Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

# CULTURAL RESOURCES TECHNICAL REPORT

## Volume 3: Architectural Historic Properties Identification

## APPENDIX C

## NATIONAL REGISTER EVALUATION FORMS

## PART 2: DOE FORMS

Maryland Transportation Authority
MDTA

**JANUARY 2026**

# DOE Forms

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Governor Ritchie Highway, Annapolis Boulevard** Inventory Number: **AA-0004**

Address: Governor Ritchie Highway (MD 2) Historic District:

City: Multiple Zip Code: Multiple County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Maryland Department of Transportation Tax Account ID Number: N/A

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

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Emily Dodson Date Prepared: November 12, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

Governor Ritchie Highway (MD 2) spans 18.1 miles connecting Annapolis to Baltimore. The dual highway extends south from Hanover Street at the intersection with Montgomery Street in Baltimore City and terminates at US 50/ 301 to the south where it becomes Rt. 450. The portion included in this survey is the Anne Arundel County section, which begins at the Baltimore City/Anne Arundel County line south of Interstate 895 (I-895). The north quarter of the resource gently winds south, passing over Interstate 695 and intersecting with Baltimore-Annapolis Boulevard. The remaining three quarters of the resource run southeast in a straight line, passing under MD 100 at a three-clover-leaf interchange and intersecting with numerous arterial and local roads. Commercial development is extensive along the section between Interstate 695 (I-695) and MD 100, which passes through Glen Burnie and Severna Park/Pasadena, while the south portion is characterized by adjacent residential developments. The south portion of the highway is frequently lined with trees between intersections and commercial centers.

**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**

*Governor Ritchie Highway, circa 1934-1940*

Governor Ritchie Highway is an 18.1-mile long, paved, state-maintained highway. It primarily consists of two two-lane roadways each 24 feet wide, running from S. Hanover Street to the Naval Academy Bridge. The west roadway carries southbound traffic, while the east carries northbound traffic. Left-turn lanes and exit/entrance lanes widen each roadway before and after most intersections. The median dividing the north and southbound lanes of traffic varies in width and material, either concrete or grass. The highway intersects with four highways and numerous smaller roadways. For ease of discussion, the highway's description is divided into four sections roughly based on the road's character, starting from the north.

S. Hanover Street to north of I-695

From S. Hanover Street to near the I-695 overpass, the highway is four lanes divided by a central median with occasional turn lanes. Typically, the median is landscaped with small trees, but concrete medians are also common in this section. Major intersections include Patapsco Avenue, Belle Grove Road, Hammonds Lane/Walton Avenue, and are primarily four-legged signalized intersections with turn lanes. The road consists of straight segments, surrounded by dense early twentieth-century suburban development at the north end and mid- to late twentieth-century suburban development at the south end. The overpass (circa 1971) carrying Governor Ritchie Highway over Interstate 695 and the accompanying irregular three directional interchange are surrounded by dense woodlands.

I-695 to Baltimore-Annapolis Boulevard in Glen Burnie

From just north of the I-695 overpass, the southbound roadway widens to three lanes, while the northbound roadway retains two lanes. The highway continues in this form with intermittent landscaped or concrete medians south to Dover Road; portions include a three-lane northbound roadway and a two-lane southbound roadway. From Dover Road to Baltimore-Annapolis Boulevard, the highway narrows to four lanes divided by a continuous landscaped median with trees, broken only by intersections with smaller roads. Major intersections in this section are at I-695, which is an irregular three-directional interchange with an offset ramp connecting northbound traffic to eastbound lanes. Other intersections with minor roadways are typically four-way signalized intersections. This section of the highway is primarily straight but begins to curve to the southeast as it intersects with Baltimore-Annapolis Boulevard. In this section, the surrounding area is characterized by dense suburban twentieth-century commercial development. The bridge over Sawmill Creek (Structure 0200600) is original to the road's construction.

Baltimore-Annapolis Boulevard to Cypress Creek Road

At Baltimore-Annapolis Boulevard is a skewed four-way signalized intersection (circa 1950). Between Baltimore-Annapolis Boulevard and Marley Station Road, the highway is generally four lanes with a continuous landscaped median reaching approximately 35 feet at its widest. This wider median often has a more natural appearance than the regular rows of trees or cut grass present to the north. Between Marley Station Road and Wishing Rock Road, the highway alternates between two southbound lanes and three or two northbound lanes, divided by concrete medians. From Wishing Rock Road to Cypress Road, the highway has four lanes of traffic divided by a landscaped median. The major intersections in this section include a three-leaf clover interchange with MD 100, which was improved from an earlier intersection circa 1981, and a T-intersection with offset on-ramps for MD 10 (circa 1994). Other intersections with minor roadways are typically four-way signalized intersections. In this section, the surrounding area is characterized by dense suburban twentieth-century commercial and residential development in the north half and commercial centers separated by wooded areas in the south half. The bridges over Marley Creek and Branch of Marley Creek (Structures 0212800 and 0200700) are original to the road's construction.

Cypress Creek Road to the Naval Academy Bridge

Between Cypress Creek Road and the Naval Academy Bridge, the highway is generally four lanes divided by long stretches of a landscaped median up to 35 feet wide planted with regular rows of trees or grass, with some sections featuring a more natural appearance. The highway widens to six lanes between Jones Station Road and Arnold Road. This section is straight until just south of US 50/301, where it curves to the southwest north of the bridge. As it curves, the median widens and contains the Maryland World War II Memorial, the Maryland Goldstar Family Memorial, and the Governor Ritchie Scenic Overlook (AA-3). The road has mild undulations following the topography of the area. Major intersections in this section are four-way intersection (circa 1994) at Jones Station Road, a Y-intersection (circa 1981) at College Parkway, and an irregular partial cloverleaf interchange (circa 1950) with US 50/301 where the southbound lanes of Ritchie Highway split into on-ramps, and off-ramps merge to form the northbound lanes. In this section, the surrounding area is characterized by wooded areas with sparse residential development interrupted by pockets of late-twentieth century commercial development.

**HISTORIC CONTEXT**

In the 1930s, Maryland's State Roads Commission (SRC) made plans using Public Works Administration (PWA) funds for two dual highways that were planned and constructed almost concurrently. In response to the Great Depression, the PWA dedicated federal funds for large-scale public works projects. One was what would become the Governor Ritchie Highway, while the other was referred to as the Philadelphia Road, which later became the Governor Nice Highway (US 40). The Philadelphia Road's dual highway was planned to run from Baltimore to Havre de Grace through Aberdeen, with the dual highway representing "the newest and best ideas in road building" and intended to "greatly facilitate the flow of traffic" and "through its parked center area… add to the attractiveness of the road" (The Baltimore Sun, 1934a).

Governor Ritchie Highway largely replaces the route of an earlier two-lane road known as Annapolis Boulevard, which connected Baltimore to Annapolis. Efforts to improve this highway began as early as 1933, when the SRC approved plans to reconstruct "the Annapolis Boulevard as a dual highway to Glen Burnie… with two 20-foot roads, separated by a grassed space of about 50-foot width, to reduce the present high death rate from head-on collisions" (The Evening Sun, 1933). The SRC ultimately planned to convert the entirety of the boulevard between Baltimore and Annapolis to a dual highway, but funding only allowed for a piecemeal conversion. In 1934, the SRC received bids to begin the project by converting the three-mile stretch of Annapolis Boulevard from the Baltimore City line at Brooklyn south to Furnace Branch. The original Annapolis Boulevard was converted to be the northbound lanes, though its alignment and grading were updated to be less "tortuous;" the southbound lanes consisted of a new concrete road parallel to the existing Annapolis Boulevard alignment and separated from it by a six-foot "parked area" (The Baltimore Sun, 1934b). Construction on the first section of the dual highway between Brooklyn and Furnace Branch began in June 1934, ending a 25-year battle "waged by residents of the road and various improvement associations to have the boulevard modernized" (The Baltimore Sun, 1934c). This section was completed in the summer of 1935 and consisted of two 20-foot roads separated by a six-foot-wide "parked area" (SRC, 1934: 35).

In October of 1935, the PWA grant expected by the SRC was halved, casting doubt on the completion of the dual highway between Baltimore and Annapolis (The Baltimore Sun, 1935a). Two months later, in December 1935, the SRC announced a new program of road improvements including plans to construct a dual highway consisting of two twenty-foot roads separated by a fifty-foot park area along the Old Annapolis Boulevard between Glen Burnie and Robinson (The Baltimore Sun, 1935c). The plans for this seven-mile section also included the relocation and straightening of the existing roadway, "eliminating the many sharp curves and inadequate sight distances existing along the present road" (SRC, 1937: 3). The plans included construction of an "improved single highway" from south of Lipin's Corner to Annapolis (The Baltimore Sun, 1935b). However, obtaining rights of way delayed the work (The Evening Sun, 1936). By June of 1937, the Furnace Branch to Glen Burnie section was in progress (The Evening Sun, 1937a).

In 1936, the SRC made plans to undertake "a comprehensive roadside beautification program," and the new Annapolis Boulevard slated to be the program's first project, with work starting in 1937 (SRC, 1939: 16). However, locals already were concerned about the new road's impact on the existing landscape. In August of 1937, a state forester accused the SRC of "needlessly destroying trees" along the new Annapolis Boulevard, though the SRC maintained it only removed trees "where they are the type with long roots which would undermine the pavement" and left "those trees which are in the proposed parkway" (The Baltimore Sun, 1937a). Later, the SRC reported that "it was decided to preserve as far as practicable and economical, as much of the natural scenic beauty, particularly trees and shrubs, as possible, and the result has been very favorably commented upon by the public" (SRC, 1939: 41).

Work continued slowly on the Furnace Branch to Glen Burnie section, which cut through "the dense marsh undergrowth and forest east of the existing road [Annapolis Boulevard] to permit filling in the approaches to a proposed culvert (The Baltimore Sun, 1937b). Construction was further delayed by bad weather, which washed out already completed grading, and the relocation of several houses (The Baltimore Sun, 1937c).

By January 1938, the new dual highway replacing the Annapolis Boulevard was known as the Governor Ritchie Highway, named for Maryland's governor between 1920 and 1935 who promoted the construction of the highway. In 1937, the SRC began working on sections far south of the Furnace Branch to Glen Burnie section. In 1938, a three-mile stretch of the single highway between Robinson and Jones Station was opened to traffic. The dual roadways of Ritchie Highway ended at Furnace Branch and the new straight road continued south as a twenty-foot-wide two-lane concrete road, though the right of way spanned 150 feet and had been graded in anticipation of expanding the dual highway (The Baltimore Sun, 1938a).

In April 1938, work on the Governor Ritchie Highway focused on three sections: a five-mile section between Jones Station and the approach of the Severn River bridge, a section between Marley and Robinson, and a section between Mid-Orchards and Glen Burnie (The Baltimore Sun, 1938b). By June 1938, the new Governor Ritchie dual highway was opened without ceremony between Robinson and Glen Burnie, roughly eight miles in length. The SRC's Chief Engineer Nathan L. Smith stated, "We couldn't see any point in making a lot of fuss" and added that the highway was open to two lanes of traffic for three miles and one lane for five

miles, with the hope that the entire highway from Baltimore to Annapolis would eventually have dual lanes (The Daily Times, 1938). Between Glen Burnie and Lipins Corner, "considerable landscaping was done by contract, which covered seeding of the park area, sodding cut slopes and planting of shrubbery" (SRC, 1939: 41).

By late 1938, the single-lane highway between Marley Station and Jones Station was completed, connecting Brooklyn to the Severn River; the construction of the second lane was in progress (The Baltimore Sun, 1938c). However, work was delayed by the replacement of at least sixty feet of pavement after the earth below the road sunk, leading some to criticize the fast pace of construction, arguing it did not allow sufficient time for grading to settle (The Baltimore Sun, 1938d). By December 1938, only the sections between Jones Station and the Severn River bridge and between Lipin's Corner and Jones Station remained to be constructed, with construction forces rushing to complete the work (The Baltimore Sun, 1938e).

On April 27, 1940, Governor Herbert O'Connor dedicated the Governor Ritchie Highway as Maryland's new streamlined dual-lane highway. The dedication ceremonies were held at the Governor Ritchie Scenic Overlook (AA-3) overlooking the Severn River bridge and the Naval Academy, where the dual highway terminated. Approximately 4,000 people attended the ceremony, where the governor noted its significance: "This event, signalizing as it does the completion of a well-developed artery of traffic, is a twenty-fold milestone toward Maryland's destiny as a state of good roads" (The Cumberland Evening Times, 1940). In 1949, an advertisement for Kent Island Estates sought to tempt buyers by referencing the new roadway: "Treat yourself to this pleasant and relaxing drive down a scenic dual lane highway" (The Baltimore Sun, 1940b).

Although Governor Ritchie Highway was designed as a scenic parkway, concerns about its commercialization were prevalent throughout its construction and increased after its completion. An editorial from April 1940 states: "Long before the Ritchie Highway was completed, the Garden Clubs of Maryland and many thoughtful residents of Anne Arundel county took steps to line the roadside with shrubbery and trees native to the surrounding countryside and to protect the traffic artery against invasion by commercial interests… Commercial interests, however, have started an invasion, and under the present Anne Arundel county laws, it cannot be stopped nor, to any appreciable extent, controlled (The Baltimore Sun, 1940a). By October 1940, legislation was introduced to allow the SRC to transform the Governor Ritchie Highway into a limited-access highway, "on which roadside development could be strictly controlled" (The Baltimore Sun, 1940c). The SRC reported that commercial development increased accidents, slowed down traffic, increased wear and tear on the road, lowered property values in the general area, and decreased the popularity of the road with motorists. They also reported that the Ritchie Highway already had 60 dwellings and 31 commercial establishments. Arguing that a scenic roadway could attract more tourists already in the Baltimore and Washington vicinities, the SRC stated "'a close succession of gasoline stations, billboards, lunchrooms, tourist camps, and dance halls destroys the natural scenic attractions of any piece of highway'" (The Baltimore Sun, 1940c). However, by 1952, the Anne Arundel County of Board of Commissioners approved an exception to its rule against commercial zones along Ritchie Highway, opening the door to increased commercialization (The Baltimore Sun, 1952).

In 1953, the SRC announced the need for a new roads program, stating that even Maryland's new dual highways were fast becoming obsolete (The News, 1953). In summer 1953, the SRC published plans to update the "worst section of the Ritchie Highway," which consisted of a four-mile section south of Glen Burnie; the updates included resurfacing with asphalt and widening the highway by adding four feet from the central parkway to each roadway (The Baltimore Sun, 1953a). By October 1953, the section of highway between Mountain Road and Revell Highway (later US 50) was intended to be similarly widened and resurfaced with asphalt (The Baltimore Sun, 1953b).

Between the 1950s and the 1970s, several of Governor Ritchie Highway's major intersections were updated as surrounding roads were widened or constructed. Built between 1955 and 1966, Interstate 695 terminated at Governor Ritchie Highway in a T-intersection (NETROnline, 1957). The current overpass carrying Governor Ritchie Highway over Interstate 695 and the surrounding irregular three directional interchange was built by 1971 (NETROnline, 1971).

Governor Ritchie Highway's intersection with Baltimore Annapolis Boulevard in Glen Burnie appears to largely match its current arrangement on the earliest available aerial in 1957 (NETROnline, 1957). The median appears wider and has fewer trees in 1957, but the intersection appears to the same skewed four-way signalized cross intersection. The center turn lanes appear to have been added by 1966 (NETROnline, 1966).

In the late 1950s, the east half of what would become MD 100 is visible joining Governor Ritchie Highway in a Y-intersection (NETROnline, 1957). By 1966, MD 100 had been constructed, and this intersection was improved to a partial cloverleaf intersection with MD 100 passing over Governor Ritchie Highway (NETROnline, 1966). By 1981, the interchange was improved to its current three-clover-leaf arrangement.

The irregular partial cloverleaf interchange between Governor Ritchie Highway and US 50 is seen on the earliest available aerial in 1957 (NETROnline, 1957). Research indicates that US 50 was widened into a dual highway in the early 1950s, along the

construction of the Chesapeake Bay Bridge, suggesting that the interchange with Governor Ritchie Highway was added at that time. Ritchie Highway continued to be updated throughout the latter half of the twentieth century. In the 1970s, the State Highway Administration (previously the SRC) announced that almost "50 crossovers on the Ritchie Highway between Routes 100 and 301 will be upgraded" through a comprehensive project that will "include the construction of new left turn lanes and right exit lanes in a number of locations on the highway and major changes in signalization along the thoroughfare" (The Capital, 1972). After 1987, a third traffic lane in both directions was added before and after the highway's major intersections to relieve congestion (The Baltimore Sun, 1987).

Anne Arundel County experienced rapid growth throughout the latter half of the twentieth century and into the twenty-first. As the population dramatically increased, so too did development along major roadways, including Ritchie Highway. By the 1970s, the scenic highway had lost much of its natural beauty and become a suburban corridor (Diehlman et al. 2024). In reference to the widening of another parkway, one state highway administrator stated, "the last thing the state wants to do is 'turn [the parkway] into a Ritchie highway mess instead of the gorgeous parkway that it is'" (The Baltimore Sun, 1974).

*Dual Highway Construction*

The modern parkway or scenic dual highway has its roots in the landscape architecture and park and city planning of the late nineteenth and early twentieth centuries. Large urban parks like Central Park in New York and Prospect Park in Brooklyn quickly became popular for recreation and helped alleviate the crowded conditions of rapidly growing, industrializing cities in the nineteenth century. This success led to the development of parks on the outskirts of urban areas, covering larger geographical areas. Streets, boulevards, or carriageways with park-like features were created, known as "parkways," to connect the parks. To mitigate issues with oncoming traffic, a median of varying widths divided a single four-lane roadway into two separate two-lane roadways, each heading in opposite directions on independent alignments within the right-of-way. Some of the earliest parkways date to the mid-nineteenth century and were often associated with a larger urban park (LANDSCAPES 1998).

In the early twentieth century, however, parkways began to extend and link cities to recreational areas farther away. After 1930, there were parkways ranging 38, 90, and even 500 miles on the Merritt, Taconic, and Blue Ridge Parkways, respectively. Often requiring more time and funds, these roadways were built in sections and typically became toll roads. Other parkways, especially those initiated by the federal government, were funded through "make work" programs, using Civilian Conservation Corps (CCC) labor or funds from the National Industrial Recovery Act (NIRA) and Works Progress Administration (WPA). Due to significant federal funding before World War II, more miles of parkway were planned between 1930 and the onset of the war than in any other period. This, combined with design refinements, made the 1930s the golden age of parkway design. Some parkways from this era exemplify the parkway concept, such as the Blue Ridge Parkway and the Taconic Parkway (LANDSCAPES 1998).

Urban and regional parkways built in the 1930s were designed to address both recreational needs, urban growth, and traffic management in both urban centers and the surrounding regions. Unlike their predecessors, they focused more on efficiently moving people through the corridor rather than just providing a pleasant recreational space. Limited access on these parkways meant they were restricted to passenger vehicles, excluding commercial vehicles. This approach helped bring order and beauty to congested environments, revitalizing traffic flow and supporting urban development. Urban and regional parkways built in the 1930s were designed not only for recreation but also to plan for urban growth and manage traffic. As a development tool, these parkways aimed to improve traffic flow and enhance the quality of life in and around cities (LANDSCAPES 1998).

The Merritt Parkway, a 38-mile urban/regional parkway in Connecticut, exemplifies the design changes in parkway planning after 1930. Although authorized in 1927, construction funds were secured only by 1935, with the Connecticut State Highway Commission overseeing the project. The parkway was designed to connect with the Hutchinson River Parkway, extending the commuting route from New York City into Connecticut's Fairfield and New Haven counties. It featured a 300-foot right-of-way, divided roadways with two 26-foot concrete lanes separated by a landscaped median up to 22 feet wide. The roadways were offset to allow for future expansion. Unlike earlier parkways, the Merritt Parkway's right-of-way was regular, without recreational area widenings, emphasizing its use as a transportation route. Portions opened in 1938, with the full route from Greenwich to the Connecticut River completed by 1940 (LANDSCAPES 1998).

In Maryland, the Governor Nice Highway (the new Philadelphia Road, and later US 40) and the Governor Ritchie Highway were the earliest scenic dual highways and were planned and developed almost concurrently. However, the Governor Nice Highway was completed at the end of 1937 and opened in January of 1938, making Governor Ritchie Highway the second scenic dual highway in the state. The Governor Nice Highway consisted of two twenty-foot-wide roadways separated by a "thirty-foot decorative park center" (The Evening Sun, 1937b). However, its scenic beauty was quickly marred by commercial ventures, and within a month of opening, it was lined with hotdog stands (The Evening Sun, 1938).

**ELIGIBILITY DETERMINATION**

Governor Ritchie Highway 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.

Governor Ritchie Highway was one of two dual highways constructed in the 1930s as scenic parkways meant to relieve congestion on existing roadways and promote recreational tourism. The dual lane parkway followed the national trend of combining modernized transportation and natural greenspaces in a metropolitan area with a booming population. Ritchie Highway is not a significant example of this national trend, since there are early and more successful examples. While within Maryland it is one of the earliest examples of the trend, the Governor Nice Highway (US 40) was completed first. But, like US 40, Ritchie Highway was not successful at limiting access or preserving scenic beauty in an urban area. The highway quickly drew development and neither state or local efforts were successful at limiting it. Therefore, Governor Ritchie Highway is not eligible under Criterion A.

Governor Ritchie Highway is named for Albert C. Ritchie, governor of Maryland between 1920 and 1935, who is credited with working to modernize the state, particularly its roadways. Despite this commemorative association, Governor Ritchie Highway does not represent the productive life of Governor Ritchie and is not eligible under Criterion B.

The Governor Ritchie Highway is an example of a 1930s scenic dual highway, which is defined as having lanes divided by a landscaped median, limited access, and greenspace preserving the scenic feeling of the road. Areas along Ritchie Highway were almost immediately commercialized and over the succeeding decade it has been expanded and altered by interchanges, ramps, and new infrastructure like over/underpasses and replacement bridges. These alterations and the loss of features mean that Governor Ritchie Highway is no longer representative of 1930s scenic parkways and is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 18.1 miles and is confined to various tax maps and parcels within Anne Arundel County (2024).

**REFERENCES**

The Baltimore Sun. 1934a. “Three Important Through Routes Getting Immediate Attention.” June 10, 1934, page 82. The Baltimore Sun at Newspapers.com.

------. 1934b. “Annapolis Road Bids Are Asked.” June 9, 1934, page 9. The Baltimore Sun at Newspapers.com.

------. 1934c. “Construction Begins Within Hour After Contract Is Awarded.” June 27, 1934, page 26. The Baltimore Sun at Newspapers.com.

------. 1935a. “Annapolis Road Plan Is Doubtful.” October 26, 1935, page 9. The Baltimore Sun at Newspapers.com.

------. 1935b. “Contract Let For $1,000,000 Roads Program in Maryland.” December 12, 1935, page 4. The Baltimore Sun at Newspapers.com.

------. 1937a. “Preservation of Beauty Assured Along Highway.” August 8, 1937, page 22. The Baltimore Sun at Newspapers.com.

------. 1937b. “Work Now Concentrated Near Furnace Branch.” August 29, 1937, page 3. The Baltimore Sun at Newspapers.com.

------. 1937c. “Grading Reported At Halfway Mark.” September 25, 1937, page 4. The Baltimore Sun at Newspapers.com.

------. 1938a. “New Section of Annapolis Road Opened.” January 1, 1938, page 3. The Baltimore Sun at Newspapers.com.

------. 1938b. “Road Work Sped in Three Areas.” April 17, 1938, page 15. The Baltimore Sun at Newspapers.com.

------. 1938c. “Board Plans Extension of Nice Highway.” September 14, 1938, page 20. The Baltimore Sun at Newspapers.com.

------. 1938d. “Worth the Price.” September 16, 1938, page 33. The Baltimore Sun at Newspapers.com.

------. 1938e. “Rushes Ritchie Highway For Legislature.” December 12, 1938, page 22. The Baltimore Sun at Newspapers.com.

------. 1940a. “An Old Automobile – A Note For Anne Arundel County.” April 4, 1940, page 10. The Baltimore Sun at Newspapers.com.

------. 1940b. “Kent Island Estates.” August 28, 1940, page 73. The Baltimore Sun at Newspapers.com.

------. 1940c. “New Roadside-Control Plan Would Give State 2 ‘Freeways’.” October 9, 1940, page 26. The Baltimore Sun at Newspapers.com.

------. 1952. “County Exploitation Of Ritchie Highway.” June 19, 1952, page 18. The Baltimore Sun at Newspapers.com.

------. 1953a. “Ritchie Road Work Is Set.” Jul 30, 1953, page 23. The Baltimore Sun at Newspapers.com.

------. 1953b. “To Overhaul Dual Highway.” October 23, 1953, page 27. The Baltimore Sun at Newspapers.com.

------. 1974. “Parkway widening plan stirs row.” December 9, 1974, page 24. The Baltimore Sun at Newspapers.com.

------. 1987. “Ritchie Highway turns into nightmare.” February 15, 1987, page 22. The Baltimore Sun at Newspapers.com.

The Capital. 1972. “Ritchie Hwy. crossover improvements announced.” August 29, 1972, page 1. The Capital at Newspapers.com.

The Cumberland Evening Times. 1940. “New Maryland Dual Highway Is Dedicated.” April 27, 1950, page 9. The Cumberland Evening Times at Newspapers.com.

The Daily Times. 1938. “Ritchie Highway Section Is Opened.” June 23, 1938, page 1. The Daily Times at Newspapers.com.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

The Evening Sun. 1933. “Super-Highway Program Give A. of C. Okay.” June 23, 1933, page 46. The Evening Sun at Newspapers.com.

------. 1934. “Working to Make Motoring A Pleasure.” August 3, 1934, page 44. The Evening Sun at Newspapers.com.

------. 1936. “Acting Soon To Get Road Rights-of-Way.” June 23, 1936, page 30. The Evening Sun at Newspapers.com.

------. 1937a. “Finishing New Boulevard Link Before Winter.” June 22, 1937, page 40. The Evening Sun at Newspapers.com.

------. 1937b. “Opening Link In New Road On November 15.” October 16, 1937, page 18. The Evening Sun at Newspapers.com.

------. 1938. “On Decorating Highways.” January 1, 1938, page 17. The Evening Sun at Newspapers.com.

LANDSCAPES. 1998. “Colonial Parkway Context: History of the American Parkway Movement, National Park Service Design, and Historic Preservation Contexts.” Submitted to National Park Service Philadelphia Support Office. https://npshistory.com/publications/colo/colo-pkwy-context.pdf.

Marsh, Sherri. 1998. “Governor Ritchie Highway, Annapolis Boulevard.” MEDUSA, Maryland Historical Trust (MHT). “Architecture Form# AA-4.” Accessed November 29, 2024. https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-4.pdf.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

The News. 1953. “Tells of Need For Roads Program.” July 7, 1953, page 3. The News at Newspapers.com.

State Roads Commission (SRC). 1934. “Report of the State Roads Commission of Maryland: Operating Report for the years 1931, 1932, 1933 and 1934 and Financial Report for the years 1933-1934.” Baltimore, Maryland. https://archive.org/details/reportofstateroa1931mary/page/n5/mode/2up.

------. 1937. “Report of the State Roads Commission of Maryland: Operating Report for the years 1935-1936 and Financial Report

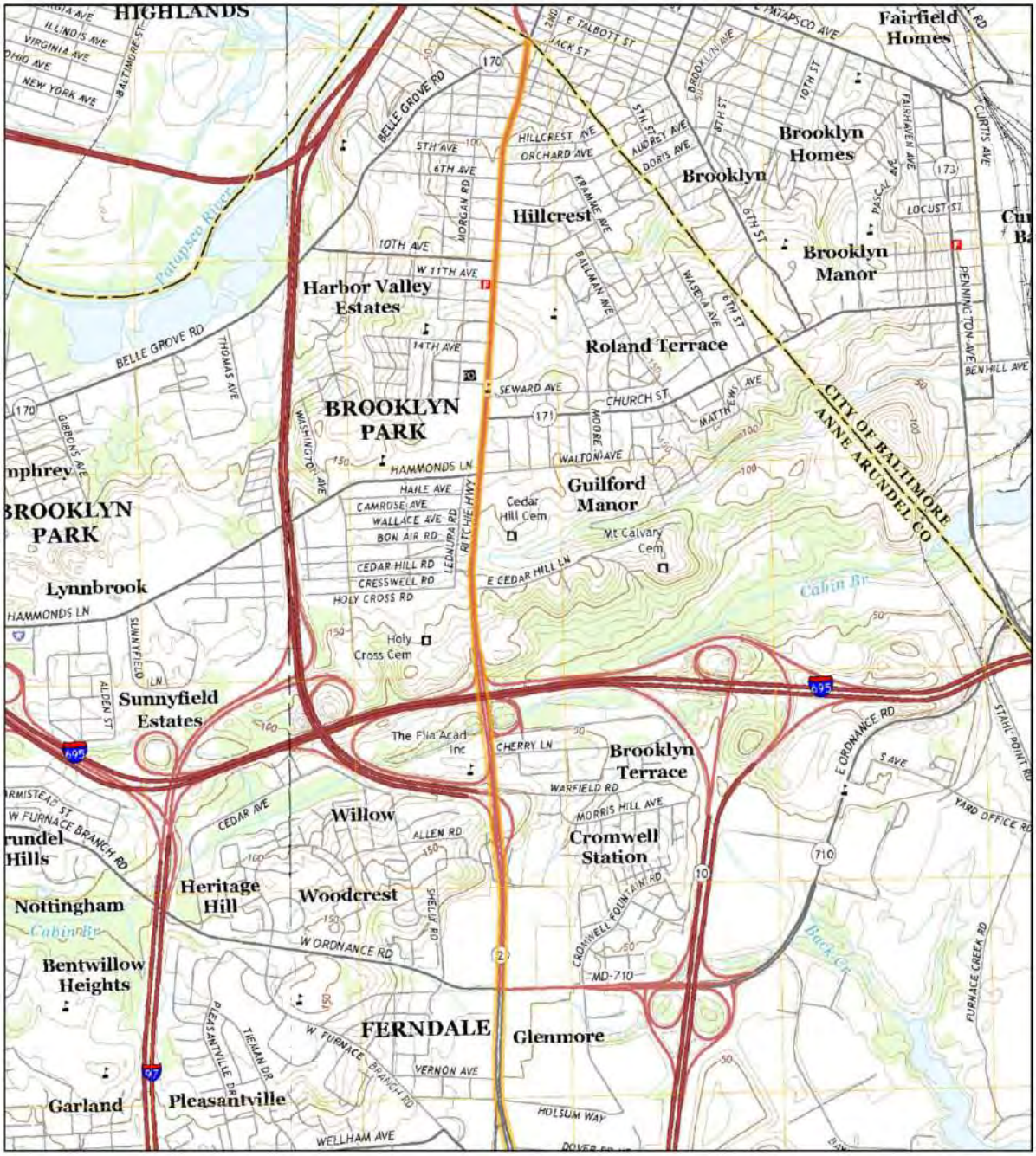
for the fiscal year 1936." Baltimore, Maryland. https://archive.org/details/reportofstateroa1935mary/page/n3/mode/2up.

------. 1939. "Report of the State Roads Commission of Maryland: Operating Report for the years 1937-1938 and Financial Report for the fiscal years 1937-1938." Baltimore, Maryland. https://archive.org/details/reportofstateroa1937mary/page/n7/mode/2up.

