors, and roof, and repartitioning of the north end of the interior.

GENERAL DESCRIPTION

The Matapeake Ferry Terminal Shop is located west of Romancoke Road and south of the Chesapeake Bay Bridge on Kent Island, Queen Anne's County. The Shop stands on a slight rise east of the Matapeake Ferry Terminal landing and faces west to the Chesapeake Bay. The Shop is now part of the Maryland Marine Police Academy and is surrounded by a fenced area containing the trunk of the Wye Oak, parking lots, outdoor work areas, and recent utilitarian buildings.

The Matapeake Ferry Terminal Shop is a 1-story, 8-bay utilitarian building. Constructed in 1946, the Shop has a poured concrete foundation and base, brick walls with horizontal grooves and cast concrete necking, and a flat roof with brick parapets on the north and south walls. A tall brick chimney stands against the center of the west elevation. The Shop has garage bays in the center of the north and south elevations and pedestrian entries on each elevation. The entry on the south elevation was added in the 1980s. All doors date to the 1980s. The window openings have cast concrete sills and wood surrounds. The vinyl, double-hung windows date to the 1980s.

The interior of the Shop has a concrete floor, an exposed steel post-and-beam structural system, exposed brick walls, and a ca. 1980s box-rib metal ceiling. The south end of the building remains an open space. The north end of the building has original concrete block partitions forming a "driveway" lined with offices, storage rooms, and utility rooms.[1] The offices and restrooms have tile floors and plaster walls and ceilings. The rooms in the north end of the building were partitioned into smaller spaces during the 1980s. Also during the 1980s, a mezzanine was constructed over the northwest corner, creating an additional suite of offices.

A buoy and an anchor sit in the grass on the east side of the building. A recent shed sheltering the boiler also stands against the east side of the building.

The Matapeake Ferry Terminal Shop reflects the Modernist style in its use of horizontal grooves in the brickwork and wide panes of glass in the windows. These features emphasize the low, horizontal lines of the building. However, the building also retains the classical composition of base, shaft, and capital.

The Matapeake Ferry Terminal Shop remains largely intact. Other than the replacement of windows and doors and the addition of an entry on the south elevation, the exterior is unchanged. Although obscured in many places by recent partitions and finishes, the original interior partitions and finishes remain intact.

[1] The term "driveway" and the original functions of the rooms appear on the 1946 plans for the building.

8. Significance

Inventory No. QA-547

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	X maritime history	X transportation
	__ conservation		__ military	__ other: ____

Specific dates 1946 (construction), 1952 (closing) **Architect/Builder** O. Eugene Adams / Maryland State Roads Commission

Construction dates 1946

Evaluation for:

_____ National Register _____Maryland Register ___X___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.)

SUMMARY STATEMENT OF SIGNIFICANCE

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry from Sandy Point in Annapolis to Matapeake on Kent Island. The State Roads Commission took over the Claiborne-Annapolis Ferry in 1941, changing its name to the Sandy Point-Matapeake Ferry. The Shop was constructed at Matapeake in 1946 in order to service equipment used by the ferry. The ferry ceased operation in 1952. The Shop has been used by the Maryland State Marine Police Academy since 1963.

RESOURCE HISTORY AND HISTORIC CONTEXT

The Matapeake Ferry Terminal Shop represents the short period during which the State Roads Commission operated the ferry to the Eastern Shore. The Matapeake Ferry Terminal Shop was constructed in 1946 in order to service equipment used by State Roads Commission in the operation of the Sandy Point-Matapeake Ferry. The Matapeake site first came into use in 1930 when the Claiborne-Annapolis Ferry Company moved its Eastern Shore terminus from Claiborne to Kent Island. The State Roads Commission took over operation of the ferry in 1941 and changed its name to the Sandy Point-Matapeake Ferry. The ferry ceased operation in 1952 with the opening of the Chesapeake Bay Bridge. The Matapeake site has been used by the Maryland Marine Police Academy since 1963.

Architect O. Eugene Adams designed the Matapeake Ferry Terminal Shop for the State Roads Commission. The building was designed to accommodate the repair process. Large garage bays on each end and a "driveway" through the center of the building allowed equipment to be moved easily. According to plans, the open south end of the building served as a carpentry and machine shop and featured a three-ton trolley hoist. The north end of the building had storage lockers, a boiler room, and a large storage room east of the driveway and restrooms, two offices, and another storage room west of the driveway.

9. Major Bibliographical References

Inventory No. QA-547

Conversation between Julie Darsie of Betty Bird & Associates and Louis C. Wright of Natural Resources Police. April 12, 2005.

Plans for Shop & Storage Building, Matapeake Ferry Terminal. State Roads Commission, 1946.

10. Geographical Data

Acreage of surveyed property	Approximately 1 acre		
Acreage of historical setting	82.53 acres		
Quadrangle name	Kent Island	Quadrangle scale:	1:24,000

Verbal boundary description and justification

The Matapeake Ferry Terminal Shop is located on part of Parcel 174 on Queen Anne's County Tax Map 56. The Shop is bounded on the west by a fenced area containing the trunk of the Wye Oak, and on the north, east, and south by the Maryland Marine Police Academy complex. The surveyed area includes only the Shop, buoy, anchor, boiler shed, and the small lawn surrounding them. The surrounding landscape has been heavily altered over the years and includes many non-contributing buildings.

11. Form Prepared by

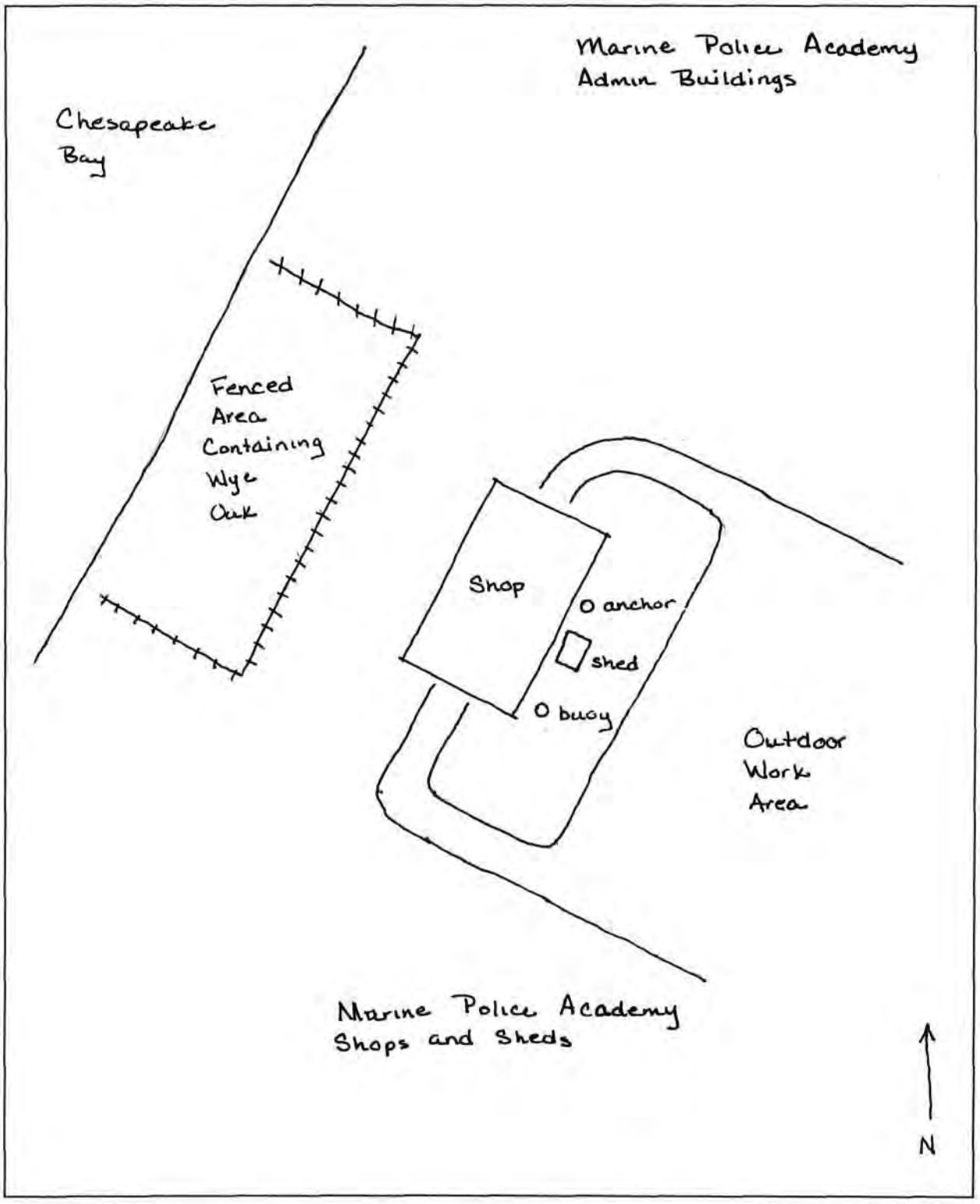
name/title	Julie Darsie		
organization	Betty Bird & Associates LLC	date	May 2005
street & number	2607 24th St., NW, Suite 3	telephone	(202) 588-9033
city or town	Washington, D.C.	state	N/A

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.

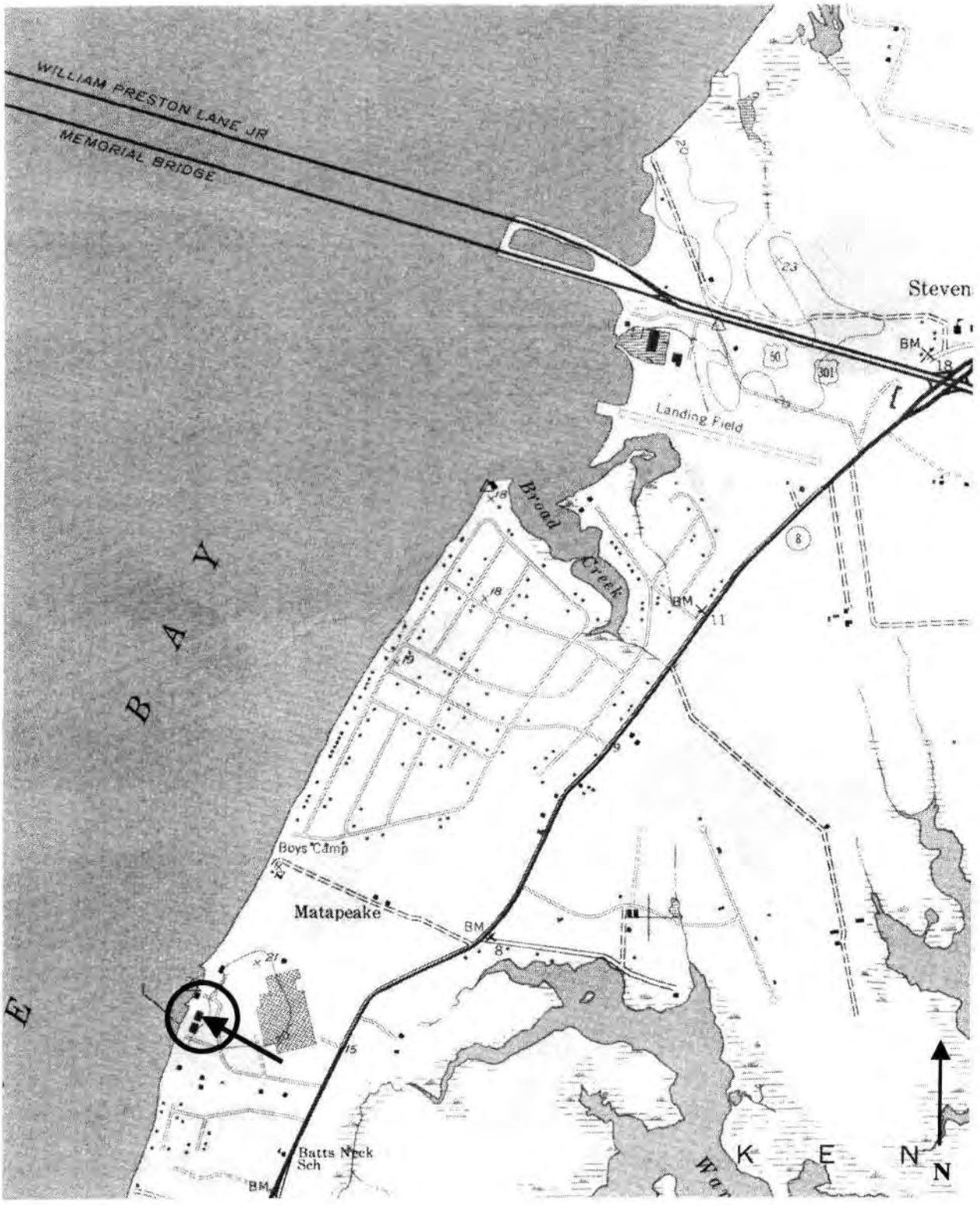
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

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



Site Plan
QA-547
Matapeake Ferry Terminal Shop
Stevensville Vicinity, Queen Anne's County, Maryland



QA-547
Matapeake Ferry Terminal Shop
Stevensville Vicinity, Queen Anne's County, Maryland
Kent Island, Maryland Quadrangle (1:24,000)



QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Kelly Bird & Associates

April 2005

MD SHPO

View from west showing west elevation of Shop. Wye Oak is left of building.

1 of 7



QA-547
Matapeake Ferry Terminal Shop
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
View from NW showing north and west elevations of Shop.
2 of 7



QA-547

Matapeake Ferry Terminal Shop

Queen Anne's County, Maryland

Julie Darsie for Betty Bird & Associates

April 2005

MD SHPO

View from NE showing north end of east elevation.
Boiler Shed and Anchor in center.

3 of 7


303

QA-547
Matapeake Ferry Terminal Shop
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
View from east showing south end of east elevation.
Buoy is immediately left of building.
4 of 7



QA-547
Malapeake Ferry Terminal Shop
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
View from south showing south elevation
5 of 7



QA-547
Matapeake Ferry Terminal Shop
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MLC SHPO
View from SW showing west elevation.
6 of 7


BRODERSON

QA-547
Matapeake Ferry Terminal Shop
Queen Anne's County, Maryland
Julie Darsie for Betty Bird & Associates
April 2005
MD SHPO
Interior, view to north from shop area. Original concrete block partition visible on right. Recent mezzanine visible on left.
7 of 7

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **William E. Denny Farm (Goodhand's Adventure, Benton Farm, Darner Farm, Mylander Farm)**

Inventory Number: **QA-633**

Address: 300 Mylander Lane Historic District:

City: Stevensville vic. Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Love Point

Property Owner: NVEST Holdings LLC Tax Account ID Number: 04-044010

Tax Map Parcel Number(s): 0004 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: August 15, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: No Listed: No

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024).

The William E. Denny Farm, also known as Goodhand's Adventure, Benton Farm, Darner Farm, and Mylander Farm, was previously surveyed in 2008 but not evaluated for National Register of Historic Places (NRHP) eligibility. This survey identified an altered 1920 primary dwelling, early twentieth century farm outbuildings (corn crib with outhouse addition, hay barn, garage with dog-shed addition, cow barn complex, chicken coop, silo), late twentieth century outbuildings (pump house and machine shed), a tenant house, a 1960s modular trailer house, and a swimming pool. The survey called the resource "one of the few remaining farms on [historically agricultural] Kent Island" and said that "although the house has been altered with renovations and additions, the property still retains a high degree of historical and architectural integrity, and as such, provides an important perspective of farming life on Kent Island before the construction of the Bay Bridge" (de Mooy and Apple 2008). Since the 2008 survey, the tenant house and modular trailer house have been demolished and solar panels have been constructed. The other resources do not appear to have changed significantly.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

This resource is being resurveyed to document the changes in the property since the last survey and to evaluate its NRHP eligibility.

LOCATION/SETTING

The William E. Denny Farm is a 41.736-acre parcel with a circa-1920 dwelling and a complex of farm outbuildings on the west side of MD 18 (Love Point Road). It is bounded north by agricultural land, west by the Chesapeake Bay, south by agricultural land, and east by Love Point Road. Most of the parcel is agricultural fields. A line of trees separates the fields in the center of the parcel with a section of land abutting Love Point Road. Trees also line the south parcel boundary and the shoreline by the west parcel boundary. Mylander Lane connects the dwelling in the far-northwest section of the parcel with Love Point Road. North of the dwelling is the farm complex. In the center of the farm complex is a hay barn. North of the hay barn is a machine shed, while northwest is a cow barn, west is a silo, west and southwest is a garage with a dog-shed addition, and east is a corn crib and a chicken house with an outhouse addition. East of the farm complex is a row of solar panels. West of the dwelling is a pool.

RESOURCE DESCRIPTIONS

Dwelling, circa-1920 (contributing)

The dwelling was built around 1920, with 1940s additions. It is a two-and-a-half story frame dwelling on a brick foundation with 1970s aluminum siding and a side-gable, asphalt-shingle roof (main block) with cornice returns. The main block has two exterior end brick chimneys on its north and south elevations. A two-story gabled wing (west wing) extends west from the south side of the main block's west elevation, forming an L-shaped building. Like the main block, its asphalt shingle roof also features cornice returns. The center of its south elevation has a third exterior end brick chimney. In the corner of the L-shaped original section is a 1940s one-story kitchen and a 1940s second-story addition with a sloped roof (de Mooy and Apple 2008, 7). A one-story, screened-in wood porch with a low-pitch, asphalt-shingle roof wraps around the entirety of the north elevation and the majority of the west elevation.