**MAPS**

Governor Ritchie Highway, Annapolis Boulevard
MD 2
Anne Arundel County

AA-0004




Governor Ritchie Highway (MD 2)

0 0.25 0.5 1 Miles

Scale: 1:24,000

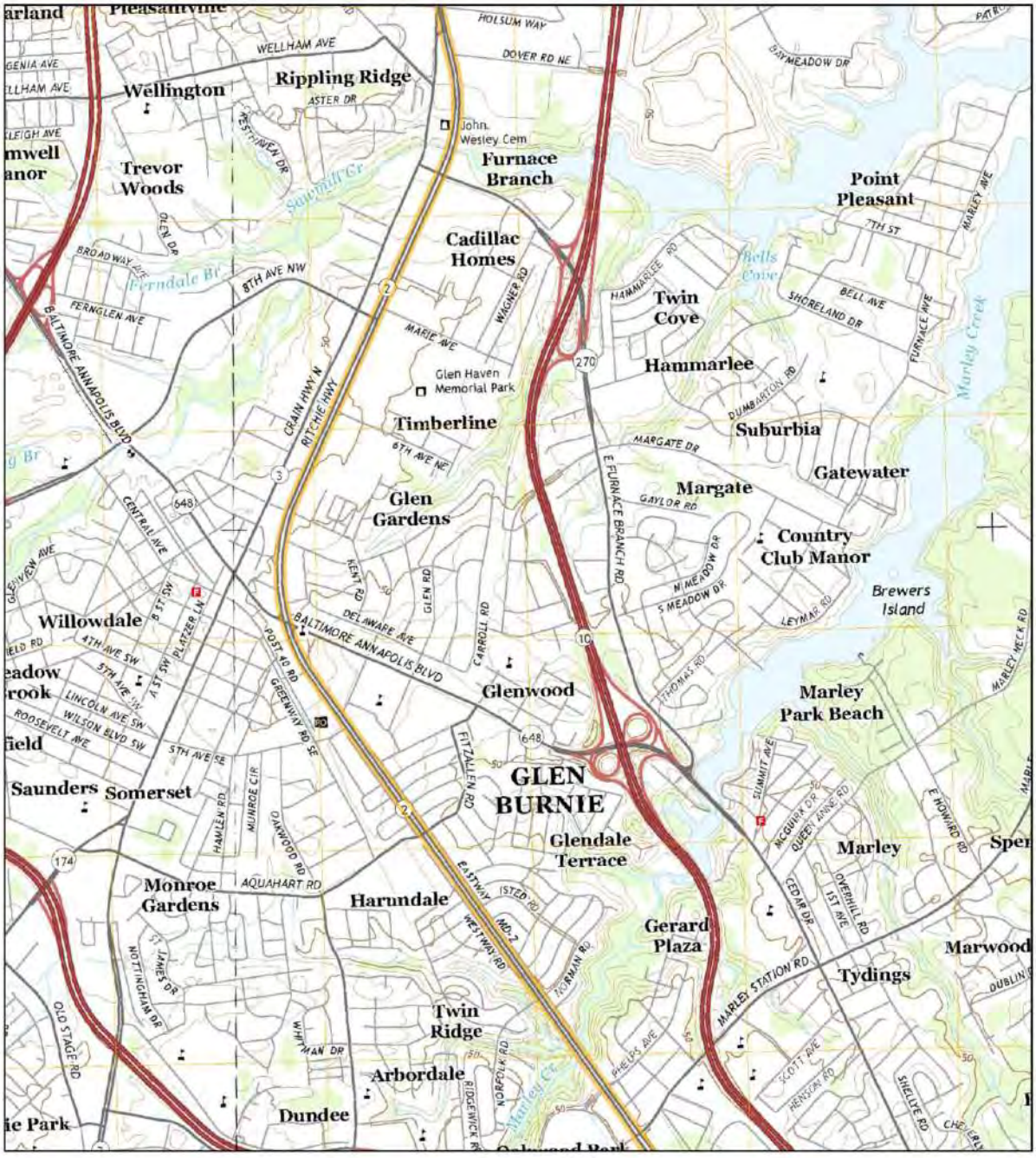
N

USGS 7.5" Quadrangle - Curtis Bay

**MAPS**

Governor Ritchie Highway, Annapolis Boulevard
MD 2
Anne Arundel County

AA-0004




USGS 7.5" Quadrangle - Curtis Bay

**MAPS**

Governor Ritchie Highway, Annapolis Boulevard
MD 2
Anne Arundel County

AA-0004

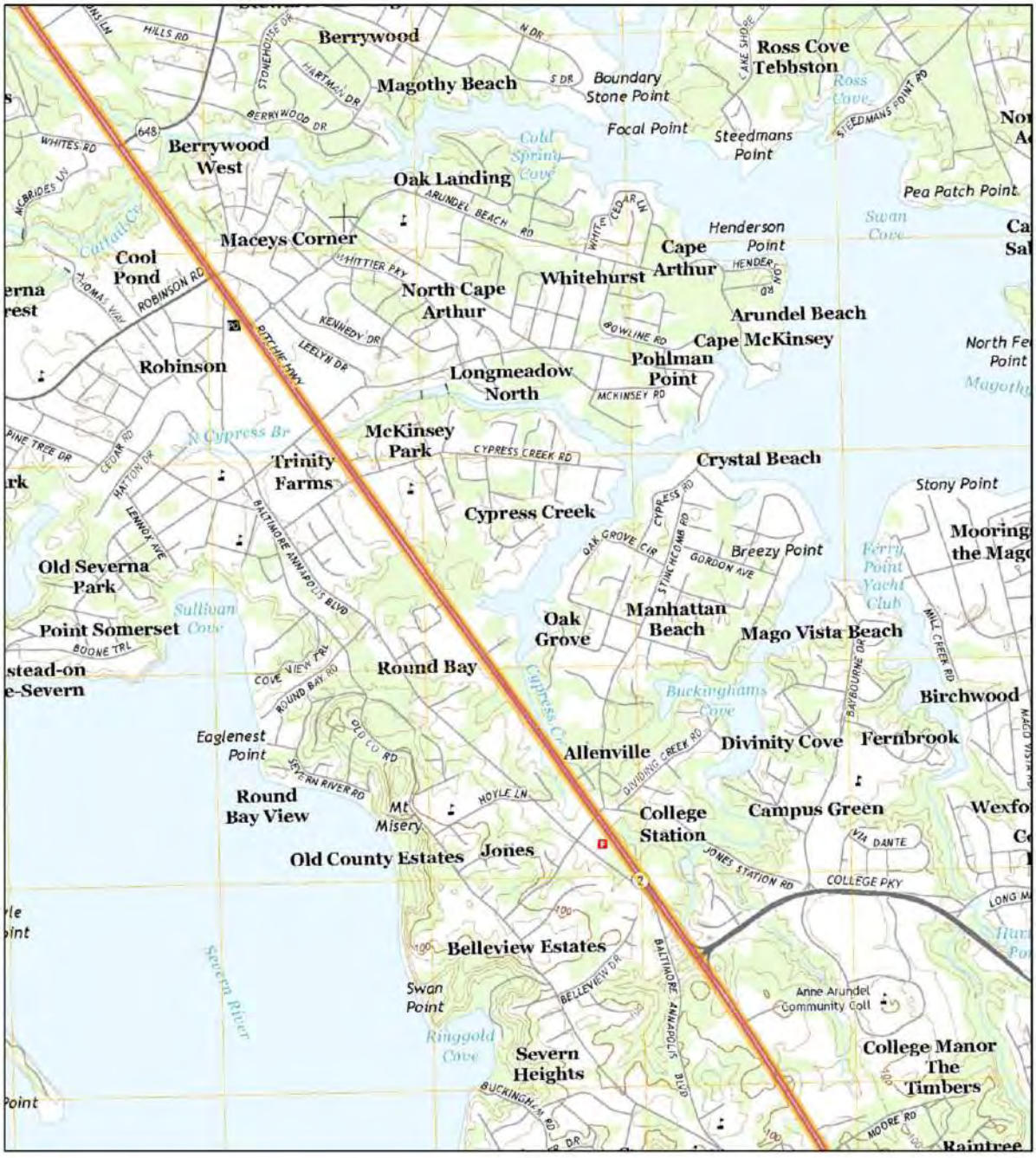



USGS 7.5" Quadrangle - Curtis Bay and Round Bay

**MAPS**

Governor Ritchie Highway, Annapolis Boulevard
MD 2
Anne Arundel County

AA-0004



**MAPS**

Governor Ritchie Highway, Annapolis Boulevard
MD 2
Anne Arundel County

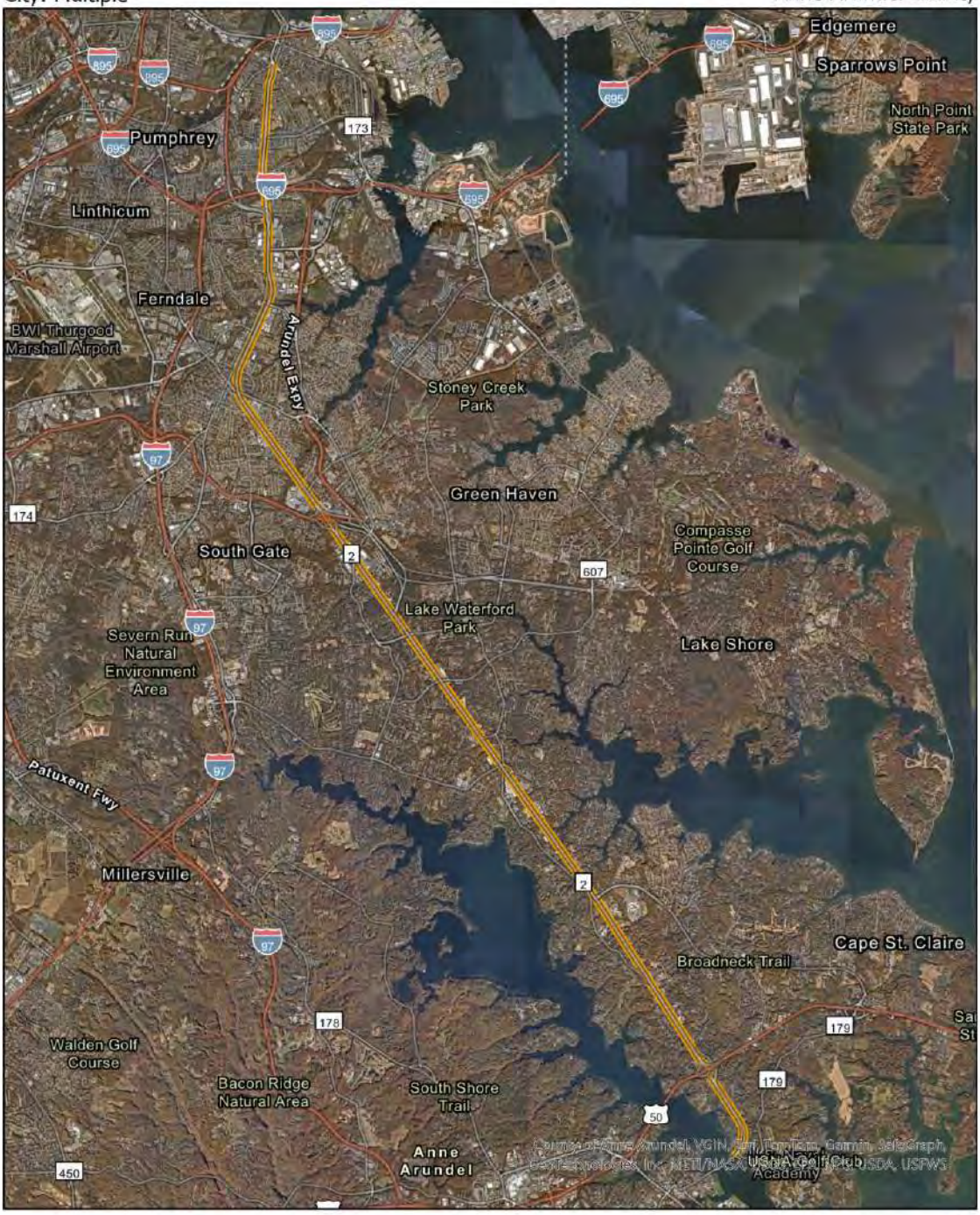
AA-0004



**MAPS**

**Governor Ritchie Highway, Annapolis Boulevard**

Location: Governor Ritchie Highway (MD 2) AA-0004
City: Multiple Anne Arundel County



**PHOTOGRAPHS**




Photo 1 of 10: South of intersection of Governor Ritchie Highway and Baltimore Annapolis Boulevard, looking northwest




Photo 2 of 10: Intersection of Governor Ritchie Highway and Guildford Road, looking northwest

**PHOTOGRAPHS**



Photo 3 of 10: Intersection of Governor Ritchie Highway and Norman and Norfolk Roads, looking northwest



Photo 4 of 10: South of intersection of Governor Ritchie Highway and Norman and Norfolk Roads, looking northwest

**PHOTOGRAPHS**



Photo 5 of 10: Intersection of Governor Ritchie Highway and Mountain Road, looking southeast



Photo 6 of 10: Intersection of Governor Ritchie Highway and East West Boulevard, looking northwest

**PHOTOGRAPHS**



Photo 7 of 10: North of intersection of Governor Ritchie Highway and Magothy Bridge Road and W Earleigh Heights Road, looking northwest



Photo 8 of 10: South of intersection of Governor Ritchie Highway and Baltimore Annapolis Boulevard, looking northwest

**PHOTOGRAPHS**



Photo 9 of 10: South of intersection of Governor Ritchie Highway and Beechwood Road, looking northwest



Photo 10 of 10: North of intersection of Governor Ritchie Highway and Joyce Lane, looking southeast

NR-ELIGIBILITY REVIEW FORM

AA-0004 Governor Ritchie Highway, Annapolis Boulevard

**PHOTO LOG**

Number of Photos: **10**
Name of Photographer: **Francesa Maisano**
Date of Photographs: **2023-12-13**
Location of Original Digital File: **MHT**
File Format: **AA-0004_2023-12-13_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-4_2023-12-14_01.tif
Photo 1 of 10: South of intersection of Governor Ritchie Highway and Baltimore Annapolis Boulevard, looking northwest

AA-4_2023-12-14_02.tif
Photo 2 of 10: Intersection of Governor Ritchie Highway and Guildford Road, looking northwest

AA-4_2023-12-14_03.tif
Photo 3 of 10: Intersection of Governor Ritchie Highway and Norman and Norfolk Roads, looking northwest

AA-4_2023-12-14_04.tif
Photo 4 of 10: South of intersection of Governor Ritchie Highway and Norman and Norfolk Roads, looking northwest

AA-4_2023-12-14_05.tif
Photo 5 of 10: Intersection of Governor Ritchie Highway and Mountain Road, looking southeast

AA-4_2023-12-14_06.tif
Photo 6 of 10: Intersection of Governor Ritchie Highway and East West Boulevard, looking northwest

AA-4_2023-12-14_07.tif
Photo 7 of 10: North of intersection of Governor Ritchie Highway and Magothy Bridge Road and W Earleigh Heights Road, looking northwest

AA-4_2023-12-14_08.tif
Photo 8 of 10: South of intersection of Governor Ritchie Highway and Baltimore Annapolis Boulevard, looking northwest

AA-4_2023-12-14_09.tif
Photo 9 of 10: South of intersection of Governor Ritchie Highway and Beechwood Road, looking northwest

AA-4_2023-12-14_10.tif
Photo 10 of 10: North of intersection of Governor Ritchie Highway and Joyce Lane, looking southeast



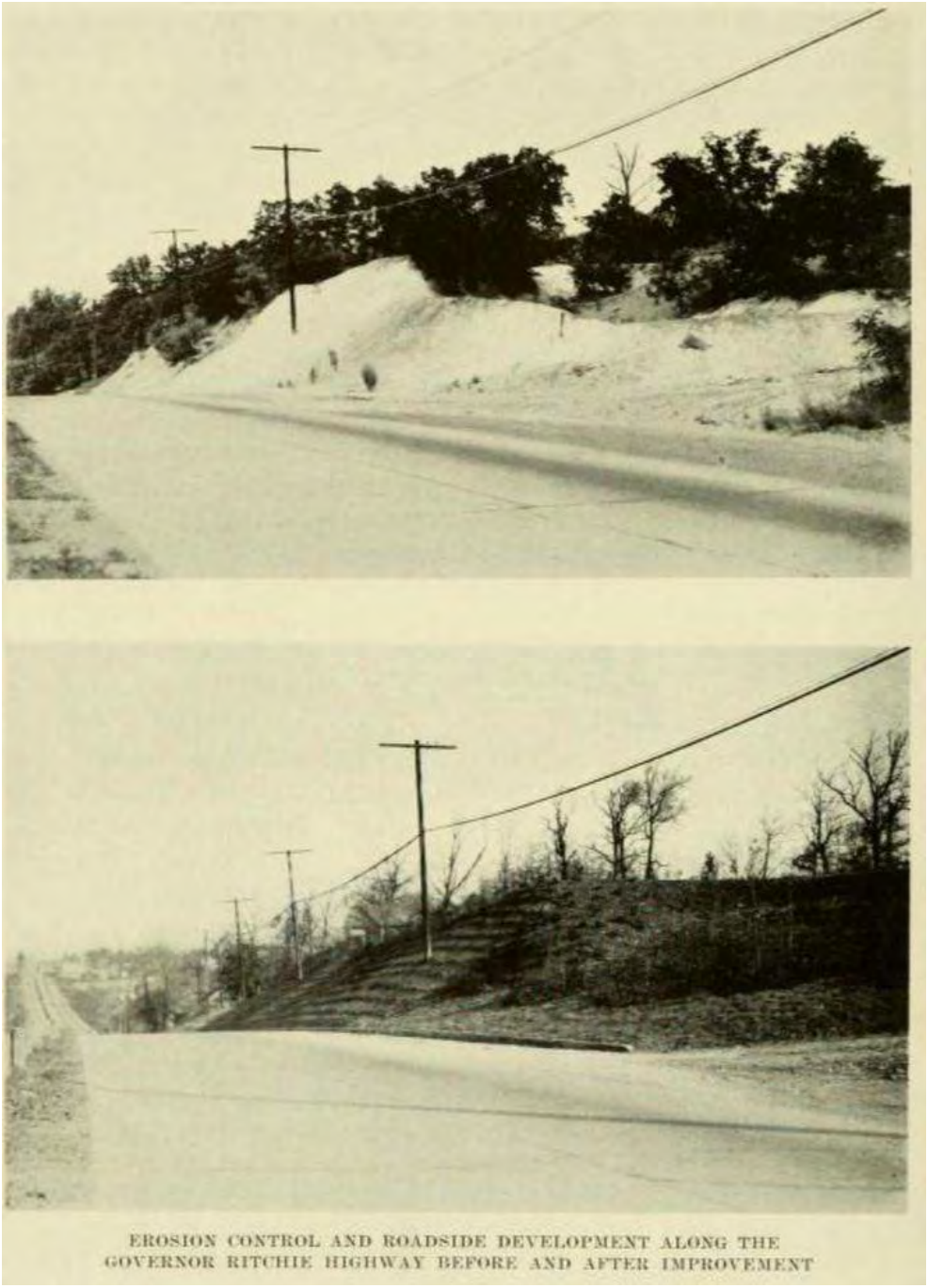
Historic Image 1: "…a section of the road [Annapolis Boulevard] nearer Baltimore, where steam shovels and workmen have already progressed far enough to give an idea of how wide the new road will be in the near future." The Evening Sun, 1934.

Photo Source: The Evening Sun. 1934. "Working to Make Motoring A Pleasure." August 3, 1934, page 44. – The Evening Sun at Newspapers.com.




Historic Image 2: "The Commission Appreciates The Beauty of Trees: And to prove it, according to Dr. Tabler, Roads Commission head, here are some left standing in the middle of the new Annapolis Boulevard. Later on the contemplated fifty-foot parkway will be built around them." The Baltimore Sun, 1937.

Photo Source: The Baltimore Sun. 1937. "Preservation of Beauty Assured Along Highway." August 8, 1937, page 22. – The Baltimore Sun at Newspapers.com.



EROSION CONTROL AND ROADSIDE DEVELOPMENT ALONG THE GOVERNOR RITCHIE HIGHWAY BEFORE AND AFTER IMPROVEMENT

Historic Image 3: "Erosion control and roadside development along the Governor Ritchie Highway, before and after improvement." 1937.

Photo Source: State Roads Commission. 1937. "Report of the State Roads Commission of Maryland: Operating Report for the years 1935-1936 and Financial Report for the fiscal year 1936." Baltimore, Maryland. https://archive.org/details/reportofstateroa1935mary/page/n3/mode/2up.



Historic Image 4: "The Governor Ritchie Highway south of Glenburnie." 1939.

Photo Source: State Roads Commission. 1939. "Report of the State Roads Commission of Maryland: Operating Report for the years 1937-1938 and Financial Report for the fiscal years 1937-1938." Baltimore, Maryland. https://archive.org/details/reportofstateroa1937mary/page/n7/mode/2up.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Manresa (Celebration Villa of Manresa, Manresa-on-Severn)** Inventory Number: **AA-313**

Address: 85 Manresa Road, Annapolis, 21409 Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Atria Manresa Business Trust Tax Account ID Number: 19308130

Tax Map Parcel Number(s): 0019 Tax Map Number: 0046

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christina Sabol and Sarah Groesbeck Date Prepared: October 8, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation: Not Recommended

Criteria: X A B X C D Considerations: X 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:

**LOCATION/SETTING**

Manresa, also known historically as Mount-Manresa-on-the-Severn, is a 12.73-acre assisted living facility with a 1926 building originally constructed as a Jesuit retreat house. It sits at the end of Manresa Road, on the southeast side of Boulters Way; and is bounded by Governor Ritchie Highway (MD-450) to the northeast, Manresa Pond and the Severn River to the east, the Severn River to the south, residential properties to the west, and Boulters Way to the northwest. The resource has an uneven terrain with the 1926 building seated on a large bluff overlooking the Severn River to the south. The land is largely undeveloped with dense vegetation along the east, and ornamental plantings facing the south. A concrete pathway and stair extend southeast from the main entrance on the south elevation of the building, in a straight line to the river. A small walking path is located towards the south of the parcel. The resource has a large asphalt paved driveway at the end of Manresa Road. No secondary outbuildings were present at the time of survey (SDAT 2024; NETROnline, n.d.).

**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 multi-section, three-story, cross-gambrel, partially wood-frame and masonry constructed Colonial Revival-style building, clad in a mix of wood shingles and wood siding; the west block is structural brick laid in a 1:5 American Bond pattern. The building comprises the original 1926 three-story main section; the ca. 1930 chapel (west wing) connected to the main section's west elevation; the ca. 1956 east wing connected to the main section's east elevation; and the ca. 2000 three-story north wing added to the north elevation of the main section and the east wing addition. The north wing is roughly U-shaped, creating an open courtyard area off the main section's north elevation (not accessible at the time of survey). The roof of the main section is clad in slate tiles and has front-gable dormers. The main section's roof features a cupola, centered on the ridgeline, topped with a large cross. The dome's masonry-constructed octagon base features arches with keystones. The roof of the west masonry block features patterned balustrades. The building features replacement one-over-one, double-hung, six-over-six vinyl windows with faux muntins.

***Main Section – 1926***

The south façade of the frame section spans 15 regularly-spaced, symmetrical bays. A three-bay cross-gambrel roof central portico is flanked by six bays on each side, with each bay featuring one window on each of the three stories. The façade features a full-height central portico with one-story, full-width flanking porches. The central full-height portico supported by four non-fluted columns with Temple of the Winds capitals and two pilasters. The six-bay flanking porches are each supported by eight Tuscan columns with square post porch railings. Located at the center of the elevation, under the portico, are paired, fiberglass, 15 light doors with a boarded-up transom and surround including two Tuscan columns supporting a broken triangular pediment with urn ornament. Applied wood letters spelling "MANRESA" are on the frieze. Flanking the door on each side is a window with an inset panel with a swag on the first story. The southeasternmost first story window is a three-part bay window. The second-story fenestration includes a three-part window over the entrance; all other windows—one in each bay—are six-over-six, double-hung vinyl windows with faux muntins. The three-part window contains a two-over-two, faux muntin, double-hung, vinyl-frame window on each side of the six-over-six, central window. On the half story, the front-gambrel portico contains a Palladian window. Each remaining bay of the half story contains a gable dormer with a six-over-six, double-hung vinyl window with faux muntins. The pier foundation is screened by ornamental wood panels below the first-story porches. Poured concrete stairs with metal railings provide access to the entrance.

According to the 1978 description the dome was formerly gilded and the transom above the paired central door had ten lights (Morton-Carroll 1978).

Most of the main section's north elevation is covered by the north addition. Four bays at the west end of the elevation have regularly spaced windows on the basement, first, and second stories and gable dormers on the half story.

The west elevation is covered by the chapel (west wing) and a later, one-bay, three-story addition on the north end of the façade that contains a covered entrance between the basement and first story, and two windows above it.

***Chapel (West Wing) – circa 1930***

The tall one-story, brick chapel is connected to the main section via a two-story hyphen with a small one-over-one, vinyl-framed, window on the first floor. The chapel has an asphalt-shingle, parapeted gable roof with a flat top. The chapel sits on a raised, brick basement. A gable-front, two-bay narthex, with a window was added to the west between 1950 and 1978 (NETROnline, n.d.). The chapel's sanctuary has four gothic arch windows on the first story of the south elevation, each composed of an arched fixed light over two awning windows. Two six-over-six hung sash windows are on the first story of the narthex addition. On the basement level of the south elevation are four six-over-six hung sash windows in the original block and two six-over-six hung sash windows in the narthex addition. The west elevation features access to the basement via steps to a single-leaf metal door with a light and sheltered by a rounded fabric awning. The north elevation was partially visible during survey and, like the south elevation, has four gothic arch windows on the first story and four windows on its basement level. The narthex addition has a covered stair leading to its first story which obscured fenestration on the elevation.

***East Wing – circa 1956***

The three-story, cross-gambrel east wing addition is connected to the main section via a one-bay brick extension of the main section that contains one window on each story. The west elevation of the east wing features an eight-over-eight, double-hung, vinyl window with an eight-light transom, all with faux muntins. The second story includes two windows, and two gabled dormers on the half story. The three-bay south facade features a full-width porch on each story; the first and second story porches are supported by Tuscan columns, and the third story has a balcony that includes square anchors with acorn finials for securing the square slatted railings. The lower stories feature the same railing anchored into the columns. The first story includes central paired vinyl, four-

over-four hung sash windows, flanked on each side by an eight-over-eight, double-hung, vinyl window with an eight-light transom, all with faux muntins. The second story includes a central, single-leaf, metal door with a single light and a boarded-up transom. The central door is flanked on each side by an eight-over-eight, double-hung, vinyl window with faux muntins. The third story has a Palladian window and louvered vents in the gambrel end. The elevation has a "U"-shaped staircase connecting the porches and balcony. The east elevation is seven bays with an uneven plane and features off-centered paired wood-frame, doors with 15 lights and a 20-light transom. The paired doors are accessed from the north and south via metal stairs with a fabric awning. The door is flanked by two windows on each side. The second story has seven six-over-six hung sash windows. The third story moving from south to north has two gabled dormers, a shed roof dormer with paired windows, three front-gable dormers, and full height bay, which is part of the north wing added in 2000; all windows are six-over-six hung sash windows.

***North Wing – circa 2000***

On the east elevation is a single-leaf door with stairs and an awning, two windows with fabric awnings, and paired wood-framed doors with a single light. The transom features 12 lights, and a large fabric awning is located above the transom anchored to the ground by brick piers. The second and third floors each contain two windows. The north elevation was partially visible during the survey. It has an uneven plane, with a "stepped"-like appearance, with five "steps." Fenestration is evenly spaced when present on this elevation and is primarily in the form of six-over-six hung sash windows.

***Landscaping – circa 1920***

The more than 60 steps and landings create a long, steep, flight of cement stairs leading down the slope from the building's entrance on the south facade to a statue near the shore. The square, symmetrical, statue features ornamental grasses flanking stairs measuring nine-steps with a water fountain in the center. The fountain replaced the original Sacred Heart of Jesus statue.

**HISTORIC CONTEXT**

Manresa, also known as Mount-Manresa-on-the-Severn, was built in 1926 with expansions in 1930, 1956, and ca. 2000. It was originally a Catholic laymen retreat founded by a Jesuit priest, Father Eugene McDonnell. The Jesuit Order has a long history in Maryland; they first came to the Maryland colony in the seventeenth century while it was governed by the Catholic Calvert family. After control of the colony returned to the English Crown in 1689, the Jesuits were allowed to retain their farms and plantations, which concealed small parish chapels used to hold Mass for small congregations. Beginning in the mid-nineteenth century, Jesuits opened private universities, including Loyola College (now Loyola University Maryland) in Baltimore. Prior to the construction of purpose-built retreat houses, Jesuit universities were used as locations for laymen retreats, advertised to help men grow closer to God through prayer, meditation, and religious education (Dorbin 2006, Pyne 2008, Pollen 1912, Stack 1930).

The practice of Jesuit retreats began as early as the mid-sixteenth century, but having a dedicated building to house retreats was the start of the Catholic laymen retreat movement in the first decades of the twentieth century. The retreat movement began in California as early as 1901; the movement's east coast origins were a few years later at a three-day retreat/conference in Rose Hill, Fordham University, in New York on July 9, 1909. It was held at Rose Hill house, with retreatants staying in the vacant dormitories. Father Terence Shealy, director of the retreat and one of the earliest Jesuit leaders to advocate for and develop lay retreat houses in the mid-Atlantic. Father Shealy had a two-part plan for the movement; part one was to quickly develop retreats and part two included establishing a school of social studies. The plan evolved into the Laymen's League for Retreats and Social Studies (Stack 1930). Upon his death in 1922, Father Shealy was praised as the pioneer of the movement: "retreats, like missions, had been given since the early days of Catholicity in America. But retreats held at colleges or churches from time to time did not make a movement. Father Shealy did this and his name will go down in history" (Stack 1930). Father Shealy was not the sole starter of the retreat movement, but he was among the earliest Jesuit leaders to advocate and develop lay retreats in the mid-Atlantic (Stack 1930).

Father Shealy purchased the Meyer Estate on Staten Island, in 1911, as the breathtaking views of New York's Harbor were ideal for the concept of building a hermitage-like retreat for the Jesuit and Catholic communities, making the estate the first year-round retreat house in the United States (Stack 1930). Men were instructed to meditate to escape the stress of daily life. The estate contained a three-story, Mansard roof, brick-laid, square-plan dwelling with a square tower, which was used to house retreat members. The retreat location quickly became linked with the Jesuit-founded Fordham University in New York City (Matteo 2011). The estate was renamed to Mount-Manresa-on-Staten-Island and became the "motherhouse" for the retreat movement. By 1916 approximately 1,000 retreatants attended and four years later, in 1920, the number of retreatants was about 6,000 people (Matteo 2011).

Mount-Manresa-on-Staten-Island became a model for various independent city and state leagues, including Maryland. The Baltimore League of Laymen Retreatants, also sometimes called the Maryland League of Laymen, was founded circa 1913, with regular elections held to decide the president, vice-president, treasurer, and secretary (*The Baltimore Sun* 1917; *The Baltimore Sun*

1920a). The league decided it wanted to have a house in which they could hold retreats, "similar to that maintained by the Jesuits at Mount Manresa-on-Staten-Island, outside of New York" (*The Baltimore Sun* 1920b). Father McDonnell began looking for land on which to construct a religious retreat in August 1914. A priest at St. Ignatius in Baltimore, he had prior experience in running a religious retreat after "building the Laymen's Week-End Retreat League, composed of many non-Catholics as well as members of his own faith," (*The Baltimore Sun* 1935). Father McDonnell intended to model his retreat after the periods of special spiritual meditation and prayer of religious communities. After years of looking for an affordable, quiet piece of land between Baltimore and Washington, DC, Father McDonnell approached the Washington, Baltimore & Annapolis Railroad (WB&A) about any excess land they might have available. Mr. Doyle, President of the WB&A agreed to sell a roughly six-acre, triangular lot abutting the water with a drop-off of 64 feet, covered with trees, and no access road for $640. To create the access road, Father McDonnell, again acting on behalf of the Catholic Church, purchased another 15 acres of land for a sum of $12,000 from the WB&A, and work began to clear the land after the purchase was completed in 1920 (Dorbin 2006; Morton-Carroll 1978).

Clearing the land was an enormous undertaking, resulting in the hiring of Thomas Rohe of Baltimore to use a steam shovel to cut through the underbrush and trees up to the hill where the retreat house was to be built. Father McDonnell then had the steam shovel terrace the hillside, and the vegetation debris was used as fill at the river's edge. In his journal Father McDonnell recorded:

> "The bulkhead [retaining wall] was made of the timbers of the old bridge and hundreds of these timbers are lying under the hill, filling in and saving that much dirt. Thus, the hill was sloped down and a level piece of property some 300 feet wide and 1,200 feet long was added to the property. The hill was sodded and the wide concrete staircase run down to the level" (Dorbin 2006).

With the land cleared, work on the retreat house (Main Section) began in March 1926. Manresa was designed by Hugh I. Kavanagh, a Baltimore architect who worked for the firm Simonson & Pietsch before opening his own firm. He was Catholic and designed various parochial schools and Jesuit buildings in Maryland, including the library at Woodstock College [BA-7], St, Mary's Industrial School [Demolished], and St. Joseph Monastery Church [3801 Old Frederick Rd, Baltimore, MD 21229] (*The Evening Sun 1960*).

According to a March 1926 newspaper article, the retreat house was designed to accommodate sixty-two men. The article also noted that the building would be complete in July at a cost of around $100,000 (*The Baltimore Sun 1926b*). Manresa's design has characteristics common to other Mid-Atlantic and Chesapeake region Jesuit laymen retreat homes, such as Mount-Manresa in New York City; Malvern Retreat House [also known as St. Joseph's-in-the-Hills] in Philadelphia, PA; and Loyola-on-the-Potomac, in Faulkner, Maryland. Like Manresa, these retreat homes are all between two and three stories and most are Colonial Revival, Neo-Classical, and/or Gothic Revival styles. They have a connected or nearby chapel, a medium to large kitchen to prepare meals for retreatants, and have multiple rooms for retreatants to sleep in. All are situated on a tranquil lot surrounded by nature, including dense tree coverage along shared parcel boundaries; have pristine views and vistas to and from bodies of water, when possible ("Our History" 2024; Matteo 2011; "About" n.d.).

Father McDonnell named the retreat Mount-Manresa-on-the-Severn; in the context of Jesuit retreats, the term Manresa is commonly used to signify the concepts of withdrawing from the world to pray, meditate, and learn about Christianity (Dorbin 2006). This meaning is derived from the Spanish city of Manresa, located about 30 miles northwest of Barcelona, the location where religious historians agree the Jesuit ideology began (Dorbin 2006). In 1522, Iñigo Lopez de Loyola (later venerated as Saint Ignatius of Loyola) he lived in Manresa. A Spanish solider from lower nobility who was badly wounded during the War of the Bands, he left his life as a noble behind, following in the teachings of the Franciscan monks. While in Manresa he spent months praying in a nearby cave, experiencing profound visions as he practiced a life of abstinence of all worldly pleasures. He reportedly prayed for over six hours a day and worked at a local hospital that provided him with meals and a place to sleep. His experiences in Manresa would lead to the development of his *Spiritual Exercises*. The *Spiritual Exercises* is divided into four "weeks;" these "weeks" do not equivalate to seven days, rather they represent stages in a person's process in their commitment to the service of God. The first "week" embraces lessons about sin and God's mercy, the second "week" includes education about the episodes in the life of Jesus, the third "week" focuses on the understanding the Passion of Christ, and the last "week" is dedicated to the Resurrection of Jesus and God's love (Loyola Press, n.d.; Peoples 2021; "Retreats and Spiritual Ministries" 2023).

The *Spiritual Exercises* later became the guiding teachings of the Jesuit Community and were used by a retreat director or spiritual guide at retreat houses like Manresa to guide retreatants through four to five hours a day of direction and religious education. Retreats historically lasted a month but also began to be offered in shorter durations: from a three to four-day long "weekend retreat" to an eight-day retreat. Jesuit retreat houses offer workshops covering healing, discernment, and additional means of spiritual growth (Loyola Press, n.d.; Peoples 2021; "Retreats and Spiritual Ministries" 2023).

In April 1926, without a finished structure to house them, a group of 52 men came to the site for a weekend retreat. Additional retreats at the site followed the completion of the main section in August 1926. Newspapers noted that the "building of Colonial

design … is situated on a bluff sixty feet high overlooking the Annapolis bridge [AA-764] and the Naval Academy [AA-359]," (*The Baltimore Sun* 1926a*; The Baltimore Sun* 1926c). It was recognized as "one of the few institutions of its kind in the country" and initially held retreats for Catholic men located in Maryland, Washington DC, and Virginia (*The Baltimore Sun* 1926a). Attendance continued to grow so that the following the retreat house's completion; in 1927, a total of 35 retreats were held, hosting a total of 1,008 men, averaging about 29 men per retreat (Dorbin 2006; Morton-Carroll 1978). In April 1927, one retreat included the senior class of Calvert Hall College, hosting about 60 men (*The Evening Sun* 1927).

Within a few years of construction, the shoreline had eroded significantly, and in 1929, engineers constructed a poured concrete retaining wall at a price of $8,000. The statute garden containing a statue of the Sacred Heart, depicting Jesus with an open chest with a heart, was dedicated by Reverend William Harding on Sunday, June 9, 1929 (*The Baltimore Sun* 1929). While retreat attendance was high, the retreat was operating on credit and at a deficit. Regardless, Father McDonnell planned to build a chapel for the retreat. In 1930, After a chance meeting with a colleague in Baltimore, with whom he shared his vision for the retreat and desire for a chapel on-site, Father McDonnell received a check for $10,000 from that colleague to realize his vision. The main altar within the chapel was consecrated on March 13, 1931 (Dorbin 2006; Morton-Carroll 1978).