The east façade is three regularly spaced and symmetrical bays. Its first story has a central single-leaf paneled door, covered by a storm door, and a three-light transom and three-light sidelights on either side. A brick and stone stoop, sheltered by a front-gable portico supported by square posts, provides access to the door. On either side of the door are wood, eight-over-eight, double-hung, sash windows covered by aluminum storm windows with inoperable shutters. In the second story are three wood, eight-over-eight, double-hung, sash windows covered by aluminum storm windows with inoperable shutters.

The main block's north elevation has an exterior brick chimney with an anchor-shaped anchor plate. The first story of the north elevation has a wood door with twelve-lights and an eight-light fixed window in the main block; a door with an eight-light transom in the kitchen; and paired doors with lights in in the west wing. The second story has two wood, six-over-six, double-hung sash windows covered by aluminum storm windows flanking the chimney in the main block; a 12-light door in the 1940s second-story addition; and a wood, eight-over-eight, double-hung, sash window in the west wing. In the gable of the main block is an opening with an air-conditioning unit east of the chimney and a three-light quarter round window to the west. The entire north elevation's first story is covered by a screened-in porch with screen doors on its east and west sides.

The west elevation's first story has three eight-over-eight windows and a single-leaf door with nine lights in the main block; a six-light fixed window in the kitchen addition; and, in the west wing, paired wood twelve-over-twelve, double-hung sash windows with wood four-over-four, double-hung sash windows on either side. The elevation's second story has a wood, eight-over-eight, double-hung sash window covered by an aluminum storm window in the main block; a wood, eight-over-eight, a double-hung, sash window covered by an aluminum storm window in the second-story addition; and two wood, eight-over-eight, double-hung sash windows covered by aluminum storm windows in the west wing. The main block has a shed-roof dormer with two pairs of four-light windows in the half story. In the gable of the west wing are paired six-light casement windows. The first story screen-in porch covers the west elevation of the main block and kitchen addition; it has a screen door near its center.

The south elevation has two exterior end brick chimneys, one in the main block and one in the west wing, each with anchor-shaped anchor plates. East of the west chimney in the basement level is a wood access door to the basement. The first and second stories of main block have wood, eight-over-eight, double-hung sash windows covered by aluminum storm windows, while the first and second stories of the side-gable section have two wood, six-over-six, double-hung, sash windows covered by aluminum storm windows. The gable of the original block has two three-light quarter-round windows flanking the chimney stack

Overall, the dwelling has not demonstrably changed since the 2008 survey.

Hay Barn, pre-1937 (contributing)

The hay barn was built in the early twentieth century, prior to 1937 (Queen Anne's County, n.d.b.). It is rectangular, frame, and one-and-a-half stories tall. It sits on a concrete-block foundation, is clad in wood board-and-batten siding, and covered with a gabled, standing-seam metal roof. In the center of the roof is a square, wood cupola with vents on each elevation and a standing-seam metal hipped roof. The east elevation has a single wood, board-and-batten door and three wood, six-light fixed windows. The south elevation a single wood, board-and-batten door, paired wood, board-and-batten doors, and a wood, six-light, fixed window in the first story, and two wood, six-light, fixed windows and a vent in the gable. The west elevation abuts the garage. The north elevation was not visible at the time of survey. According to 2024 aerial imagery, the north elevation has paired doors and three windows in the first story and a hayloft in the gable sheltered by a front-gable roof overhang (Nearmap). From what is visible from the survey and 2024 aerial imagery, the hay barn has not demonstrably changed since the 2008 survey.

Cow Barn, pre-1937 (contributing)

The cow barn was built in the early twentieth century, prior to 1937 (Queen Anne's County, n.d.b.). It is L-shaped and a portion of the east elevation is attached to the west elevation of the hay barn. It was not visible at the time of survey. According to 2024 aerial imagery, it is one-story and frame with a metal saltbox roof. The east façade continues to have openings. Attached to the south elevation is a covered passageway that connects the cow barn to the garage and allows for access to the silo from the fields. The west and north elevations have no fenestration or ornamentation. From what is visible from the 2024 aerial imagery, the cow barn has not demonstrably changed since the 2008 survey (Nearmap).

Garage, pre-1937, with dog-shed addition, between 1963 and 1978 (contributing)

The garage was built in the early twentieth century, prior to 1937 (Queen Anne's County, n.d.b.). It abuts the covered passageway between it and the south elevation of the cow barn, and the west elevation of the hay barn. Part of the roof also abuts the south elevation of the hay barn. The garage is one-story and frame with a corrugated metal saltbox roof, clad in wood board-and-batten siding. The east façade, south of the hay barn, has three hexagonal openings with paired wood board-and-batten doors. The south elevation below the gable is covered by the dog-shed addition. The west and north elevations were not visible at the time of survey. According to 2024 aerial imagery, the west elevation has paired doors. From what was visible at the time of survey and 2024 aerial imagery, the garage has not demonstrably changed since the 2008 survey (Nearmap).

The dog-shed addition was built between 1963 and 1978 (Queen Anne's County, n.d.b.). It abuts the south elevation of the garage. It is one-story, sits on a concrete foundation, is clad in wood board-and-batten siding, and has a shed, asphalt-shingle roof. The east façade has a single-leaf wood board-and-batten door. The south elevation has two six-light fixed windows and a dog door. The east elevation was not visible at the time of survey. According to 2024 aerial imagery, the elevation has no fenestration or ornamentation (Nearmap). The north elevation abuts the garage. From what was visible at the time of survey and 2024 aerial imagery, the dog-shed addition has not changed since the 2008 survey.

Silo, between 1937 and 1957 (contributing)

The silo was built between 1937 and 1957 (Queen Anne's County, n.d.b.). It was partially visible at the time of survey. It is a parged concrete-stave cylindrical silo with metal compression loops and domed standing-seam metal roof. A chute is on the east side. From what was visible at the time of survey and 2024 aerial imagery, the silo has not demonstrably changed since the 2008 survey.

Chicken House with Outhouse, between 1937 and 1957 (contributing)

The chicken house was built between 1937 and 1957; the partial-width outhouse addition on the west elevation also dates to this time period (Queen Anne's County, n.d.b.). The chicken house is a one-story frame building on a concrete-concrete foundation. It is clad in wood board-and-batten siding and has a side-gable, standing-seam metal roof. The outhouse is attached to the west elevation. The south façade has three board-and-batten wood doors, a single wood, two-light, fixed window and a group of three wood, two-light, fixed windows. The east elevation has two, two-light fixed windows. The north and west elevations were not visible at the time of survey. According to 2024 aerial imagery, these elevations have no

ornamentation or fenestration (Nearmap). From what was visible at the time of survey and 2024 aerial imagery, the only change since the 2008 survey was the roof becoming covered in standing-seam metal rather than asphalt-shingles.

The outbuilding addition was largely not visible at the time of survey. It is one-story and frame on a concrete-concrete foundation. It is clad in wood board-and-batten siding and has a side-gable, standing-seam metal roof. The only elevation visible at the time of survey was the south elevation which has a small opening. According to the 2008 survey and 2024 aerial imagery, a wood board-and-batten door is in the north façade. From what was visible at the time of survey and 2024 aerial imagery, the only change since the 2008 survey was the roof becoming covered in standing-seam metal rather than asphalt-shingles.

Corncrib, between 1937 and 1957 (contributing)

The corncrib was built between 1937 and 1957 (Queen Anne's County, n.d.b.). It is a one-story frame building on a concrete-block pier foundation clad in wood siding with a front-gable, corrugated metal roof. The south façade has a single-leaf horizonal wood plank door. One opening boarded-up with horizonal wood planks is in the east elevation. The north elevation was not visible at the time of survey. The west elevation has five openings boarded-up with horizonal wood planks. Three openings covered by hinged wood coverings are in the roof. From what was visible at the time of survey, the corncrib has not changed since the 2008 survey.

Pool, between 1937 and 1957 (contributing)

The pool was constructed between 1937 and 1957 (Queen Anne's County, n.d.b.). It is in-ground and oval-shaped, surrounded by a concrete deck. From what was visible at the time of survey, the pool has not changed demonstrably since the 2008 survey.

Pump House, 1980s (non-contributing)

The pump house was built in the 1980s (de Mooy and Apple 2008, 7–2; Queen Anne's County, n.d.b.). It is a one-story, square building set low to the ground on a concrete foundation. It is clad in wood siding with a shed roof. The east façade has a single-leaf wood door with metal hinges. The south elevation has no fenestration or ornamentation. The west and north elevations were not visible at the time of survey. According to 2024 aerial imagery, these elevations have no fenestration or ornamentation. From what was visible at the time of survey and 2024 aerial imagery, the pump house has not changed demonstrably since the 2008 survey (Nearmap).

Machine Shed, circa-1994 (non-contributing)

The machine shed was built around 1994 (Queen Anne's County, n.d.b.; Queen Anne's Record-Observer 1994). It is a rectangular, one-story frame building on a concrete foundation with a front-gable standing-seam metal roof. Its west elevation partially abuts the cow barn. The east façade has two hexagonal-shaped openings. The south elevation was partially visible at the time of survey and has at least three six-light fixed windows. The west and north elevations were not visible at the time of survey. According to 2024 aerial imagery, the south elevation has seven fixed windows, the west elevation not abutting the barn has no fenestration or ornamentation, and the north elevation has at least five fixed windows. From what was visible at the time of survey and 2024 aerial imagery, the machine shed has not demonstrably changed since the 2008 survey.

Solar panels, between 2013 and 2015 (non-contributing)

An array of solar panels was constructed between 2013 and 2015 (NETROnline, n.d.; Queen Anne's County, n.d.-b)

HISTORIC CONTEXT

Kent Island, including the land north of Stevensville on Kent Island on what is now Love Point Road, has historically been agricultural. The William E. Denny Farm was part of the farms known has "Goodhand's Adventure" and the "Benton Farm" (de Mooy and Apple 2008, 9–1). Numerous farms were located on Love Point in the nineteenth century (Lake, Griffing and Stevenson 1877; U.S. Geological Survey 1898). During the nineteenth century, agriculture in Queen Anne's County diversified beyond the eighteenth-century dependence on tobacco cultivation. Farmers planted corn and wheat, and many began raising sheep as Spanish Merino sheep were introduced to the area (Clark 1950, II:1066–67). In 1896 and 1898,

William E. Denny acquired several parcels of land, previously owned by his father, Dr. William Denny (Queen Anne's County Circuit Court 1896; 1898; robertthompson_1, n.d.). Though the current dwelling was built circa-1920, maps from 1849, 1877, and 1898 show a residence around the location of the current dwelling and the 1898 deed mentions a frame dwelling. The 2008 survey noted that the bricks in the root cellar walls appeared to pre-date the 1920s construction of the current dwelling, possibly implying that the root cellar was part of an older dwelling razed for the construction of the current one (Lake, Griffing and Stevenson 1877; U.S. Geological Survey 1898; Queen Anne's County Circuit Court 1898; de Mooy and Apple 2008, 7–1; Bache 1849).

While harvesting and processing oysters and crabs from the Chesapeake Bay became a major industry in the nineteenth century, by the early twentieth century overfishing made commercial fishing unsustainable at its nineteenth century scale and the area's economy relied more heavily on agriculture. Farm sizes were growing between 1930 and 1945, though the total number of farms was decreasing because of increased mechanization (Clark 1950, II:861). By 1937, the William E. Denny Farm included, in addition to the dwelling, the hay barn, the cow barn, and the precursor to the machine shed (Queen Anne's County, n.d.b.). Northeast of the dwelling and farm complex was the tenant house, lived in by African American tenants Aquilla Lee, a farm laborer, and Esther Pinkney, a household servant (de Mooy and Apple 2008, 8).

Between 1937 and 1957, the silo, corncrib, the chicken house, and outhouse were built, along with the garage attached to the cow barn and the pool (Queen Anne's County, n.d.b.). During this time, the property changed hands several times. William E. Denny died in 1940 (robertthompson_1, n.d.). In 1941, parts of the farm, now known as the William E. Denny Home Farm, were sold to Dr. Henry L. Darner and his wife Dorothy C. Darner. Parcel one, the 1898 purchase, was about 89.662 acres, while parcel two, the 1896 purchase was about 11.859 acres, totaling 101.521 acres of land (Queen Anne's County Circuit Court 1941). Though the Denny family sold the land, William E. Denny's son William E. Denny Jr., who owned a Stevensville car dealership, continued to farm the land under the Darner ownership (de Mooy and Apple 2008, 8). A Washington, DC, doctor, Dr. Darner "substantially renovated" the dwelling, which "included replacing all of the interior chimneys with exterior chimneys, replacing the front entry on the front (east) facade and wrap-around porch on the west and north elevations, moving the kitchen from the back of the west wing to a new kitchen addition built inside the corner of the L, constructing a dormer on the rear of the main block and a second-floor addition that extends partially over the first-floor porch" (de Mooy and Apple 2008, 7). The Darners also started adding central heating to the dwelling, added vergeboard to the dwelling and the tenant house, and planted maple trees and a pear orchard (de Mooy and Apple 2008, 7, 7–4, 8).

In 1947, the farm, then also known as the Darner Farm, was sold to Jack S. Guyton, Elizabeth R. Guyton, Walter C. Mylander, and Virginia B. Mylander (Queen Anne's County Circuit Court 1947). The Guytons sold their interest to the Mylanders in February 1952 (Queen Anne's County Circuit Court 1952). The Mylanders, who lived at the farm during the summer months, finished adding central heating to the primary dwelling (Queen Anne's Record-Observer 1952; de Mooy and Apple 2008, 8). By 1952, Walter Mylander, a Baltimore attorney, built an airstrip on his property, which stretched from the north parcel boundary to the south and cut diagonally across the farm in the fields east of the primary dwelling and farm complex. He used the airstrip to commute daily in the summer between his office in Baltimore and the farm; the outline of the airfield can still partially be seen in aerial imagery in the farm's fields. Walter Mylander died in 1966 (Queen Anne's Record-Observer 1952; Queen Anne's Record-Observer 1966; Queen Anne's County, n.d.b.). The construction of the airfield is associated with the increased development and suburbanization of Kent Island that occurred prior to the construction of the Chesapeake Bay Bridge, first span of which opened in 1952. Prior to the bridge, transportation to Queen Anne's County from the Western Shore had been by ferry boat or air; automobile access by car made access to the island much quicker and easier. (Diehlmann et al. 2024, 2-27, 3-45, 4-77, 4-78).

The farm stayed in the Mylander family through the twentieth century and into the twenty-first century. However, by 1980 the farm had lost over half its acreage from when the Denny family had owned the land and was 46.43 acres in size. This loss was due to the sale of the farmland north of the current parcel in the mid-twentieth century, as well as the continued erosion of the shoreline throughout the twentieth century (Queen Anne's County Circuit Court 1980; Queen Anne's County, n.d.b.; Queen Anne's County Circuit Court 2023; de Mooy and Apple 2008). The Mylander family also continued to farm the land, despite the increased residential and commercial development and decrease in agriculture and farms on Kent Island from the mid-to-late twentieth century into the twenty-first century stemming from the 1950s and 1970s construction of the Chesapeake Bay Bridge. This can be seen in the immediate vicinity of the farm by the residential development north, south, and east across Love Point Road from the farm, including on land that was once part of the William E. Denny Farm (de Mooy and Apple 2008; Diehlmann et al. 2024 2-13, 3-49; Queen Anne's County, n.d.b.; n.d.a.; Maryland Department of Assessments and Taxation 2024). The dog shed attached to the garage was built between 1963 and 1978 (Queen Anne's County, n.d.b.). A modular trailer was constructed north of the tenant house between 1978 and 1982 (Queen Anne's County, n.d.b.; NETROnline, n.d.). The pump house was built in the 1980s (Queen Anne's County, n.d.b.). The machine shed was

built in the 1990s, around 1994, after "the original building collapsed in an ice storm" (de Mooy and Apple 2008, 7–2; Queen Anne's Record-Observer 1994; Queen Anne's County, n.d.-b). The tenant house was occupied until the death of the last tenants, Carrie and Carey Spence, who died in 2002 and 2007 respectively (de Mooy and Apple 2008, 8; Queen Anne's Record-Observer 2002; The Kent Island Bay Times 2007). The tenant house and trailer were demolished between 2008 and 2009 (NETROnline, n.d.). The solar panels east of the farm complex were constructed between 2013 and 2016 (Queen Anne's County, n.d.b.).

The farm was sold to the current property owner in 2023. At the time of sale, the farm had decreased to its current size of 41.736 acres due to shoreline erosion (Queen Anne's County Circuit Court 2023). Residential development has continued on Love Point, including the 2021 construction of a dwelling on the parcel neighboring the farm to the north, at 1903 Love Point Road. Though the 1999 dwelling closest to the farm to the south, at 38 McCleod Lane, is blocked by view by a row of trees, this 2021 dwelling is within the viewshed of the William E. Denny Farm, on land that once belonged to the farm (Maryland Department of Assessments and Taxation 2024).

Early-to-Mid Twentieth-Century Farm Complexes on Kent Island

Kent Island was historically agricultural until suburbanization began in earnest in the mid-twentieth century with the opening of the first span of the Chesapeake Bay Bridge in 1952, causing the loss of farms and farm buildings (de Mooy and Apple 2008; Diehlmann et al. 2024 2-13, 3-49). The pre-1952 landscape of the island was rural and slow to develop, featuring numerous isolated farms scattered on large tracts of land along with a few small settlements such as Stevensville. However, with suburbanization the island's landscape is bearing less and less resemblance to how it was for most of the island's history (Bache 1849; Lake, Griffing and Stevenson 1877; U.S. Geological Survey 1898; Queen Anne's County, n.d.b.).] An analysis of aerial imagery did not reveal any other similar, smaller-scale early-to-mid twentieth century farm complexes with farmhouses and farm buildings that have remained extant on the increasingly developed island. Other farms on the island that had or have early-to-mid twentieth-century farm buildings include Gardner's Purchase (QA-214), White's Heritage/Stoopley-Gibson (QA-222), Pennyworth Farm/Kent Manor Inn/Brightwood Inn (QA-284), Broad Creek Farm (QA-355), Sellers-Cockey Farm/Matthews Enlargement/Cockey Farm (QA-427), Barnstable Hill/Lowery Farm (QA-524), Palmer-Quinn Farmhouse/Quinn's Shops/Edmund B. Palmer Farm (QA-593), and Denny-Legg Farmhouse (Denny Valley Point Farm) (QA-603). In addition to farmhouses, the farm buildings common on these farms included numerous types of barns, silos, tenant houses, and other agricultural buildings such as corncribs and animal coops. However, these farms have lost integrity through the demolition of dwellings and farm outbuildings and the loss of fields to development (Queen Anne's County n.d.b.).

The two most similar farms to the William E. Denny Farm are Barnstable Hill/Lowery Farm (QA-524) at 1912 Main Street, Chester and an unsurveyed farm at 401 Golden Harvest Farn Lane, Stevensville. Both are working farms with an early-twentieth-century farmhouse, some early-to-mid twentieth-century farm buildings, and agricultural fields. Barnstable Hill is split into two parcels. It was previously recommended NRHP eligible in 1979 under Criteria A and C due to the circa-1901 farmhouse's architecture, though the form also mentions the farm (Elinsky 1979). In addition to the farmhouse, the farm has three complexes of farm buildings, one to the northwest, another south, and another east. From aerial imagery, most of the buildings to the south and east date prior to 1957, with most between 1937 and 1957 and a couple pre-dating 1937, though some date later and all the northwest buildings date between 1998 and 2005. In addition to diminished integrity of design, feeling, and association through the construction of the later farm buildings, the farm has also lost integrity of setting throughout commercial development all around it. The other farm is at 401 Golden Harvest Farm Lane, Stevensville. Though the current main dwelling is northwest of the farm complex at 2608 Cox Neck Road and dates to 1971; the old farmhouse with the rest of the farm complex dates between 1937 and 1957. Some of the barns date between 1937 and 1957; none of the buildings date later than 1978 (Queen Anne's County n.d.b.; Maryland Department of Assessments and Taxation 2024). With their additional outbuildings, neither Barnstable Hill nor 401 Golden Harvest Farm Lane are small-scale farms; the William E. Denny Farm has changed less and remains a small-scale farm.

ELIGIBILITY DETERMINATION

The William E. Denny Farm was evaluated for significance under NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The William E. Denny Farm represents the agricultural history of Kent Island as a farm constructed prior to the construction of the first span of the Chesapeake Bay Bridge in 1952. Kent Island historically was agricultural, with a landscape composed mainly of scattered farms. However, the construction of the bridge spurred a significant landscape shift on the island,

bringing in suburbanization and leading to the replacement of historic farms and farmland by residential and commercial development. Unlike many other Kent Island farms, especially north of Stevensville on Love Point, the William E. Denny Farm remains extant, reflecting the vanishing historically agricultural landscape. The Denny Farm retains its historic farmhouse and most of its historic outbuildings, and is also not surrounded by a larger subdivision, as opposed to other farms on Kent Island. The William E. Denny Farm is a representative example of early-to-mid-twentieth-century agricultural practices on Kent Island and is therefore eligible for NRHP under Criterion A for agricultural history.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the William E. Denny Farm is not eligible under Criterion B.

The William E. Denny Farm is one of the few remaining early-twentieth century farms on Kent Island and the best preserved. It retains the distinctive characteristics an early-to-mid twentieth-century small-scale general farm, with a dwelling and a complex of diverse outbuildings. The outbuildings' designs and materiality reflect their period of construction. Though the dwelling has received numerous changes, including several additions and window, siding, and roof alterations, most of the additions occurred during the period of significance, reflecting how farm owners modified their dwellings over time. The outbuildings, most of which date to the first half of the twentieth century, have overall retained their design and materials. Though one of the later outbuildings, the circa-1994 machine shed, is prominent within the complex, its size and scale is similar to the collapsed outbuilding it replaced, and it is not dissimilar in style and materiality to the earlier outbuildings. The William E. Denny Farm remains a unique and rare surviving example of a small-scale farm in an increasingly suburbanized landscape and, therefore, the William E. Denny Farm is eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1920, the approximate date for the construction of the dwelling, and continues through 1952, the date of purchase by the Baltimore-based Mylander family. This date also coincides with the opening of the first span of the Chesapeake Bay Bridge, which began the suburbanization of Kent Island and signaled the end of agriculture's economic predominance on Kent Island. While farming continued after the Mylander family purchased it, the resource functioned primarily as a summertime vacation residence after this date.

INTEGRITY

The William E. Denny Farm retains its integrity of location, setting, design, materials, workmanship, association and feeling. Although there have been changes to the farm since its period of significance, a greater degree of alteration to the design and materials of resource is allowable since it is one of the few remaining early twentieth century farms on Kent Island.

The William E. Denny Farm retains its integrity of location as the farm and its buildings have not moved locations.

The William E. Denny Farm retains integrity of setting. While there has been residential construction to the north and south of the farm, a row of trees blocks the south development from the farm's viewshed. The newly constructed house to the north, however, is visible and relatively close to the farm complex. Yet, the rest of the parcel to the north, as well as the parcels north of it, are fields, retaining a more agricultural view. The farm itself retains sufficient acreage to convey its agricultural setting through open fields and the continued presence of agricultural buildings. Its general views of the Chesapeake Bay remain unchanged since the period of significance.

The William E. Denny Farm mostly retains its integrity of design. The farmhouse has received numerous additions since its construction, though these additions largely date within the period of significance. While the siding has been replaced, the building retains mostly original windows, fenestration, and massing. Similarly, the outbuildings have been little altered and reflect their historic designs, with the exception of the small dog shed addition. In addition, the circulation pattern of the farm remains intact. Overall, the house and farm buildings retain their spatial organization as their locations have not changed and the majority of the buildings remain standing. Construction of new buildings and demolition of the tenant house has altered the design by introducing new elements and removed the buildings that were integral to the running of the farm.

The William E. Denny Farm largely retains its integrity of materials. Though the dwelling is covered in 1970s aluminum siding, its original wood sash windows are covered by twenty-first century aluminum storm windows, and the casement windows are replacements, the outbuildings remain frame with wood siding.

The William E. Denny Farm largely retains its integrity of workmanship. Though the dwelling's siding and roof have been replaced, the original wood sash windows are still underneath the storm windows and the brick foundation and chimneys remain intact. The outbuildings retain their wood siding and fenestration. The remaining materials have sufficient integrity to convey early- to mid-twentieth century workmanship.

The William E. Denny Farm retains its integrity of association as an early-to-mid twentieth-century farm. The property is still agricultural and has retained the historic dwelling, the majority of the farm buildings, and some of the fields.

Lastly, the William E. Denny Farm retains integrity of feeling. With the dwelling, farm buildings, and farm fields, the property still feels like an early-to-mid twentieth-century farm.

CONTRIBUTING RESOURCES

Contributing elements include the dwelling, hay barn, cow barn, garage, silo, chicken house with outhouse, corncrib, and pool. These structures were built and used on the property during its period of significance. In addition, the farm lane accessing the property and the agricultural fields are contributing landscape features.

Non-contributing elements include the pump house, machine shed, and solar panel array. These structures were built after the period of significance.

BOUNDARY DESCRIPTION

The property encompasses 41.736 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0040, Parcel 0004 (2024). Tax account is 04-044010.

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QA-633
William E. Denny Farm
300 Mylander Lane
Stevensville, Queen Anne's County, Maryland



Historic Image 1: William E. Denny Farm, 1937
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed August 27, 2024. https://gis.qac.org/historic.



Historic Image 2: William E. Denny Farm, 1937, detail
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed August 27, 2024. https://gis.qac.org/historic.



Historic Image 3: William E. Denny Farm, 1957
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed August 27, 2024. https://gis.qac.org/historic.



Historic Image 3: William E. Denny Farm, 1957, detail
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed August 27, 2024. https://gis.qac.org/historic.

William E. Denny Farm (Goodhand's Adventure, Benton Farm, Darner Farm, Mylander Farm)
300 Mylander Lane
Queen Anne's County

QA-633
Site Plan



William Denny Farm

Contributing Resources

Non-Contributing Resources

0 0.03 0.06 0.12 Miles

N

VGIN, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar, Microsoft, Esri Community Maps Contributors, Queen Anne's County, VGIN, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin,

Contributing (C) or Non-Contributing (NC)	Building Name	Date Constructed	Notes
C	Dwelling	Circa-1920	1940s additions, 1970s siding, early 21st century storm windows
C	Hay Barn	Pre-1937	
C	Cow Barn	Pre-1937	
C	Garage	Pre-1937	Dog-shed addition was built between 1963 and 1978
C	Silo	Between 1937 and 1957	
C	Chicken House with Outhouse	Between 1937 and 1957	
C	Corncrib	Between 1937 and 1957	
C	Pool	Between 1937 and 1957	
NC	Pump House	1980s	
NC	Machine Shed	Circa-1994	Replaced a similar original building that collapsed
NC	Solar Panel Array	Between 2013 and 2015	

William E. Denny Farm (Goodhand's Adventure, Benton Farm, Darner Farm, Mylander Farm)

Location: 300 Mylander Lane
City: Stevensville vic.

QA-633
Queen Anne's County



USGS 7.5' Quadrangle - Love Point

0 0.5 1 Miles

Scale: 1:24,000

N

MAPS

William E. Denny Farm (Goodhand's Adventure, Benton Farm, Darner Farm, Mylander Farm)

Location: 300 Mylander Lane
City: Stevensville vic.

QA-633
Queen Anne's County



PHOTOGRAPHS



Photo 1 of 12: Overview of parcel, looking northwest on Mylander Lane



Photo 2 of 12: Dwelling, east façade, looking west

PHOTOGRAPHS



Photo 3 of 12: Dwelling, east façade and north elevation, looking southwest



Photo 4 of 12: Dwelling, north elevation, looking south

PHOTOGRAPHS



Photo 5 of 12: Dwelling, west elevation, looking east



Photo 6 of 12: Dwelling, south elevation, looking north

PHOTOGRAPHS



Photo 7 of 12: Farm complex and solar panels, looking northwest



Photo 8 of 12: Farm complex, looking northwest

PHOTOGRAPHS



Photo 9 of 12: Dog shed, garage, hay barn, and machine shed, looking northwest



Photo 10 of 12: Farm complex, looking north

PHOTOGRAPHS



Photo 11 of 12: Pool, looking southwest



Photo 12 of 12: Fields, looking east from dwelling

NR-ELIGIBILITY REVIEW FORM

QA-633 William E. Denny Farm (Goodhand's Adventure, Benton Farm, Darner Farm, Mylander Farm)

PHOTO LOG

Number of Photos: **12**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-06**
Location of Original Digital File: **MHT**
File Format: **QA-633_2023-12-06_01.tif… etc.**

Photographs inserted on continuation sheets:

QA-633_2023-12-06_01.tif
Photo 1 of 12: Overview of parcel, looking northwest on Mylander Lane

QA-633_2023-12-06_02.tif
Photo 2 of 12: Dwelling, east façade, looking west

QA-633_2023-12-06_03.tif
Photo 3 of 12: Dwelling, east façade and north elevation, looking southwest

QA-633_2023-12-06_04.tif
Photo 4 of 12: Dwelling, north elevation, looking south

QA-633_2023-12-06_05.tif
Photo 5 of 12: Dwelling, west elevation, looking east

QA-633_2023-12-06_06.tif
Photo 6 of 12: Dwelling, south elevation, looking north

QA-633_2023-12-06_07.tif
Photo 7 of 12: Farm complex and solar panels, looking northwest

QA-633_2023-12-06_08.tif
Photo 8 of 12: Farm complex, looking northwest

QA-633_2023-12-06_09.tif
Photo 9 of 12: Dog shed, garage, hay barn, and machine shed, looking northwest

QA-633_2023-12-06_10.tif
Photo 10 of 12: Farm complex, looking north

QA-633_2023-12-06_11.tif
Photo 11 of 12: Pool, looking southwest

QA-633_2023-12-06_12.tif
Photo 12 of 12: Fields, looking east from dwelling

NR Eligible: yes ___ no ___

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

Property Name: **Piney Narrows Yacht Haven** Inventory Number: **QA-723**

Address: 500 Piney Narrows Road Historic District: No

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): 0455 and 0461 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: August 21, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: X A B X C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: Eligible: No Listed: No

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

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024).

LOCATION/SETTING

Piney Narrows Yacht Haven is an 18.2251-acre marina on the southeast side of Piney Narrows Road. It is bounded northwest and northeast by Piney Narrows Road, east by Kent Narrows, and south by US 50/301 and commercial properties. The majority of the marina is a basin surrounded by a wood boardwalk. Surrounding the boardwalk is concrete sidewalk and paved asphalt parking lots. Between the boardwalk and the parking lots on the western side of the marina along Piney Narrows Road are concrete pads with picnic tables. Open and covered docks with boat slips, bulkhead slips, and a gas dock jut into the basin while associated restrooms and lockers line the basin; see the site plan for the locations of each dock and associated building. The northeast corner of the marina is lawn with a building used as an office, clubhouse, and store. Northwest of the office is a pool. South of the pool is a pool outbuilding. The southeast corner of the marina is a lawn recreation area with a concession stand. East of the concessions stand and south of the parking lot is a storage container, shed, and a garage.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

_____ _____

Reviewer, Office of Preservation Services **Date**

_____ _____

Reviewer, National Register Program **Date**

Special DOE form produced for Bay Crossing Study

RESOURCE DESCRIPTIONS

Basin, between 1963 and 1966 (Contributing)

The marina basin was dredged between 1963 and 1966, when the Piney Narrows Marina opened (Queen Anne's County, n.d.; Queen Anne's Record-Observer 1967). It is approximately 15 acres with 3,000 linear feet of wood bulkheading and boardwalks along the perimeter.

Clubhouse/Office/Ship's Store, circa-1967 (Contributing)

The clubhouse/office/ships store was built circa 1967 (Queen Anne's Record-Observer 1967). It is a one-story frame building with vertical wood siding and an asphalt-shingle, front-gable roof. An asphalt-shingle, hipped roof porch supported by square, metal posts wraps around all elevations of the building. The porch on the south and north elevations is enclosed. Attached to the west elevation is a circa-1990s addition with an asphalt-shingle shed roof (Queen Anne's County, n.d.). The south elevation has three pairs of one-light fixed windows and a single-leaf door with a single light. In the gable is a vent. The east elevation has a single-light fixed window and a single-leaf door with a single light in the south porch; a row of five large, single-light fixed windows and a single-leaf door with a single light in the main section of the building; and a single-light fixed window and a single-leaf door with a single light in the north porch. The north elevation was not visible at the time of survey. According to 2024 aerial imagery, the north elevation has three pairs of two-light windows and paired doors. The west elevation has, in addition to the 1990s addition, a single-leaf door with a transom, a single-light fixed window, and a single-leaf door with a single light. In the roof is an interior slope brick chimney (Nearmap).

Pool, circa-1967 (Contributing)

The in-ground swimming pool was built circa 1967 (Queen Anne's Record-Observer 1967). It is roughly rectangular and surrounded by a concrete deck.

Gas Dock, between 1967 and 1969 (Contributing)

The gas dock was built between 1967 and 1969, with a 1969 article describing it as "Tahitian-appearing" (Hardy Sr. 1969). It has four wood, tapered slips and one wood, rectangular pier. This dock has 11 condominium units.

Dock A, between 1963 and 1978 (Contributing)

Dock A was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a wood, uncovered, T-shaped dock with four slips and 11 condominium units on the west side and five slips and 13 condominium units on the east side.

Dock A Restrooms, between 1963 and 1978 (Contributing)

The Dock A restrooms building was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a rectangular, one-story frame building on raised concrete slab foundation with vertical wood siding and a side-gable, asphalt-shingle roof. The east façade has three single-leaf doors. The south elevation has a square vent. The west elevation has two boarded-up openings with air conditioning units and two openings boarded-up with siding. The north elevation has no fenestration or ornamentation.

Dock A Lockers, between 1978 and 1982 (Contributing)

The Dock A lockers were built between 1978 and 1982 (Queen Anne's County, n.d.; NETROnline, n.d.). The resource is a one-story frame building with vertical wood siding and a side-gable, asphalt-shingle roof. The south façade has five single-leaf, partial-height wood doors. The east elevation has no fenestration or ornamentation. The north elevation has an opening with a door. The west elevation has no fenestration or ornamentation.

Dock B, between 1963 and 1978 (Contributing)

Dock B was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a covered, wood, T-shaped dock with a front-gable, metal roof supported by round, wood posts. The dock has four slips and 11 condominium units on the west side and

four slips and 11 condominium units on the east side; the southwest-most unit on each side is not sheltered by the roof. Attached to the dock's north façade is an overhang with a metal shed roof covering parking spaces and the dock bathroom.