Manresa seemed unaffected by the immediate impacts of the Great Depression that followed the stock market crash in 1929, as the number of guests that year reached a high of 1,675. Nevertheless, the following years were difficult; as retreatant numbers dwindled, the financial burdens and debts continued to grow. In 1933, Father McDonnell recorded in his journal that he was unable to send Christmas cards that year due to the lack of funds to buy the paper. He held a raffle to raise money to pay the essential bills and noted that the bank had agreed to carry the interest from 1933 to 1934, after some pleading. Father McDonnell died on October 29, 1935, and Reverend Robert S. Lloyd became the new director (*The Evening Sun* 1936). Despite the hardships experienced in the early to mid-1930s, Manresa, continued to operate. In 1939, the retreat movement had become popular enough that some retreatants had to sleep on cots in the hallways due to the high number of guests. Although Manresa was still operating at a deficit, it faced pressure to expand and create additional sleeping spaces. Retreat attendance continued to grow and after two decades of operating at a loss, in 1944 Manresa made a profit for the first time. In the post-World War II era, the number of retreatants continued to increase with an all-time high in 1957 of 4,797 guests throughout the year (Dorbin 2006; Morton-Carroll 1978). Now profitable enough to expand, the east wing was built ca. 1956 to accommodate the increasing numbers of retreatants.

Manresa was no longer able to house parishioners from both the Archdioceses of Baltimore and Washington, DC, due to capacity constraints. Catholic men from other archdioceses were directed to other retreat homes, such as Loyola-on-the-Potomac. The 1960s also saw fundamental changes at Manresa with the appointment of Father E. Linehan in 1966 for a six-year term. Father Linehan attempted to take the retreat to a new direction, while he claimed to be respecting the historical foundations of the Jesuit community. The Second Vatican Ecumenical Council was held annually in the autumn between 1962 and 1964 and aimed to modernize some of the Church's practices and beliefs in an attempt to better connect with Catholics who were moving away from religion, thereby less interested in attending retreats. To address this decline in faith, Father Linehan renovated the Chapel, removing the overt Catholic iconography, making it more universal to allow for all Christian and Jewish Orders to hold religious ceremonies within the sanctuary. He implemented operational changes, including opening the retreat to people outside the Catholic faith and secular groups. Father Linehan additionally, as a result of the women's rights movement, opened the doors of the retreat to women in the 1960s. Renovations to the building were completed to accommodate these operational changes, such as adding women's restrooms (Dorbin 2006).

At the end of Father Linehan's term in 1972, the next appointee attempted to restore the more traditional values and practices of Manresa. However, keeping the facility strictly as a religious facility was not possible from a fiscal standpoint. After operating at a deficit, the Maryland Province decided on one last effort to save the retreat, investing an additional $630,000 in capital improvements. The Maryland Province tried returning the building to a solely religious retreat, increasing the number of available retreat dates for Catholics in order to reduce the number of non-religious guest retreats and programs. After renovations were completed by October 1982, Manresa contained 72 total bedrooms, with 66 bedrooms for guests and an additional six bedrooms for the staff members. Although the number of scheduled retreats increased slightly after the renovation, Manresa could not compete with other non-religious retreat homes in the area. The USA East Province (formerly the Maryland Province), no longer able to maintain the facility, decided sell Manresa in 1993.

Ewing Health Services of Salisbury, Maryland, purchased the property on May 31, 1995, and uses it as a non-denominal assisted living facility, Celebration Villa of Manresa (Dorbin 2006). Under the new owners, the U-shaped North Wing was built on the east elevation in 2000. Other exterior changes include removal of the statue of the Sacred Heart of Jesus, located at the center of the garden, which was replaced with the existing fountain.

As of 2024, there are 24 active retreat houses throughout the United States, of which four are located along the Eastern Seaboard. The closest active retreat house to Manresa is Loyola-on-the-Potomac, built in 1958 and located approximately 65 miles south of Manresa along US 301 in Faulkner, Maryland. The retreat house is situated on 235 acres on a bluff overlooking the north bank of

the Potomac River. The house has two chapels, 70 individual bedrooms, one large conference room, and six small meeting rooms ("About," n.d.).

**ELIGIBILITY DETERMINATION**

Manresa is eligible for inclusion in the National Register of Historic Places under Criteria A and C. It retains integrity of location, design, setting, feeling, and association to convey its significance. As a religious property, Manresa meets the requirements of Criteria Consideration A, since it is significant under a theme in the history of religion with secular scholarly recognition.

Under Criterion A, Manresa has a significant association with the Catholic laymen retreat movement that began in the early twentieth century. This movement's mission was to help Catholic men grow closer to God by physically withdrawing from the world to purpose-built retreat houses. While Jesuit retreats have been held for centuries, and laymen retreats started being held at Jesuit universities, the Mid-Atlantic movement was fully realized once lay retreat houses began to be built, the first of which was Mount-Manresa-on-Staten-Island, in New York. Manresa, one of the few retreat houses built in the country, was not financially self-sustaining for almost two decades, it was immediately successful at drawing retreatants. The first retreats were held prior to completion of the retreat house and the number of retreatants continued to grow throughout the years. Profits after 1944 allowed the lay house to expand with the construction of the East Wing in 1956. While retreat houses continue to operate even today, the movement lost momentum in the 1960s as Catholics increasingly were moving away from religion and Manresa adapted by opening the retreats to secular groups.

Manresa is associated with Father Eugene McDonnell, the Jesuit priest who founded the retreat directed it until his death in 1935. While an important figure at Manresa, Father McDonnell did not make significant contributions to the development of the retreat movement and, therefore, the resource is not eligible under Criterion B.

Manresa is eligible under Criterion C as a distinctive example of a Jesuit retreat home, one of only a handful constructed in the early to mid-twentieth century. Manresa embodies the distinctive characteristics of laymen retreat houses, with its Colonial Revival, three-story retreat house, attached chapel, and dormitories for retreatants. The interior of the building was not accessible to determine the continued presence or size of the facility's kitchen. Its location on a large parcel overlooking the Severn River provides views to and from the river.

Manresa was not evaluated under Criterion D.

**PERIOD OF SIGNIFICANCE**

Manresa's period of significance begins in 1926, when the retreat house was constructed, and continues through 1966 when Father Linehan was made director of Manresa. In addition to Father Linehan's new direction for the retreat, which moved away from religion, by this time the retreat's attendance had declined. Father Linehan and subsequent directors were not able to replicate the success of previous decades.

**INTEGRITY**

Manresa retains its integrity of location, design, setting, feeling and association.

Manresa retains its integrity of location as the retreat house, chapel, and statue garden have not moved locations.

Manresa has integrity of design. The original plan, form, style, and ornamentation of the original building and its chapel and East Wing, both added during the period of significance, are intact. While the building has a large, ca. 2000 addition, it was made to the back of the building and is not visible from the primary façade or disrupt principle, designed views to and from the building. The only later addition to the façade is the porch and staircase added to the East Wing's which covers most of the south elevation. The surrounding landscape retains its design and spatial organization with the garden, terrace, steps, and landing leading from the building's main façade to the riverbank. Trees were planted on the terrace after the period of significance, but they do not block views of the retreat house to/from the river.

Manresa retains its integrity of setting. The dense tree coverage to the east and west of the property continue to block the views to the adjacent parcels and screen later development. The viewshed to and from the Severn River remains intact.

Manresa does not have integrity of materials or workmanship. The building has had a significant addition to the north elevation to convert the retreat house into a long-term care facility. The building has undergone multiple building campaigns and alterations to the interior. Windows and doors are replacement synthetic materials.

Manresa retains its integrity of feeling of a Jesuit retreat because it retains its main building, chapel, and east wing, as well as its secluded setting, and viewsheds.

While Manresa is no longer used as a Jesuit retreat home, it retains sufficient physical characteristics to convey its historic character as a Jesuit retreat. The building retains characteristics of a retreat house, including the chapel, dormitories, cross on the cupola, and original setting.

**BOUNDARY DESCRIPTION**

The property encompasses 12.73-acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0046, Parcel 0019 (2025). Tax account is 03-19308130.

**REFERENCES**

"About." n.d. Loyola on the Potomac. Accessed November 11, 2024. https://loyolaonthepotomac.com/our-mission-vision.

Dorbin, Ann E. 2006. "Manresa." Blog. Inside Annapolis | Past Issues. January 2006. https://www.insideannapolis.com/archive/2006/issue1/manresa.html.

Loyola Press. n.d. "Retreats." Ignatian Spirituality (blog). Accessed November 7, 2024. https://www.ignatianspirituality.com/ignatian-prayer/retreats/.

Matteo, Thomas W. 2011. Mount Manresa. Images of America. Charleston, South Carolina: Arcadia Publishing. https://www.google.com/books/edition/Mount_Manresa/pZHAdTrZFfgC?hl=en&gbpv=1&dq=9780738573823&printsec=frontcover.

Morton-Carroll, Marion. 1978. "MHIP AA-313: Manresa." Database. Medusa: Maryland's Cultural Resource Information System. September 1978. https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-313.pdf.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Peoples, Ian. 2021. "Jesuit 101: The *Spiritual Exercises*, the Heart of the Jesuits." The Jesuit Post (blog). September 3, 2021. https://thejesuitpost.org/2021/09/jesuit-101-the-spiritual-exercises-the-heart-of-the-jesuits/.

Pollen, John Hungerford. 1912. "The Jesuits After the Restoration (1814-1912)." In *The Catholic Encyclopedia*. Vol. 14. New York: Robert Appleton Company. https://www.newadvent.org/cathen/14100a.htm.

Pyne, Tricia T. 2008. "Ritual and Practice in the Maryland Catholic Community, 1634-1776." *U.S. Catholic Historian* 26 (2): 17–46.

"Retreats and Spiritual Ministries." 2023. USA East Province. 2023. https://www.jesuitseast.org/our-work/retreats-and-spiritual-ministries/.

SDAT. 2024. "85 Manresa Rd." Database. Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.

Stack, Joseph R. 1930. "Who Was the Father of Laymen Retreats in the United States?" Records of the American Catholic Historical Society of Philadelphia 41 (1): 69–78.

*The Baltimore Sun*. 1917. "Retreat League Names Officers," September 1, 1917.
———. 1920a. "Many Apply to Make Retreat for Laymen," July 24, 1920.
———. 1920b. "To Extend Laymen's Retreats," May 1, 1920.
———. 1926a. "Catholic Laymen's Retreat House on Severn Recently Completed," August 29, 1926.
———. 1926b. "Plans for Catholic Retreat House on Severn River Completed," March 28, 1926.
———. 1926c. "To Address Retreat Group," July 10, 1926.
———. 1929. "Statue at Manresa to Be Dedicated," June 8, 1929.
———. 1935. "Father McDonnell, Noted Jesuit, Dies," October 29, 1935.

*The Evening Sun*. 1927. “Plans Retreat for Seniors of Calvert Hall College,” April 1, 1927.
———. 1936. “He Enjoys Informal Talks with His Retreatants,” March 26, 1936.
———. 1960. “Hugh Kavanagh Rites Tomorrow,” November 8, 1960.

**MAPS**

**Manresa**

Location: Manresa Road
City: Winchester

AA-0313
Anne Arundel County




USGS 7.5' Quadrangle -

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Manresa**

Location: Manresa Road
City: Winchester

AA-0313
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 17: Property overview, looking east-northeast.



Photo 2 of 17: South façade overview from statue, looking north.

**PHOTOGRAPHS**



Photo 3 of 17: Statue and stairs, looking south.



Photo 4 of 17: Partial view of the south façade, looking northwest.

**PHOTOGRAPHS**



Photo 5 of 17: Main section, south façade, looking north.




Photo 6 of 17: Main section, south façade entry detail, looking north.

**PHOTOGRAPHS**



Photo 7 of 17: Main section, south façade east porch, looking north.

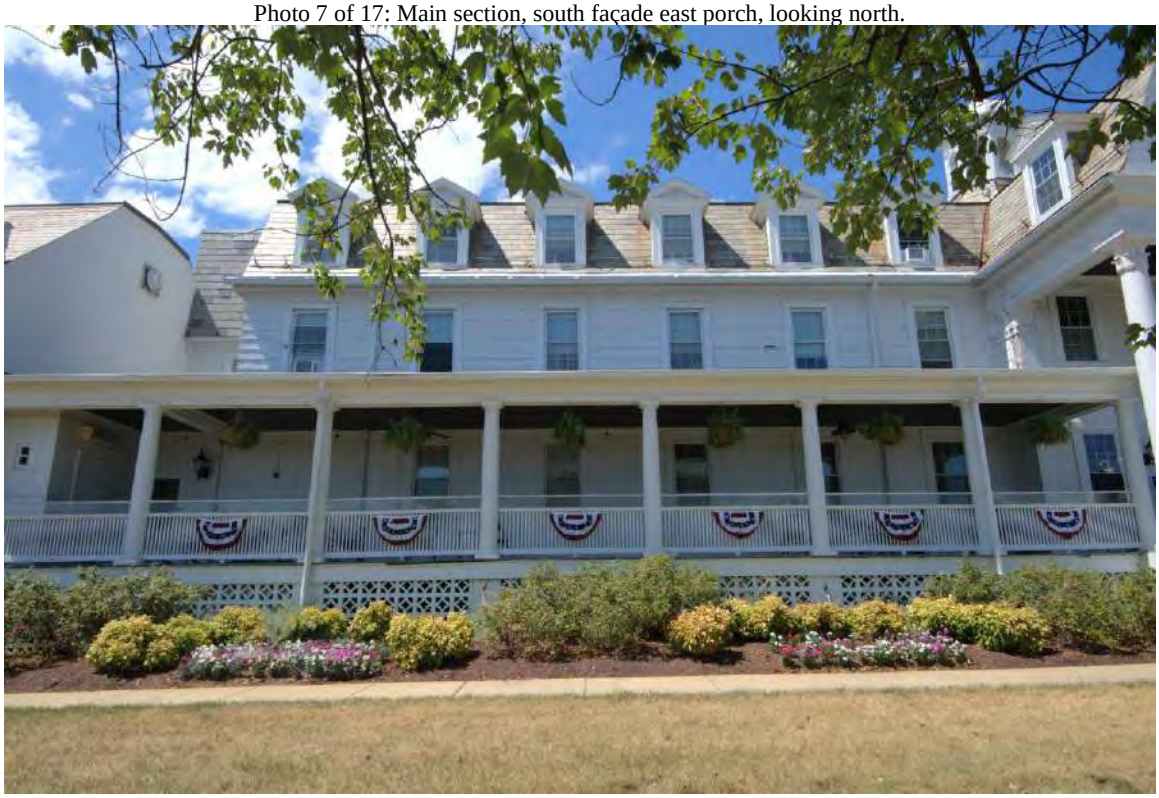


Photo 8 of 17: Main section, south façade west porch, looking north.

**PHOTOGRAPHS**



Photo 9 of 17: Chapel, south elevation, looking north.

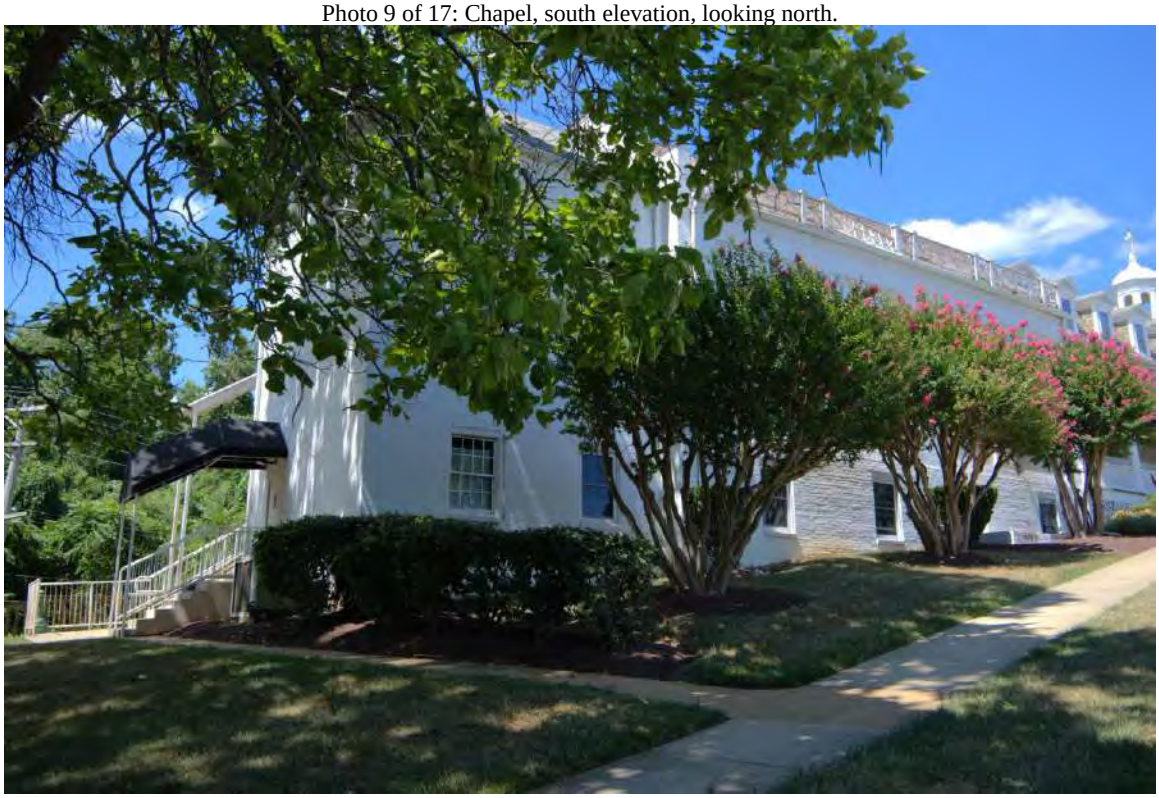


Photo 10 of 17: Chapel, west façade and south elevation, looking northeast.

**PHOTOGRAPHS**



Photo 11 of 17: East wing addition, west elevation and south facade, looking northeast.



Photo 12 of 17: East wing addition, south and east elevations, looking northwest.

**PHOTOGRAPHS**



Photo 13 of 17: East wing addition, east elevation, looking southwest.



Photo 14 of 17: East wing addition, east elevation entrance, looking west.

**PHOTOGRAPHS**



Photo 15 of 17: East wing addition, north and east elevations, looking northwest.



Photo 16 of 17: North addition, north elevation, looking southwest.

**PHOTOGRAPHS**



Photo 17 of 17: Statue, north and west elevations, looking southeast.

NR-ELIGIBILITY REVIEW FORM

AA-313 Manresa (Celebration Villa of Manresa, Manresa-on-Severn)

**PHOTO LOG**

Number of Photos: **17**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **07/11/2024**
Location of Original Digital File:
File Format: **AA-313_07/11/2024_01.tif… etc.**
*Photographs inserted on continuation sheets:*

AA-0313_2024-07-11_01.tif
Photo 1 of 17: Property overview, looking east-northeast.

AA-0313_2024-07-11_02.tif
Photo 2 of 17: South façade overview from statue, looking north.

AA-0313_2024-07-11_03.tif
Photo 3 of 17: Statue and stairs, looking south.

AA-0313_2024-07-11_04.tif
Photo 4 of 17: Partial view of the south façade, looking northwest.

AA-0313_2024-07-11_05.tif
Photo 5 of 17: Main section, south façade, looking north.

AA-0313_2024-07-11_06.tif
Photo 6 of 17: Main section, south façade entry detail, looking north.

AA-0313_2024-07-11_07.tif
Photo 7 of 17: Main section, south façade east porch, looking north.

AA-0313_2024-07-11_08.tif
Photo 8 of 17: Main section, south façade west porch, looking north.

AA-0313_2024-07-11_09.tif
Photo 9 of 17: Chapel, south elevation, looking north.

AA-0313_2024-07-11_10.tif
Photo 10 of 17: Chapel, west façade and south elevation, looking northeast.

AA-0313_2024-07-11_11.tif
Photo 11 of 17: East wing addition, west elevation and south facade, looking northeast.

AA-0313_2024-07-11_12.tif
Photo 12 of 17: East wing addition, south and east elevations, looking northwest.

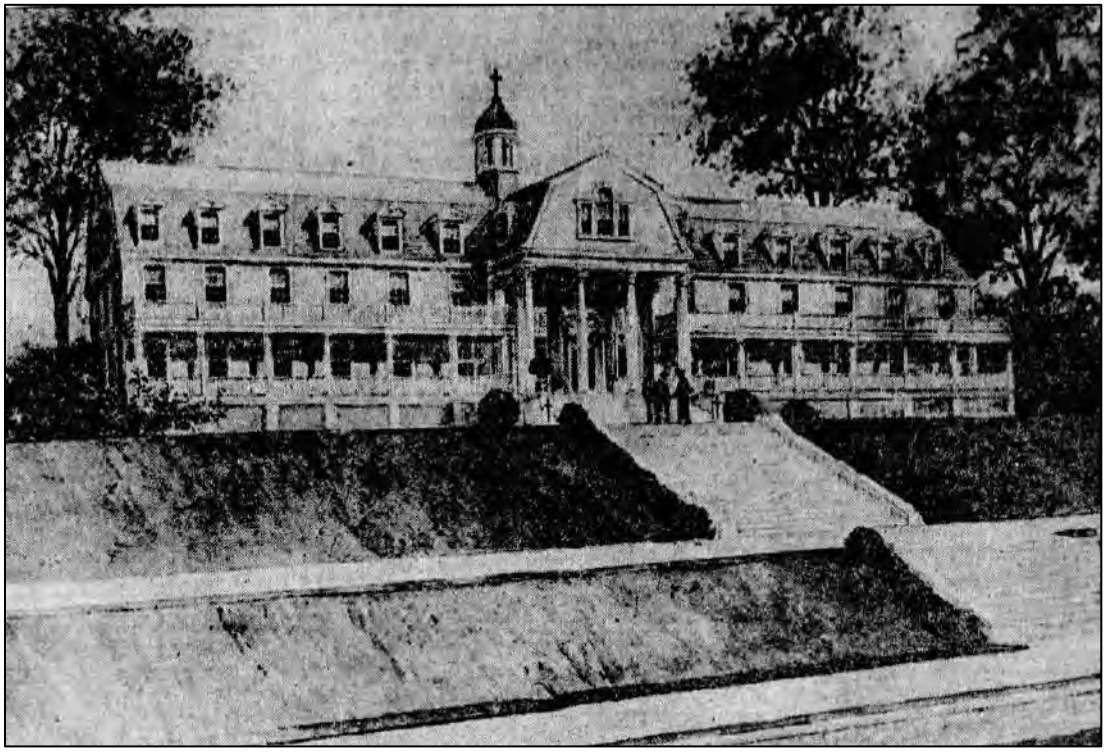
AA-0313_2024-07-11_13.tif
Photo 13 of 17: East wing addition, east elevation, looking southwest.

AA-0313_2024-07-11_14.tif
Photo 14 of 17: East wing addition, east elevation entrance, looking west.

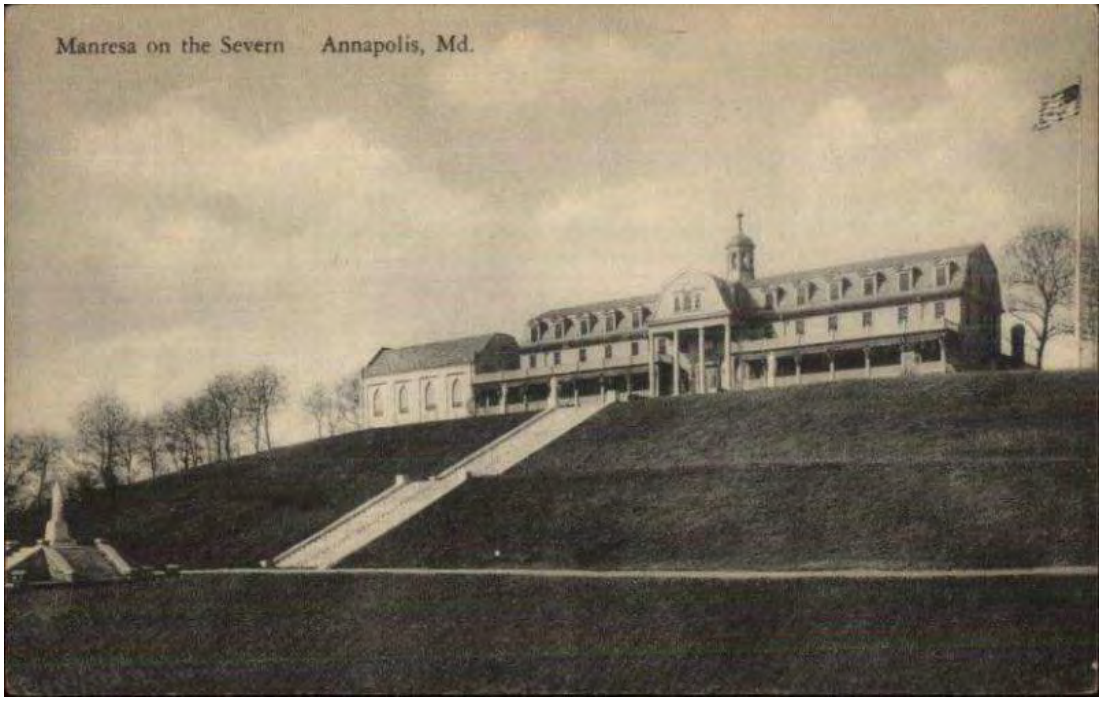
AA-0313_2024-07-11_15.tif
Photo 15 of 17: East wing addition, north and east elevations, looking northwest.

AA-0313_2024-07-11_16.tif
Photo 16 of 17: North addition, north elevation, looking southwest.

AA-0313_2024-07-11_17.tif
Photo 17 of 17: Statue, north and west elevations, looking southeast.



Historic Image 1: Newspaper photograph, showing the south façade, looking up and to the north (*The Baltimore Sun* 1926a)




Historic Image 2: Postcard post-1931, showing the south façade of the main section, the chapel addition and landscaping, looking up and to the northwest (The Albertype Co., n.d.).




Historic Image 3: Postcard post-1931, oblique view of the south façade and east elevation, including the chapel addition, looking west-northwest (Binko Photo Labs, n.d.).



Historic Image 4: Photograph post-1931, showing the south façade of the main section, the chapel addition and landscaping, looking up and to the northwest (Brosnan, n.d.).



Historic Image 5: Postcard circa 1956, showing the south façade and east elevation of the structure with the chapel and east wing addition and landscaping, looking across the river to the northwest (Artvue Post Card Co. 1956).



Historic Image 6: Postcard circa 1978, showing the south facade of the structure with the chapel and east wing additions, looking from the river to the northeast (Traub 1978).

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Erwincrest (Horace Winchester Farmhouse)** Inventory Number: **AA-0314**

Address: 1689 Baltimore Annapolis Boulevard (MD 648) Historic District: No

City: Arnold Zip Code: 21012 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Frank J. Lengenfelder Tax Account ID Number: 09828700

Tax Map Parcel Number(s): 0081 Tax Map Number: 0046

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: October 23, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

Erwincrest, the resource at 1689 Baltimore Annapolis Boulevard, is on a 3.11-acre parcel roughly bounded by a residential parcel to the northwest that contains Old Winchester Road, a commercial parcel to the southwest and southeast, and a wooded residential parcel to the northeast. The circa 1920 house is at the center of the parcel, while a garage, Quonset hut, and small outbuilding are north of the house. A small greenhouse is south of the house. A paved circular drive is southwest of the house and connects to Old Winchester Road to the southwest and the garage to the north. Mature trees surround the house to the southeast and line the property to the southwest and northeast. The remainder of the parcel is covered in grass.

**RESOURCE DESCRIPTIONS**

This property could not be fully accessed during survey, therefore the descriptions are based on a close review of aerial imagery (NearMap 2024).

**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***

***House, circa-1920***

The house at 1689 Baltimore Annapolis Boulevard is a two-and-a-half-story, vinyl-clad house with a concrete foundation, a rectangular plan, and a side-gable asphalt-shingle roof with flared eaves. There is a one-and-a-half story (kitchen) wing on the northwest elevation that wraps around the northeast elevation. A single-story shed-roof addition extends from the wing's southeast elevation. Two interior chimneys are on the northwest elevation, and one is on the southeast elevation of the main block.

The southwest facade of the main block contains a projecting three-bay one-story porch with an asphalt-shingle front-gable roof. The center bay is incised and contains the primary entrance; on either side of the incised bay are windows. Flanking the porch are shallow projecting two-story bays. On the first and second stories, they contain one-light fixed windows flanked by casement windows. Above the main entrance, the second story has a ribbon of three casement windows. Two shed roof dormers with one-light fixed windows flanked by casement windows are on the roof.

The southwest facade of the northwest (kitchen) wing has a one-over-one hung-sash window and a one-light door; a front-gable dormer with paired one-over-one hung-sash windows is on the roof. The northwest elevation of the northwest wing has two paired casement windows and a window. The main block's second story has a small square window and a two-light window. An interior brick chimney pierces the wing's gable roof at the northwest end.

The northeast (rear) elevation's basement is partially above grade. The northeast elevation's first floor has, from south to north, a window in the southeast addition, a projecting bay in the main block, a front-gable projecting bay with a door and two windows, and at least two windows in the northwest addition. Three shed-roof dormers are on the roof of the main block. A shed-roof dormer is on the northwest addition. A wood deck spans the elevation of the southwest addition and the main block.

The southeast elevation contains two ribbons of three casement windows and paired casement windows. The second story of the main block has one-over-one hung-sash windows flanking exterior brick chimney. There appears to be quarter-round windows flanking the chimney on the gable peak. The wood deck from the northeast elevation wraps around this elevation and terminates with steps at the southwest end.

***Outbuilding, circa-1920***

This single-story outbuilding has a rectangular plan and asphalt-shingle front-gable roof. There is a single-leaf door in the southeast facade, and a window in its southwest elevation. The northwest and northeast elevations were not accessible during survey.

***Garage, circa-1920***

This single-story garage has an L-shaped plan on a concrete foundation. It has an asphalt-shingle front gable roof. The south half of the building consists of a flat-roofed addition, which extends northeast, beyond the footprint of the original garage, creating an L-shape. The southwest façade has three roll-up doors and a single-leaf door. The northwest and northeast elevations were accessible during survey. The southeast elevation has paired casement windows at its center.

***Quonset Hut, 2006***

It is a P-model Quonset hut on a concrete foundation with metal walls that merge into a low-pitched gable roof. A roll-up door is at the center of its southeast elevation, a single-leaf door is to the south, and a window is to the east. The southwest, northwest, and northeast elevations lack fenestration.

***Greenhouse, circa 2013***

This greenhouse is located south of the house and has a rectangular plan and front-gable roof. The walls and roof appear to consist of glass, and it appears to have a single door at the center of its north elevation. It was not accessible at the time of survey.

**HISTORIC CONTEXT**

The current 3.11-acre parcel was originally part of a much larger tract owned by the Winchester family. According to an 1878 map, Horace Ridout Winchester resided in Anne Arundel's third election district near the intersection of two roadways which would become Baltimore Annapolis Boulevard and US 50/301. The 1978 Maryland Inventory of Historic Properties survey form noted that a "small kitchen ell with massive brick and plaster fireplace and ½ loft above are apparently all that remains of earlier frame farm house of c. 1790-1840" (Carroll 1978). The surveyor also noted that a photo of the house prior to its remodeling was described as showing "a small cottage with a loft above it, having a center door with windows on either side and small dormers on the roof" (Carroll 1978). This earlier structure was likely the nineteenth century Winchester farmhouse, but it is unclear if this small cottage is the northwest (kitchen) wing or a different building. The MIHP form also notes the possibility of the entire earlier structure having been encased by the current building.

An 1898 deed records the transfer of 209 acres in Anne Arundel's third election district from Horace Winchester to his wife, Josephine B. Winchester (AACCC 9/145, 1898). According to census data, Horace and Josephine occupied this land, living with their youngest daughter Mary Winchester. Josephine Winchester passed away in August of 1912, leaving 132.75 acres in a trust with her daughter and husband as beneficiaries (AACCC GW 102/365, 1913). Horace passed away four months later in December 1912, leaving Mary Winchester as the sole owner of the 132.74 acres. According to his obituary, Horace Winchester was "a well known citizen and truck farmer… and a descendant of one of the oldest families of the county" (Evening Capital 1912). Mary Winchester eventually moved to Annapolis and in June of 1915, she sold 58.41 acres adjacent to Baltimore Annapolis Boulevard to Carrie L. Fischer of Baltimore (AACCC GW 118:325, 1915).

After the death of her husband, Dr. Erwin Fischer, in 1905, Carrie Fischer relocated from Pittsburgh to Baltimore with her 12-year-old daughter, Gerda Erwine (Pittsburgh Press 1905). They lived with Carrie's parents, renowned German-American portrait painter Carl Bersch (1834-1914), and his wife, Angelica (Baltimore Sun 1914). Carl Bersch is best known for his depiction of the aftermath of President Abraham Lincoln's assassination, which he witnessed from a balcony across the street from Ford Theater (Ruane 2015). His painting, Lincoln Borne by Loving Hands, is the only eye-witness depiction of the aftermath and passed to Carrie Fischer after his death in 1914 (Ruane 2015). After her father's death, Carrie moved to the Winchester property in Anne Arundel County with her mother and daughter, where she resided until her death in 1955. Upon Carrie Fischer's death, her daughter Gerda Fischer Vay inherited the house (AACCC JHH 487:55, 1948).

Though few details about the Winchester farmhouse survive, evidence suggests the Fischers remodeled an existing farmhouse to become Erwincrest, named after Carrie's late husband. However, research was unable to confirm a date of construction for this potential earlier farmhouse. The 1978 MIHP form proposes a 50-year period of 1790-1840 for the original construction, and Gerda's 1977 obituary notes she died "at her home, Erwincrest, which was built about 200 years ago and had been her residence since 1915" (Baltimore Sun 1977), suggesting an original construction date in the last quarter of the eighteenth century. Though the Maryland Department of Assessments and Taxation records the current house's date of construction as 1900, based on the previous survey record, Carrie Fischer and her daughter likely drastically remodeled and expanded an existing house or built a new structure circa 1915(Maryland Department of Assessments and Taxation 2024).

Frank J. Lengenfelder purchased Erwincrest from Gerda Vay's executor in May of 1978, and occupied the house until his death in 2024 (AACCC WGL 3112/441, 1978). Based on current conditions compared to the survey photos provided with the 1978 MIHP documentation, Lengenfelder was likely responsible for adding vinyl siding,replacing the original wood casement windows, and enclosing the three-bay front-gable porch. At the time of writing, the house is owned by Lengenfelder's executor.

**ELIGIBILITY DETERMINATION**

Erwincrest at 1689 Baltimore Annapolis Boulevard 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.