Dock B Restrooms, between 1963 and 1978 (Contributing)

The Dock B restrooms building was built by the 1980 plat, likely between 1963 and 1978, though, as the building is sheltered under an awning, the building cannot be seen in aerial imagery (Queen Anne's County, n.d.; Queen Anne's County Circuit Court 1980c). The one-story restroom building is incorporated under the Dock B awning's roof. The east façade has two single-leaf paneled doors, a vent, and an opening with an air conditioning unit. Attached to the façade is a wood deck. The south elevation has a fixed window as well as an attached locker with a shed roof and paired doors on its south elevation. The west elevation has a single-leaf metal door, a fixed window, a window with an air conditioning unit, a vent, paired doors into a second-story space, and large amounts of utility equipment. The north elevation was not visible at the time of survey.

Dock C, between 1963 and 1978 (Contributing)

Dock C was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a covered, wood, T-shaped dock with a front-gable, metal roof supported by round, wood posts. The dock has seven slips and 16 condominium units on the west side and seven slips and 16 condominium units on the east side; the south-most unit on each side is not sheltered by the roof.

Dock D, between 1963 and 1978 (Contributing)

Dock D was built between 1963 and 1978. It is a covered, wood, T-shaped dock with a front-gable, metal roof supported by round, wood posts. The dock has seven slips and 16 condominium units on the west side and seven shorter slips and 16 condominium units on the east side; the south-most unit on each side is not sheltered by the roof.

Dock E, between 1963 and 1978 (Contributing)

Dock E was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a wood, uncovered, irregular-shaped dock with 10 slips and 31 condominium units; 14 on the east side, 13 on the west side, and four on the north side between the dock and the basin's edge.

Docks C, D, and E, and Bulkheads Restrooms, between 1963 and 1978 (Contributing)

The Docks C, D, and E, and Bulkheads restrooms building was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a one-story, frame building on raised concrete slab foundation with vertical wood siding and a side-gable, asphalt-shingle roof with a large overhang and exposed rafter tails. The south façade has a single-leaf door with six lights and four fixed windows. The east elevation has a single-leaf door with six lights, a window, and a vent. The north elevation has at least five openings with wood siding panel doors and utility ductwork. The west elevation has a single-leaf door with six lights, a window, and a vent.

Dock E Utility Building/Lockers, between 1963 and 1978 (Contributing)

The Dock E utility building was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a one-story, frame building with vertical wood siding and an asphalt-shingle, saltbox roof. The northwest elevation has paired vertical wood plank doors and a four-light fixed window. The northeast elevation has no fenestration or ornamentation. The southeast elevation has six wood siding doors. The southwest elevation has no fenestration or ornamentation.

Dock F, between 1963 and 1978 (Contributing)

Dock F was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a covered, wood, T-shaped dock with a front-gable, metal roof supported by round, wood posts. The dock has seven slips and 12 condominium units on the west side and seven slips and 12 condominium units on the east side; the north-most unit on each side is not sheltered by the roof.

Dock F Lockers, between 1963 and 1978 with 1990s additions (Contributing)

The Dock F lockers were built between 1963 and 1978 with circa-1990s west and east additions (Queen Anne's County, n.d.). The original, middle section has a shorter, asphalt-shingle shed or saltbox roof. The additions have asphalt-shingle shed

roofs. The south façade has paired wood siding doors in the west addition, five wood siding single-leaf doors of varying sizes in the original section, and a large wood siding single-leaf door in the east addition. The other elevations were not visible at the time of survey.

Dock G, between 1963 and 1978 (Contributing)

Dock G was built between 1963 and 1978 (Queen Anne's County, n.d.). Its front-gable roof was replaced circa-2008 with a front-gable metal roof. It is a covered, wood, T-shaped dock with a front-gable, metal roof supported by round, metal pilings. The dock has seven slips and 12 condominium units on the west side and seven slips and 12 condominium units on the east side; the north-most unit on each side is not sheltered by the roof.

Dock G Lockers, between 1963 and 1978 with 1990s additions (Contributing)

The Dock G lockers were built between 1963 and 1978 with circa-1990s west and east additions (Queen Anne's County, n.d.). The original, middle section has a slightly shorter, asphalt-shingle shed or saltbox roof. The additions have asphalt-shingle shed roofs. The south façade has large, wood siding, single-leaf door in the west addition, five wood siding single-leaf doors of varying sizes in the original section, and two wood siding, single-leaf doors of differing sizes in the east addition. The west elevation has no fenestration or ornamentation. The north elevation was not visible at the time of survey but has a wood dock. The east elevation was not visible at the time of survey.

Utility Unit 1/Docks F and G Restrooms, between 1963 and 1978 (Contributing)

Utility Unit 1/Restrooms was built between 1963 and 1978 (Queen Anne's County, n.d.). The west side was for office/workshop space, with space for storage as well as restrooms for Docks F and G. It is a frame, one-story building on a concrete slab foundation with a side-gable, asphalt-shingle roof. The building is surrounded on the west, south, and east elevations with stone flowerbeds. The south elevation has five single-leaf, paneled doors, one single-leaf, paneled door with lights, and two two-light concession windows sheltered by awnings. Part of the south façade is clad in stone veneer. Each door has a concrete pad stoop. The west elevation has a vent in the gable. The north elevation opens to a boardwalk and has four single-leaf, paneled doors, one single-leaf, paneled door with lights, two two-light concession windows sheltered by awnings, and paired single-leaf doors with lights.

Dock H, between 1963 and 1978 (Contributing)

Dock H was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a covered, wood dock with a front-gable, metal roof supported by round, wood posts that is bordered by the basin's edge on the west side. The dock has two piers and two slips with seven combined condominium units; the northeast-most pier is not sheltered by the roof.

Dock I, between 1963 and 1978 (Contributing)

Dock I was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a wood, uncovered, L-shaped dock with five slips on the northwest side that comprise 10 condominium units.

Dock J, between 1963 and 1978 (Contributing)

Dock J was built between 1963 and 1978 (Queen Anne's County, n.d.). It is a wood, uncovered, T-shaped dock with five slips and 11 condominium units on the west side and five slips and 12 condominium units on the east side.

Travelift, between 1963 and 1978 (Contributing)

The travelift was built between 1963 and 1978 (Queen Anne's County, n.d.). It has a wood lifting well and a metal lifting crane.

Bulkhead Slips, between 1963 and 1978, between 1982 and 1985 (Non-Contributing)

The bulkhead slips are wood, tapered, and vary in size. The northmost bulkhead slip was built between 1963 and 1978, while the other seven were built between 1982 and 1985 (Queen Anne's County, n.d.; Queen Anne's County Circuit Court 1985). Combined, there are 17 condominium units along the slips.

Electrical Panel Building, between 1982 and 1998 (Non-Contributing)

The electrical panel building was built between 1982 and 1998, possibly circa-1985 (Queen Anne's County, n.d.; NETROnline, n.d.; Queen Anne's County Circuit Court 1985). The resource is a one-story frame building with vertical wood siding and a side-gable, asphalt-shingle roof. The northwest elevation has at least two wood siding doors. The other elevations were not visible at the time of survey.

Dock J Lockers, between 1982 and 1998 (Non-Contributing)

The Dock J lockers were built between 1982 and 1998, replacing a previous structure on the site (NETROnline, n.d.; Queen Anne's County, n.d.). The resource is a one-story frame building with vertical wood siding and a side-gable, asphalt-shingle roof with exposed rafter tails. The north façade has seven single-leaf, partial-height wood doors. The east, south, and north elevations have no fenestration or ornamentation other than some piping.

Dock H Lockers, circa-1990s (Non-Contributing)

The Dock H Lockers were built circa-1990s (NETROnline, n.d.; Queen Anne's County, n.d.). The resource is a one-story frame building with vertical wood siding and an asphalt-shingle saltbox roof. The south façade has paired wood doors. The east elevation has no fenestration or ornamentation. The north and west elevations were not visible at the time of survey.

Concessions Stand, early-to-mid 1990s (Non-Contributing)

The concessions stand was built in the early-to-mid 1990s (NETROnline, n.d.; Queen Anne's County, n.d.). It is one-story and frame with wood board-and-batten and plank siding and an asphalt-shingle gable roof with a large overhang and exposed rafter tails. The south elevation has two large, single-light windows and a single-leaf door with a light. The east elevation has three large, single-light windows; the middle window larger than the other two.

Utility Unit 1/Docks F and G Restrooms Shed, between 2010 and 2013 (Non-Contributing)

The shed attached to the north elevation of Utility Unit 1/Docks F and G Restrooms was built between 2010 and 2013 (Queen Anne's County, n.d.; NETROnline, n.d.). It is one-story with a front-gable, asphalt-shingle roof with exposed rafter tails. The north façade has a single-leaf wood plank door. The west and east elevations have no fenestration or ornamentation.

Gambrel-Roof Shed, between 2013 and 2016 (Non-Contributing)

The gambrel-roof shed was built between 2013 and 2016 (Queen Anne's County, n.d.). It is one-story and frame with horizontal siding and an asphalt-shingle gambrel roof. The north façade has paired single-leaf paneled doors. The west elevation has no ornamentation or fenestration. The south and east elevations were not visible at the time of survey.

Pool Outbuilding, between 2019 and 2021 (Non-Contributing)

The pool outbuilding was constructed between 2019 and 2021 (Queen Anne's County, n.d.; NETROnline, n.d.). It is a one-story frame building with a front-gable, asphalt-shingle roof and siding. The north façade has a single-leaf door with one light and a two-light window. The façade is sheltered by an asphalt-shingle hipped-roof overhang. The west elevation has two three-light windows at the bottom of the wall. The south and east elevations were not visible at the time of survey.

Garage, between 2023 and 2024 (Non-Contributing)

The garage was built between 2023 and 2024 (Queen Anne's County, n.d.; Nearmap 2024). It is a one-story, concrete-block building with horizontal siding and a front-gable, asphalt-shingle roof. The north elevation has a roll-up garage door, a six-over-six, double-hung sash window, and a metal vent in the bottom of the wall. In the gable is board-and-batten siding. The east elevation has a roll-up garage door and single-leaf paneled door with nine lights. The south elevation was not visible at the time of survey. The east elevation has a metal vent at the bottom of the wall but otherwise has no fenestration or ornamentation.

Metal Shipping Container, between 2023 and 2024 (Non-Contributing)

The prefabricated metal shipping container in the recreation area was moved to the site between 2023 and 2024. It is one-story tall and made of steel. Paired steel doors are in the north façade. The other elevations were not visible at the time of survey.

HISTORIC CONTEXT

Marina History

The property, prior to its development as a yacht club and marina, was part of the Gardner's Purchase, a still-extant farm owned since 1809 by the Gardner family. For more information on the farm see the determination of eligibility form for Gardner's Purchase (Jane E. Wright Farm) (QA-214).

In 1966, John Alfred Gardner Jr. and his wife Doris Catherine Gardner sold the 153 acres of Gardner's Purchase bounded on the south by US 50/301, east by Kent Narrows, north by the Chester River, and west by Piney Creek to the Piney-Narrows Corporation (Queen Anne's County Circuit Court 1966). The land was undeveloped, other than a road that went across US 50/301 and connected the Main Street with Kent Narrows (Queen Anne's County, n.d.). The land was then subdivided and sold for development, including the land used for the Eastern Shore Factory Stores (QA-726) outlet mall on the west side of Piney Narrows Road .

Developed by J. William Sause Sr., a retired contractor, the Piney Narrows Marina opened in 1966. In July 1967, the marina was described as having a ship's store, a 52-by-26-foot pool, a gas dock, 20 covered slips, 33 open slips, and restrooms and showers for each dock. Thirty additional slips and a repair shop were under construction (Queen Anne's Record-Observer 1967; The Kent Island Bay Times 1983; Bay Times 1973a). By January 1969 the marina had expanded to include a "Tahitian appearing gas dock" (Hardy Sr. 1969).

The marina's construction correlated to the rapid growth and development in Queen Anne's County in the second half of the twentieth century, particularly with the construction of the first span of the Chesapeake Bay Bridge in 1952 and the second span in 1973. Full and part-time property owners and tourists alike flocked to the county, with some tourists traveling by boat (Diehlmann et al. 2024, 2-28, 3-44, 3-49, 6-127). According to a 1969 newspaper article, "the spectacular expansion of Piney Narrows Marina with its Tahitian-appearing gas dock [was] but typical" of the expansion of marina activities in Queen Anne's County in the 1960s (Queen Anne's Record-Observer 1967; Hardy, Sr. 1969).

The marina continued to expand in the 1970s. By 1973 it was "the largest marina on the island" with "several hundred boats moored" in the facility's rental slips (Bay Times 1973b). That same year, it was purchased by BLW Inc. (Queen Anne's County Circuit Court 1973). By March 1978 the marina had 270 slips (Buchanan 1978). Aerial imagery from 1978 shows the marina largely as it was during the current survey. The basin was the same shape. The clubhouse/office/ship's store the pool, the gas dock, Docks A-J, the Dock A restrooms, the Dock B restrooms, the Docks C, D, and E, and Bulkheads restrooms, the Dock E utility building/lockers, the Dock F lockers, the Dock G lockers, Utility Unit 1/Docks F and G restrooms, the travelift, and the Dock A lockers all remain in their 1978 location. The bulkhead slip section was in the same location, though only the northmost bulkhead slip was constructed. However, the pool, though in the same location, had a narrower concrete deck surrounding it, and north of the pool and west of the clubhouse was a rectangular shed. The parking areas were also not paved (Queen Anne's County, n.d.). The Piney Narrows Marina was part of the national "resort marinas" trend, in which marinas offered recreational facilities in addition to traditional marina facilities, as evidenced by the pool and clubhouse (The Sun 1980).

In 1980, the marina was purchased by Celico Inc. and Kim Inc. (Queen Anne's County Circuit Court 1980b). Later in 1980, Celico Inc. and Kim Inc. began converting the Piney Narrows Marina rental slips into condominium slips, with the condominium property renamed as the Piney Narrows Yacht Haven. The trend of the conversion of rental slips to condominium slips began in the early-to-mid 1970s on the west coast, in Seattle or California, before it caught on in Florida and began moving up the East Coast. It was a national trend by the early 1980s. The number of marinas were dwindling due to continued real estate development pressure, and marina owners saw the conversions as a way to shift costs to the new owners as repair costs increased. Purchasers of condominium slips, on the other hand, saw them as either investment opportunities or as a way to avoid inflation or rental increases, with the added benefit that condominium owners were more likely to "assure quality maintenance improvement of a marina…than slip renters" and owners would have more power over their marinas (Guenther 1984; Haas 1983; McKerrow 1981; Holechek 1981). Piney Narrows Yacht Haven was the first

condominium marina on the Chesapeake Bay, and one of, if not the first, in the state of Maryland (Holechek 1981; Tilghman 1981; Queen Anne's County Circuit Court 1980c; Leon 1981).

The Piney Narrows Yacht Haven was described in its 1980 "Declaration of Condominium" as being composed of two parts: Phase I, the part of the marina in the Condominium, and Phase II, the part of the marina which had not yet been converted into condominium units. Phase I had eight docks with 201 boat slips and 17 dockage units, as well as 1 commercial travelift unit, 7 boat slip units, 6 dockage units along the northwest bulkhead, and 1 commercial shop unit in the service building. Phase II had 2 docks or piers with 38 boat slip units, 1 dockage unit, and 1 commercial travelift unit. The yacht haven also contained a lounge and pool area, five lavatory facilities, a fuel services site, the dredged 15-acre boat basin, three paved parking areas for the condominium owners and unit renters, and 2,000 square feet of crushed shell-surfaced parking for general/visitor parking. The Piney Narrows Yacht Haven Condominium Association, Inc. was created for administering the condominium (Queen Anne's County Circuit Court 1980a).

The condominium was immediately popular and attracted clientele not just from Maryland, but also neighboring states like Virginia and Pennsylvania, and others farther afield such as New York, Kentucky, and Indiana. Delaware and New Jersey boatowners even outnumbered Marylanders (Holechek 1981; Tilghman 1981).

By 1982, the parking lots were paved (Queen Anne's County, n.d.). The condominium was expanded in 1982 to include Phase II (Queen Anne's County Circuit Court 1982). By March 1983 about ninety percent of the slips at the Piney Narrows Yacht Haven had been sold (Siemer 1983). However, by 1983, it was also no longer the largest marina on Kent Island, having been surpassed in number of slips by Kent Haven Yacht Harbour (now called Castle Marina) and Mears Point Marina (also known as Seward's Point Marina/Safe Harbor Marinas) (QA-732) (Record-Observer/Bay Times 1983). Additional bulkhead slips were added between 1982 and 1989, while additional paved concrete paths were added around the clubhouse (NETROnline, n.d.; Queen Anne's County, n.d.).

The condominium regime was fully developed, with all units and common elements having been conveyed by the developer (Celico Inc. and Kim Inc.), by 1994 (Queen Anne's County Circuit Court 1994). Since the 1980s, the Piney Narrows Yacht Haven has changed relatively little, with most changes around the perimeter of the marina. In the early-to-mid 1990s, the concession stand and a shed were constructed in the recreation area, while a second outbuilding was built between the office and the 1970s outbuilding. The office also received an addition on the west elevation. In the 1990s, the Dock H lockers were built (Queen Anne's County, n.d.; NETROnline, n.d.). In the early-to-mid 2000s, a second shed was constructed in the recreation area (Queen Anne's County, n.d.; NETROnline, n.d.). Around 2010, the roof of Dock G, front-gable and presumably wood frame, was replaced with a metal-frame roof (Queen Anne's County, n.d.). Between 2010 and 2013 the Utility Unit 1/Docks F and G restrooms Shed was added to the north elevation of Utility Unit 1 (Queen Anne's County, n.d.). Between 2013 and 2016 the gambrel-roof shed in the recreation area was constructed. Between 2019 and 2022 the concrete pads for the picnic benches on the western side of the marina along Piney Narrows Road were paved. The two outbuildings west of the office were also demolished and the current pool outbuilding was erected (Nearmap 2024; Queen Anne's County, n.d.). Between 2023 and 2024 the metal shipping container was added to the recreation area while the two 1990s and 2000s sheds were demolished, and the garage was built in their place (Nearmap 2024).

The overall peninsula between the Piney Narrows creek and Kent Narrows experienced significant development from the 1980s through the 2010s. The former Eastern Shores Factory Stores outlet mall (QA-726) was constructed west of the marina in the late 1980s, while the Kent Island Boatel at 100 Piney Narrows Road was constructed east of the marina in the late 2010s. Some smaller commercial development occurred north and southwest of the yacht haven as well in the 1980s through the 2000s. However, some of the formerly vacant wooded land northwest of the marina has been retained as a conservation area, while the residential structures also northwest of the marina have remained significantly the same (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.).

Mid-Twentieth Century Marinas in Queen Anne's County

A number of marinas were developed in the mid-twentieth century during the development boom in Queen Anne's County, in addition to Piney Narrows Marina/Piney Narrows Yacht Haven. Many of these were on Kent Island. According to aerial imagery, all the Queen Anne's County marinas started out smaller, with one or a few docks and one or a couple buildings, and developed additional docks and other amenities in the first several decades of their existences, though most remained small. The docks were primarily open/uncovered, with some covered docks built. The marinas' lands were predominantly grass or dirt; the parking areas were not paved (Queen Anne's County, n.d.). According to a newspaper list of marinas in 1983, most Queen Anne's County harbors had between 25 and 150 boat slips, with some marinas smaller than that and some

marinas larger. The largest marina by boat slip at that time was Mears Point Marina (Seward's Point Marina) with 336 boat slips; Piney Narrows had 300 (Record-Observer/Bay Times 1983).

Two of the marinas were also developed on land previously part of the Gardner's Purchase farm. The Watermen's Boat Basin (QA-733) previously known as the Kent Narrows Boat Basin and located south of US 50/301, established its basin in the 1950s, though watermen had been using the land as a marina since the 1930s (Shaum 2010; NETROnline, n.d.). The Kent Island Yacht Club, southeast of the Kent Narrows Boat Basin, opened in 1955 (Queen Anne's Record-Observer 1955).

Several of the marinas on Kent Island were part of larger developments. The Kentmorr Marina, part of the larger Kentmorr Development in Stevensville, began in the late 1940s or 1950s (Diehlmann et al. 2024, 4-78). The Bay Bridge Marina, part of the Bay Bridge Industrial Center in Stevensville, was developed between 1970 and 1978 (Queen Anne's County, n.d.; NETROnline, n.d.).

Standalone marinas developed in Queen Anne's County included the marina at the end of Pier Avenue on Love Point near Stevensville, which was previously known as the C. J. Langenfelder Marina and began as a wharf prior to 1937 (Record-Observer/Bay Times 1983; Queen Anne's County, n.d.). The L. A. Thompson and Son marina in Chester, in the past known as Thompson Boat Yard, whose construction began in the 1950s (Record-Observer/Bay Times 1983; Queen Anne's County, n.d.). Crab Alley Marina in Chester first developed between 1957 and 1963 (Queen Anne's County, n.d.). Cedar Point Marina in Grasonville, also previously known as Lippincott Sailing Yachts, developed initially between 1963 and 1972 (Queen Anne's County Circuit Court 1972; 2021; Queen Anne's County, n.d.). Kent Point Marina began around 1971 (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.). Island View Marina developed in the early-to-mid 1980s (Queen Anne's County, n.d.; NETROnline, n.d.; Kent Island Volunteer Fire Department 1986).

Out of Queen Anne's County's mid-twentieth century marinas, Piney Narrows Yacht Haven has been the least altered since the mid-to-late twentieth century, still appearing largely as it did in 1978 with its open and covered docks, clubhouse, pool, and dock restrooms. An analysis of historic aerial imagery shows that the other marinas in the county have changed more significantly, such losing mid-twentieth century docks and buildings, gaining new buildings, and changing in size, shape, and circulation patterns (Queen Anne's County, n.d.).

The Watermen's Boat Basin doubled in size in the 1980s and was "newly constructed" in the 2010s with the replacement of all piers, bulkheads, and pilings (Shaum 2010; 2010 Queen Anne's County Board of Commissioners 2010). The Kent Island Yacht Club's appearance stems partially from the construction of the pool and outbuildings in the late twentieth century and either replacement or elongation of the piers in the twenty-first century; though the original marina building remains in place, original bulkheads and slips southeast of it have disappeared (Queen Anne's County, n.d.).

While Kentmorr Marina's overall shape has stayed relatively intact since the 1950s, the channel between the marina and the bay, docks, and most of the buildings date to the late twentieth century and twenty-first century (Queen Anne's County, n.d.). Bay Bridge Marina bears little resemblance to how it was prior to the 1990s; all its docks and most of the buildings date to the 1990s and later (Queen Anne's County, n.d.). Both would also be more appropriately evaluated as part of their overall developments.

The prior C. J. Langenfelder Marina is now owned by the Marland Department of Natural Resources and has lost nearly all the docks and slips it had in the mid-twentieth century, bearing little resemblance to its mid-twentieth century appearance except for the basin shape (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.). Most of L. A. Thompson and Son's docks and buildings, along with the asphalt paving at the marina, date to the late twentieth century and twenty-first century (Queen Anne's County, n.d.). Crab Alley Marina, though it retains its 1970s marina building, replaced its main dock in the early 1980s, while its additional slips and driveway around the building date to the 1990s (Queen Anne's County, n.d.). Cedar Point Marina, though the basin has retained its original shape, gained additional docks and a pool in the late twentieth century (Queen Anne's County, n.d.). Kent Point Marina's basin and channel were re-shaped, the latter also elongated, in the late twentieth century, while the land around the marina was paved and additional buildings were constructed (Queen Anne's County, n.d.). Island View Marina's appearance stems from the construction of three out of four of its piers in the 2000s and 2010s (Queen Anne's County, n.d.).

Seward's Point Marina (QA-732) may be the most comparable mid-twentieth century Queen Anne's County marina to Piney Narrows Yacht Haven. Seward's Point Marina was first constructed in the early 1960s (Bowie 1981; Queen Anne's County, n.d.) and is on the other side of Kent Narrows directly opposite the yacht haven. It is about the same age, became larger in terms of number of slips than Piney Narrows Yacht Haven by 1983, though they are overall similar in size, had numerous

mid-to-late twentieth century outbuildings and a pool, and, unlike Castle Marina, was not part of a larger development. However, Seward's Point Marina's current appearance dates to the early 2000s, when many of the buildings and some of the docks were constructed; most of the mid-twentieth century buildings at the marina have been demolished while many of the docks date to the 1980s (Queen Anne's County, n.d.). In addition, Seward's Point Marina did not convert to condominium slips.

Marina Condominiums in Queen Anne's County

Piney Narrows Yacht Haven was the first condominium marina on the Chesapeake Bay, and one of, if not the first, in the state of Maryland (Holechek 1981; Tilghman 1981; Queen Anne's County Circuit Court 1980c; Leon 1981). By March 1983, there were about six marina condominiums in the state of Maryland, including Kent Haven Yacht Harbour, currently called Castle Marina (Siemer 1983). Castle Marina in Chester was developed as part of the larger Castle Marina residential and commercial development in the early 1960s (Diehlmann et al. 2024, 4-87). The marina at Castle Marina was established as a marina condominium in 1982, making it Kent Island's second marina condominium (Record-Observer/Bay Times 1983; Queen Anne's County Circuit Court 1987a). However, by September 1984 the vast majority of the units were unsold and the marina was listed for sale (Atlantic Auctions, Inc. 1984). In 1986, the condominium regime was terminated (Queen Anne's County Circuit Court 1987a). While Castle Marina retains most of its docks built in the 1960s and 1970s, the docks that were originally covered have since lost their roofs, and a pool, additional buildings, and another dock were constructed in the 1980s through 2000s, while the original marina building was demolished (Queen Anne's County, n.d.).

The marina condominium trend continued through the mid-to-late 1980s, including in Queen Anne's County with the Oyster Cove Boat Basin Condominium (QA-731) in 1986, part of the larger Oyster Cove residential development, and specifically on Kent Island with the construction of the Thompson Creek Colony Boat Slip Condominium Units in 1987, part of the larger Thompson Creek Colony development (Dove 1989; Queen Anne's County Circuit Court 1987b; Queen Anne's County, n.d.; Queen Anne's County Circuit Court 1986). The trend continued into the 1990s, with the conversion of a portion of the Queen Anne Marina in Stevensville to condominium slips in 1993 (Queen Anne's County Circuit Court 1993b; 1993a). Queen Anne Marina was initially developed between 1957 and 1963, with its construction coinciding with the development of the Queen Anne Colony residential subdivision. However, the docks and slips at the marina date to the early-to-mid twenty-first century, though some of the marina buildings date to the mid-twentieth century (Queen Anne's County, n.d.). The marina condominium trend continued into the twenty-first century in Queen Anne's County, with the construction of the condominium slips at the Wells Cove Marina & Townhomes (Queen Anne's County Circuit Court 2018). Wells Cove Marina & Townhomes was preceded on the site by a marina first developed between 1937 and 1957. However, the current slips and other buildings at the development date to the twenty-first century, and the only remnant of the earlier versions of the marina is the shape of the basin (Queen Anne's County Circuit Court 2018; Queen Anne's County, n.d.).

Unlike Piney Narrows Yacht Haven, these late-twentieth-century and twenty-first-century examples use purpose-built condominium slips and are mostly part of larger, predominately residential developments, rather than converted, pre-existing standalone marinas which retain and use their pre-conversion docks.

ELIGIBILITY DETERMINATION

The Piney Narrows Yacht Haven was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D. This evaluation uses the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024).

The Piney Narrows Yacht Haven was evaluated for eligibility under Criterion A in the areas of recreation and commerce. According to the Suburbanization Historic Context Addendum, to be eligible in these areas, "a marina or yacht club should be able to strongly demonstrate its important association with the trend of waterfront tourism and leisure, particularly after World War II as Queen Anne's and Anne Arundel Counties became increasingly popular locations for tourists who traveled to the area by boat" (Diehlmann et al. 2024, 6-127). The Piney Narrows Yacht Haven, then known as Piney Narrows Marina, was one of many marinas constructed in Queen Anne's County in the mid-twentieth century. In the mid-1970s, it was the largest marina on Kent Island by number of slips before being surpassed in the 1980s. The Piney Narrows Yacht Haven is also associated with the national trends of "resort marinas" and the conversion of rental boat slips to "condominium boat slips," trends which began by 1980 and continued through the decade. It is an early example of the resort marina trend, with its pool and clubhouse being constructed prior to 1978. It is also the first marina on the Chesapeake Bay, and one of the first, if not the first, in the state of Maryland as a whole, to have been converted to condominiums. Piney Narrows Yacht Haven also attracted boatowners not just from Maryland but from numerous states, evidencing its association with tourism. In

addition, unlike its contemporary Kent Haven Yacht Harbour, the second marina condominium established on Kent Island, the condominium regime at Piney Narrows Yacht Haven is still active. Therefore, Piney Narrows Yacht Haven is eligible under Criterion A for its strong association with waterfront tourism and leisure trends in the mid-to-late twentieth century in Queen Anne's County.

According to the Suburbanization Historic Context Addendum, to be eligible under Criterion B, "marinas may also be significant for their association with an important individual, though it is unlikely that they will be eligible under Criterion B." Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Piney Narrows Yacht Haven is not eligible under Criterion B.

According to the Suburbanization Historic Context Addendum, "marinas are unlikely to be considered eligible under Criterion C" due to "their ubiquity and innate need for continuous upgrades to remain safe" and to be eligible need to "retain a majority of original character-defining elements and embody a type, period, or method of construction" (Diehlmann et al. 2024, 6-127). Character-defining features (CDEs) include piers, docks, boat slips, non-boating amenities such as clubhouse and pool, and restrooms (Diehlmann et al. 2024, 6-127). Piney Narrows Yacht Haven embodies the mid-to-late twentieth century resort marina, with its docks, clubhouse, pool, and restrooms, and it has retained the majority of its CDEs. Out of the other mid-to-late twentieth century marinas in Queen Anne's County, especially the similar Seward's Point Marina, it has best retained its original layout and features, such as its open and covered docks, clubhouse, and pool. Therefore, The Piney Narrows Yacht Haven is eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the property begins in 1966, when the marina first opened, and continues through 1982, when the second phase was incorporated into the condominium regime.

INTEGRITY

Piney Narrows Yacht Haven retains its integrity of location, setting, design, materials, workmanship, association and feeling.

Piney Narrows Yacht Haven retains integrity of location as the marina has not moved locations.

Piney Narrows Yacht Haven has slightly diminished integrity of setting. It remains on Kent Narrows by US 50/301, its proximity and access to the highway and Kent Narrows are important to it setting. The marina continues to be in an area of mixed development. However, there was significant, increased development around the marina from the area from the late 1980s through the 2010s, including the former Eastern Shore Factory Stores outlet mall to the west, additional commercial development to the north and southwest, and the Kent Island Boatel, abutting the Piney Narrows Yacht Haven to the southeast. However, the Boatel's development does not block the Piney Narrows Yacht Haven's access to the waters of Kent Narrows, though it does impact the general view from parts of the marina to Kent Narrows.

Piney Narrows Yacht Haven retains integrity of design. The overall marina plan is substantially similar to when the marina was open in the 1970s and during its conversion to condominiums in the 1980s. The main marina resources--the office/ clubhouse/ship's store, the docks, and the pool--have largely retained their integrity of design. The office/clubhouse/ship's store does have a small addition, but it does not detract from the overall design of the structure. Dock G has also received a new roof, but this is the same style as the old one. The basin has also not changed in shape, and overall the resource retains its spatial organization between individual areas of the marina and between the basin and these buildings and features. Since the 1980s, the largest changes inside the yacht haven have been some additional bulkhead slips in the bulkhead slip section; increased paving around the pool; additional small lockers near some of the docks that are consistent in style to the pre-1982 lockers; the construction of the concessions stand, shed, shipping container, and garage in the recreation area; and 2019-2021 paved concrete pads for picnic benches on the western side of the marina. However, the majority of these are on the periphery of the marina and do not diminish the integrity of the overall marina plan, design, and circulation pattern.

Piney Narrows Yacht Haven retains integrity of materials. The majority of the original docks have remained wood with metal roofs. However, Dock G's presumably wood roof and round posts have been replaced with metal counterparts. The post-1982 additions to the marina are largely made of the same materials as the pre-1982 resources.

Piney Narrows Yacht Haven retains integrity of workmanship. The pre-1982 resources have not been heavily altered, and the workmanship can be seen in such elements as the framing for the roofs of the docks.

Piney Narrows Yacht Haven retains integrity of feeling. The yacht haven still feels like a mid-to-late twentieth century resort marina with its docks, office/clubhouse/ship's store, and pool. Its location along Kent Narrows and views to the water contribute to the property's sense of feeling. The clubhouse and pool contribute to the feeling of a resort marina.

Lastly, Piney Narrows Yacht Haven has retained its integrity of association as a mid-twentieth century resort marina that was converted to condominium slips. The property remains in use as a marina condominium and retains its CDEs, including its marina basin, open and covered slips, gas dock, bulkhead slips, and facilities such as the office, pool, and restrooms. Its location along the water and views to Kent Narrows contribute to its integrity of association.

CONTRIBUTING RESOURCES

Contributing elements include the basin, bulkheads, boardwalks, the clubhouse/office/ship's store, the pool, the gas dock, Docks A-J, the Dock A restrooms, the Dock B restrooms, the Docks C, D, and E, and Bulkheads restrooms, the Dock E utility building/lockers, the Dock F lockers, the Dock G lockers, Utility Unit 1/Docks F and G restrooms, the travelift, and the Dock A lockers. All these resources were added to the marina between 1966 and 1982.

Non-contributing elements include all post-1982 resources and include the bulkhead slips, the electrical panel building, the Dock J Lockers, the Dock H Lockers, the concessions stand, the Utility Unit 1/Docks F and G restrooms shed, the gambrel-roof shed, the pool outbuilding, the garage, the metal shipping container, picnic tables, signs, and any other post-1982features.

BOUNDARY DESCRIPTION

The property encompasses 18.2251 acres and is confined to the current property tax parcels, which are found on Queen Anne's County Tax Map 0057, Parcels 455 and 461 (2024). Tax accounts vary by condominium parcel; the Piney Narrows Yacht Haven Association's tax account is 04-100778.