Erwincrest is a circa-1915 house with a likely earlier kitchen wing associated with a nineteenth century farmhouse. The late-eighteenth or early-nineteenth century building is associated with agricultural trends in Anne Arundel County; Horace Winchester, who lived in the older farm house was noted as a truck farmer. The older house was either removed or subsumed by the 1915 house and there are no nineteenth-century outbuildings. Given the highly altered state of the house and kitchen wing, the resource no longer has a significant association with this trend. Therefore, Erwincrest is not eligible under Criterion A.

Erwincrest is associated with Horace Ridout Winchester, a nineteenth-century truck farmer, and his daughter, Mary Winchester. The house was later owned by Carrie Fischer, the daughter of a prominent portrait painter Carl Bersch, and her daughter, Gerda Vey. Research has revealed no significant contributions to history by any of these owners. Therefore, Erwincrest is not eligible under Criterion B.

Erwincrest is a circa-1915 house with an earlier kitchen wing. Evidence suggests that the kitchen wing was part of a late-eighteenth or early-nineteenth century house which may be encased by the circa-1915 Craftsman style house built by Carrie Fischer and Gerda Vey. Much of the Craftsman detailing, including the wood casement windows, shingle siding, and open front porch, has been removed. The house does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Erwincrest is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 3.11 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0046, Parcel 0081 (2024).

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1898. Deed. Horace Winchester to Josephine B. Winchester, GW 9:145. www.Mdlandrec.net.

------. 1913. Deed. John R. Singleton to Mary Winchester, GW 102:365. www.Mdlandrec.net.

------. 1915. Deed. Mary Winchester to Carrie L. Fischer, GW 118:325. www.Mdlandrec.net.

------. 1948. Deed of Trust. George E. Rullman to Carrie L. Fischer and Gerda Vey as joint tenants, JHH 487:55. www.Mdlandrec.net.

------. 1978. Deed. Robert A. Dietz, executor of Gerda Fischer Vay, to Frank J. Lengenfelder, WGL 3112: 0441. www.Mdlandrec.net.

Baltimore Sun. 1914. “Carl Bersch, Artist, Dead.” May 3, 1914. May 3, 1914, page 5 – The Baltimore Sun at Newspapers.com.

------. 1977. “Gerda F. Vay is dead.” March 20, 1977. Mar 20, 1977, page 14. – The Baltimore Sun at Newspapers.com.

Carroll, Marion Morton. 1978. “AA-314 Erwincrest, (Horace Winchester Farmhouse).” Survey Form, on file with Maryland’s Cultural Resource Information System (MEDUSA). Accessed October 22, 2024. https://apps.mht.maryland.gov/medusa//.

Evening Capital. 1912. “Resident of North Severn Dies After Painful Illness.” December 23, 1912. Dec 23, 1912, page 1 – The Evening Capital at Newspapers.com.

Hopkins, G.M. 1877. “Atlas of fifteen miles around Baltimore, including Anne Arundel County, Maryland.” Library of Congress. Accessed October 22, 2024. https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.561,0.194,0.5,0.405,0.

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Nearmap. n.d. “Nearmap.” Accessed October 19, 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Pittsburgh Press. 1905. “Physician Dies After A Seven Weeks' Sleep.” May 22, 1950. May 22, 1906, page 3 – The Pittsburgh Press at Newspapers.com.

Ruane, Michael. 2015. “Lincoln assassination emerges in painting from 150 years of grime.” The Washington Post, October 5, 2015. Accessed October 22, 2024. https://www.washingtonpost.com/local/lincoln-assassination-emerges-in-painting-from-150-years-of-grime/2015/10/05/21a24d0c-6866-11e5-9223-70cb36460919_story.html.

**MAPS**

**Erwincrest (Horace Winchester Farmhouse)**

Location: Baltimore Annapolis Boulevard (MD 648) AA-0314
City: Winchester Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**Erwincrest (Horace Winchester Farmhouse)**

Location: Baltimore Annapolis Boulevard (MD 648) AA-0314
City: Winchester Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 5: House, showing the southwest facade of the northwest wing and main block, looking northeast




Photo 2 of 5: Property overview, looking north, NearMap aerial imagery.

**PHOTOGRAPHS**




Photo 3 of 5: Property overview, looking east, NearMap aerial imagery.




Photo 4 of 5: Property overview, looking south, NearMap aerial imagery.

**PHOTOGRAPHS**




Photo 5 of 5: Property overview, looking west, NearMap aerial imagery.

NR-ELIGIBILITY REVIEW FORM

AA-0314 Erwincrest (Horace Winchester Farmhouse)

**PHOTO LOG**

Number of Photos: **5**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-11**
Location of Original Digital File: **MHT**
File Format: **AA-0314_2023-12-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-0314_2023-12-11_01.tif
Photo 1 of 5: House, showing the southwest facade of the northwest wing and main block, looking northeast

AA-0314_2024-02-21_02.tif
Photo 2 of 5: Property overview, looking north, NearMap aerial imagery.

AA-0314_2024-02-21_03.tif
Photo 3 of 5: Property overview, looking east, NearMap aerial imagery.

AA-0314_2024-02-21_04.tif
Photo 4 of 5: Property overview, looking south, NearMap aerial imagery.

AA-0314_2024-02-21_05.tif
Photo 5 of 5: Property overview, looking west, NearMap aerial imagery.

**AA-0314**
**Erwincrest (Horace Winchester Farmhouse)**
1689 Baltimore Annapolis Boulevard
Arnold, Anne Arundel County, Maryland



Historic Image 1: Detail of "Atlas of fifteen miles around Baltimore, including Anne Arundel County, Maryland." by G.M. Hopkins, 1877. Showing Horace R. Winchester property.

Library of Congress,
https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.561,0.194,0.5,0.405,0.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **John Small House** Inventory Number: **AA-0317**

Address: St. Margarets Road (MD 179) Historic District: No

City: St. Margarets Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Prokopchak Michael C Tax Account ID Number: 03-33274908

Tax Map Parcel Number(s): 0387 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: October 30, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The John Small House at 1563 St Margarets Road (MD 179) is on a 2.3-acre parcel roughly bounded by St Margarets Road to the north, a residential parcel to the east, two residential parcels to the south, and one residential parcel to the west. A circa 1770 house is at the north end of the parcel oriented east-west. East of the house is a small circa 1970 shed. South of the house is a 2008 two-story garage. Along the south property line is a circa 1970 barn. A gravel circular drive with a landscaped center is west of the house, extending south from St Margarets Road, and a winding gravel lane leads south to a gravel area and barn on the south property line; an additional spur from the circle drive provides a parking area west of the garage. A stone mailbox with a low stone wall is along St Margarets Road, west of the circular drive, and a hanging wooden sign is in the landscaped center of the drive, near its intersection with St Margarets Road. Both the low stone wall and wooden sign read "Walnut Hill." Much of the parcel is covered in grass, with mature trees lining the property edges and scattered throughout. The garage's north and east elevations overlook a patio consisting of stone pavers with a gravel pathway along the edge of the circle drive connecting it to a brick path leading from the circle drive to the house's entrance. A round firepit atop a square patio is southeast of the 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**

***John Small House, circa 1770***

The John Small House consists of a circa 1770 block, oriented east-west with a side-gable roof covered in asphalt shingles. A one-story pre-1950 front-gable addition is on the east elevation, and a pre-1950 shed-roof addition is on the south elevation. Circa 2002, a one-and-one-half-story gambrel-roof block was added perpendicular to the original block, and the shed-roof addition was extended east past the circa-1950 addition. Throughout the building, windows are replacement six-over-six vinyl hung sash units unless otherwise noted. The whole building is clad in wooden shingles.

The circa-1770 block is two-and-one-half stories on a stone foundation. An interior brick chimney is on the roofline. The three-bay north elevation previously served as the façade. It contains two windows with wood trim and a wooden door surround consisting of an entablature with fluted pilasters. Three windows are in the second story. This elevation has a simple modillion cornice. The west elevation has a fixed 20-light window at the north end of the first story and a window in the gable peak, below a small square louvered vent. The circa 1950 shed-roof addition spans the first story of the south elevation. Its west elevation has tripartite windows. West to east, its south elevation has a ribbon of 14 windows, followed by a single wood paneled door with a glass storm door, and four more windows. The easternmost three windows form the circa-2002 single-story expansion of the pre-1950 shed-roof addition. The second story of the 1770 south elevation has a six-light fixed window at the west end, followed by two windows. The north elevation of the circa-2002 single-story connection has a single window at its west end.

The pre-1950 front-gable addition spans the first story of the 1770 east elevation. It contains a small wooden deck leading to a fixed door next to sliding doors on its east elevation, while its gable peak lacks fenestration. Its north elevation has no openings, but there are two skylights in its gable roof. A single window is in the gable peak of the original block.

The one-and-one-half-story, gambrel-roof, circa-2002 block has a continuous concrete foundation. The west façade has a front-gable projecting two-story bay. The primary entrance is recessed in the bay. The entrance consists of a single wood door flanked by sidelights and a transom. A single, eight-light casement window with a fanlight is above the door. South of the entrance, there is ribbon of three windows and above, a shed-roof dormer with an eight-light casement window. The south elevation has a wood-frame shed-roof screen porch with a door in its west elevation. Above the screen porch's roof, a brick chimney bisects the half story, which lacks fenestration. Starting at the south end, the east elevation has a ribbon of three windows, paired windows, and a single window on the first story. There are three shed-roof dormers above, each with an eight-light casement window. The north elevation has a large single window at the east end and a single window centered in the gable peak. There is also a window between the two stories at the elevation's west end.

***Barn, circa 1970***

This one-and-a-half-story rectangular barn, on a concrete block foundation, has an asphalt-shingle gambrel roof. It is clad in board and batten siding. The north façade has a central board and batten door with six-light fixed windows on either side. The east elevation has a one-over-one hung sash window in the half story. The south elevation was not accessible during survey. The west elevation has a board and batten door in the first story and one in the half story.

***Shed, circa 1970***

The one-story shed is on a concrete-block foundation, with an asphalt-shingle gambrel roof. It is clad in T1-11 siding. The west façade has paired wooden doors with crossbucks. The north, east, and south elevations lack fenestration.

***Garage, 2008***

This one-and-one-half-story garage on a raised poured concrete foundation is clad in vinyl siding. It has an asphalt-shingle gable roof with nearly full-length shed-roof dormers on the east and west sides. Throughout the building, windows are six-over-six vinyl hung-sash windows unless otherwise noted. The west façade has two roll-up doors with arched 14-light windows and crossbucks and paired windows. The dormer has central small paired windows with full-sized windows on either side. The north elevation has a central nine-light door flanked by single windows. The gable peak contains an eight-over-eight vinyl hung-sash window. The east elevation's first story contains a door. On the second story, there is a small, four-over-four, vinyl hung sash window at the south end, followed by paired windows, a single glazed door, and a single

window. The door is sheltered by an asphalt-shingle gable canopy supported by brackets. L-shaped wood steps lead from the door to the first story. The south elevation has three windows on the first floor and a shuttered opening in the gable peak.

**HISTORIC CONTEXT**

During the latter half of the eighteenth century, the Broadneck Peninsula was dotted with plantations and small farms primarily dedicated to cultivating tobacco. The larger plantations had primary houses built in brick or stone, which were often accompanied by numerous wooden outbuildings associated with farming or enslaved labor. Examples include Goshen (circa 1780; AA-339) and Whitehall (circa 1760; AA 325). Smaller farms with frame houses such as the Glebe Farmhouse (circa 1780; AA-332) were also present on the Broadneck Peninsula, but few survive. Of the surviving masonry plantations, only Goshen and Whitehall have surviving frame outbuildings, which include the Goshen Slave Cabin (AA-339A) and the Whitehall Overseer's Quarter (AA-326A).

Evidence suggests the John Small House was built circa 1770 by John Small, Sr. (St. Margaret's Church, 2017; MIHP # AA-317). Little is known about John Small, Sr. who first appears in the historic record in 1777 when he married Anne Pettiboon (Compiled Marriage Index 1777). According to a 1790 census, John Small, Sr. lived in Anne Arundel County in a household with 14 free white and eight enslaved people. Upon his death circa 1791, "the plantation late the property of Mr. John Small, deceased, situated on the north side of Severn, within five miles of Annapolis" was advertised for sale in the Maryland Gazette (Maryland Gazette 1791). After his death, John Small, Sr.'s lands passed to his wife, Anne, and two sons Robert and John Small, Jr. These lands were resurveyed and combined into a single 609.75-acre plat named "Felicity Plains" in November 1798 (AACCC Plat 1798).

In 1838, an advertisement in the Maryland Gazette described the sale of "Walnut Hill, containing 400 and one-fourth an acre of land, in Anne-Arundel county [sic.], five miles from Annapolis and one mile from the public road that leads from Baltimore to Annapolis," which had "a comfortable Dwelling House" (Maryland Gazette 1838). Though the Small family is not mentioned in this listing, the description suggests it is part of the Felicity Plains tract. An 1841 deed references the sale of 64 acres "being part of Felicity Plains," with one-fourth an acre used for a graveyard, from John Small, Jr. to John Cross in 1814; however, this deed could not be located (AACCC WSG 25/582). This same tract was later sold by John S. Boone and Philip Pettibone to St Margaret's Westminster Parish in 1841 (AACCC WSG 35/582). St. Margarets Westminster Parish later sold 51.25 acres of this land to Samuel R. Richardson in 1868 (AACCC SH 2/403).

Samuel Richardson is recorded in the 1870 census with four adult children and an estimated real estate of $15,000 (USFC 1870). According to the 1860 federal census, Richardson enslaved 14 individuals in Anne Arundel's third election district (USFC 1860). After his death circa 1875, the 64-acre tract passed to Samuel's daughter, Johanna Richardson, who remained there until 1897, when she sold it to William and Williamette Duvall; this deed describes the tract as having a "family graveyard (in the garden)" (AACCC GW 7/304). The Duvalls occupied the land until 1916, when William and Hattie Kirkendell purchased 20.25 acres (with 0.25 acres being reserved for a graveyard) from the widowed Williamette Duvall (AACCC GW 116/128). After another transfer, Oliver T. and Melvena Brice purchased the 20.25-acre parcel in 1933 (AACCC FSR 108/324).

Dr. Oliver Tilghman Brice, a physician, and his family lived in the John Small House until 1953. According to a local historian, Folger McKinsey (Mack) Ridout, Sr., the house was separate from the kitchen until after 1940, and the property included slave quarters, a barn, and a small graveyard behind the house (St. Margaret's Church 2017). Given the number of enslaved individuals associated with the property and the historic nature of the graveyard, it has been theorized that the graveyard may include African American burials (African American Voices, Memories and Places, n.d.). Evidence suggests that slave quarters and original barn were torn down circa 1939, and materials from the original barn were used to construct the circa 1970 barn (African American Voices, Memories and Places, n.d.).

The Brice family sold the 20.25-acre tract in 1953, and it changed hands once before the Anne Arundel County Association for Retarded Children, Inc. purchased 2.3 acres "exclusive of 0.023 acres contained within the graveyard" in 1966 (AACCC LNP 1941/115). A 1957 aerial shows a rectangular area at the south end of the parcel separated from pastures (NETROnline, 1957).

According to the 1965 plat map of the property, the cemetery was located at the south end of the parcel, north of a barn and stables (AACCC 1965, LNP 1941/118). Aerials from 1970 and 1982 show a rectangular walled or fenced area north of a barn (NETROnline, 1970 and 1982), however, it is unclear if this is a graveyard or a paddock.

The 1975 survey photos show the circa-1770 block in largely the same condition, save for vinyl siding. The north facade and west elevation have the same fenestration, except there is no vent in the west elevation's gable peak. The south elevation and the pre-1950 shed-roof addition mirror their current arrangement, though the addition is clad in vinyl siding and there is a door near the west end of its south elevation. The pre-1950 front-gable addition to the original east elevation is present and has a ribbon of five windows in the south half of its east elevation. The north half of its east elevation has a grid of six fixed windows in the gable peak above three sliding doors. The addition's north elevation has two six-over-six windows. The original east elevation is bisected by a concrete chimney.

This 2.3-acre parcel was then bought and sold every ten years or so, until it was purchased in 2005 by Michael C. and Ronda Prokopchak and Matthew Prokopchak (AACCC 16524 /00001). The Prokopchaks renovated and added to the existing structure known as the John Small House and Walnut Hill. These additions include the one-story extension of the pre-1950 shed-roof addition to the original south elevation and the construction of the gambrel-roof block east of the original house, connected via the one-story extension. The Prokopchaks also reclad the original house in wooden shingles and painted its trim to match the new construction. They also remodeled the landscaping around the house circa 2006, adding the patio east of the garage, the firepit to the southeast, and a gravel lot north of the barn, which possibly leveled the graveyard (NETROnline, 2002, 2006, 2007). Matthew Prokopchak is the current owner (AACCC 28799/00354).

**ELIGIBILITY DETERMINATION**

The John Small House at 1563 St Margarets Road 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 John Small House is an example of a late-eighteenth-century frame farmhouse. Evidence suggests it was built circa 1770 by John Small Sr. along with other outbuildings, possibly including quarters for the enslaved laborers in addition to barns. However, no eighteenth-century outbuildings survive and the resource has lost any association it may have had with farming through the loss of its farmland and outbuildings, and through alterations to the farmhouse and construction of new, non-agricultural outbuildings. Therefore, the John Small House is not eligible under Criterion A.

Little information regarding John Small Sr. could be found. Later owners of the house include St. Margaret's Westminster Parish, Samuel Richardson, and Dr. Oliver Tilghman Brice. Research has revealed no significant contributions to history by any of these owners. Therefore, the John Small House is not eligible under Criterion B.

The John Small House is a circa-1770 farmhouse with several additions and alterations, which include a one-story pre-1950 front-gable addition on the east elevation, a pre-1950 shed-roof addition on the south elevation, a circa-2002 one-and-one-half-story gambrel-roof block added perpendicular to the original block, and a circa-2002 shed-roof addition extending past the circa-1950 addition. Furthermore, the 1770 block was reclad in wooden shingles circa 2002, all windows have been replaced, and the roof has been clad in asphalt-shingles. Evidence also suggests the interior of the 1770 block has been altered. Though the John Small House is an example of an eighteenth-century frame farmhouse, the alterations and additions have significantly altered the resource's appearance, and it no longer represents the period of history in which it was built. Therefore, the John Small House is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 2.3 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 387 (2025).

**REFERENCES**

African American Voices, Memories and Places. n.d. "St. Margarets: A reported slave cemetery and slave quarters site near the 'John Small House' (Private)." Accessed October 15, 2024. https://storymaps.arcgis.com/stories/ff48b38160cf4bfc8e16a6c2a67e16c7.

Anne Arundel County Circuit Court (AACCC). 1798. "Plat, Felicity Plains." Unpatented Certificate 170. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1212&unit=171&page=adv1&id=1590887049.

------. 1841. Deed. John S Boone and Philip Pettibone to St Margaret's Westminster Parish, WSG 25:582. www.Mdlandrec.net.

------. 1868. Deed. John Duncan, Rector of St Margarets Church Westminster Parish to Samuel R. Richardson, SH 2:403. www.Mdlandrec.net.
------. 1897. Deed. Johanna F. Richardson to William and Willamette Duvall, GW 7:304. www.Mdlandrec.net.
------. 1916. Deed. Williamette Duval (widow) to William and Hattie Kirkendell, GW 116:128. www.Mdlandrec.net.
------. 1933. Deed. Oliver C. and Marguerite Macey to Oliver T. and Melvena Brice, FSR 108:324. www.Mdlandrec.net.
------. 1965. Plat. "Samuel J. Anderson's Property," LNP 1941:118. www.Mdlandrec.net.
------. 1966. Deed. Samuel J. and Irma M. Anderson to Anne Arundel County Association for Retarded Children, Inc., LNP 1941:115. www.Mdlandrec.net.
------. 2005. Deed. Patrick and Hilary Gonzales to Michael C., Ronda R., and Matthew Prokopchak, 16524:00001. www.Mdlandrec.net.
------. 2015. Deed. Michael C. and Ronda R. Prokopchak to Matthew Prokopchak, 28799/00354. www.Mdlandrec.net.

Compiled Marriage Index, U.S. State of Maryland. 1777. "John Small." October 1, 1777. Ancestry.com.

Maryland Department of Assessments and Taxation. 2025. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Maryland Gazette (Annapolis, MD). 1791. August 25, 1791. Aug 25, 1791, page 4.
------. 1838. "Public Sale." April 12, 1838. Apr 12, 1838, page 3.

Maryland Historical Trust. 2004. "MIHP Architecture File # AA-317: John Small House." Maryland Inventory of Historic Properties form. 2024. https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-317.pdf.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

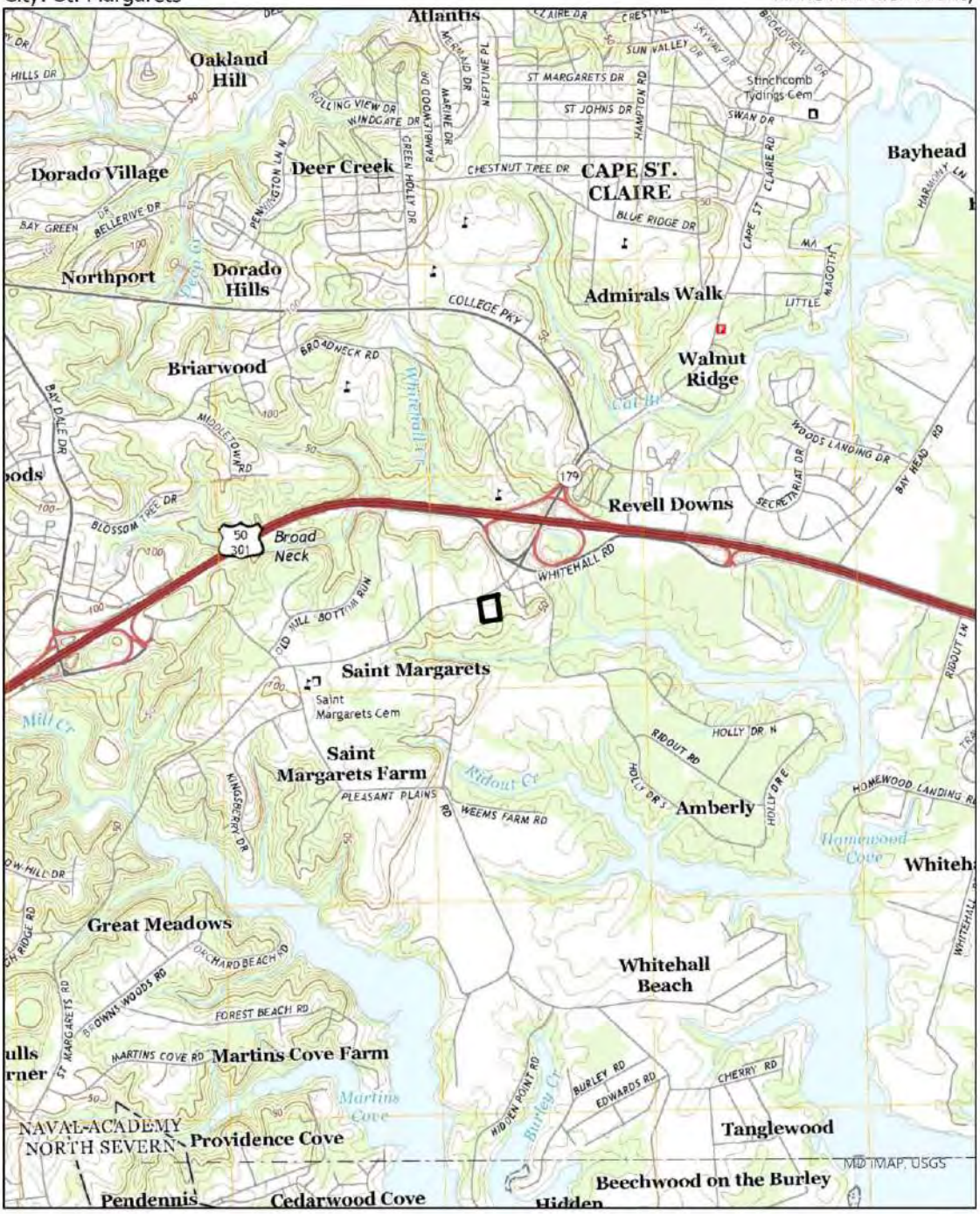
St. Margaret's Church. 2017. "A Tour of Our Home on the Broadneck Peninsula." Accessed October 28, 2024. https://www.stmargaretsarchives.org/wp-content/uploads/2021/03/BroadneckPeninsulaTourOctober2017Text.pdf.

United States Federal Census (USFC), 1860. Anne Arundel County, Maryland. Roll: M653_457; Page: 809. Provided by the National Archives and Records Administration on Ancestry.com.
------. 1870. Anne Arundel County, Maryland. Roll: M593_568; Page: 588B Provided by the National Archives and Records Administration on Ancestry.com.

**MAPS**

**John Small House**

Location: St. Margarets Road (MD 179) AA-0317
City: St. Margarets Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**John Small House**

Location: St. Margarets Road (MD 179)
City: St. Margarets

AA-0317
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 10: Overview of AA-0317, showing house (left) and garage (right), looking east



Photo 2 of 10: House, north façade and west elevation, looking southeast

**PHOTOGRAPHS**



Photo 3 of 10: House, west and south elevations of original portion (left) and west elevation of modern portion (right), looking east

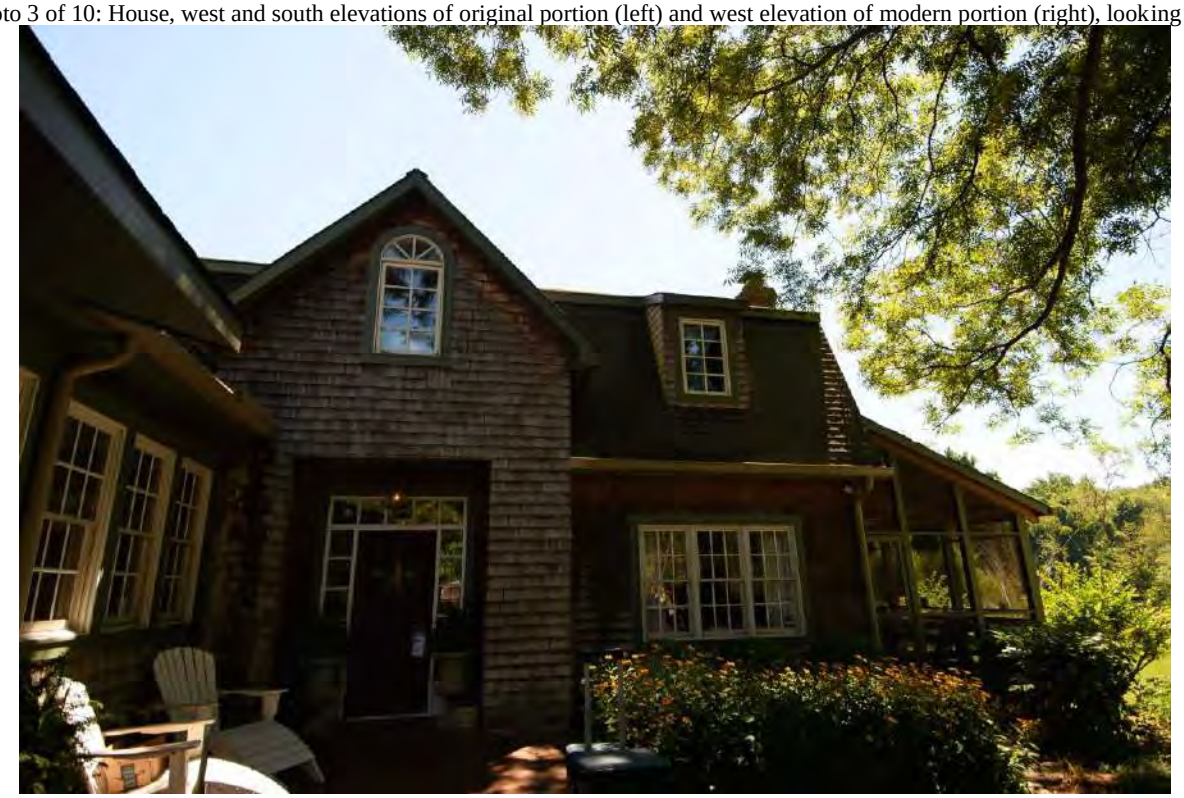


Photo 4 of 10: House, west façade of modern portion, looking east

**PHOTOGRAPHS**



Photo 5 of 10: House, east and north elevations of modern portion (left), east and north elevations of central addition (center) and east elevation of original portion (right), looking southwest



Photo 6 of 10: Barn, east and north elevations, looking southwest

**PHOTOGRAPHS**



Photo 7 of 10: Barn, north and west elevations, looking southeast



Photo 8 of 10: Shed, north and west elevations, looking southwest

**PHOTOGRAPHS**



Photo 9 of 10: Garage, north and west elevations, looking southeast



Photo 10 of 10: Garage, east and north elevations, looking southwest

NR-ELIGIBILITY REVIEW FORM

AA-0317 John Small House

**PHOTO LOG**

Number of Photos: **10**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2024-07-11**
Location of Original Digital File: **MHT**
File Format: **AA-0317_2024-07-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-0317_2024-7-11_01.tif
Photo 1 of 10: Overview of AA-0317, showing house (left) and garage (right), looking east

AA-0317_2024-7-11_02.tif
Photo 2 of 10: House, north façade and west elevation, looking southeast

AA-0317_2024-7-11_03.tif
Photo 3 of 10: House, west and south elevations of original portion (left) and west elevation of modern portion (right), looking east

AA-0317_2024-7-11_04.tif
Photo 4 of 10: House, west façade of modern portion, looking east

AA-0317_2024-7-11_05.tif
Photo 5 of 10: House, east and north elevations of modern portion (left), east and north elevations of central addition (center) and east elevation of original portion (right), looking southwest

AA-0317_2024-7-11_06.tif
Photo 6 of 10: Barn, east and north elevations, looking southwest

AA-0317_2024-7-11_07.tif
Photo 7 of 10: Barn, north and west elevations, looking southeast

AA-0317_2024-7-11_08.tif
Photo 8 of 10: Shed, north and west elevations, looking southwest

AA-0317_2024-7-11_09.tif
Photo 9 of 10: Garage, north and west elevations, looking southeast

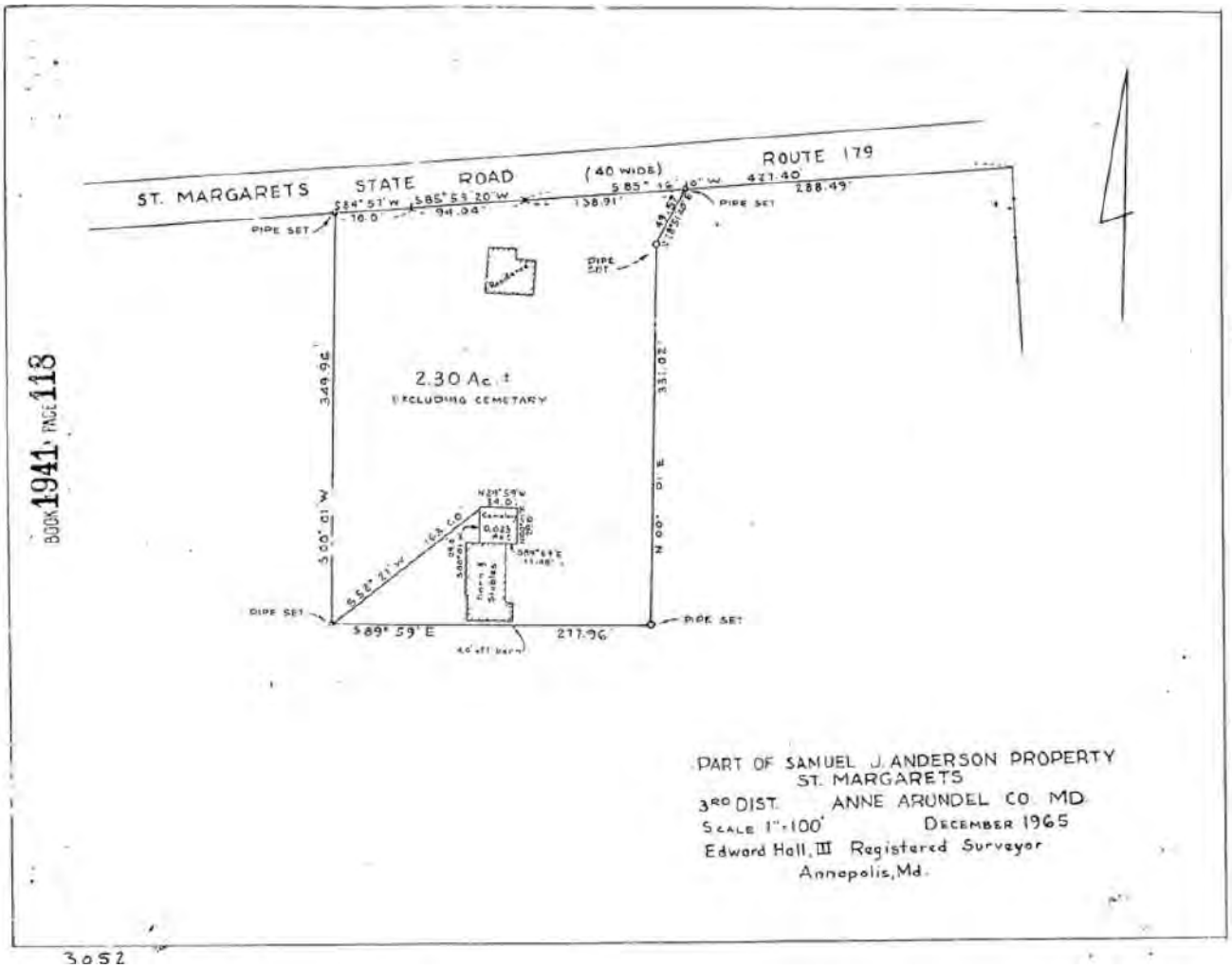
AA-0317_2024-7-11_10.tif
Photo 10 of 10: Garage, east and north elevations, looking southwest

**AA-317**
**John Small House (Walnut Hill)**
1563 St Margarets Road
Annapolis, Anne Arundel County, Maryland




Historic Image 1: Detail of "Atlas of fifteen miles around Baltimore, including Anne Arundel County, Maryland." by G.M. Hopkins, 1877. Showing Samuel R. Richardson property.

Library of Congress,
https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.561,0.194,0.5,0.405,0.




Historic Image 2: "Part of Samuel J. Anderson Property." Plat. AACCC 1941/118. December 1965, showing original John Small House, cemetery and barn.