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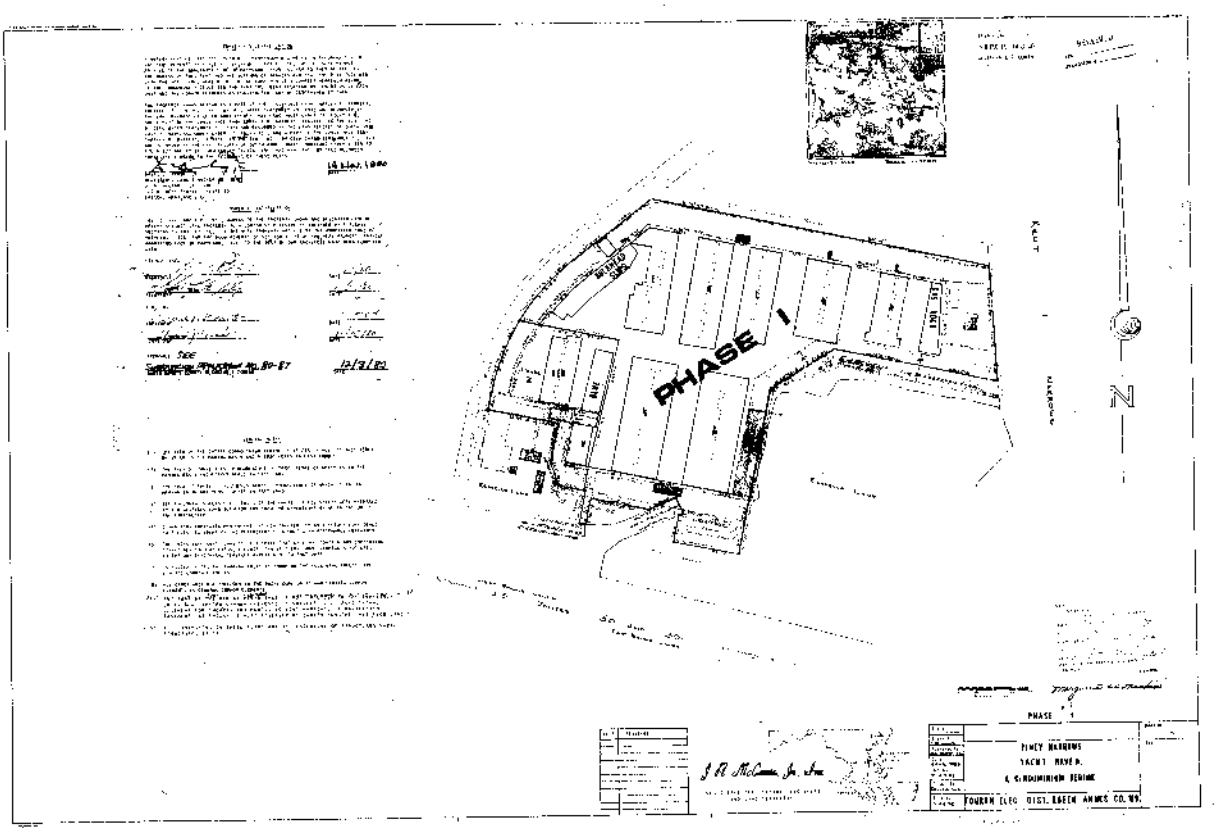
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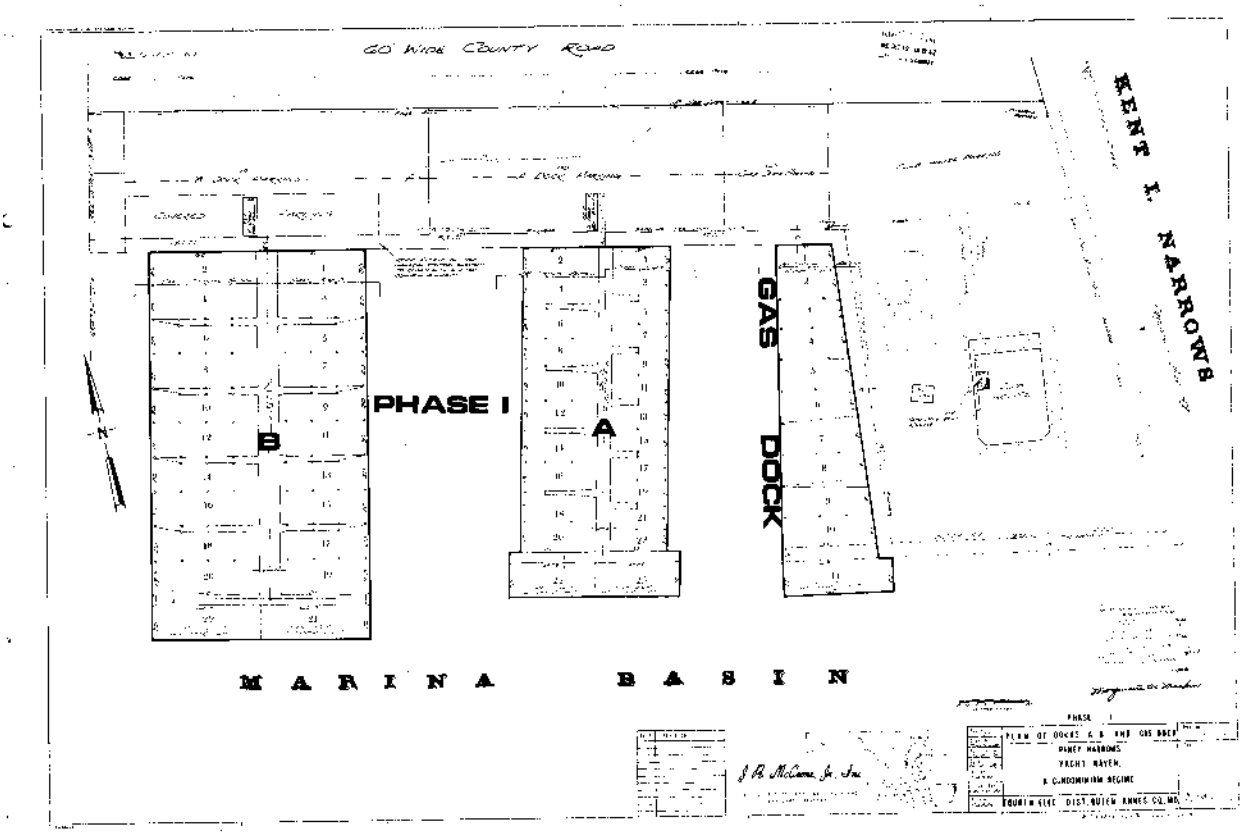


Historic Image 1: Aerial image of Piney Narrows Yacht Haven, then known as Piney Narrows Marina
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed September 11, 2024. https://gis.qac.org/historic.

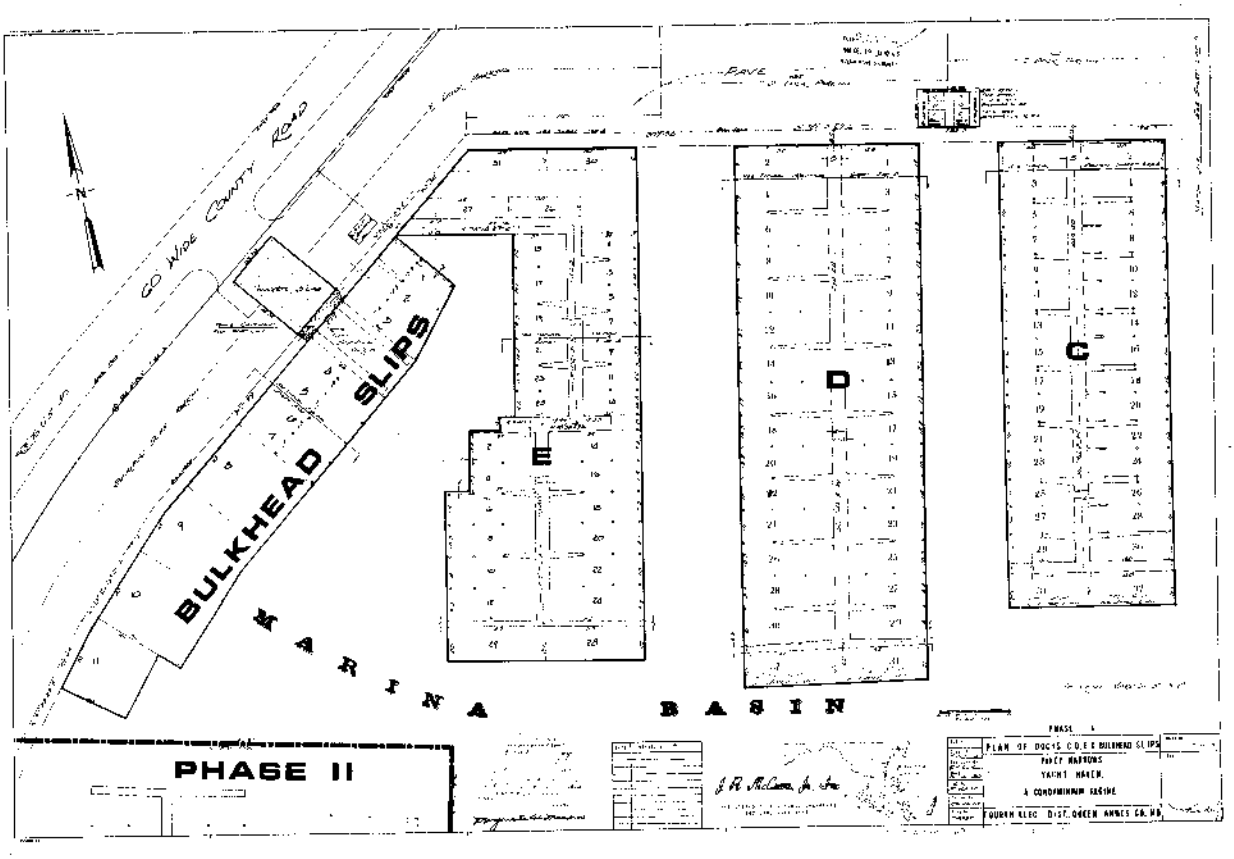


Historic Image 2: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Overview

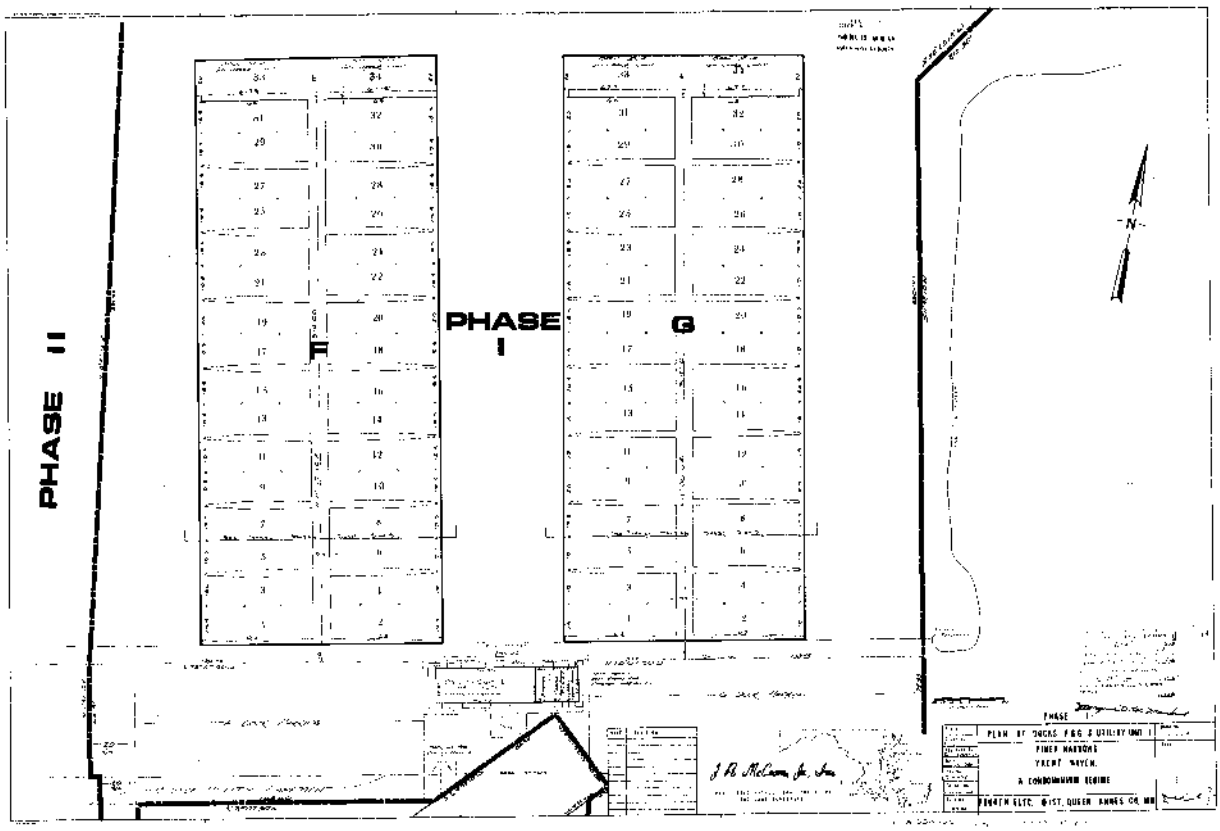
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1980/12/19. Piney Narrows Yacht Haven Condominiums; Land Record MWM 370, folio 636-640. Plat Book MWM 5, page 13. MSA S1251-60.



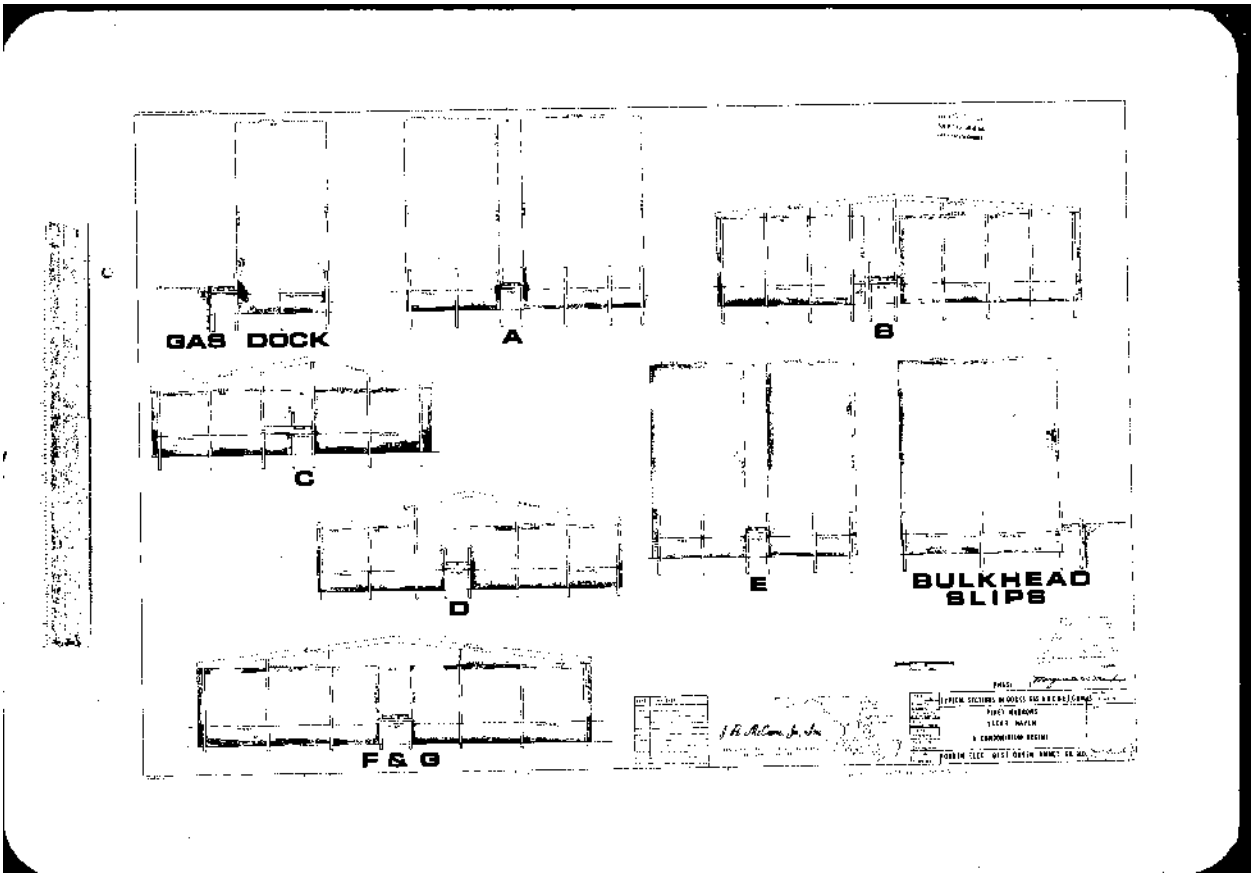
Historic Image 3: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Plan of Docks A, B, and Gas Dock
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1980/12/19. Piney Narrows Yacht Haven Condominiums; Land Record MWM 370, folio 636-640. Plat Book MWM 5, page 14. MSA S1251-60.



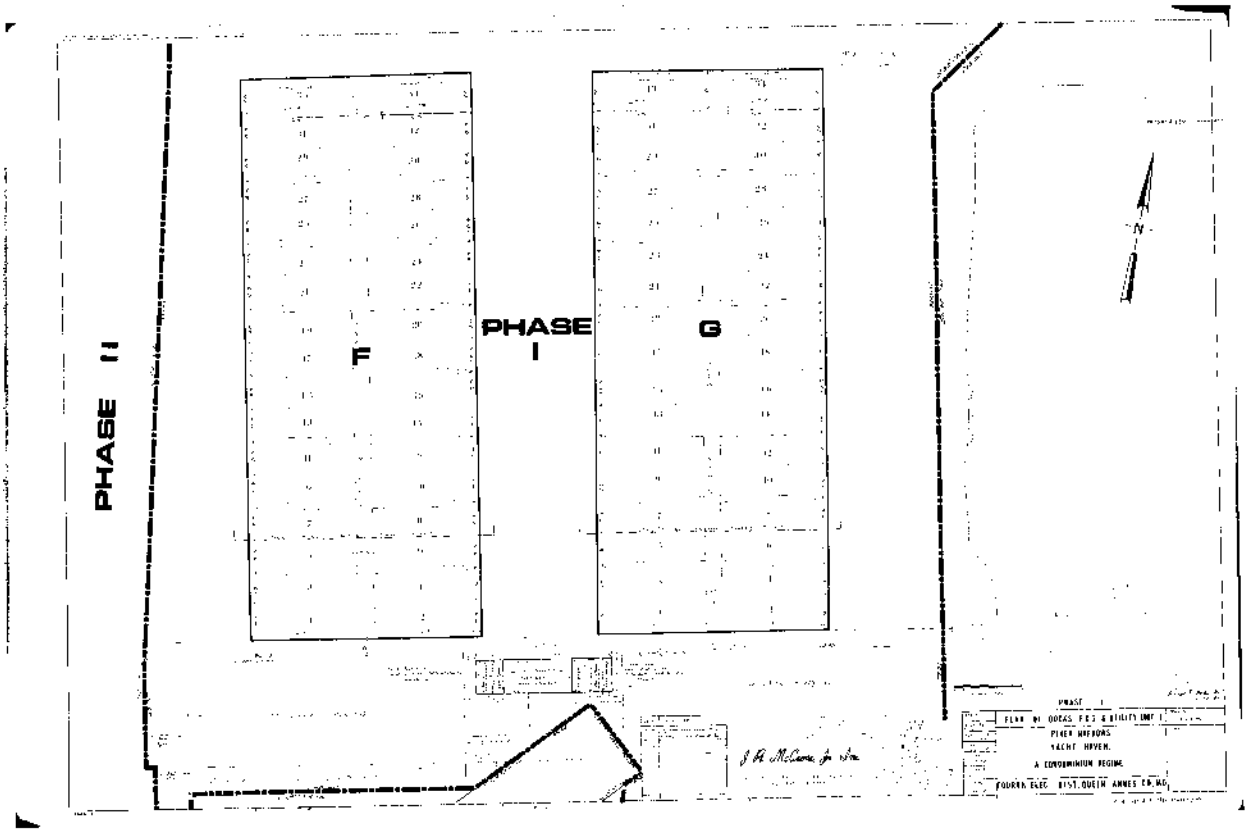
Historic Image 4: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Plan of Docks C, D, E, and Bulkhead Slips
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1980/12/19. Piney Narrows Yacht Haven Condominiums; Land Record MWM 370, folio 636-640. Plat Book MWM 5, page 15. MSA S1251-60.



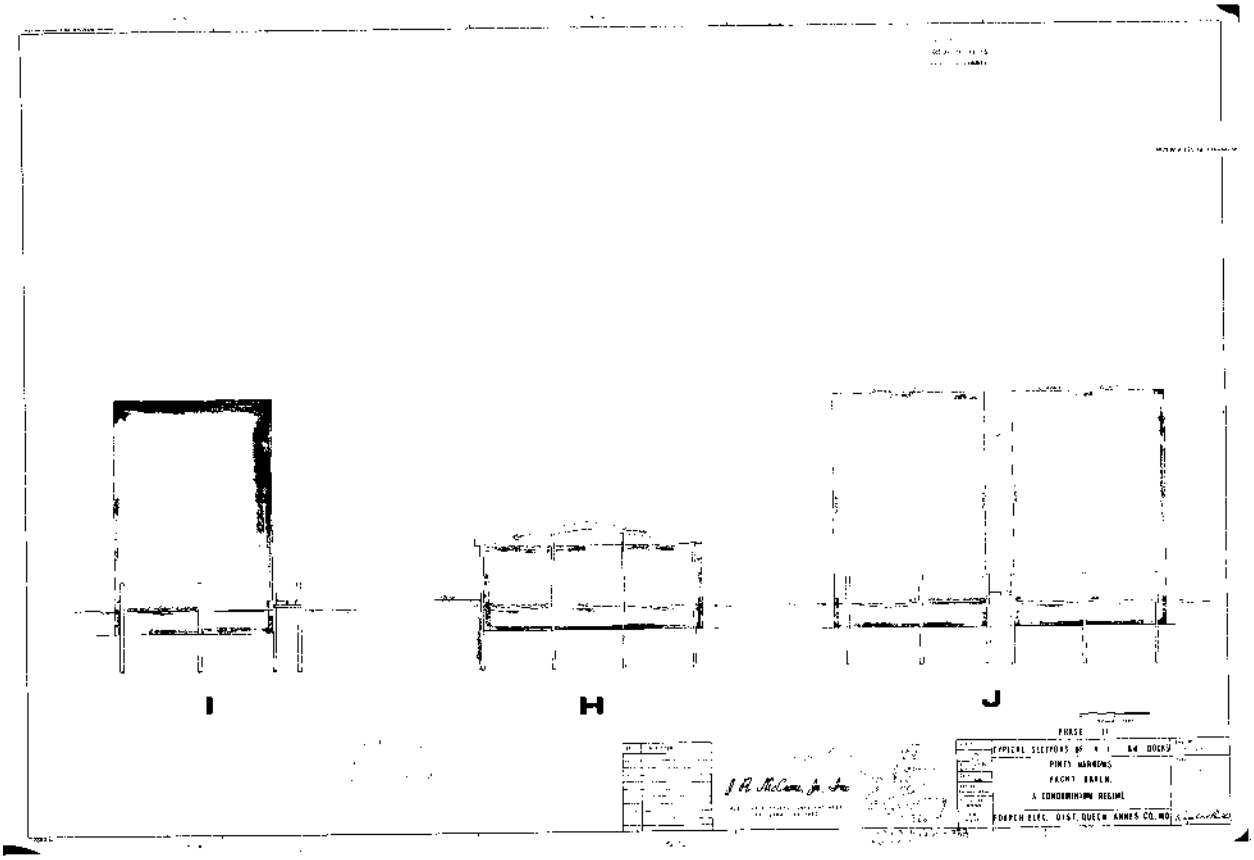
Historic Image 5: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Plan of Docks F and G and Utility Unit 1
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1980/12/19. Piney Narrows Yacht Haven Condominiums; Land Record MWM 370, folio 636-640. Plat Book MWM 5, page 16. MSA S1251-60.



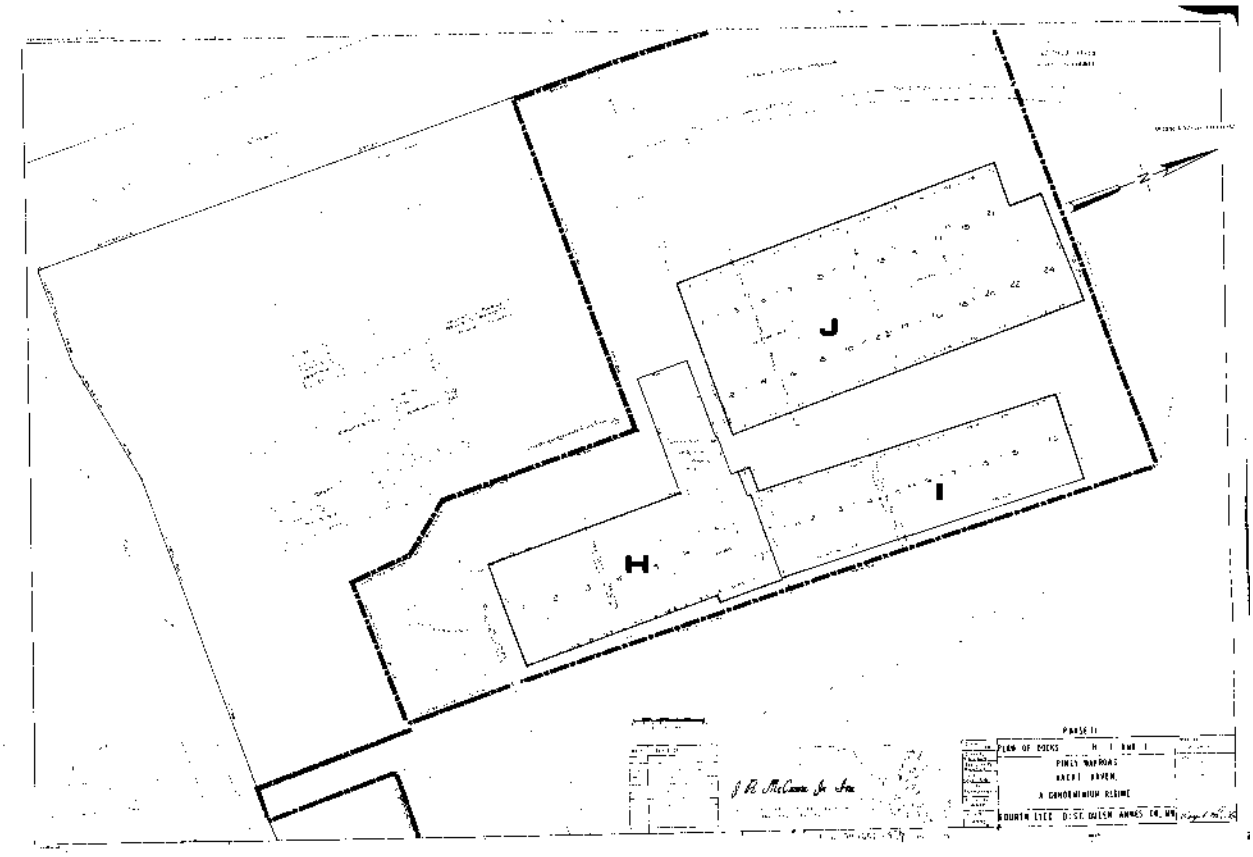
Historic Image 6: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Typical Sections of Docks Gas, A, B, C, D, E, F, G, and B.H.S.
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1980/12/19. Piney Narrows Yacht Haven Condominiums; Land Record MWM 370, folio 636-640. Plat Book MWM 5, page 17. MSA S1251-60.



Historic Image 7: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Plan of Docks F and G and Utility Unit 1 (Revised)
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1982/06/30. Piney Narrows Yacht Haven, Phase 1, Docks H-G, Utility Unit 1; Land Record MWM 186, folio 443. Plat Book MWM 5, p. 40. MSA S1251-998.

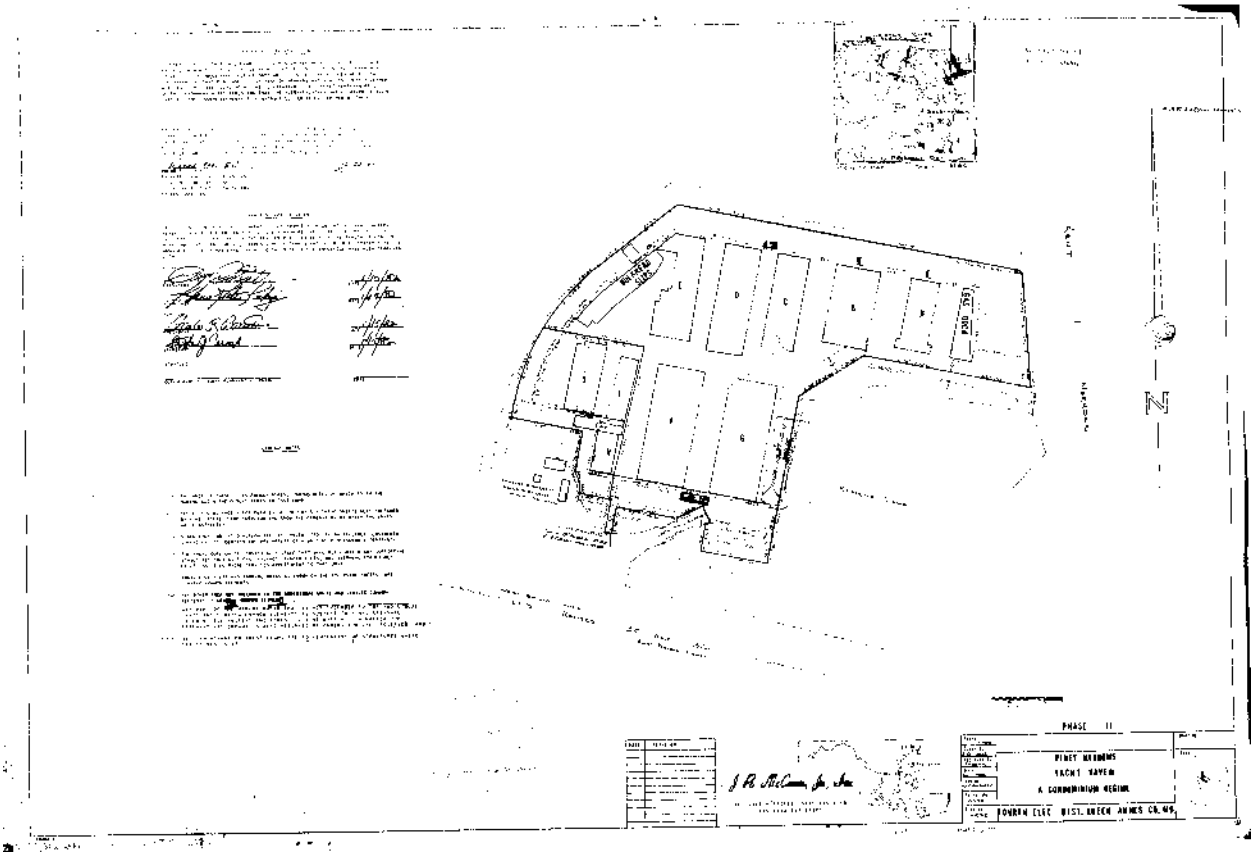


Historic Image 8: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase II, October 1981: Typical Sections of I. J. and H Docks
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1982/06/30. Piney Narrows Yacht Haven, Phase 2, Docks H-J; Land Record MWM 186, folio 442. Plat Book MWM 5, p. 39. MSA S1251-988.



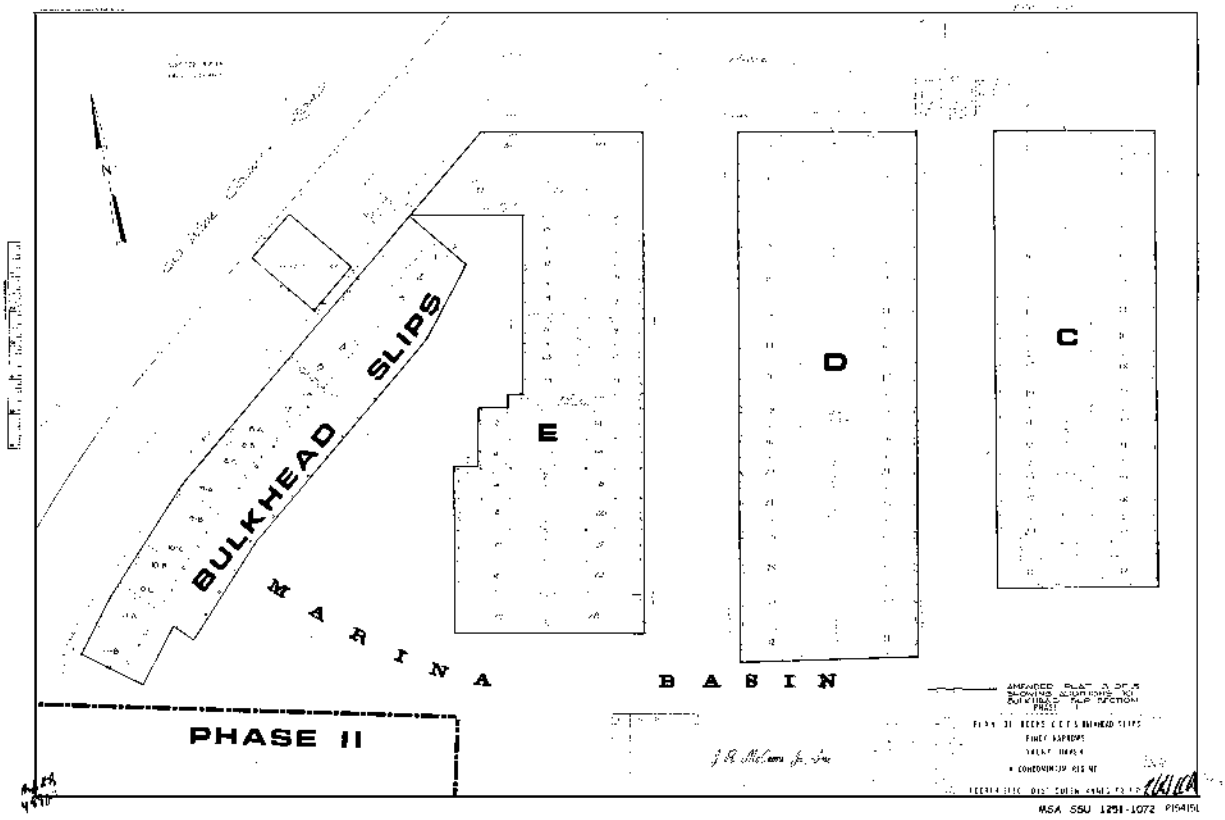
Historic Image 9: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase II, October 1981: Plan of Docks H, I, and H

Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1982/06/30. Piney Narrows Yacht Haven, Phase 2; Land Record MWM 186, folio 440. Plat Book MWM 5, p. 37. MSA S1251-986.