Maryland State Archives.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Whitehall Miller's House** Inventory Number: **AA-0319**

Address: 1430 Whitehall Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: White Hall Creek LLC Tax Account ID Number: 14459250

Tax Map Parcel Number(s): 0225 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Francesca Maisano Date Prepared: January 19, 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 dwelling at 1430 Whitehall Road was first surveyed in the late twentieth century on an undated Maryland Historical Trust Worksheet Nomination Form for the National Register of Historic Places (NRHP). The form was likely completed in the early 1970s as the owner was noted as J. F. Hottell, who died in 1973. The survey described the circa-1860 building as enlarged and renovated in the early twentieth century and noted that little original fabric remained ("Miller's House, Whitehall," n.d.) The resource was later surveyed in 2014 by MHT staff, who described the house as ruinous (Sager 2014). The resource was never evaluated for the NRHP. When surveyed in 2023, the dwelling was extant, but the garage is no longer present.

LOCATION/SETTING

1430 Whitehall Road is a 16.46-acre agricultural parcel with a nineteenth-century dwelling known as the Whitehall Miller's House as well as a circa-2022 commercial building. The parcel is bounded by Whitehall Road to the northwest, to commercial parcels to the northeast, a forested parcel to the east, Whitehall Creek to the south and county-owned land with the headwaters of Whitehall Creek to the west. The Whitehall Miller's House is in the northeast corner close to the property line by Whitehall Road. An asphalt

**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***

driveway west of the Whitehall Miller's House leads south from Whitehall Road to a cleared area with a large asphalt parking lot and the commercial building. A second drive loops east from the primary drive between the Whitehall Miller's House and commercial building. Gravel parking areas are off the looping drive. South of the large parking lot and commercial building is a sports field. The rest of the parcel is heavily forested.

RESOURCE DESCRIPTION

Whitehall Miller's House, nineteenth century

The dwelling is in ruinous condition. Of frame construction covered in deteriorated wood shingles, it is a rectangular, two-story, three-bay dwelling, with one-story additions on the north and south elevation. There are also two additions on the east elevation-a one-story, shed-roofed addition on the east elevation attached to the south addition and a two-story, front-gable addition attached to the main section of the house.

. The side-gabled standing seam metal roofs are still on the south addition, as well as the southern two-thirds of the main section, but the roof on the northern addition has collapsed. Exterior end chimneys are on either side of the main section, now enclosed by the additions, and a third chimney is at the rear of the house. Foliage grows on and through the roof.

In the center of the rectangular main section's west façade's first story is a wood doorway. Ghosting occurs around the door in the form of exposed boards on either side of the door as well as above the door in the shape of a triangular pediment. North of the door is a wood window opening, while south of the door is a large American flag that hangs from the second story and obscures what is behind it. In the second story, the north one-third is partially collapsed, while a wood window opening is above the door and another opening is mostly behind the flag.

The west façade of the north addition was also in ruinous condition, with a large hole in the center of the wall. However, one wood doorway was evident, through which another opening could be seen in the east elevation. The west façade of the south addition has a wood door opening as well as a wood window opening with a portion of a single wood half-height shutter.

The south elevation has one wood window opening in the first story of the south addition and one in the gable. In the shed-roof addition is a window opening with a wood frame and a wood window opening. The main section of the house has a brick chimney as well as a window opening and exposed framing. The two-story addition was ruinous at the time of survey. However, one wood window opening was still evident.

The east elevation has a door opening in the shed-roof addition. Attached to the east elevation of the original section, between the shed-roof addition and the two-story addition, is an open porch with a shed roof and rounded trim that leads to a door opening. Above the porch is a gable-roof dormer with a window opening. Attached to the two-story addition is a brick exterior chimney. The north addition has a window opening.

The north elevation has at least three window openings in the second story of the two-story addition. However, much of this elevation of the two-story addition has collapsed. The north addition has two window openings in the first story and one window opening in the gable.

Commercial Building, circa 2022

The commercial building is a two-story rectangular building with a standing seam metal side-gable roof oriented northeast-southwest.

HISTORIC CONTEXT

The mill at Whitehall, also called the Sharpe-Ridout-Boone Mill, was built around 1771 by Governor Horatio Sharpe and located north of where the Whitehall Miller's House is today. Lived in and worked by enslaved persons, the mill was managed by Sharpe's secretary John Ridout after Sharpe returned to England during the American Revolutionary War. The mill was "totally consumed" by fire in 1783 and was rebuilt around 1787. The mill was fed by two millponds, one on Whitehall Creek and the other on Cat Branch, with a channel between the two. The milldam for Whitehall Creek was west of the mill and formed a millpond north of the dam (Sprinkle, Jr. and Ervin 2013, 7, 28).

Ridout acquired the Whitehall property after Sharpe's death in 1790 and died soon after, with his wife Mary Ogle Ridout retaining the property. In an assessment in 1798 the mill was described as "a two-story, 30 by 22 feet, wood-framed grist mill" (Sprinkle, Jr. and Ervin 2013, 7). However, the assessment made no mention of a miller's house (Scarlett, Jr. 1951, 24). After Horatio Ridout, the son of John and Mary Ridout, died, the 50-acre mill property, excepting one acre to the trustees of Primary School No. 13, was obtained by Richard French in 1839 (Anne Arundel County Circuit Court 1840). The property changed hands multiple times in the following two decades, though it was owned the longest by John S. Boone, who first acquired the property in 1845 (Anne Arundel County Circuit Court 1841; 1845; 1852; 1854: 1855). John S. Boone is most likely responsible for construction of the house. By 1860 the Whitehall Miller's House had been built, as seen on Martenet's 1860 map of Anne Arundel County, along with the mill to the northeast and a store/post office just east of the house (Martenet, Beall, and Harman 1860). By 1861 the mill was adapted to be a sawmill, known as Boone's saw mill, and members of New York's Seventh Regiment, stationed in Annapolis, occupied the site in Spring 1861 for "the purpose of getting out lumber preparatory to building quarters at Fort Severn and other places" (Sprinkle, Jr. and Ervin 2013, 7). In the 1868 plat of the mill property "drawn for the estate of John S. Boone," the miller's house was described as "the dower of his widow" and there were four outbuildings south of it (Sprinkle, Jr. and Ervin 2013, F-7, 7). Charles Boone and his wife Sarah acquired the property by 1870 (Anne Arundel County Circuit Court 1870). According to a 1877 newspaper announcement, the property was known as Thos. C. Boone's farm and the store was known as "Boone's Store" (The Sun 1877).

According to the 1878 "Atlas of Fifteen Miles around Baltimore," including Anne Arundel County, T. C. Boone resided at the property (Hopkins, Jr. 1878); however, Thomas C. Boone and his wife Mary A. Boone would not acquire the deed to the 30.75-acre property until May 1879 (Anne Arundel County Circuit Court 1879b). In spring 1880 a flood "carried away J.S. Boone's Mill dam"; the mill structure likely disappeared completely by 1904 as it was not present on a 1904 USGS topographic map (Sprinkle, Jr. and Ervin 2013, 8). In 1879, Mary Boone purchased an adjacent 36.5-acre lot "by the side of Boones Mill Pond."

T. C. Boone was considered "a large packer" in the canning industry in Anne roundel County by 1885, one of several in the third district of Anne Arundel County, as the canning business became one of the leading industries in the early 1880s (The Baltimore County Union, The Towson News 1885). He also kept hogs and maintained Boone's store through at least October 1885 (Evening Capital 1885; Fowler 1885). Despite the Boones' apparent canning success, the portion of the property purchased by Mary Boone in 1879 was sold at public auction in February 1886. It was described in a newspaper advertisement as a "fertile and highly-cultivated market farm on which Thomas C. Boone now resides" on land "improved with fruit, berries, grapes, and raspberries" (Bannon 1886).

A second public action was held in June 1889 due to mortgage foreclosure. The land described as a "fertile and highly cultivated market farm on which Thos. C. Boone now resides." The entire property was 67 acres and was "well-set in Peach, Cherry, Quince, Apple trees and small fruits," with a "good dwelling, stable, outbuildings and canning house" (Tuck 1889). The Boones by this time called their home "Fruitland" (Evening Capital 1889). The Boones' farm of varied produce reflected the agricultural diversification in Anne Arundel County after enslaved individuals were freed in 1864 and farmers turned to less labor-intensive crops (Diehlmann et al. 2023, 2-14). The property changed hands several times in the late nineteenth and early twentieth centuries, variously being owned by members of the Ridout, Duvall, Ellicott, and Abbott families (Anne Arundel County Circuit Court 1889a; 1889b; 1897; 1901; 1926).

The 67-acre property was subdivided when James Edward Abbott sold 15.67 acres, including the miller's house, to James Freeman Hottel and Ruby Perry Hottel in October 1934 (Anne Arundel County Circuit Court 1934). This sale placed the Whitehall Miller's House and the site of the mill on different parcels.

The Hottels did not live full-time at the property. James Freeman Hottel was in the United States Coast Guard and prior to his retirement in 1940 as a rear admiral he was assigned to several roles in New England and had received the Victory Medal with Patrol Clasp for his World War I service. He continued to serve in New York City sporadically during World War II, until his final retirement in 1946. Rear Admiral Hottel is listed under "notable people" on the Coast Guard's website as a retired flag officer (United States Coast Guard Historian's Office, n.d.; The Capital 1973). In 1943 and 1952, the Hottels conveyed a portion of their land to the State Roads Commission (Anne Arundel County Circuit Court 1943; 1952). In 1950, they were living at the property with their daughter Katharine (United States Census Bureau 1950). After her parents' deaths in 1962 and 1973, Katharine acquired the property (Pensacola News Journal 1962; Anne Arundel County Circuit Court 1974; The Capital 1973). Katharine died in January 1983 and the land was sold to Wright Investment Group in March 1986 (Anne Arundel County Circuit Court 1986).

The house was vacant by 1989 and was "recently damaged by fire" as noted in a 1989 archaeological survey (Sprinkle, Jr. and Ervin 2013, 1, 34). The former farmland became densely forested (NETROnline, n.d.). Wright Investment Group sold the land to Better World Builders, LLC in 2013, except for a parcel that had been conveyed to the State of Maryland for the use of the State Highway Commission in November 1993 (Anne Arundel County Circuit Court 2013). The house site and the site of the former mill were surveyed in a March 2013 phase 1 archaeological survey, in which it was found "in such ruinous condition and near collapse and covered in vegetation that it is classified as archeological remains." Two outbuildings were near the house. The northern outbuilding

"provide[d] no indication of age" and was "in similarly poor condition," while the southern shed outbuilding dated to after World War II. Next to this outbuilding was a cellar for a non-extant outbuilding (Sprinkle, Jr. and Ervin 2013, 3). The property was surveyed archaeologically again in 2016, and photographs were taken of the buildings. The house was identified as being on a solid brick foundation and covered in "possible cedar composition" shingle siding with a "possible standing-seam metal roof" (Hill 2016, 4–2). The northern frame shed, still in poor condition, was post-in ground and one story tall with a side-gable, standing-seam metal roof and covered in wood shingles. The other outbuilding was one story tall on a block foundation with a front-gable roof of asphalt shingles (Hill 2016, 4–2, 4–3).

The land was sold by Better World Builders, Inc. to Whitehall Creek LLC in June 2019 (Anne Arundel County Circuit Court 2019). By November 2019, the land around and southeast of the house was cleared of trees and by March 2022 the commercial building, sports field, driveways, and parking lots were constructed. By May 2023, the property was referred to as Whitehall Creek Farm and described as a "16.5 Acre farm at the head of Whitehall Creek" ("Whitehall Creek Farm," n.d.).

## ELIGIBILITY DETERMINATION

The Whitehall Miller's House 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 Miller's House is associated with eighteenth and nineteenth century milling, as well as the mid-to-late nineteenth century trend towards canning in Anne Arundel County after Emancipation. However, the mill and milldam have been demolished, removing the house's association with milling, and there are no canning houses or orchards to convey its association with canning in Anne Arundel County. Therefore, the Whitehall Miller's House is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Though the mill was constructed for Governor Horatio Sharpe as part of his Whitehall plantation, and John Ridout owned the property afterwards, the Whitehall Miller's House post-dates their ownership of the property, and though Rear Admiral James Freeman Hottel is listed under "notable people" on the Coast Guard's website, he did most of his service prior to ownership of the property, and, when recalled back to active service during his ownership of this property, lived and worked away from the house. Therefore, the Whitehall Miller's House is not eligible under Criterion B.

The Whitehall Miller's House does not embody the distinctive characteristics of a type, period, or method of construction. It demonstrates a typical mid-nineteenth century form with common materials, and its style is no longer conveyed in its current state. With the destruction of the mill and the milldam, the house alone is not representative of an eighteenth and nineteenth-century mill site. Similarly, the resource lacks a canning house and orchards and is not representative of early canneries that might have been typical of the period. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Whitehall Miller's House is not eligible under Criterion C.

## BOUNDARY DESCRIPTION

The resource encompasses 16.46 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0225 (2022). Tax account is 14-459250.

## REFERENCES

Anne Arundel County Circuit Court. 1840. "Deed, Richard French and Hannah French to Mark Grigg and John Meredith." WSG 25, p. 0215. Maryland State Archives.
———. 1841. "Deed, Mark Grigg and Sarah Grigg and John Meredith and Elya Meredith to George Hayden
———. 1845. "Deed, George Hayden and Mary Hayden to John Boone." JHN 1, p. 0050. Maryland State Archives.
———. 1852. "Deed, John S. Boone and Eliza Anne Boone to David Gill." NHG 1, p. 0198. Maryland State Archives.
———. 1854. "Deed, David Gill and Agnes Gill to James Sprigg." NHG 3, p. 0212. Maryland State Archives.
———. 1855. "Deed, James Sprigg and Ruth Sprigg to John S. Boone." NHG 5, p. 0178. Maryland State Archives.
———. 1867a. "Deed, Eliza A. Boone to Charles Boone." GEG 2, p. 0534. Maryland State Archives.
———. 1867b. "Deed, Thomas C. Boone and Mary A. Boone to Charles Boone." GEG 3, p. 0013. Maryland State Archives.
———. 1870. "Mortgage, Charles Boone and Sarah Boone to William Stinchcomb." SH 5, p. 0218. Maryland State Archives.
———. 1879a. "Deed, James Revell to William Stinchcomb." SH 14, p. 0238. Maryland State Archives.
———. 1879b. "Deed, William Stinchcomb to Mary A. Boone." SH 14, p. 0239. Maryland State Archives.

———. 1886. “Deed, J. Wirt Randall and James Revell to Mary A. Boone.” SH 27, p. 0517. Maryland State Archives.
———. 1889a. “Deed, Mary T. Riggs to Horatio S. Ridout.” SH 35, p. 0296. Maryland State Archives.
———. 1889b. “Deed, Phil H. Luck to Mary T. Riggs.” SH 35, p. 0294. Maryland State Archives.
———. 1897. “Deed, Horatio S. Ridout to Frank Rogers Ridout.” GW 5, p. 0388. Maryland State Archives.
———. 1901. “Deed, Frank Rogers Ridout to Richard Duvall.” GW 21, p. 0280. Maryland State Archives.
———. 1926. “Deed, Harry W. Elliott and Emma R. Elliott to James Edward Abbott.” WMB 25, p. 0293. Maryland State Archives.
———. 1934. “Deed, James Edward Abbott to James Freeman Hottel and Ruby Perry Hottel.” WMB 132, p. 0231. Maryland State Archives.
———. 1943. “Deed, James Freeman Hottel and Ruby Perry Hottel to State of Maryland.” JHH 298, p. 0115. Maryland State Archives.
———. 1952. “Deed, James Freeman Hottel and Ruby Perry Hottel to State of Maryland.” JHH 711, p. 0291. Maryland State Archives.
———. 1974. “Deed, John G. Rouse, Jr. and Martin P. Hottel to Katharine Aylsworth Hottel.” WGL 2648, p. 0547. Maryland State Archives.
———. 1986. “Deed, Edith Hottel Petty to Wright Investment Group.” EAC 4053, p. 0768. Maryland State Archives.
———. 2013. “Deed, Wright Investment Group to Better World Builders, LLC.” RPD 26568, p. 0317. Maryland State Archives.
———. 2019. “Deed, Better World Builders, LLC to Whitehall Creek, LLC.” SAP 33262, p. 0330. Maryland State Archives.
Bannon, M. 1886. “Assignee’s Sale.” The Baltimore Sun, January 16, 1886. https://www.newspapers.com/image/372736532/.
Evening Capital. 1885. “Letter from the Third District,” October 1, 1885. Newspapers.com. https://www.newspapers.com/image/857489882/.
———. 1889. “Celebrating Their Birthday,” March 1, 1889. Newspapers.com. https://www.newspapers.com/image/857522487/.
Fowler, J.O. 1885. “Sheriff’s Notice for the Election to Be Held...” Evening Capital, October 27, 1885. Newspapers.com. https://www.newspapers.com/image/857491018/.
Google. 2022. “Google Earth Pro.” Microsoft Windows (6.2.9200.0). Google.
Hill, Philip J. 2016. “A Phase I Archaeological Survey of a 1.5-Acre Portion and an 870-Foot Access Road Within the Whitehall Property: A 20.35-Acre Parcel Located on Whitehall Road in Anne Arundel County, Maryland.” Phase 1 Archaeological Survey. Silver Spring, Maryland: Archaeological Testing and Consulting, Inc.
Hopkins, Jr., Griffith Morgan. 1878. “Third District.” Atlas of Fifteen Miles around Baltimore, Including Anne Arundel County, Maryland. Philadelphia, PA. Geography and Map Division. Libary of Congress. https://www.loc.gov/resource/g3843am.gct00071/?sp=7&r=0.467,0.221,0.63,0.264,0.
Local Board for the County of Anne Arundel. 1918. “U.S., World War I Draft Registration Cards, 1917-1918 for Richard Duvall.” Ancestry.com. https://www.ancestry.com/discoveryui-content/view/10165979:6482.
Martenet, Simon J., George W. Beall, and Amos R. Harman. 1860. “Martenet’s Map of Anne Arundel County, Maryland: Shore Lines, Soundings, &c. &c. from U.S. Surveys.” Baltimore, Maryland. Geography and Map Division Washington. Library of Congress. https://www.loc.gov/resource/g3843a.la000281/?r=0.699,0.57,0.201,0.085,0.
“Miller’s House, Whitehall.” n.d. Maryland Historical Trust Worksheet AA-319. Crownsville, MD: Maryland Historical Trust. Accessed January 17, 2024. https://apps.mht.maryland.gov/Medusa/PDF/AnneArundel/AA-319.pdf.
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Pensacola News Journal. 1962. “Mrs. Ruby Perry Hottel,” March 16, 1962. Newspapers.com. https://www.newspapers.com/image/263966434/.
Ridout, Sr., Folger McKinsey (Mack). 1996. “Driving Down St. Margaret’s Road.” The Spire, November 1996. St. Margaret’s Church. https://www.st-margarets.org/uploads/2/8/8/6/28869061/macks_memories.pdf.
Sager, Jonathan. 2014. “Whitehall Miller’s House.” Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form AA-319. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/AnneArundel/AA-319.pdf.
Scarlett, Jr., Charles. 1951. “Governor Horatio Sharpe’s Whitehall.” Maryland Historical Magazine, 1951. https://www.msa.maryland.gov/megafile/msa/speccol/sc3500/sc3520/001100/001113/pdf/mhmxlvi.pdf.
Sprinkle, Jr., John H., and Richard G. Ervin. 2013. “Archeological Investigations at the Sharpe-Ridout-Boone Mill Complex (18AN652), US 50/301 Cape St. Clair Interchange, Including Phase I Archeological Survey of the Proposed Busch’s Frontage Road, Anne Arundel County, Maryland.” MGS File Report No. 235; SHA Report No. 35 (State Highway Administration) MHT # AN 441. Maryland State Highway Administration.
The Baltimore County Union, The Towson News. 1885. “Over the State,” July 25, 1885. Newspapers.com. https://www.newspapers.com/image/890058818/.
The Baltimore Sun. 1860. “Postoffice Affairs,” October 23, 1860. Newspapers.com. https://www.newspapers.com/image/371046499/.
———. 1877. “Letter from Annapolis,” December 20, 1877. Newspapers.com. https://www.newspapers.com/image/371354538/.
The Capital. 1973. “James F. Hottel,” January 9, 1973. Newspapers.com. https://www.newspapers.com/image/39840369/.
Tuck, Phil H. 1889. “Mortgagee’s Sale of a Market Farm.” The Baltimore Sun, June 24, 1889. Newspapers.com.

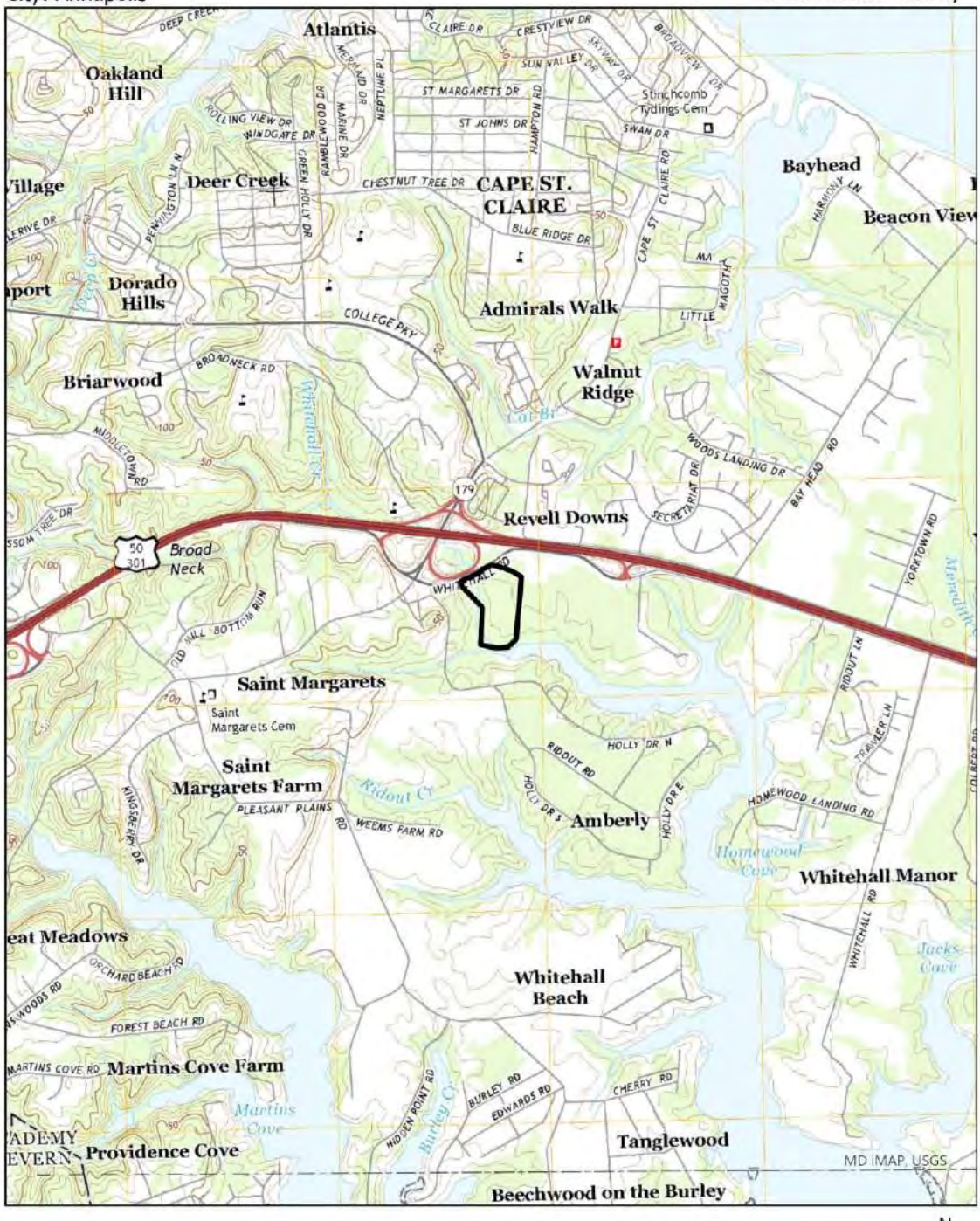
https://www.newspapers.com/image/372443578/.
United States Census Bureau. 1850a. “1850 United States Federal Census; Record Group: Records of the Bureau of the Census; Record Group Number: 29; Series Number: M432; Residence Date: 1850; Home in 1850: District 3, Anne Arundel, Maryland; Roll: 278; Page: 355b.” The National Archives in Washington D.C.; Ancestry.com. https://www.ancestry.com/discoveryui-content/view/17575455:8054.
———. 1850b. “Seventh Census of the United States, 1850; Record Group: Records of the Bureau of the Census; Record Group Number: 29; Slave Schedules.” The National Archive in Washington DC; Ancestry.com. https://www.ancestry.com/discoveryui-content/view/90805682:8055.
———. 1860. “1860 United States Federal Census; Record Group Number: 29; Series Number: M653; Residence Date: 1860; Home in 1860: District 3, Anne Arundel, Maryland; Roll: M653_457; Page: 807; Family History Library Film: 803457.” The National Archives in Washington DC; Ancestry.com. https://www.ancestry.com/discoveryui-content/view/53472036:7667.
———. 1880. “Tenth Census of the United States, 1880. Census Place: District 3, Anne Arundel, Maryland; Roll: 494; Page: 122D; Enumeration District: 022.” National Archives at Washington. https://www.ancestry.com/discoveryui-content/view/35581443:6742.
———. 1940. “1940 Census of Population; Census Place: New London, New London, Connecticut; Roll: M-T0627-00524; Page: 10A; Enumeration District: 6-38.” Ancestry.com. https://www.ancestry.com/discoveryui-content/view/129910770:2442.
———. 1950. “Seventeenth Census of the United States, 1950; Year: 1950; Census Place: Anne Arundel, Maryland; Roll: 1607; Page: 75; Enumeration District: 2-42.” National Archives; Ancestry.com.
United States Coast Guard Historian’s Office. n.d. “Notable People: Rear Admiral James F. Hottel.” United States Coast Guard. Accessed January 19, 2024. https://www.history.uscg.mil/Browse-by-Topic/Notable-People/All/Article/1879161/rear-admiral-james-f-hottel/.
Whitehall Creek Farm. 2020. “The Original Mill Keepers House. Early 1800’s.” Instagram. April 8, 2020. https://www.instagram.com/whitehallcreekfarm/p/B-vcWQthKup/.
“———.” n.d. Instagram. Accessed January 19, 2024. https://www.instagram.com/whitehallcreekfarm.

**MAPS**

**Whitehall Miller's House**

Location: 1430 Whitehall Road
City: Annapolis

AA-0319
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Whitehall Miller's House**

Location: 1430 Whitehall Road
City: Annapolis

AA-0319
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 6: Whitehall Miller's House, west façade and south elevation, looking northeast



Photo 2 of 6: Whitehall Miller's House, west façade, looking east

**PHOTOGRAPHS**



Photo 3 of 6: Whitehall Miller's House, north elevation, looking south



Photo 4 of 6: Whitehall Miller's House, north and east elevations, looking southwest

**PHOTOGRAPHS**



Photo 5 of 6: Whitehall Miller's House, south and east elevations, looking northwest



Photo 6 of 6: Overview of property with commercial building in background, looking south

NR-ELIGIBILITY REVIEW FORM

AA-0319 Whitehall Miller's House

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **2024-03-14**
Location of Original Digital File: **MHT**
File Format: **AA-0319_2024-03-14_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-319_2024-03-14_01
Photo 1 of 6: Whitehall Miller's House, west façade and south elevation, looking northeast

AA-319_2024-03-14_02
Photo 2 of 6: Whitehall Miller's House, west façade, looking east

AA-319_2024-03-14_03
Photo 3 of 6: Whitehall Miller's House, north elevation, looking south

AA-319_2024-03-14_04
Photo 4 of 6: Whitehall Miller's House, north and east elevations, looking southwest

AA-319_2024-03-14_05
Photo 5 of 6: Whitehall Miller's House, south and east elevations, looking northwest

AA-319_2024-03-14_06
Photo 6 of 6: Overview of property with commercial building in background, looking south

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

**Inventory No. AA-320**


**Name of Property: Whitehall - Homewood's Lott: Boundary Marker**
**Location: 1610 Whitehall Road, Annapolis, MD 21409**

The Whitehall - Homewood's Lott: Boundary Marker is mapped in Medusa as being on property at 1610 Whitehall Road. According to information from Anne Arundel County, there was a 1998 GPS survey of this boundary marker, along with the other three Homewood's Lott boundary stones. At the time of 1998 survey, the stone on Whitehall Road was not present and it was presumed that the stone had been removed at some point prior to 1998 (Poulos 2024).

The property was surveyed again in December 2023, and the Whitehall - Homewood's Lott: Boundary Marker was not present on the property at 1610 Whitehall Road.

**Prepared by: Francesca Maisano**

**Date: March 25, 2024**

Belfield and dependencies, site, was previously surveyed in July 1975. During the survey, the foundation of the frame "Belfield" house, which burned down in 1939, was still extant. Three outbuildings were standing: a brick, ruinous smokehouse; a frame, hipped-roof carriage house; and a corncrib. The property also contained a cemetery. One of the 1763 boundary stones between the lands of John Hesselius and Horatio Sharpe was still visible "at the head of Homewood's Creek near the house site and graveyard." South of the site was a mid-to-late twentieth century dwelling.

The property was not accessible at the time of survey. According to 2023 and 2024 aerial imagery, as well as a 2021 real estate listing, the smokehouse is still extant, though it has continued to deteriorate. Attached to its south elevation is a fenced enclosure. Southeast of the smokehouse, south of the twenty-first-century secondary dwelling, is the Belfield or McCubbin cemetery. It is enclosed by fencing and largely surrounded by the neighboring parcel at 543 Jenkins Lane. However, neither the carriage house nor the corncrib are visible in the imagery; presumably, both have been demolished. Neither the house foundation nor the boundary marker were visible on aerial imagery. A 2006 dwelling with an attached garage, the aforementioned secondary dwelling, a pool, a pool house, and a pier, are now at the site, southwest of the smokehouse. An additional garage is northwest of the smokehouse, north of 1510 Whitehall Road (Maryland Department of Assessments and Taxation 2024; Nearmap 2024; Long & Foster Real Estate 2021: NETROnline, n.d.; Anne Arundel County Circuit Court. 1965). The boundary of the resource has been expanded to include the entire tax parcel.

**References**

Anne Arundel County Circuit Court. 1965. "Plat, Part of Lot "A" Bellfield." By Edward Hall III, Surveyor. Deed Book LNP 1930, Page 152.

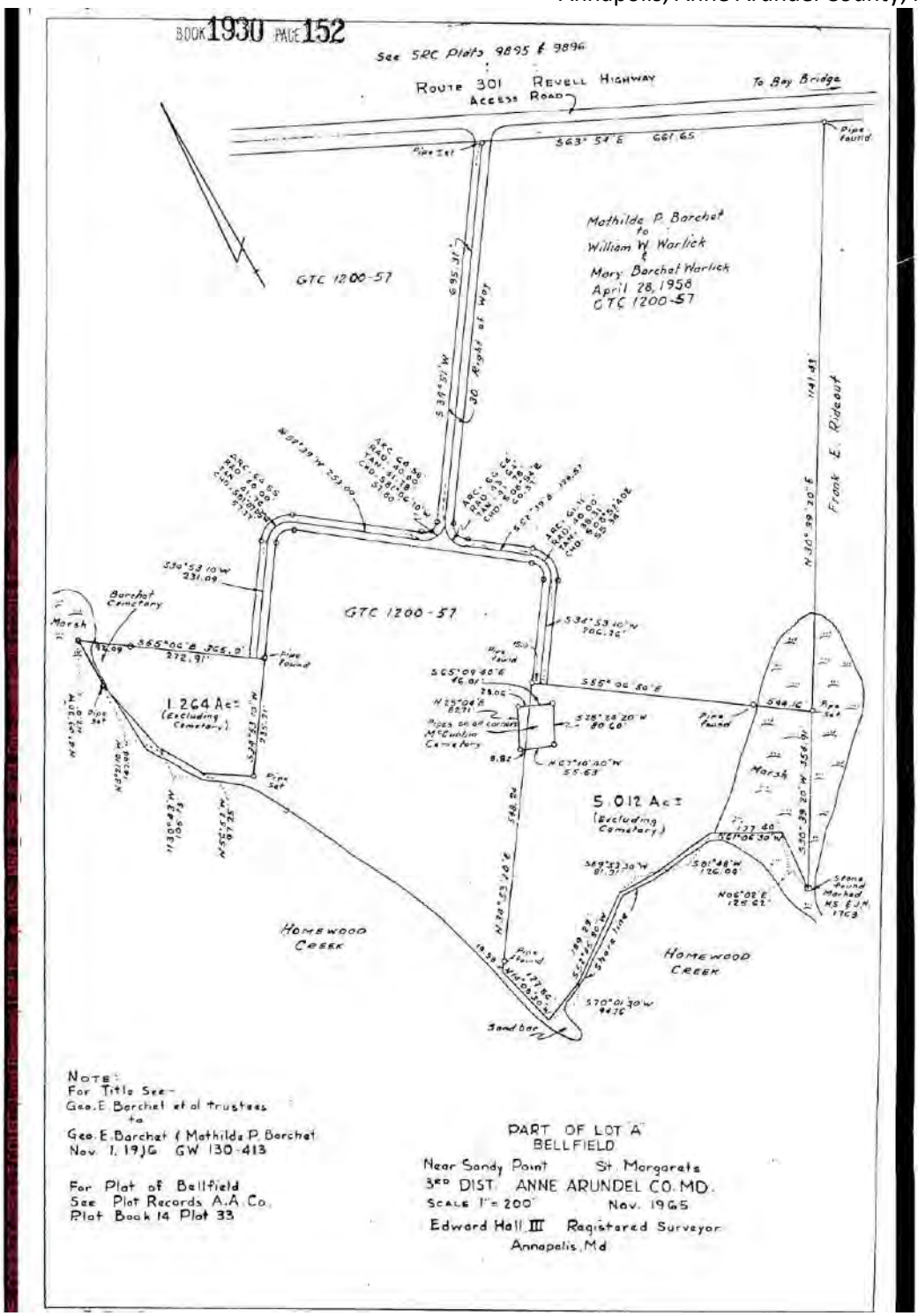
Long & Foster Real Estate. 2021. "1514 Whitehall Road Annapolis, MD 21409." 2021. https://www.longandfoster.com/homes-for-sale/1514-Whitehall-Road-Annapolis-MD-21409-310719159.

Maryland Department of Assessments and Taxation. 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

Nearmap. 2023. "Nearmap." 2024. https://apps.nearmap.com/maps/.
------. 2024. "Nearmap." 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**AA-328**
**Belfield and dependencies, site**
1514 Whitehall Road
Annapolis, Anne Arundel County, Maryland




Historic Image 1: Plat, Part of Lot "A" Bellfield, 1965.
Photo Source: Anne Arundel County Circuit Court. 1965. "Plat, Part of Lot "A" Bellfield." By Edward Hall III, Surveyor. Deed Book LNP 1930, Page 152



Historic Image 2: Smokehouse, oblique view, June 2024, looking north.
Photo Source: Nearmap. 2024. “Nearmap.” 2024. https://apps.nearmap.com/maps/.



Historic Image 3: Belfield or McCubbin Graveyard, February 2023, looking north
Photo Source: Nearmap. 2023. “Nearmap.” 2024. https://apps.nearmap.com/maps/.

**Belfield and dependencies, site**

Location: 1514 Whitehall Road
City: Annapolis

AA-0328
Anne Arundel County




Belfield and dependencies, site

0 0.03 0.06 0.11 Miles

Scale: 1:3,200

N

**Belfield and dependencies, site**

Location: 1514 Whitehall Road
City: Annapolis

AA-0328
Anne Arundel County




Parcel Boundaries

0 315 630 US Feet

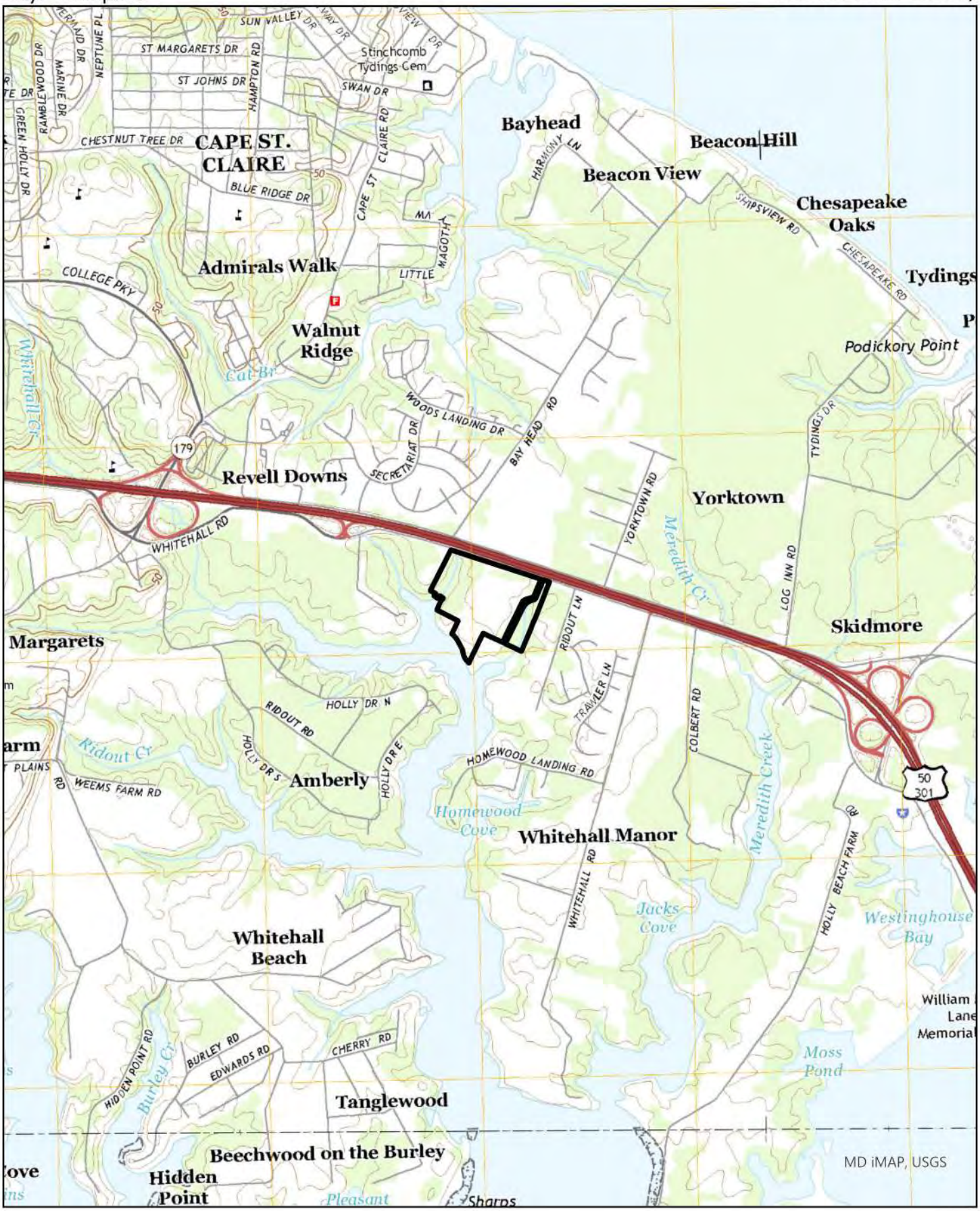
N

Scale: 1:3,250

**Belfield and dependencies, site**

Location: 1514 Whitehall Road
City: Annapolis

AA-0328
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Woodlyn Farm** Inventory Number: **AA-0338**

Address: 1739 Whitehall Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Folger M. Ridout, Jr Tax Account ID Number: 03-25108200

Tax Map Parcel Number(s): 0064 Tax Map Number: 0047

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: October 30, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The Woodlyn Farm (AA-338) was previously surveyed and photographed in September 1978 as "Woodly" Farm House. Research indicates this was a spelling error.

**LOCATION/SETTING**

The Woodlyn Farm at 1739 Whitehall Road is on a 57.8-acre parcel on the south side of US 50/301. It is bounded to the north by commercial parcels, to the east by Colbert Road and wooded parcels, to the south by Woodlyn Road, and to the west by Whitehall Road. The parcel includes a circa-1860 farmhouse, a pre-1957 outbuilding, a circa 1965 barn, a circa 1980 wood-frame shed, a circa 1985 wood-frame garage, a circa 1990 metal garage, a circa 1995 equipment shed, a circa 2002 equipment shed, a circa 2012 chicken coop, a circa 2014 barn, and a circa 2018 storage container. Most of the buildings on the parcel form a grouping near the center of the south half of the parcel. The area around the house is enclosed by mature trees, and all but four of the outbuildings, the circa 1980 wood-frame shed, the circa 2002 equipment shed, the circa 2014

**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**

barn, and the circa 2018 storage container, are south of the house. They are accessed by a gravel driveway, which enters the west edge of the parcel from Whitehall Road near the intersection with Homewood Landing Road. The driveway forms a rough figure-eight south of the house with a straight spur extending north terminating south of the circa 2014 barn. The parcel is primarily comprised of farmland, including sporadic trees and four fallow fields separated by mature tree lines—three north of the building complex and one to the south. A wood sign reading "WOODLYN FARM" is south of the driveway, along Whitehall Road.

**RESOURCE DESCRIPTION(S)**

***Woodlyn Farm House, circa 1860***

The Woodlyn Farm House was built circa 1860, with additions in 1970 and 1990. The house is a two-story, L-plan house with an asphalt shingle, cross-gable roof with turned drop finials in the gable peaks, wood German siding on the west façade and south elevation, asbestos siding on the other elevations, and a brick foundation (MIHP # AA-338). The original block is oriented north-south and the circa-1970 ell extends west from the west elevation (NETROnline 1970). The circa-1990, square, two-story addition is at the junction of the original house and the circa-1970 addition. Two brick interior end chimneys are on the ridge of the original block. Throughout the house, the windows are six-over-six wood hung sashes, unless otherwise noted. The original west façade spans five bays and the first story is sheltered by a full-width, hipped-roof porch supported by four turned wood posts that most likely dates to the late nineteenth or early twentieth century; three central wood steps provide access to the porch. The centered four-panel wood door is flanked by three-pane sidelights atop wood panels and topped by a four-pane transom. Four windows are on the first story, one in each remaining bay, and five are on the second story. The north elevation of the original block has four windows, two on each story. The north elevation of the circa-1970 ell also has two windows on each story. The ell's east elevation was heavily obscured by foliage during survey. The south elevation of the ell has a door with nine-lights and a window on the first story, and two windows on the second story. The circa-1990 addition's east elevation has a vinyl window on the first story and the second story was obscured by foliage. The circa-1990 addition's south elevation was heavily obscured by foliage during survey but does not appear to have any fenestration. The east elevation of the original block has one window each on the first and second stories. The south elevation of the original block has no fenestration.

***Outbuilding, pre-1957***

The one-story concrete-block building is south of the house and has an asphalt-shingle gable roof. Cladding includes a mixture of asbestos and wood siding. Small shed porches have been added to the north and east elevations, and gabled additions were added to the north and south elevations circa 1970. The north addition's roof is clad in asphalt shingles and the south addition's roof is clad in 5V metal. The north façade has paired wood doors each with four windowpanes under a shed-roof porch. The north gable addition is largely obscured by foliage on all elevations, but a 16-pane is window visible in its west elevation. The original block's east elevation has hung sash windows and a single paneled door under a shed-roof porch at the north end, partially obscured by foliage. There is a wood plank door near the center of the east elevation and another paneled door at the south end. The south gable-roof addition has four two-over-two metal hung sash windows in its east elevation and a one-bay roll-up door with multiple fixed lights in its south elevation. The south addition's west elevation appears to mirror the east elevation but is heavily obscured by foliage. The original block's west elevation is also heavily obscured by foliage, with only a 16-pane window at the north end visible.

***Barn, circa 1965***

Southeast of the house and east of the circa-1957 outbuilding is a large barn with a front-gable, corrugated metal roof and vertical wood and board-and-batten siding. The barn is composed of two blocks; the northern section is taller. The north façade has a central open vehicle-sized bay; it is enclosed by a six-rail metal gate. The east elevation was not accessible during survey, and the south elevation is obscured by trees. The west elevation of the south section has four square window openings and a swinging barn door at the north end. Some of the window openings have a single sheet of glass, while one has six panes. The west elevation of the north section is partially obscured by foliage but appears to have several square window openings.

***Wood-frame shed, circa 1980***

Northeast of the house is a one-story asphalt-shingle gable roof building with asbestos siding and a concrete-block foundation. The south elevation lacks fenestration, and the west elevation is partially obscured by foliage but appears to have

a six-pane window at the center. The north and east elevations were not accessible during survey.

***Wood-frame garage, circa 1985***

Southeast of the house is a two-bay wood-frame garage has a front gable, asphalt-shingle roof, asbestos siding, and a poured concrete foundation. A brick pad leads to the south facade, which has two openings that appear to be missing roll-up doors. The west elevation is obscured by foliage, and the north elevation has a single four-over-four hung sash window at its center. The east elevation lacks fenestration.

***Metal garage, circa 1990***

South of the house is a one-story garage has a front-gable 5V metal roof and metal cladding. The north elevation has paired metal sliding doors hung from a rail at its center. The east elevation is obscured by foliage, and the south elevation mirrors the north. The west elevation was not accessible during survey.

***Equipment shed, circa 2002***

Only visible in aerial imagery, the equipment shed is just north of the tree break that separates the field the house is in from the next fallow field. It appears to have a metal shed roof and open bays facing southeast. The building was not accessible during survey.

***Equipment shed, circa 2005***

Southeast of the house and east of the circa-1990 metal garage is a one-story metal shed with a shed roof and metal cladding. Only the north elevation was accessible during survey. The elevation spans four bays under a shed-roof extension; each bay has paired 5V metal doors.

***Chicken coop and run, circa 2012***

South of the house is a one-and-a-half story shed with a steeply pitched metal gable roof, vertical wood siding, and OSB chipboard in the gable peaks. The east elevation has a door with a nine-pane fixed light, and the south elevation has an opening that is covered with chicken wire. The west elevation was not accessible, and the north elevation has what appears to be a two-by-two wood-frame chicken run with chicken wire enclosure. A door on the north elevation near the northeast corner is partially visible through the chicken run.

***Barn, circa 2014***

North of the house is a one-story barn that features a central open passage with a front-gable- roof with exposed rafter tails, and shed wings on the east and west elevations, mimicking the style of a monitor barn. The west wing is clad in 5V metal, and the central and east wings are wood frame and plywood. The south elevation has an unfinished opening, under the center gable and neither wing has fenestration. The west, north and east elevations were not accessible at the time of the survey.

***Storage Container, circa 2018***

Placed just south of the first tree break to the north of the house and south field, the metal storage container is directly to the east of a small line of trees that run perpendicular to the east-west tree line that separates the northern fallow fields from the house. The storage container was not accessible during survey.

**HISTORIC CONTEXT**

According to the 1978 surveyor, the “Woodly [sic.] Farm House is typical of the type of L-shaped frame dwelling which was built throughout Broadneck and the rest of Anne Arundel County in the last half of the 19th century” (MIHP # AA-338). Between 1957 and 1970, at least two large gabled buildings and two smaller gabled sheds were built to the east and northeast, respectively, of the pre-1957 barn. These were all removed by the next available aerial image was taken in 1982 (NETROnline 2024). Additionally, the surveyor notes that Orlando Ridout I had the house constructed circa 1860, and that it is one of the oldest of its type in the area. Research suggests the house was built in the late nineteenth century by Orlando Ridout I or his brother. Orlando Ridout I was the grandson of John Ridout, who owned Whitehall (AA-325), an estate to the

south. Historic maps indicate the Ridouts owned much of the land surrounding Whitehall, with Orlando I's brother Horatio living north of Whitehall in 1860. By 1878, a map shows Orlando's brother Weems living roughly in the location of Woodlyn.

By the mid-nineteenth century, Orlando I's brother, Rev. Samuel Ridout, owned the Whitehall estate. Upon her death, Samuel's widow, Hester Ann Ridout, left "One quarter undivided share of White Hall to Orlando Ridout, Sr., during his life, and at his death to become the property in fee of his son Orlando, Jr., reserving one acre for his family graveyard, with right of way by land and water from the public road for all time" (The Evening Capital, 1888; AACCC WMB 34:39, 1926). It is unclear if Orlando I or one his brothers constructed the Woodlyn Farm house. According to 1870 census data, Orlando I lived in a home valued at $2,000, while his brother, Reverend Samuel Ridout, lived at Whitehall (USFC 1870). By 1880, Orlando I and his family (including Orlando Ridout II) lived with Samuel and Hester at Whitehall (USFC 1880). There is no census data for 1890, but Orlando II (1867-1931) appears to have lived on the property upon his father's death in 1892, and remained there until 1926, when he sold the house and 15 acres to Herman Hellbach (AACCC WMB 34:39, 1926). Herman immediately transferred the 15 acres to Augden Holding Corporation and appears to have been an absentee landowner (AACCC WMB 34:45, 1926). In 1936, Herman's widow, Mary, sold the land to William and Elsie Cowan (AACCC FAM 157:376, 1936). However, the Cowans do not appear to have occupied the house as census records place them in Baltimore in 1930 and 1940 (USFC 1930a and 1940a). In 1945, the 15 acres holding the house was purchased by Orlando Ridout III (AACCC JHH 330:370, 1945). According to 1930 census data, Orlando III owned a dairy farm on Whitehall Road with a house valued at $9,000 (USFC 1930b). By 1940, Orlando III owned and resided in a house valued at $1,800 in Skidmore (USFC 1940b). It is possible Orlando III inherited or purchased the lands east of Whitehall Road, where he established his dairy farm, and lived in a newer house nearby. The 1950 census does not indicate if Orlando III lived at Woodlyn Farm, but it is likely. The house is currently owned by Orlando III's grandson, Folger Ridout (AACCC 24728:488, 2012).

Little information concerning the farmland prior to the twentieth century could be found, but the Ridouts likely farmed crops typical to the area. During the twentieth century, the farm typically produced dairy milk, according to multiple listings in the Evening Capital in 1923 (Evening Capital, 1923, p. 1). Dairy and cattle farms were common in Anne Arundel County in this period, including other preserved examples such as the Goshen Farm to the northwest and the Maryland Sunrise Farm, which was operated as a dairy farm by the Navy for over 80 years (Goshen Farm, 2024; Farm and Dairy, 2019). Woodlyn Farm currently operates as an equestrian boarding facility, offering three types of boarding (full, co-op, and field). Cowgirl Up Pony Parties also operates on the property and offers pony rides for children's birthday parties (CUPP, n.d.). No additional information regarding the construction of the house could be found, but the resource has largely remained within the Ridout family since its construction. According to their website, the farm is operated by Folger Ridout, "a 13th generation Annapolitan," and has "a main 17 stall barn with center aisles (full board), a 7 stall Co-op barn and nearly 30 acres of Field board (Co-op option)" (Woodlyn Farm, n.d.).

Explosive residential development greatly reduced the agricultural landscape in the area, starting with the construction of the Chesapeake Bay Bridge in 1952. This in turn reduced large-area crop production and lead to a diversification in the agricultural economy. Woodlyn Farm was fairly isolated until large-scale residential development (directly northeast and southeast now) rapidly consumed undeveloped or agricultural lands, leading to the loss of historic agricultural buildings and a change in the density of the previously rural landscape.

**ELIGIBILITY DETERMINATION**

Woodlyn 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.

The Woodlyn Farm is associated with nineteenth and early twentieth century farming trends, including the transition to dairy farming in Anne Arundel County during the early twentieth century. While associated with this trend, the farm is not an early or significant example of the trend, nor does it retain farm outbuildings associated with it. Significant examples of nineteenth- and twentieth-century farms in Anne Arundel County include Goshen Farm (AA-339) and Maryland Sunrise Farm, both of which continue to operate as farmsteads. Therefore, the Woodlyn Farm is not eligible under Criterion A.

The Woodlyn Farm is associated with the Ridout family, who were prominent residents of Anne Arundel County throughout the eighteenth century to the present. However, the resource is not a significant representation of the Ridout family's role in or contributions to the county's history. Therefore, the Woodlyn Farm is not eligible under Criterion B.

Woodlyn Farm is an example of a nineteenth/early-twentieth century farmstead. Other mid- to late-nineteenth century farms

with frame single-pile farmhouses consisting of two-stories with a five-bay side-gable façade in the county include the Clark Farmstead (AA-2515), the Edward A. Ditty Farm (AA-2058), the J. Parker Farm (AA-1004), and Stephen Gray Farm, (Weidemeyer Farm; AA-729). These resources all appear on an 1860 map of the county, though the latter three are not extant. The Clark Farmstead farmhouse is similar to Woodlyn Farm farmhouse in form, architectural detail, and the degree of alteration to the dwellings; the Clark Farmstead was determined not eligible by the Maryland Historical Trust in 2016. The house has ca. 1970 and 1990 additions and replacement siding, while all outbuildings date to the twentieth century (all but one postdate 1965). Woodlyn Farm no longer represents a late-nineteenth or early-twentieth century farm and is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 57.8-acres and is confined to the current property tax parcel, which is found on County Tax Map 0047, on Parcel 0064 (2025). The tax account number is 03-25108200.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1926. Deed. Orlando Ridout Sr. [II] and Maria to Herman Hellbach. WMB 34:39. https://www.mdlandrec.net.

-----. 1926. Deed. Herman Hellbach to Augden Holding Corporation. WMB 34:45, https://www.mdlandrec.net.

-----. 1936. Deed. Mary Hellbach to William and Elsie Cowan. FAM 157:376, https://www.mdlandrec.net.

-----. 1945. Deed. Willaim and Elsie Cowan to Orlando [III] and Mary Ridout. JHH 330:370. https://www.mdlandrec.net.

-----. 2012. Deed. Folger and Florence Ridout to Folger Ridout, Jr. 24728:488. https://www.mdlandrec.net.

Cowgirl Up Pony Parties (CUPP), n.d. “Home.” Accessed October 30, 2024. https://www.cowgirlupponyparties.com/aboutus/.

Evening Capital – Newspapers.com

-----1888, Evening Capital, “Will of the Late Mrs. Hester A. Ridout.” 1888. Accessed on Newspapers.com, 2024. https://www.newspapers.com/image/857538815/?match=1&terms=%22orlando%20ridout%22.

-----1923, Evening Capital, “Milk!” 1923. Accessed on Newspapers.com, 2024. https://www.newspapers.com/image/842132422/?match=1&terms=Woodlyn%20Farm.

Farm and Dairy, 2019, “Early 1900s: When the Navy ran a dairy farm.” 2019. Sam Moore. https://www.farmanddairy.com/columns/early-1900s-when-the-navy-ran-a-dairy-farm/575536.html.

Goshen Farm, 2024, “About Goshen Farm.” 2024. Goshen Farm Preservation Society, Inc. https://goshenfarm.org/about-goshen-farm/.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Maryland Historical Trust. 2004. “MIHP Architecture File # AA-338: Woodly Farmhouse.” Maryland Inventory of Historic Properties form. 2024.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/viewer.

United States Federal Census (USFC), 1870. Anne Arundel County, Maryland. Roll: M593_568; Page: 589B. Provided by the National Archives and Records Administration on Ancestry.com.

-----. 1880. Anne Arundel County, Maryland. Roll: 494; Page: 107b; Enumeration District: 022. Provided by the National Archives and Records Administration on Ancestry.com.

-----. 1930a. Baltimore, Maryland. Page: 6A; Enumeration District: 0268. Provided by the National Archives and Records Administration on Ancestry.com.

-----. 1940a. Baltimore, Baltimore City, Maryland. Roll: m-t0627-01528; Page: 20A; Enumeration District: 4-527A. Provided by the National Archives and Records Administration on Ancestry.com.

-----. 1930b. Anne Arundel County, Maryland. Page: 1A; Enumeration District: 0038. Provided by the National Archives and Records Administration on Ancestry.com.

-----. 1940b. Anne Arundel County, Maryland. Roll: m-t0627-01501; Page: 10A; Enumeration District: 2-16B. Provided by the National Archives and Records Administration on Ancestry.com.

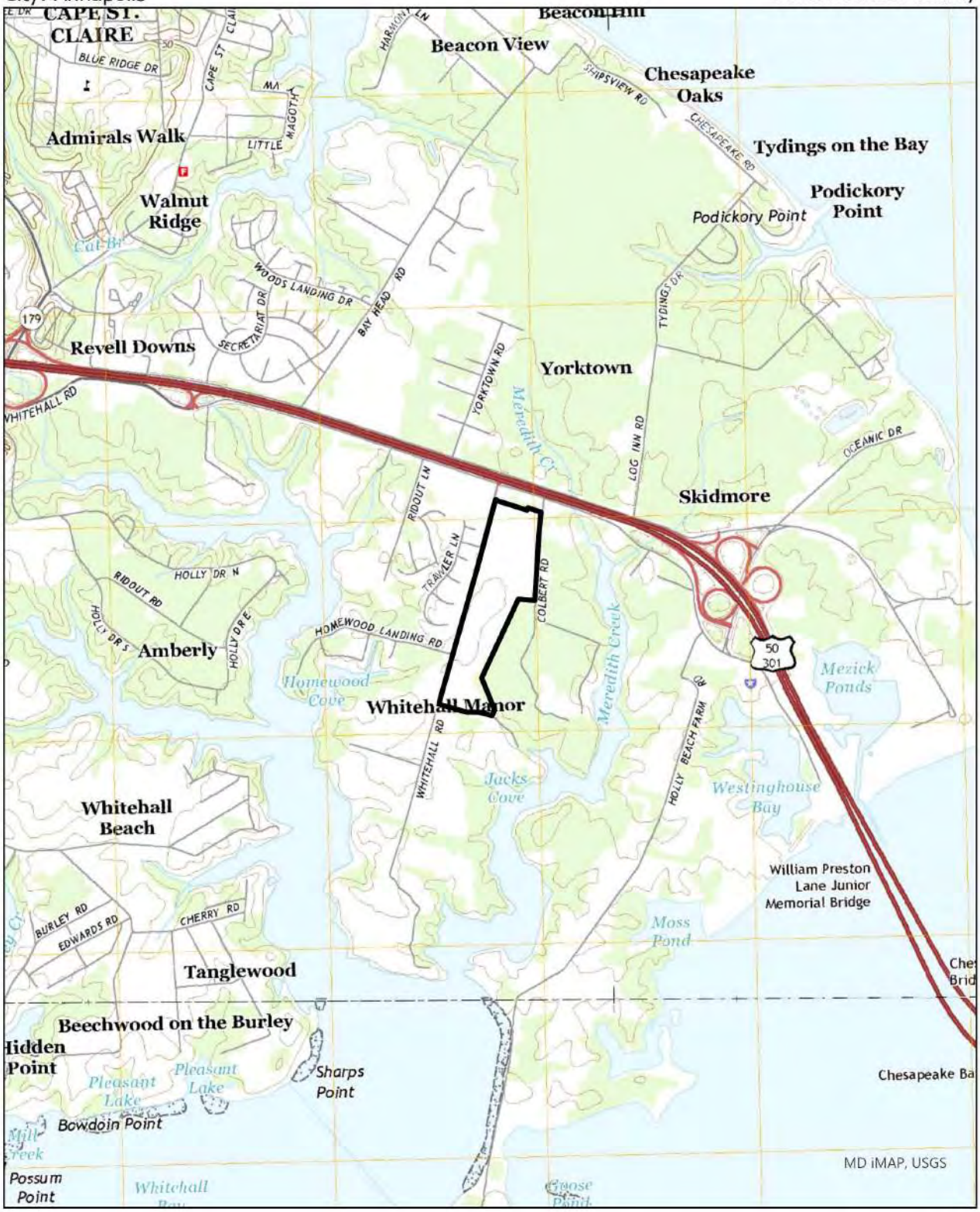
Woodlyn Farm, n.d. “Home.” Accessed October 10, 2024. https://woodlynfarm.weebly.com/.

**MAPS**

**Woodlyn Farm**

Location: 1739 Whitehall Road
City: Annapolis

AA-0338
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Woodlyn Farm**

Location: 1739 Whitehall Road
City: Annapolis

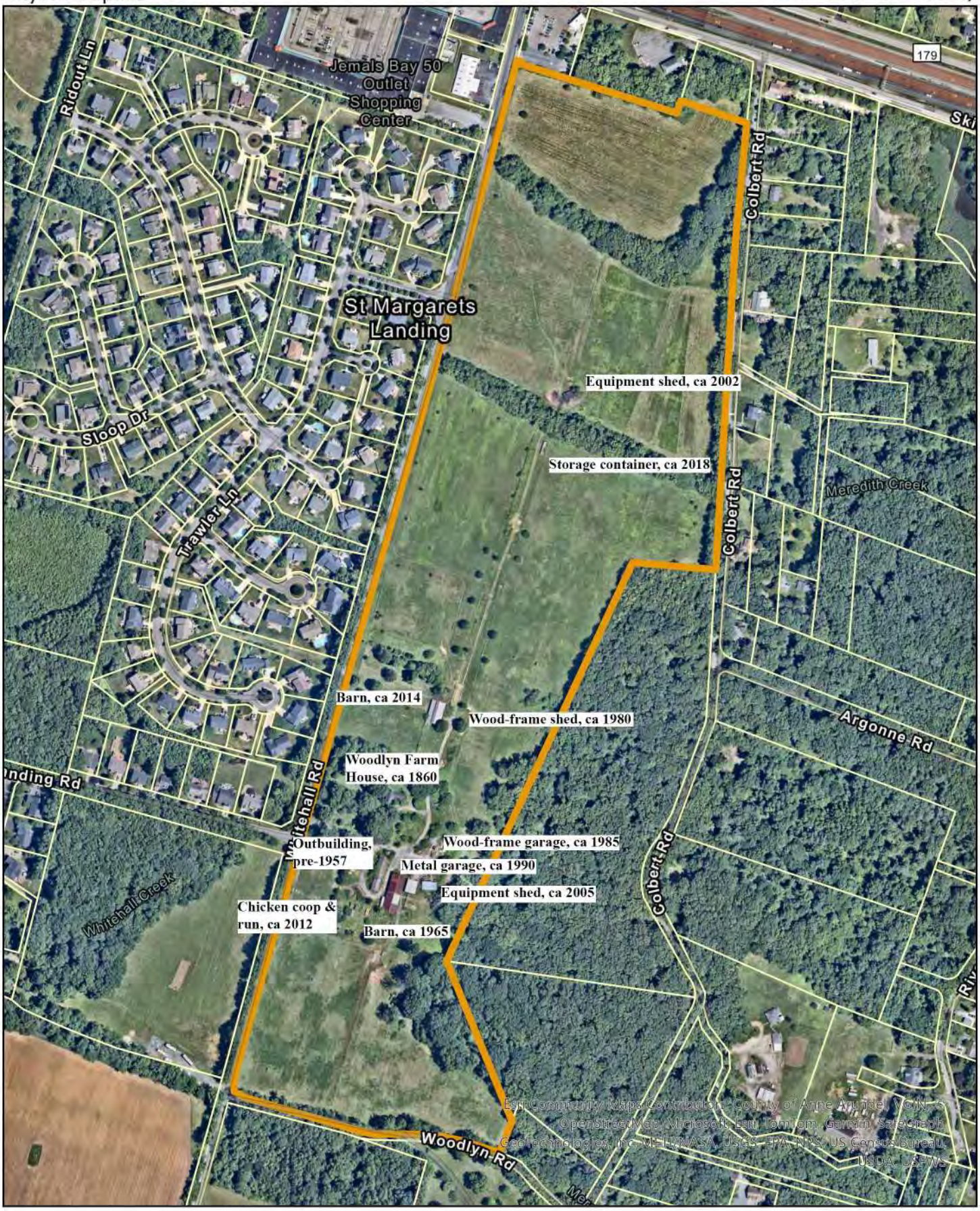
AA-0338
Anne Arundel County



**Woodlyn Farm**

Location: 1739 Whitehall Road
City: Annapolis

AA-0338
Anne Arundel County




Parcel Boundaries

0 462.5 925 US Feet

N

Scale: 1:4,750

**PHOTOGRAPHS**



Photo 1 of 11: Woodlyn Farm House, west facade, looking east



Photo 2 of 11: Woodlyn Farm House, south and west elevations with circa 1990 addition at the center, looking northeast

**PHOTOGRAPHS**



Photo 3 of 11: Woodlyn Farm House, north elevation and west facade, southeast



Photo 4 of 11: Outbuilding, north elevation, looking southeast

**PHOTOGRAPHS**



Photo 5 of 11: Overview barn and outbuilding, looking southwest



Photo 6 of 11: Wood-frame shed, west and south elevations, view looking northeast

**PHOTOGRAPHS**



Photo 7 of 11: Wood-frame garage, south elevation, looking north



Photo 8 of 11: Metal garage, north elevation, looking south

**PHOTOGRAPHS**



Photo 9 of 11: Metal shed, north elevation, looking south



Photo 10 of 11: Chicken coop and run, south and east elevations, looking northwest

**PHOTOGRAPHS**



Photo 11 of 11: Barn, south elevation, view looking north

NR-ELIGIBILITY REVIEW FORM

AA-0338 Woodlyn Farm

**PHOTO LOG**

Number of Photos: **11**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2024-07-11**
Location of Original Digital File: **MHT**
File Format: **AA-0338_2024-07-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-338_2024-07-16_1.tiff
Photo 1 of 11: Woodlyn Farm House, west facade, looking east

AA-338_2024-07-16_2. tiff
Photo 2 of 11: Woodlyn Farm House, south and west elevations with circa 1990 addition at the center, looking northeast

AA-338_2024-07-16_3. tiff
Photo 3 of 11: Woodlyn Farm House, north elevation and west facade, southeast

AA-338_2024-07-16_4. tiff
Photo 4 of 11: Outbuilding, north elevation, looking southeast

AA-338_2024-07-16_5. tiff
Photo 5 of 11: Overview barn and outbuilding, looking southwest

AA-338_2024-07-16_6.tiff
Photo 6 of 11: Wood-frame shed, west and south elevations, view looking northeast

AA-338_2024-07-16_7.tiff
Photo 7 of 11: Wood-frame garage, south elevation, looking north

AA-338_2024-07-16_8. tiff
Photo 8 of 11: Metal garage, north elevation, looking south

AA-338_2024-07-16_9. tiff
Photo 9 of 11: Metal shed, north elevation, looking south

AA-338_2024-07-16_10. tiff
Photo 10 of 11: Chicken coop and run, south and east elevations, looking northwest

AA-338_2024-07-16_11. tiff
Photo 11 of 11: Barn, south elevation, view looking north

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Roland Bell House (Bay Manor Nursing Home)** Inventory Number: **AA-0956**

Address: 1500 Whitehall Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Kenneth and Rebekah Wagner Tax Account ID Number: 03-06794083

Tax Map Parcel Number(s): 0229 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: November 15, 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: 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 resource was previously surveyed with the name "Bay Head Manor" but no documentation was filed. No records or references to Bay Head Manor were identified during the preparation of this form. This survey updates the name and boundaries of the resource and evaluates it for the National Register of Historic Places (NRHP).

**LOCATION/SETTING**

The Roland Bell House (Bay Manor Nursing Home), the resource at 1500 Whitehall Road, is on a 16.35-acre parcel roughly bounded by Whitehall Road to the north, densely wooded residential parcels to the east, Whitehall Creek to the south, and Cedar Lane Farm Road to the west. Rows of young evergreen trees atop berms screen the parcel from Whitehall Road. A paved, winding driveway leads southwest from Whitehall Road and terminates in a circular drive with a landscaped center circle. A rectangular spur extends southeast from the circular drive. The circa-1938 house is at the southeast end of the parcel, southwest of the circular drive,

**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**

while two 1938-1957 outbuildings are to its north flanking the driveway. A paved path leads from the circular drive to the house's façade. A circa-2023 tennis court and bocce ball court are east of the house, while a circa-2022 in-ground pool and patio are directly to its south. A circa-2024 pavilion is east of the pool, accessed by a paved lane that extends southwest from the rectangular driveway spur. Three rows of young trees are northeast of the pre-1957 outbuildings, flanking the driveway. A circa-2022 pier extends from the south shoreline of the parcel into Whitehall Creek, and a firepit is north of the pier. The east half of the parcel is largely open and covered in grass. Mature trees outline the east half, and the west half is densely wooded.

**RESOURCE DESCRIPTIONS**

Access to the property was not granted; therefore, the descriptions are based on the view from the public right-of-way and a close review of 2024 aerial imagery (NearMap 2024).

***House, circa-1938***

The house at 1500 Whitehall Road comprises the circa-1938 rectangular original block and a circa-2018 two-and-a-half-story wing on the southeast elevation of the original block. The main block is a two-and-a-half-story brick house with a concrete foundation and a standing-seam metal hipped roof with flared eaves and lower cross-hipped roofs. The wing is clad in vinyl siding and has a standing-seam metal hipped roof. A pre-1957 one-story porch addition is on the northwest elevation of the original block. Throughout the original block windows are vinyl eight-over-one hung sashes unless otherwise noted.