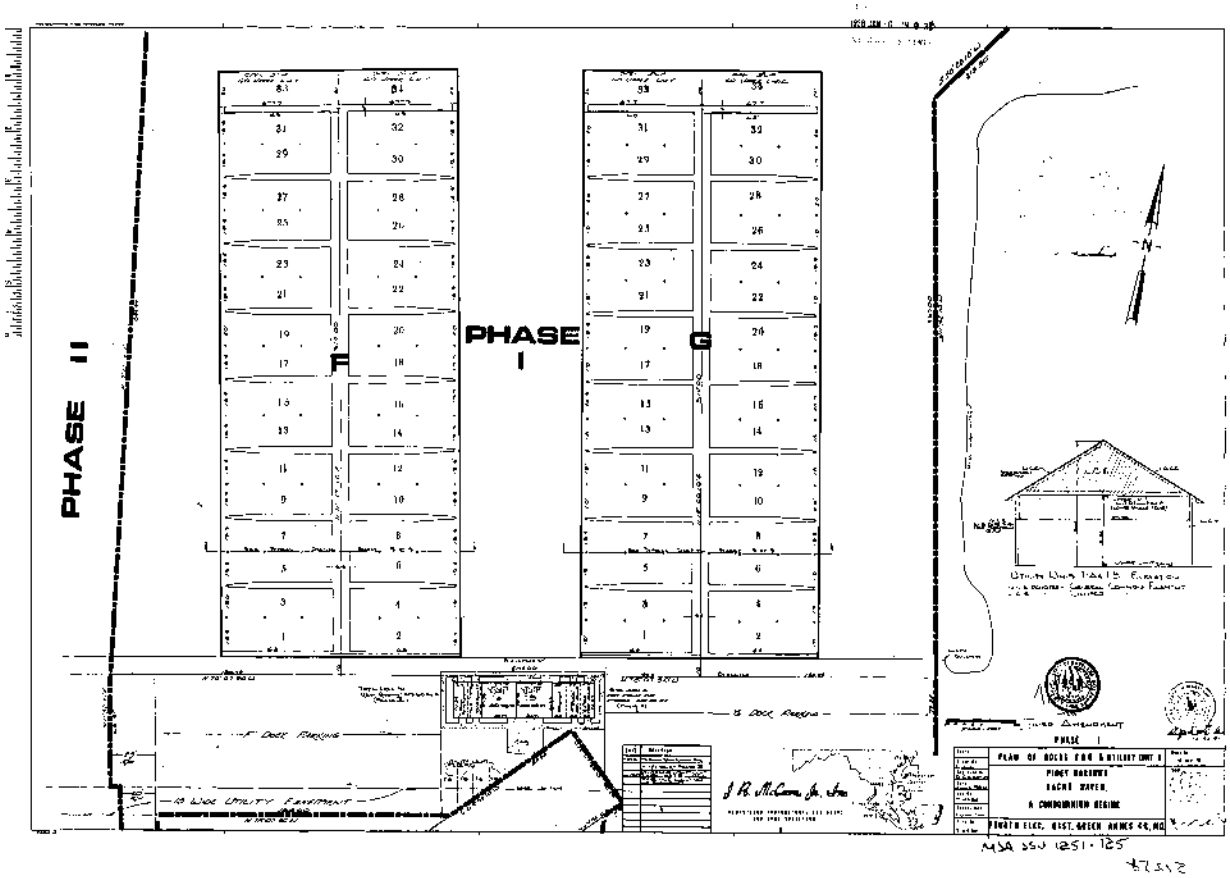
Historic Image 10: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase II, October 1981: Overview

Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1982/06/30. Piney Narrows Yacht Haven, Phase 2; Land Record MWM 186, folio 440. Plat Book MWM 5, p. 37. MSA S1251-986.



Historic Image 11: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase I, October 1981: Plan of Docks H, I, and H, Plan of Docks C, D, E, and Bulkhead Slips, Amended Plat Showing Additions to Bulkhead Slip Section, Revised 1985.
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1985/10/22. Piney Narrows Yacht Haven, Phase 1, Docks C, D, E and Bulkhead Slips, Revision. Plat Book MWM 7, p. 24. MSA S1251-1072.

QA-723
Piney Narrows Yacht Haven
500 Piney Narrows Road
Chester, Queen Anne's County, Maryland



Historic Image 12: Plan, Piney Narrows Yacht Haven, a Condominium Regime, Phase 1, June 1980: Plan of Docks F and G and Utility Unit 1, Third Amendment, Revised 1988
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Subdivision Plats, QA). 1988/01/06. Piney Narrows Yacht Haven Condominium, Phase 1, Third Amendment, Docks F-G, Utility Unit 1. Plat Book MWM 10, p. 30. MSA S1251-125.



One of the first marinas in Maryland to convert slips to condominium ownership is Piney Narrows Yacht Haven at Kent Narrows on the Eastern Shore. Sales are reported brisk and other marina owners hope to take advantage of the interest.

Historic Image 13: Photo of Piney Narrows Yacht Haven, 1981
Photo Source: Holechek, James. "Condo conversions at marinas bring opportunities to invent in their wake." *The Sun* (Baltimore, MD), February 22, 1981, page H2. Newspapers.com

Piney Narrows Yacht Haven

Location: 500 Piney Narrows Road
City: Chester

QA-723
Queen Anne's County



Parcel Boundaries

Contributing Resources

Non-Contributing Resources

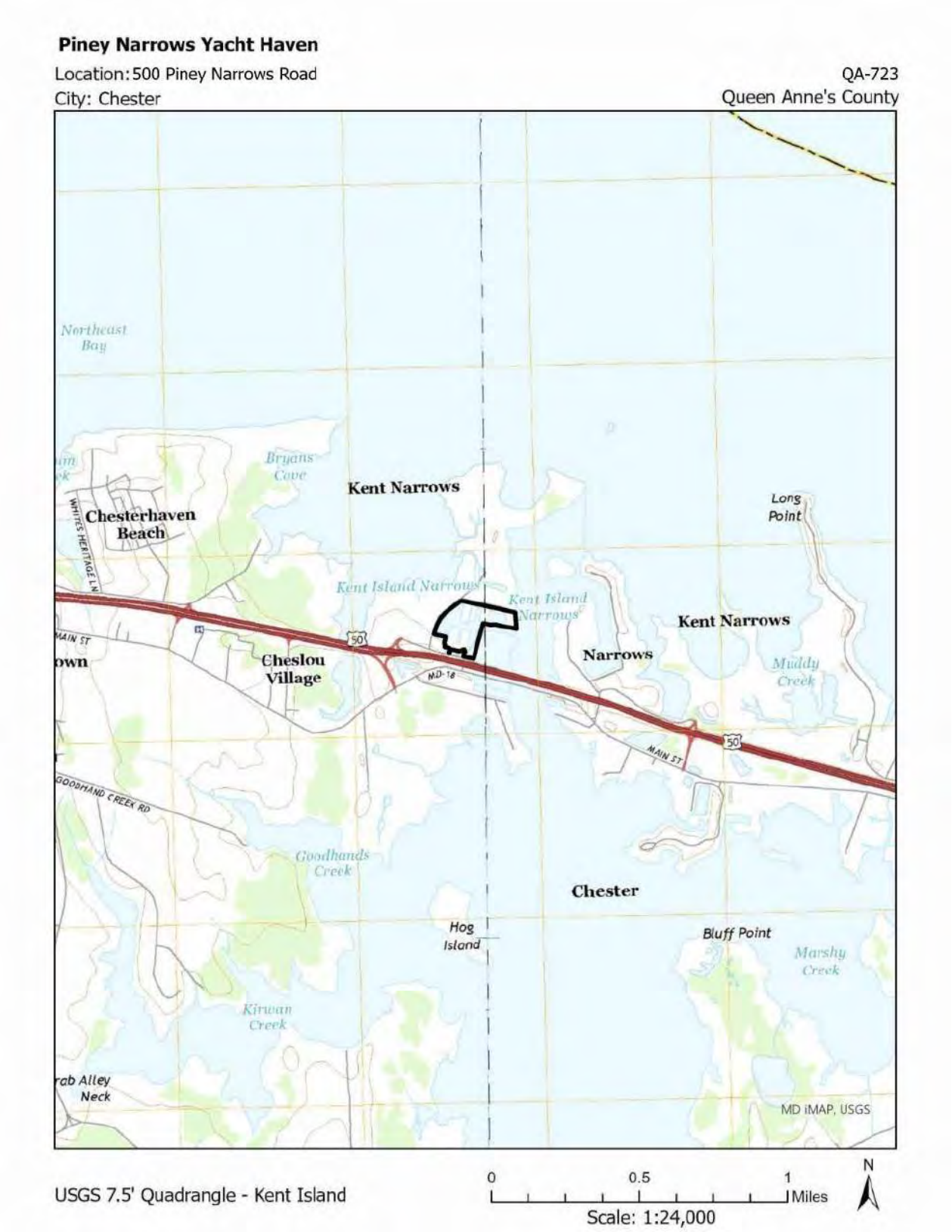
0 255 510 US Feet

Scale: 1:2,600

N

Contributing (C) or Non-Contributing (NC)	Building Name	Date Constructed	Notes
C	Basin	Between 1963 and 1966	
C	Clubhouse/Office/Ship's Store	Circa-1967	
C	Pool	Circa-1967	
C	Gas Dock	Between 1967 and 1969	
C	Dock A	Between 1963 and 1978	
C	Dock A Restrooms	Between 1963 and 1978	
C	Dock B	Between 1963 and 1978	
C	Dock B Restrooms	Between 1963 and 1978	
C	Dock C	Between 1963 and 1978	
C	Dock D	Between 1963 and 1978	
C	Dock E	Between 1963 and 1978	
C	Docks C, D, and E, and Bulkheads Restrooms	Between 1963 and 1978	
C	Dock E Utility Building/Lockers	Between 1963 and 1978	
C	Dock F	Between 1963 and 1978	
C	Dock F Lockers	Between 1963 and 1978	
C	Dock G	Between 1963 and 1978	Its presumably-wood front-gable roof was replaced circa-2008 with a front-gable metal roof
C	Dock G Lockers	Between 1963 and 1978	
C	Utility Unit 1/Docks F and G Restrooms	Between 1963 and 1978	
C	Dock H	Between 1963 and 1978	
C	Dock I	Between 1963 and 1978	
C	Dock J	Between 1963 and 1978	
C	Travelift	Between 1963 and 1978	
NC	Bulkhead Slips	Between 1963 and 1978; Between 1982 and 1985	The northmost bulkhead slip was built between 1963 and 1978, while the other seven were built between 1982 and 1985
C	Dock A Lockers	Between 1978 and 1982	
NC	Electrical Panel Building	Between 1982 and 1998	
NC	Dock J Lockers	Between 1982 and 1998	
NC	Dock H Lockers	Circa-1990s	
NC	Concessions Stand	Early-to-Mid 1990s	
NC	Utility Unit 1/Docks F and G Restrooms Shed	Between 2010 and 2013	
NC	Gambrel-Roof Shed	Between 2013 and 2016	
NC	Pool Outbuilding	Between 2019 and 2021	
NC	Garage	Between 2023 and 2024	
NC	Metal Shipping Container	Between 2023 and 2024	

MAPS


Piney Narrows Yacht Haven
Location: 500 Piney Narrows Road
City: Chester
QA-723
Queen Anne's County
Northeast Bay
Bryans Cove
Kent Narrows
Chesterhaven Beach
WHITES HERITAGE LN
Long Point
Kent Island Narrows
Kent Island Narrows
Kent Narrows
MAIN ST
50
Cheslou Village
MD-18
Narrows
Muddy Creek
50
MAIN ST
GOODHAND CREEK RD
Goodhands Creek
Chester
Hog Island
Bluff Point
Marshy Creek
Kirwan Creek
rab Alley Neck
MD iMAP, USGS
USGS 7.5' Quadrangle - Kent Island
0
0.5
1
Miles
Scale: 1:24,000
N

MAPS

Piney Narrows Yacht Haven

Location: 500 Piney Narrows Road
City: Chester

QA-723
Queen Anne's County



PHOTOGRAPHS



Photo 1 of 24: Looking south on Piney Narrows Road at Clubhouse/Office/Ship's Store, Dock A Lockers, Dock A Restrooms



Photo 2 of 24: Looking southwest on Piney Narrows Road at Docks B, C, and D, and Docks C, D, and E, and Bulkheads Restrooms

PHOTOGRAPHS



Photo 3 of 24: Looking southeast on Piney Narrows Road at Docks D, C, B, and Docks C, D, and E, and Bulkheads Restrooms, with the office in the background



Photo 4 of 24: Looking northeast on Piney Narrows Road at Bulkhead Slips Section and Electrical Panel Building with Dock E, Dock D, and Dock F in background

PHOTOGRAPHS



Photo 5 of 24: Looking northeast on Piney Narrows Road from western corner of marina at Dock J



Photo 6 of 24: Looking northeast on Piney Narrows Road from western corner of marina at sign with Docks H and F in background

PHOTOGRAPHS



Photo 7 of 24: Clubhouse/Office/Ship's Store, south and east elevations, looking northwest



Photo 8 of 24: Clubhouse/Office/Ship's Store, west and south, looking northeast

PHOTOGRAPHS



Photo 9 of 24: Dock A Lockers, with Dock A Restrooms, looking west



Photo 10 of 24: Dock A Restrooms, south elevation and west façade, looking northwest

PHOTOGRAPHS



Photo 11 of 24: Dock B and Dock B Restrooms, looking southwest



Photo 12 of 24: Interior of Dock C, looking south

PHOTOGRAPHS



Photo 13 of 24: Docks C, D, and E, and Bulkheads Restrooms, south façade and east elevation, looking northwest



Photo 14 of 24: Dock E Utility Building/Lockers, looking south

PHOTOGRAPHS



Photo 15 of 24: Looking north from Piney Narrows Road at Docks H and F



Photo 16 of 24: Dock F Lockers, looking north

PHOTOGRAPHS



Photo 17 of 24: Dock G Lockers, looking northeast



Photo 18 of 24: Utility Unit 1/Docks F and G Restrooms and Shed, looking southwest

PHOTOGRAPHS



Photo 19 of 24: Electrical Panel Building, looking south



Photo 20 of 24: Dock J Lockers, looking west

PHOTOGRAPHS



Photo 21 of 24: Dock H Lockers, looking northwest



Photo 22 of 24: Concessions Stand in recreation area, looking southeast

PHOTOGRAPHS



Photo 23 of 24: Pool Outbuilding, with Clubhouse/Office/Ship's Store in background, looking southeast



Photo 24 of 24: Garage, Gambrel-Roof Shed, and Metal Shipping Container, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-723 Piney Narrows Yacht Haven

PHOTO LOG

Number of Photos: **24**
Name of Photographer: **Sara Wilson; Becky Yousaf**
Date of Photographs: **2023-12-05; 2024-06-19**
Location of Original Digital File: **MHT**
File Format: **QA-723_2023-12-05; 2024-06-19_01.tif… etc.**

Photographs inserted on continuation sheets:

QA-723_2023-12-06_01.tif
Photo 1 of 24: Looking south on Piney Narrows Road at Clubhouse/Office/Ship's Store, Dock A Lockers, Dock A Restrooms

QA-723_2023-12-06_02.tif
Photo 2 of 24: Looking southwest on Piney Narrows Road at Docks B, C, and D, and Docks C, D, and E, and Bulkheads Restrooms

QA-723_2023-12-06_03.tif
Photo 3 of 24: Looking southeast on Piney Narrows Road at Docks D, C, B, and Docks C, D, and E, and Bulkheads Restrooms, with the office in the background

QA-723_2023-12-06_04.tif
Photo 4 of 24: Looking northeast on Piney Narrows Road at Bulkhead Slips Section and Electrical Panel Building with Dock E, Dock D, and Dock F in background

QA-723_2023-12-06_05.tif
Photo 5 of 24: Looking northeast on Piney Narrows Road from western corner of marina at Dock J

QA-723_2023-12-06_06.tif
Photo 6 of 24: Looking northeast on Piney Narrows Road from western corner of marina at sign with Docks H and F in background

QA-723_2024-06-19_07.tif
Photo 7 of 24: Clubhouse/Office/Ship's Store, south and east elevations, looking northwest

QA-723_2024-06-19_08.tif
Photo 8 of 24: Clubhouse/Office/Ship's Store, west and south, looking northeast

QA-723_2024-06-19_09.tif
Photo 9 of 24: Dock A Lockers, with Dock A Restrooms, looking west

QA-723_2024-06-19_10.tif
Photo 10 of 24: Dock A Restrooms, south elevation and west façade, looking northwest

QA-723_2024-06-19_11.tif
Photo 11 of 24: Dock B and Dock B Restrooms, looking southwest

QA-723_2024-06-19_12.tif
Photo 12 of 24: Interior of Dock C, looking south

QA-723_2024-06-19_13.tif
Photo 13 of 24: Docks C, D, and E, and Bulkheads Restrooms, south façade and east elevation, looking northwest

QA-723_2024-06-19_14.tif
Photo 14 of 24: Dock E Utility Building/Lockers, looking south

QA-723_2023-12-06_15.tif
Photo 15 of 24: Looking north from Piney Narrows Road at Docks H and F

PHOTO LOG

QA-723_2024-06-19_16.tif
Photo 16 of 24: Dock F Lockers, looking north

QA-723_2024-06-19_17.tif
Photo 17 of 24: Dock G Lockers, looking northeast

QA-723_2024-06-19_18.tif
Photo 18 of 24: Utility Unit 1/Docks F and G Restrooms and Shed, looking southwest

QA-723_2024-06-19_19.tif
Photo 19 of 24: Electrical Panel Building, looking south

QA-723_2024-06-19_20.tif
Photo 20 of 24: Dock J Lockers, looking west

QA-723_2024-06-19_21.tif
Photo 21 of 24: Dock H Lockers, looking northwest

QA-723_2024-06-19_22.tif
Photo 22 of 24: Concessions Stand in recreation area, looking southeast

QA-723_2024-06-19_23.tif
Photo 23 of 24: Pool Outbuilding, with Clubhouse/Office/Ship’s Store in background, looking southeast

QA-723_2024-06-19_24.tif
Photo 24 of 24: Garage, Gambrel-Roof Shed, and Metal Shipping Container, looking southeast