The symmetrical northeast facade of the original block spans seven bays with the three central bays being slightly recessed. A one-story pedimented entry porch shelters the single-leaf door with sidelights and a transom window in the central bay. The portico is flanked by a single window on each side, and the second story has three smaller windows. The outer bays each have two windows on the first story and two smaller windows on the second story. Two segmental-arch dormers with six-over-one hung sash windows are above the central three bays.

The northwest elevation has a single window at the north end of the first floor and a pre-1957 two bay, one pile, partial-width porch with a metal hipped roof at the south end. The second story of the northwest elevation has three small windows. A segmental-arch dormer with a six-over-one sash window is on the half-story.

The symmetrical southwest elevation of the original block mirrors the northeast façade with three central recessed bays. The central bay has a large picture window and is flanked by paired glazed doors on the first story and three windows on the second story. The outer bays each have a ribbon of three windows on the first story and two windows on the second story. In the center of the roof slope above the southwest elevation are four segmental-arch dormers with six-over-one hung sash windows in each; one dormer is much smaller than the others.

The southeast elevation has a segmental-arch dormer with a six-over-one hung sash window on the half story and connects to a one-and-a-half story hyphen that connects the original block to the circa-2018 wing. This narrow hyphen has a metal gable roof with segmental-arch dormers in both roof slopes. Its elevations were not visible during survey or in available imagery.

The circa-2018 wing's northeast façade has two roll-up doors on the first story and two windows on the second story. The southeast elevation has a central one-story portico with a hipped metal roof sheltering an entrance. Three windows and paired doors are on the first story and five windows are on the second story. The southwest elevation has centered paired doors on the first story, flanked by windows, and a ribbon of three windows on the second story. The northwest elevation is bisected by the hyphen. The south section has a large picture window on the first floor, while the north section has two windows on the first floor. Second-story fenestration on this elevation was not visible.

***Northwest outbuilding, 1938-1957***

This one-story outbuilding is northwest of the house and has a rectangular plan and a metal hipped roof. It appears to be clad in vinyl siding. A door is at the center of the southwest façade, flanked by hung sash windows. There is a single sash window at the center of the southeast elevation. The northeast elevation has two sash windows, while the northwest elevation appears to lack fenestration.

***Garage, 1938-1957***

The one-story detached garage is northeast of the house and has a rectangular plan and a metal hipped roof. It appears to be clad in vinyl siding. The southwest façade has three one-bay roll-up doors with windows. A single sash window is at the center of the southeast elevation. The northeast elevation has two sash windows, while the northwest elevation has a single-leaf door.

***Pier, circa 2022***

A wood L-shaped pier extends from the shoreline south of the house and terminates in a wet boat slip.

***Pool and patio, circa 2022***

A square patio south of the circa-2018 wing has an L-shaped in-ground pool in its south half. A diving board is at the east end of the pool. The concrete patio was expanded to the northwest circa 2023, with the addition of another concrete square directly southwest of the house's original block.

***Tennis court, 2023***

A rectangular concrete pad is east of the circa-2018 wing, oriented northwest-southeast. It is bisected by a net suspended from posts.

***Bocce ball court, circa 2023***

A rectangular gravel area oriented northwest-southeast is directly south of the tennis court. It is outlined by a raised curb but lacks any other features.

***Pavilion, circa 2024***

A rectangular single-story open pavilion with concrete foundation and a hipped roof clad in metal is southeast of the house. Oriented northwest-southeast, the southeast end of the pavilion is enclosed, while the remainder of the structure is open, spanning two-by-four bays divided by pillars supporting the roof. The northeast elevation of the enclosed section has a single sash window, while the southeast elevation lacks fenestration. The southwest elevation appears to mirror the northeast.

**HISTORIC CONTEXT**

The current 16.35-acre parcel was originally part of the Homewood Lot, which was occupied by the Homewood family until the mid-eighteenth century (Franz and Luckenbach, 2004). One of the boundaries of the lot was Homewood Creek, which is now Whitehall Creek. Part of the Homewood Lot eventually was purchased by George P. Barchet, who operated a large dairy farm (Evening Capital 1910). In the early twentieth century, Barchet divided his land among his family members, with his sister, Anna Ulrich Barchet Peregoy, receiving approximately 95 acres in Lot E (AACCC GW 130:413, 1916). According to census data from 1920 and 1930, the Peregoys likely lived on the land now occupied by 1500 Whitehall Road (USFC, 1920 and 1930). In 1938, Anna and her husband Chester sold 21.24 acres of Lot E to Roland E. and Helen W. Bell (AACCC JHH 331:300, 1938).

New York banker Roland E. Bell appears to have constructed the circa-1938 brick house on the Homewood Lot as a summer home (Orlando Sentinel, 1955). According to the 1940 census, the Bells lived in New York in 1935 but relocated to Anne Arundel County by 1940; the census lists Roland Bell as a farmer with a home worth $5,000 (USFC, 1940). The Bells appear to have only resided in Anne Arundel County for seven years, as they sold the property to Henry and Helen Plander in 1945 (AACCC JHH 331:300, 1945).

Over the next twenty years, the property changed hands eight times; it is not clear if the home was occupied during this period. In 1957, the property appears to contain the house and two rectangular outbuildings flanking the driveway; the buildings are surrounded by trees and there appear to be orchards and garden beds to the northwest (NETROnline, 1957). In 1963, Greenbreak, Inc. purchased 17.18 acres of the 21.24-acre parcel (AACCC LNP 1658:511, 1963). The following year, Greenbreak, Inc. leased the parcel to Bay Manor Nursing Home, Inc. (AACCC 1830:178, 1964). The lease describes the property as having a "two and one-half story brick building known as Homewood Creek, Revell Highway" (AACCC 1830:178, 1964). The agreement also states that the lessor will "remodel existing structure to conform with Health and Fire Department Regulations" and "will erect on the premises a building in accordance with the plans and specifications attached hereto prepared by William Harder, architect" (AACCC 1830:181, 1964). These plans could not be found. The earliest advertisement for Bay Manor Nursing Home describes it as "a lovely new home offering the best of care for the aged, invalid and ill. On Revell Highway" (The Capital, 1962). Little information regarding the nursing home could be found. However, by 1970 a large rectangular building roughly five times the size of the house was added immediately southwest of the house, possibly connecting to its southwest elevation. The northwest elevation of the large building overlooked a large parking lot, and the parcel was largely open (NETROnline, 1970).

In 1971, Greenbreak, Inc. sold the land and transferred the lease with Bay Manor Nursing Home to Robert Crans, Sr. and Ralph Feltman (AACCC 2434:412, 1971). By 1982, much of the parcel was covered by trees (NETROnline, 1982). In April 1988, an electrical malfunction caused a fire in the Bay Manor Nursing Home's day room (The Evening Sun, 1988). While no one was

injured, this event appears to have emphasized the need for a new facility. By August 1988, construction was underway at a new location on College Parkway, some five miles northwest of Bay Manor (The Baltimore Sun, 1988). It is unclear when Bay Manor Nursing Home formally relocated to College Parkway, though it appears to have opened its new facility in 1988, leaving the facility on Whitehall Road vacant. In 1991, Ralph Feltman transferred his portion of the land to Robert Crans, Sr., who resided in Silver Spring, Maryland (AACCC 5356:447, 1991). By 1994, the large rectangular building southwest of the house had been demolished, and the grounds surrounding the house do not appear to have been maintained (NETROnline, 1994).

In 1999, a foreclosure notice listed the Robert Crans property at 1500 Whitehall Road as having 16.35 acres (The Capital, 1999). However, Robert Crans, Sr. died in 2000 before the foreclosure could be finalized, leaving the property to his son, Robert Crans, Jr., who sold it to Bledjoe Investments, LLC in 2008 (AACCC 19914:655, 2008). Kenneth R. and Rebekah Wagner purchased the 16.35-acre parcel plus an additional 0.83 acres in 2017 (AACCC 31441:127, 2017). They proceeded to add the circa-2018 wing and numerous outbuildings and features.

**ELIGIBILITY DETERMINATION**

The Roland Bell House at 1500 Whitehall Road was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Roland Bell House is a circa-1938 two-and-a-half-story brick house built as a summer home by Roland E. Bell. Evidence suggests it may also have been a farmhouse before its conversion to a nursing home in the early 1960s. While the house is associated with the early twentieth century trend of summer vacation homes and waterfront leisure along the Chesapeake Bay, it is not an early example or one of the most influential. Therefore, the Roland Bell House is not eligible under Criterion A.

The house was built by Roland E. Bell, a New York banker. However, Roland E. Bell or any other owners of the property do not appear to have made specific contributions to history that would best be represented by this resource. Therefore, the Roland Bell House is not eligible under Criterion B.

The house was built circa 1938 in the Georgian Revival style. During the 1950s and 1960s, additions were constructed on the southwest and southeast elevations and a one-story porch was added to the northwest elevation. The southwest addition was demolished by 1994, but the southeast addition was expanded into a two-and-a-half-story wing circa 2018. Due to these alterations, the Roland Bell House no longer embodies the Georgian Revival style. Research has found no association with a master, nor does the resource have high artistic value. Therefore, it is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 16.35 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0229 (2024).

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1916. Deed of Partition. George E. Barchet to Chester A. Peregoy, Robert Moss, and others, GW 130:413. www.Mdlandrec.net.

------. 1938. Deed. Anna and Chester Peregoy to Roland E. and Helen Bell, FAM 176:420. www.Mdlandrec.net.

------. 1945. Deed. Roland E. and Helen Walter Bell to Henry and Helen G. Plander, JHH 331:300. www.Mdlandrec.net.

------. 1964. Deed. Greenbreak, Inc. and Bay Manor Nursing Home, Inc., 1830:178. www.Mdlandrec.net.

------. 1991. Deed. Ralph Feltman Sr. to Robert R. Crans, Sr., 5356:447. www.Mdlandrec.net.

------. 2008. Deed. Robert R. Crans, Jr. to Bledjoe Investments, LLC., 19914:655. www.Mdlandrec.net.

------. 2017. Deed. Bledjoe Investments LLC to Kenneth R. and Rebekah Wagner, 31441: 127. www.Mdlandrec.net.

Baltimore Sun. 1988. “Construction Labor” August 17, 1988, page 45. The Baltimore Sun at Newspapers.com.

The Capital. 1963. “Rest Home.” July 2, 1963, page 12. The Capital at Newspapers.com.

------. 1999. “Order of Publication.” February 1, 1999, page 12. The Capital at Newspapers.com.

Evening Capital. 1910. “Mr. Barchet Heavy Loser.” July 28, 1910, page 4. The Evening Capital at Newspapers.com.

The Evening Sun. 1988. “Fire Hits Nursing Home.” April 6, 1988, page 48. The Evening Sun at Newspapers.com.

Franz, Lauren, and Al Luckenbach. 2004. “The Building Sequence at Homewood’s Lot, Anne Arundel County, Maryland.” In Maryland Archaeology. Vol 40(2): 19-28, September 2004. https://www.losttownsproject.org/wp-content/uploads/2015/08/homewoodslot.pdf.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Nearmap. n.d. “Nearmap.” Accessed November 19, 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Orlando Sentinel. 1952. “Mr. Roland Edgar Bell.” January 17, 1952, page 11. The Orlando Sentinel at Newspapers.com.

United States Federal Census (USFC). 1920. Anne Arundel County, Maryland. Roll: T625_653; Page: 2B. Provided by the National Archives and Records Administration on Ancestry.com.

------. 1930. Anne Arundel County, Maryland. Page: 1A; Enumeration District: 0038. Provided by the National Archives and Records Administration on Ancestry.com.

------. 1940. Anne Arundel County, Maryland. Roll: m-t0627-01501; Page: 9B. Provided by the National Archives and Records Administration on Ancestry.com.

**MAPS**

**Roland Bell House (Bay Manor Nursing Home)**

Location: 1500 Whitehall Road
City: Annapolis

AA-0956
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**Roland Bell House (Bay Manor Nursing Home)**

Location: 1500 Whitehall Road
City: Annapolis

AA-0956
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 1: Overview, showing the circa-2024 pavilion (background), the northeast pre-1957 outbuilding (left), the circa-2018 wing (center), and the northeast façade of the circa-1938 house (right), looking southwest.

NR-ELIGIBILITY REVIEW FORM

AA-0956 Roland Bell House (Bay Manor Nursing Home)

**PHOTO LOG**

Number of Photos: **1**
Name of Photographer: **Francesca Maisano**
Date of Photographs: **2023-12-13**
Location of Original Digital File: **MHT**
File Format: **AA-0956_2023-12-13_01.tif… etc.**

*Photographs inserted on continuation sheets:*

A-0956_2023-12-13_01.tif
Photo 1 of 1: Overview, showing the circa-2024 pavilion (background), the northeast pre-1957 outbuilding (left), the circa-2018 wing (center), and the northeast façade of the circa-1938 house (right), looking southwest.




Figure 1: Overview, looking south (NearMap 2024).



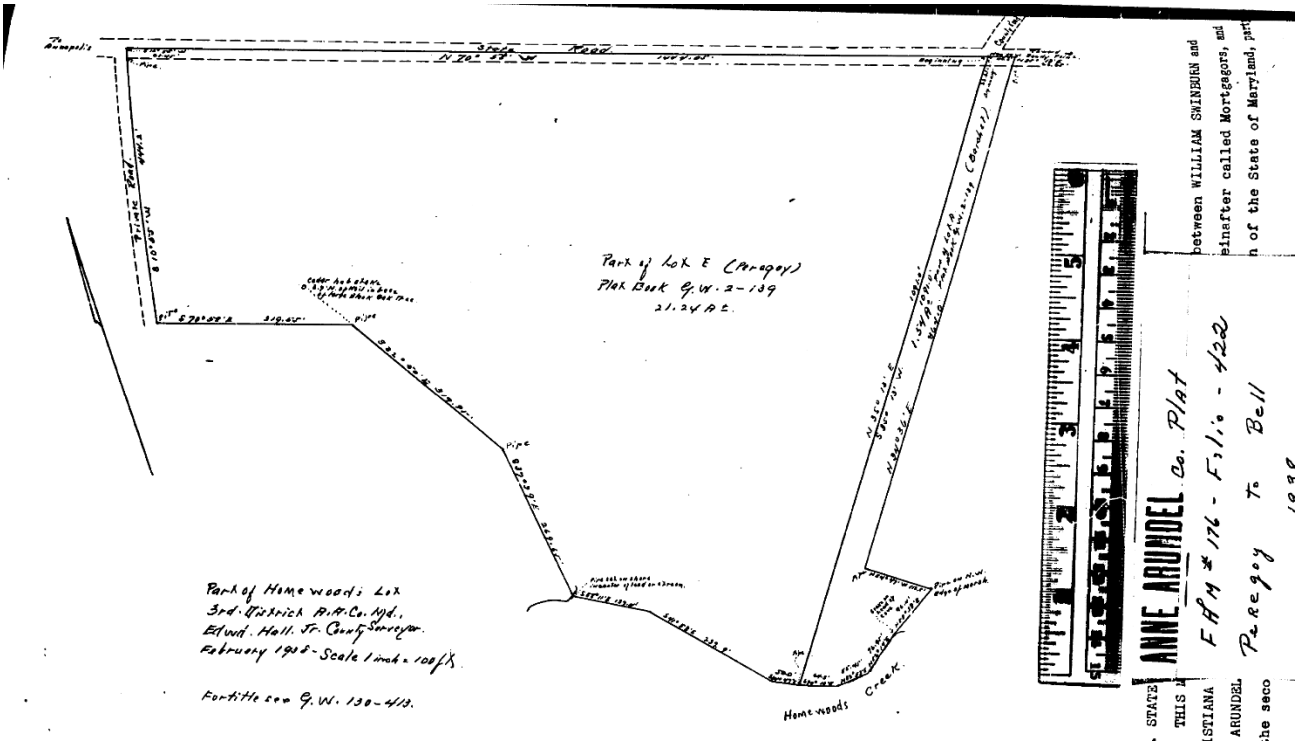

Figure 2: Overview, looking west (NearMap 2024).




Figure 3: Overview, looking north (NearMap 2024).




Figure 4 : Overview, looking east (NearMap 2024).




Historic Image 1: "Part of Homewood's Lot." Plat. AACCC FAM 176/422. 1938.

Maryland State Archives.

**Name of Property: Brice/Winchester Mill, site**
**Location: Old Mill Bottom Road, Winchester, MD 21409**

The Brice/Winchester Mill, site has no documentation on file with the Maryland Historical Trust. The site is located just north of US 50/301, southeast of the south end of Mill Bottom Road, where Mill Creek passes under the highway.

The Brice Mill, a grist mill, was first owned by John Brice in the eighteenth century. When listed for sale by Nicholas Brice in 1824, it was described as including 300 acres, the mill, and two pairs of stones (Maryland State Archives [MSA] n.d.). The 1860 Martenet and 1878 Hopkins maps show a grist mill near this location; in 1878 it was owned by Horace R. Winchester (Hopkins 1878; Martenet 1860). The 1887 state directory lists the mill's owner as Samuel Phillips (MSA n.d.). It is unclear when the mill was removed. In the earliest available aerials, the site is covered by dense trees (NETROnline, 1957, 1970, and 1982). By 1994, the site was flooded by the expansion of Mill Creek, which still currently obscures the site (NETROnline, 1994 and 2024).

**References**:

Hopkins, Griffith Morgan, Jr. 1878. Atlas of fifteen miles around Baltimore, including Anne Arundel County, Maryland. Philadelphia.

Martenet, Simon J. 1860. Martenet's Map of Anne Arundel County, Maryland : shore lines, soundings, &c. &c. from U.S. surveys. Baltimore: S.J. Martenet.

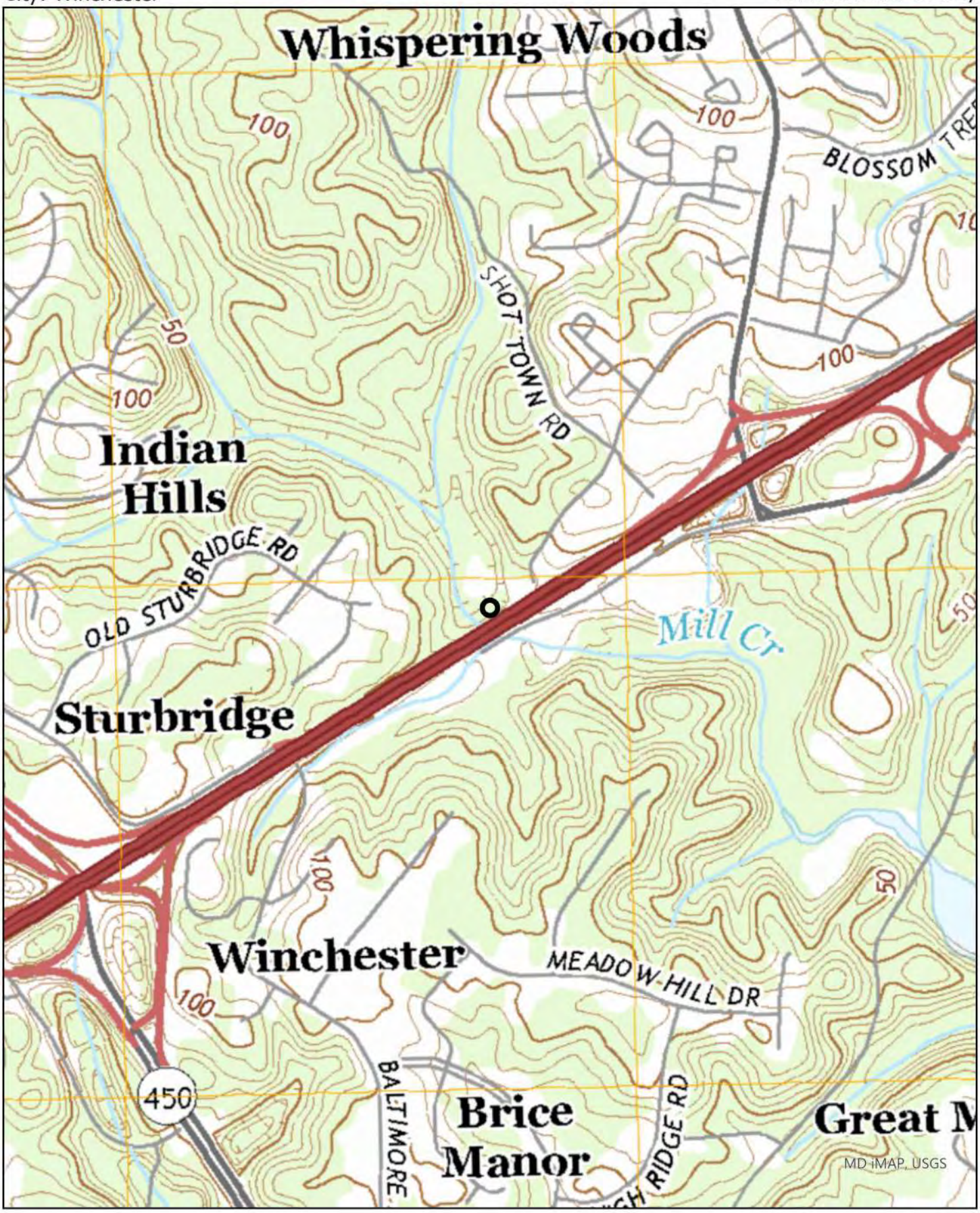
Maryland State Archives. n.d. "Anne Arundel Mill Chapter." Special Collections, MSA SC 4300-5-2. Accessed January 2025, https://msa.maryland.gov/megafile/msa/speccol/sc4300/sc4300/000005/000000/000002/unrestricted/anne%20arundel%20mill%20chapter.pdf

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**Brice/Winchester Mill, site**

Location: Old Mill Bottom Road
City: Winchester

AA-0986
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.2 0.4 Miles

Scale: 1:10,000

N

**Brice/Winchester Mill, site**

Location: Old Mill Bottom Road
City: Winchester

AA-0986
Anne Arundel County




Parcel Boundaries

0 15 30 US Feet

Scale: 1:180

N

As of August 2024, the truss bridge (AA-0987) was unevaluated in Medusa and no documentation was on file. The bridge is mapped over Mill Creek, west of Old Mill Bottom Road and north of US 50/301. A review of a 1957 aerial shows dense tree coverage in the area, so it is not possible to locate the bridge. The 2006 aerial is clear from tree coverage and no bridge appears over Mill Creek. Access was not provided to confirm the absence of the bridge.

In Medusa, the truss bridge is mapped near Brice/Winchester Mill, site (AA-0986) and the resource comments indicate that "986 & 987 [are] all 1 circle." The Brice/Winchester Mill, site is unevaluated and no documentation is on file. A review of the 2006 aerial did not reveal a mill site near the Mill Creek.

**References**

NETROnline. Var. Historic Aerials. Accessed July 2024, https://www.historicaerials.com/viewer.

**Truss Bridge**

Location: Old Mill Bottom Road
City: Annapolis

AA-0987
Anne Arundel County




Truss Bridge

0 0 0.01 0.01 Miles

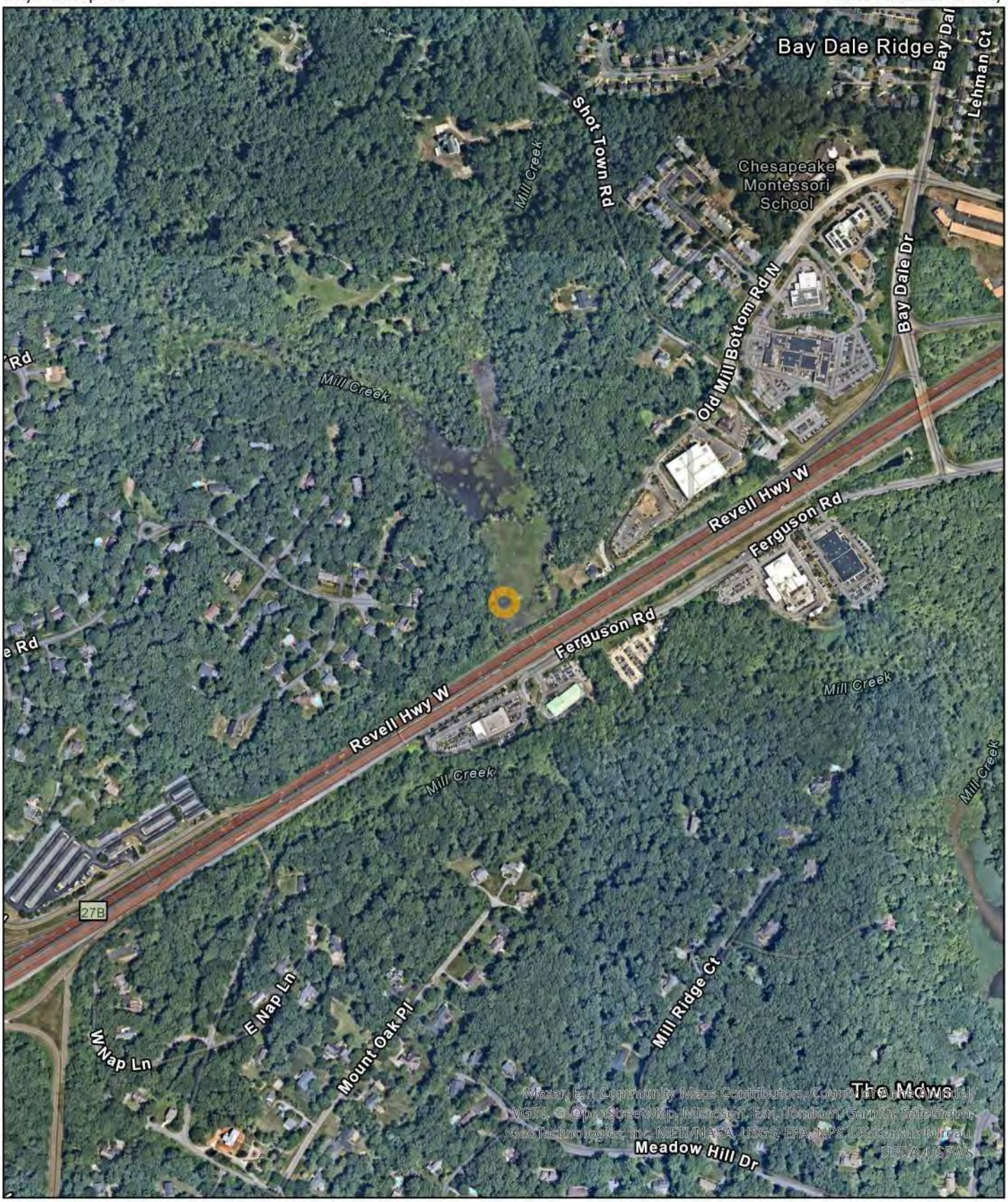
Scale: 1:288

N

**Truss Bridge**

Location: Old Mill Bottom Road
City: Annapolis

AA-0987
Anne Arundel County




Truss Bridge

0 0.05 0.1 0.2 Miles

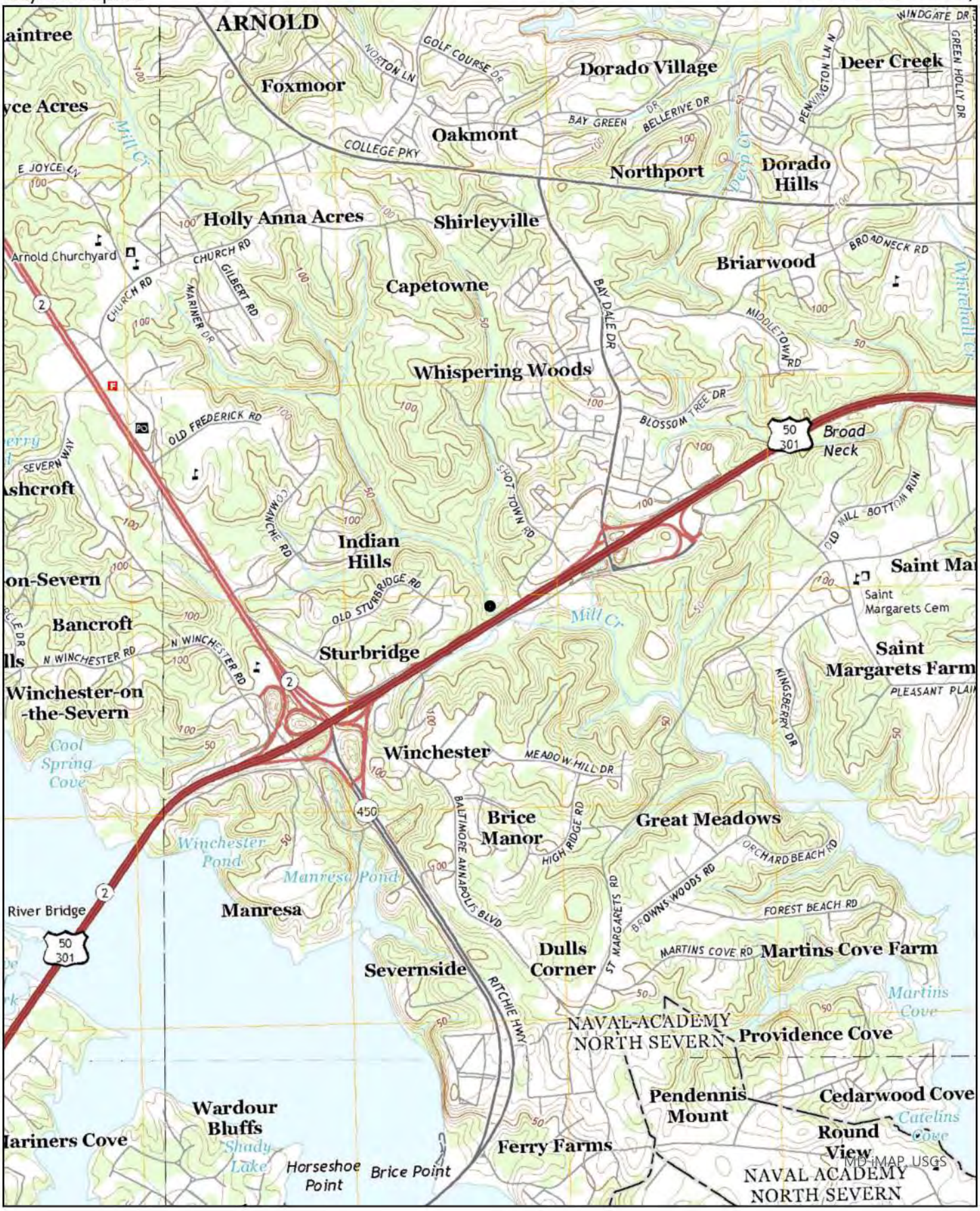
Scale: 1:7,000

N

**Truss Bridge**

Location: Old Mill Bottom Road
City: Annapolis

AA-0987
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Revell Downs** Inventory Number: **AA-2587**

Address: North of US 50/301, south of Woods Landing Dr, and west of Bay Head Rd Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Tax Account ID Number: Multiple

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

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: March 19, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Historic Context Addendum) (May 2019).

LOCATION/SETTING

Revell Downs is at the eastern end of Anne Arundel County, north of US 50/301. The subdivision is bound by Woods Landing Drive to the north, Bay Head Road to the east, E. College Parkway to the south, and to the west by a branch of the Little Magothy River. Secretariat Drive, Revell Downs, and Majestic Prince Drive provide access to the neighborhood from the surrounding streets. The late-twentieth-century subdivision is characterized by curvilinear roads, open lawns, and dense tree coverage. Houses are set back from the road and accessed by walkways from the concrete or asphalt driveways. Concrete sidewalks run throughout the subdivision. There is a tennis court west of Native Dancer Court.

**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***

DESCRIPTION

Revell Downs subdivision contains single-family and duplex dwellings primarily constructed between 1978 and 1986. Single-family dwellings are concentrated east of Secretariat Drive along Little Current Drive, Agitate Court, Pincay Court, Carryback Court, Cananaro Drive, Majestic Prince Drive, Tim Tam Court, Sham Court, and Cannonade Court. Duplexes run along both sides of Secretariat Drive, Man O War Court, Native Dancer Court, Revell Downs Drive, Delso Court, Foolish Pleasure Court, Ruffian Court, and Master Derby Court.

All dwellings have a consistent setback though lot sizes vary between single-family dwellings and duplexes. Single-family lots are about 0.16 acres and duplex lots are about 0.12 acres. Throughout the subdivision, lawns are open with minimal ornamental gardens. There are mature trees throughout. Many of the parcels have wood privacy fences and one or two outbuildings, typically sheds.

Throughout the subdivision the dwellings are one- to two-stories tall and four to six bays wide. Two-story dwellings are more common than their one-story counterparts. The majority of the dwellings are clad in vinyl siding and many feature brick veneer; often both materials appear in the same dwelling. Roofs are primarily side gable of varying pitches covered in asphalt shingles. Duplex rooflines are commonly stepped (as seen at 1572 and 1574 Secretariat Drive and 1629 and 1631 Secretariat Drive). There are a few instances of saltbox rooflines. Exterior side and interior brick and vinyl-sided chimneys are common (as seen at 1643 Cananaro Drive).

Within single-family dwellings, Ranch, Split-Foyer, Minimal Traditional, Split-Level, Two-Story Massed, and Cape Cod forms are common. L-shaped dwellings with prominent attached garages are less common. Split-Foyer and Split-Level dwellings have overhanging second stories as do Garrison Colonial-style dwellings. Front-gable dormers are seen in Cape Cod dwelling. Fenestration generally consists of regularly spaced simulated-divided-light or one-over-one vinyl double-hung windows, fixed windows, and bay windows (as seen at 1661 Sham Court). Paired windows are seen, though they are not usual. Wood and metal doors are usually partially glazed and metal storm doors are common. Almost all doors and windows have paneled or louvered inoperable shutters. Within single-family dwellings, front porches are less common with a few wooden examples seen.

The duplexes are semi-detached dwellings. Like the single family dwellings, Split-Foyer, Two-Story Massed, Ranch, Minimal Traditional, and Cape Cod forms are seen. Overhanging second stories are seen in Split-Level and Two-Story Massed forms (as seen at 1572 and 1574 Secretariat Drive). In many cases, the fenestration is designed to de-emphasize their semi-detached nature to create the look of a single-family dwelling. Primary entrances, with partially glazed metal or wood doors with storm doors, are either paired along the façade or arranged often with one entrance along the side of the dwelling (as seen at 1588 Secretariat Drive). In the Minimal Traditional, Two-Story Massed, and Ranch varieties, primary entrances are often covered by half-width or single-bay entry porches with shed roofs (as seen at 1588 Secretariat Drive). Windows are most often one-over-one hung vinyl sash windows, sometimes with simulated-divided lights. Paired windows are seen on the first stories. In some instances, there are vinyl bay windows (as seen at 1645 and 1647 Revell Downs Drive).

Side and rear additions are present in the community, though the majority of dwellings do not have additions. Solar panels are on a few dwellings. Less than 15 properties have in-ground or above-ground pools. Typical alterations include vinyl siding, vinyl shingles, and replacement doors and windows.

HISTORIC CONTEXT

The Revell Downs planned residential development was constructed from 1978 to 1986 and sits on the former location of the Revell Downs racetrack, constructed by Sylvester Labrot Sr. in 1929 as part of the larger Holly Beach Farm complex (AA-74). A 1970 aerial image shows the racetrack, though it had been out of use for years prior (NETROnline 1970).

The Capital reports that in 1975, the land was owned by seven partners of former vice president Spiro Agnew (he sold his interest in 1967). William E. Dixon, attorney for Revell Square Joint Venture, obtained an option on the land with the hopes to develop single and semi-detached homes (The Capital 1975a, 18; 1975b, 13). Plats for the subdivision were developed in 1977 and subject to revisions based on water and sewer accommodations (Anne Arundel County Circuit Court 1977, 1981). The subdivision was platted in two sections--east and west—and the streets were named after famous thoroughbreds.

The first 16.20-acre section included Secretariat Drive, Man O War Court, Native Dancer Court, Delso Court, Revell Downs Drive, and Master Derby Court (all west of Secretariat Drive). Across the 16.20 acres, 67 duplex dwelling lots were planned with 134 units. The owner of the land was noted as Revell Square Associates Inc. (Anne Arundel County Circuit Court 1981). The area southwest of Ruffian Court and Foolish Pleasure Court was platted as a recreational area (Anne Arundel County Circuit Court 1981).

The second 25.59-acre section of Revell Downs included Cananaro Drive, Cannonade Court, Tim Tam Court, Sham Court, Little Current Drive, Agitate Court, Pincay Court, Carryback Court, Cananaro Court, and Majestic Prince Court (all east of Secretariat Drive). This section was designed to contain 139 single-family lots (Anne Arundel County Circuit Court 1981). Recreation areas were placed around the edges of the community, including the northwest corner that contains a stream.

The dwellings were constructed by Ryland Homes, a company that constructed homes throughout the Baltimore-Washington, DC, area. In the 1970s, Ryland Homes expanded their reach to Anne Arundel County building not only Revell Downs but Whispering Woods near Arnold and Woodside West and Shannon Square in Glen Burnie (The Sun 1978, F4). Newspaper advertisements show construction started on the Revell Downs models in 1978. Amenities like commuting distance to Annapolis, nearby shopping, and schools are cited. As designed, many of the homes had "3 to 5 bedrooms, up to 2 ½ baths, private master suites, family rooms, fireplaces, garages, abundant closets, and …G.E. kitchens" (The Sun 1981, 87). Revell Downs is one of a few documented developments that contains duplex dwellings from that era in Anne Arundel County. Single-family only and townhouse developments were much more common.

The 1976 plats show a plan for a water treatment plant site northeast of Master Derby Court. A newspaper article indicates that the plans for the site were approved but the 1982 aerial image does not show a building in the vicinity of the planned water treatment plant site (The Capital 1975b; NETROnline 1982). Nor could newspaper records be found to indicate such a plant was constructed. Though the subdivision was platted in two sections, east and west, the construction was completed in the southern half first, then moving north towards Woods Landing Drive (NETROnline var.). Since about 1986, the subdivision's layout and building stock has remained fairly static. Additions and infill are seen throughout but are not commonplace.

In comparison to other late-twentieth century planned residential developments, Revell Downs was fairly typical and contains many character-defining elements described in the Historic Context Addendum. The development contains curvilinear streets and cul-de-sacs. The housing is clustered with accessible, shared open space, and there are consistent building setbacks and streetscape design. After 1960, planned residential developments started to include more diverse housing options as seen in the single- and duplex varieties in Revell Downs. Like the planned residential developments in the 1950s and 1960s, Revell Downs employed a limited variety of model dwellings in popular styles like Split-Foyer and Minimal Traditional that were built during a single period of construction (MDOT SHA 2019, E-7, E-8). The subdivision retains original aspects like setback, varieties of dwelling, lot sizes, sidewalks, and curvilinear street design. These aspects are shared with many planned residential developments in Anne Arundel County and in Maryland.

ELIGIBILITY DETERMINATION

Revell Downs 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, planned residential developments must demonstrate strong associations with social and demographic changes or have inspired new trends in environmental conservation or site planning or influenced changes in zoning regulations. Revell Downs is a typical example of a planned duplex and single-family residential development from the late 1970s and early 1980s. The subdivision follows a standard curvilinear layout with cul-de-sacs. Though the development was one of only a few to contain duplexes in the county, it is not significant because it did not introduce planning innovations influential to later developments or influence changes in zoning regulations. Revell Downs did not set a precedent for this type of housing development in the county. The property is not known to be associated with social and demographic change. Therefore, Revell Downs is not eligible under Criterion A.

Research has revealed no significant association with the life and career of an individual who made important contributions to the history of the locality or regional area. Therefore, Revell Downs is not eligible under Criterion B.

According to the Historic Context Addendum, planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be an early example or one of the last intact examples. Based on their ubiquity, planned residential developments eligible under Criterion C will likely be the work of a master or have high artistic value. Revell Downs does not embody the distinctive characteristics of a type, period, or method of construction. Revell Downs is one of many planned residential developments in the county. The development contains a variety of housing forms found within the county, Split-Level, Split-Foyer, Ranch, Minimal Traditional, and Two-Story Massed. Dwellings have the typical modifications like new siding, side additions, and new doors and windows which impact the integrity of design, materials, and workmanship. The dwellings in Revell Downs do not represent works of a master nor do they possess high artistic value. Therefore, Revell Downs is not eligible under Criterion C.

Parcel Description

The property encompasses 102.8 acres. The subdivision is bounded by Woods Landing Drive to the north, Bay Head Road to the east, E. College Parkway to the south, and follows an irregular boundary to the west that encompasses the rear parcel lines of properties along Revell Downs Drive, Ruffian Court, Secretariat Drive, and Master Derby Court. Revell Downs can found on Anne Arundel County Tax Map 0040 (2023).

REFERENCES

Anne Arundel County Circuit Court. 1976. “Revell Downs, Section One-Plat One/ Section One-Plat Two/Section One-Plat Three.” MSA C2081-2500, Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=2500&page=adv1&id=449460190

Anne Arundel County Circuit Court. 1981. “Plat, Revell Downs Section One-Plat Two/Section One-Plat Three/Section Two-Plat One/ Section Two-Plat Two.” MSC C2081-3043, Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=3043&page=adv1&id=1430307276

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland. Maryland Department of Transportation State Highway Administration. May 2019. https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

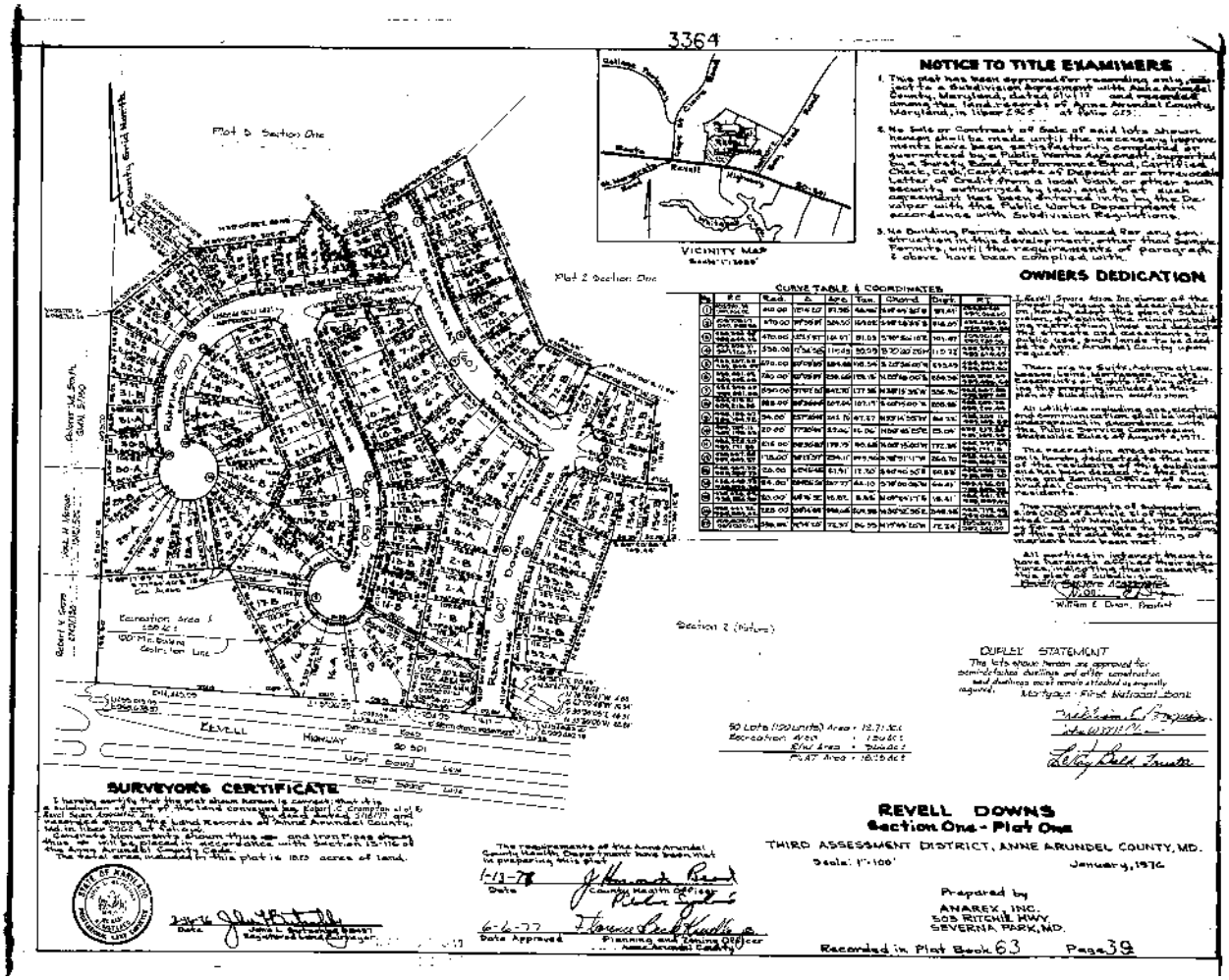
The Capital (Annapolis, MD). 1975a. “Agnew Tract Appeal Pulled.” March 27, 1975.

-----. 1975b. “Water Plant Approved.” June 6, 1975.

The Sun (Baltimore, MD). 1978. “Come live with us.” March 19, 1978.

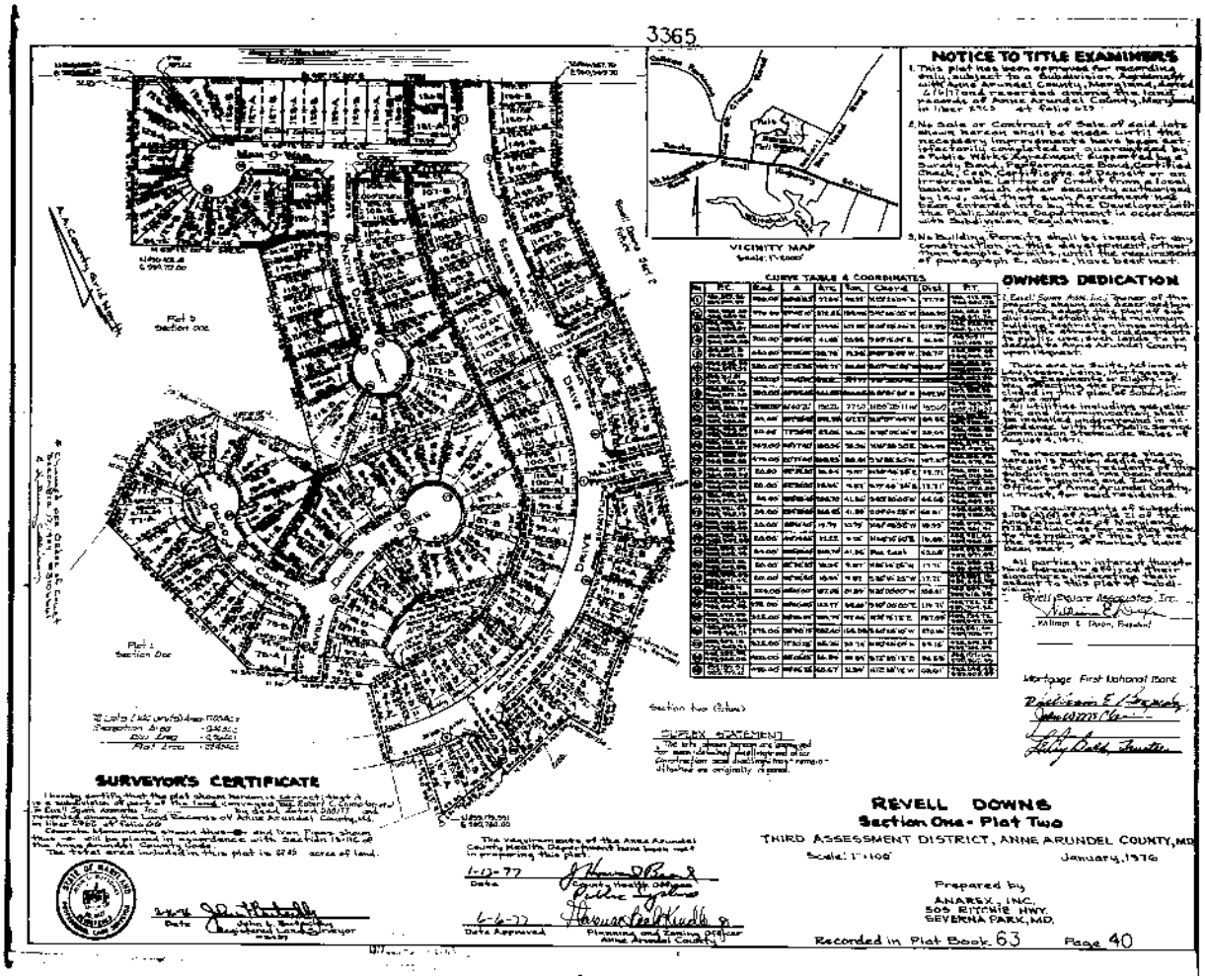
-----. 1981. “Advertisement, Ryland Homes.” April 5, 1981.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland



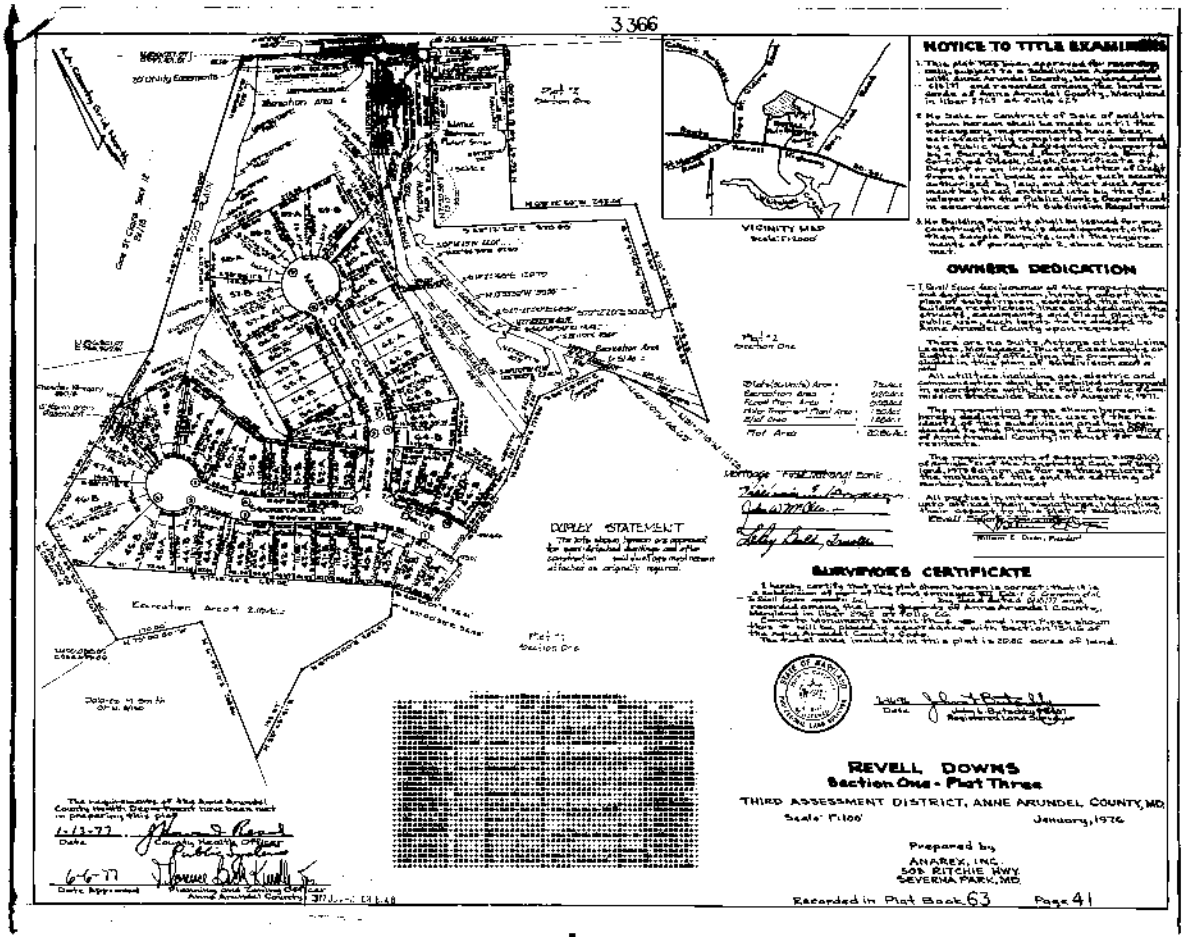

Historic Image 1: Section One, Plat One from the 1976 Revell Downs Subdivision plats.
Anne Arundel County Circuit Court 1976.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland



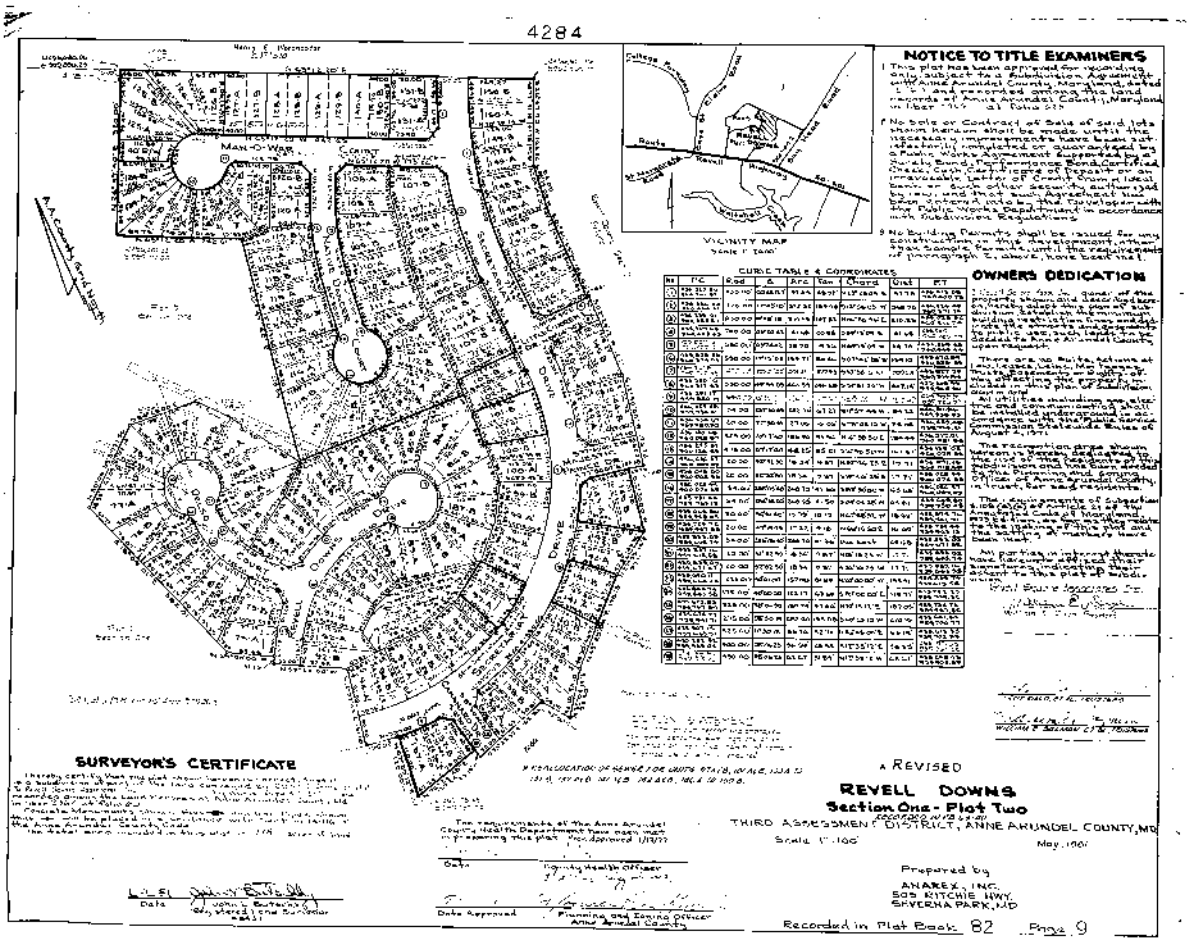

Historic Image 2: Section One, Plat Two from the 1976 Revell Downs Subdivision plats.
Anne Arundel County Circuit Court 1976.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland



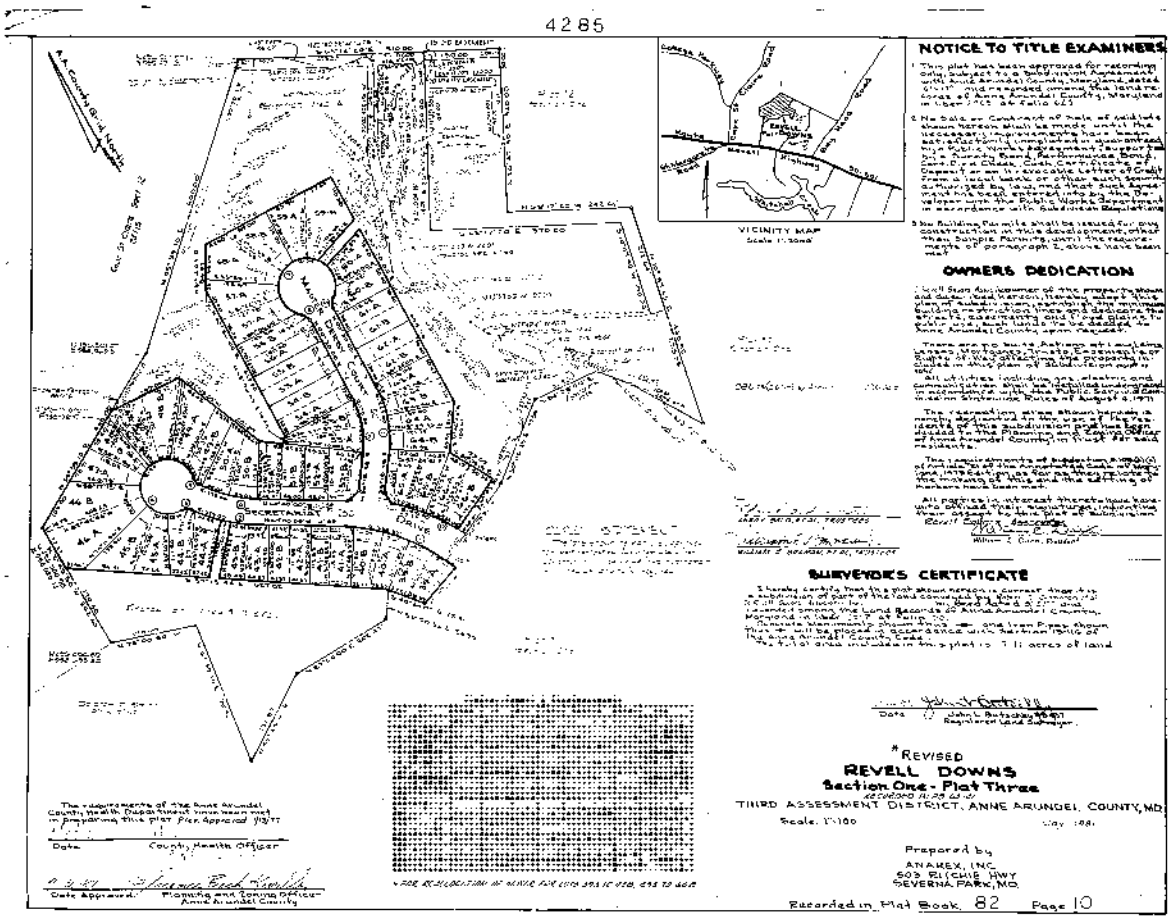

Historic Image 3: Section One, Plat Three from the 1976 Revell Downs Subdivision plats. Anne Arundel County Circuit Court 1976.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland



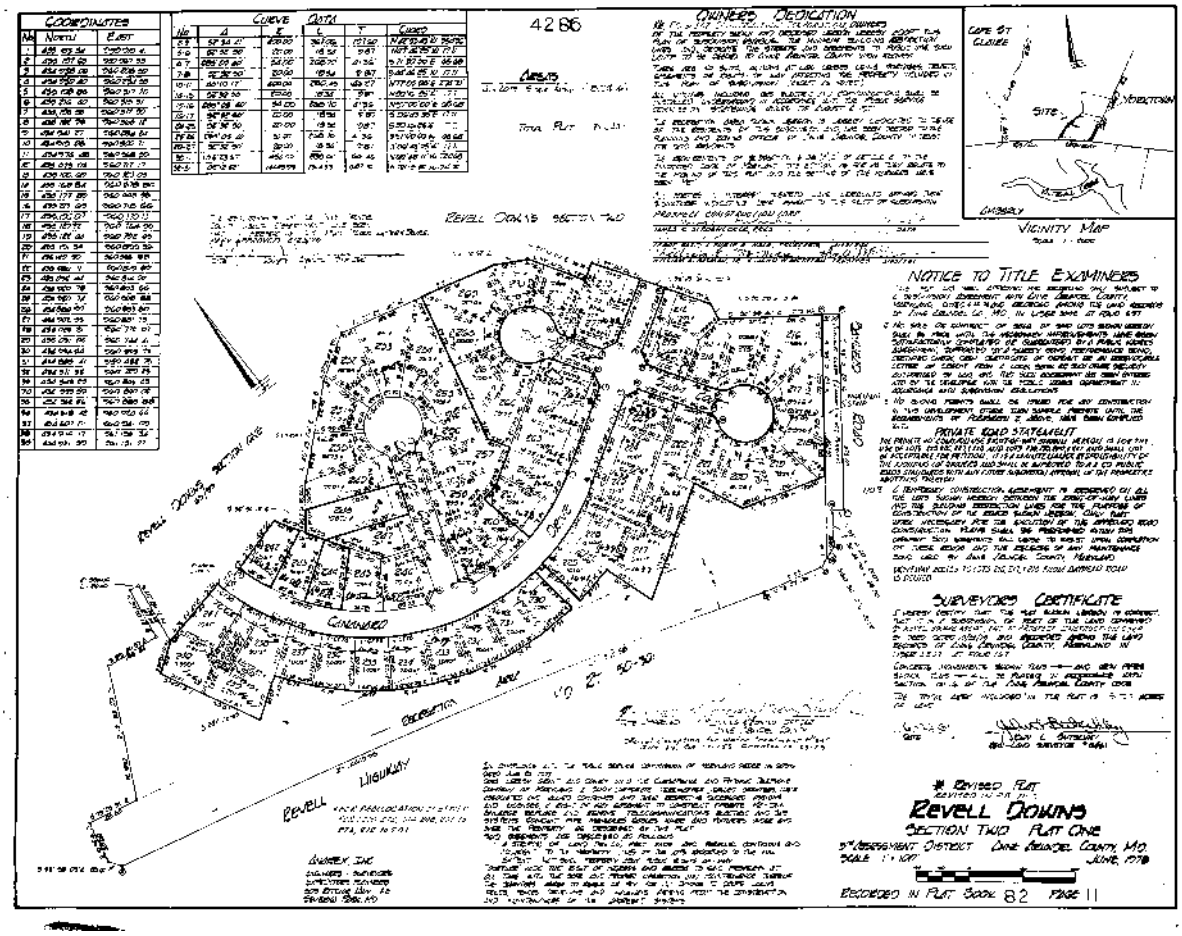

Historic Image 4: Section One, Plat Two from the 1981 revised Revell Downs Subdivision plats. Anne Arundel County Circuit Court 1981.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland



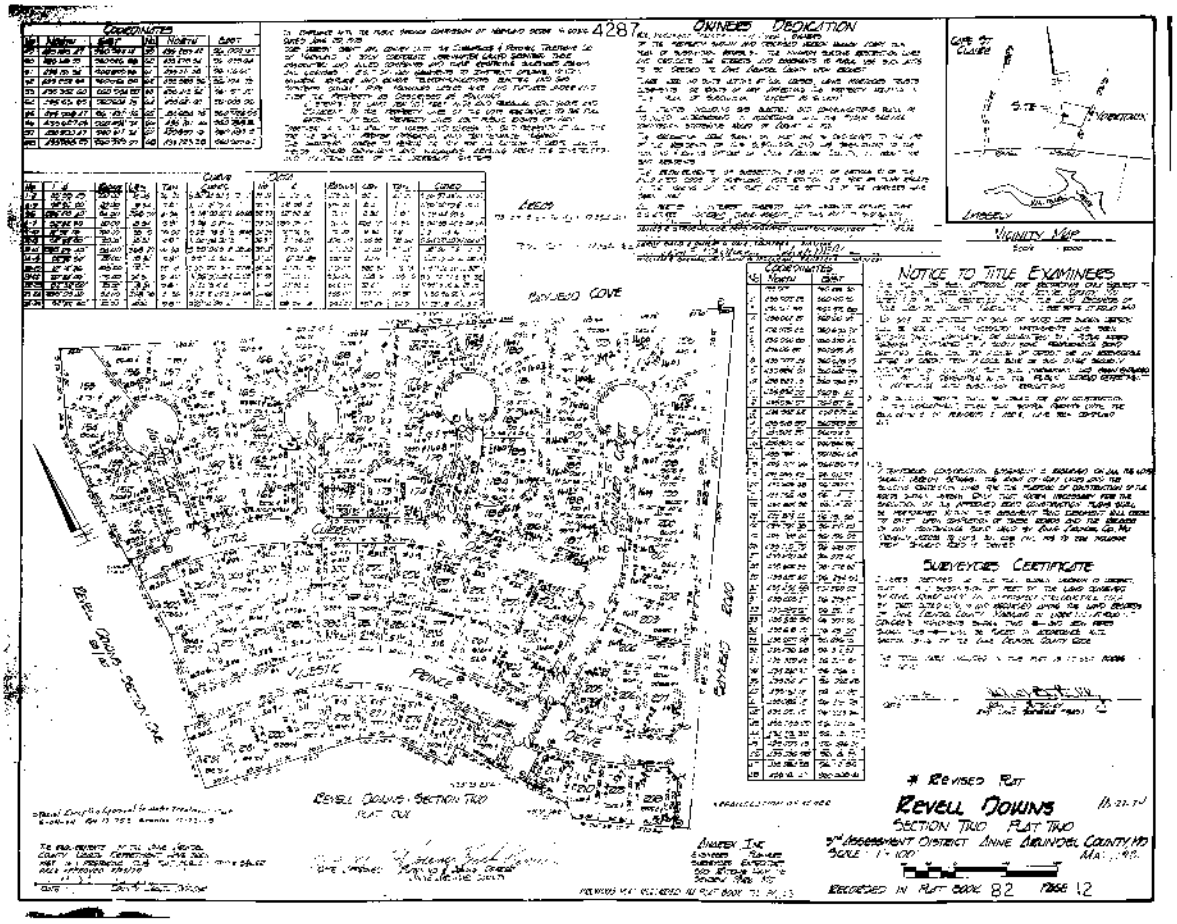

Historic Image 5: Section One, Plat Three from the 1981 revised Revell Downs Subdivision plats. Anne Arundel County Circuit Court 1981.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland




Historic Image 6: Section Two, Plat One from the 1981 revised Revell Downs Subdivision plats. Anne Arundel County Circuit Court 1981.

**AA-2587**
**Revell Downs**
North of US 50/301, south of Woods Landing Drive, and west of Bay Head Road
Annapolis, Anne Arundel County, Maryland




Historic Image 7: Section Two, Plat Two from the 1981 revised Revell Downs Subdivision plats. Anne Arundel County Circuit Court 1981.

**Revell Downs**

Location: North of US 50/301, south of Woods Landing Dr, and west of Bay Head Rd AA-2587
City: Annapolis Anne Arundel County



**MAPS**

**Revell Downs**

Location: North of US 50/301, south of Woods Landing Dr, and west of Bay Head Rd AA-2587

City: Annapolis Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

**PHOTOGRAPHS**



Photo 1 of 8: View looking southeast along Sham Court at Cananaro Drive, facing southeast



Photo 2 of 8: Two-Story Massed duplex at 1588 Secretariat Drive, facing southwest

**PHOTOGRAPHS**



Photo 3 of 8: Split-Level duplex at 1572 and 1574 Secretariat Drive, facing northwest



Photo 4 of 8: Single-family dwelling at 1604 Cananaro Court, facing northwest

**PHOTOGRAPHS**




Photo 5 of 8: Split-Level dwelling at 1661 Sham Court and Ranch dwelling at 1663 Sham Court, facing southeast



Photo 6 of 8: Split-Foyer single-family dwelling at 1643 Cananaro Drive, facing southwest

**PHOTOGRAPHS**



Photo 7 of 8: Duplex Ranch at 1629 and 1631 Secretariat Drive, facing north



Photo 8 of 8: Two-Story Massed duplex at 1645 and 1647 Revell Downs Drive, facing east

NR-ELIGIBILITY REVIEW FORM

AA-2587 Revell Downs

**PHOTO LOG**

Number of Photos: **8**
Name of Photographer: **Nicole Diehlmann and Francesca Maisano**
Date of Photographs: **12/14/2022 and 12/8/2023**
Location of Original Digital File: **MHT**
File Format: **AA-2587_12/14/2022 and 12/8/2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2587_2022-12-14_01.tif
Photo 1 of 8: View looking southeast along Sham Court at Cananaro Drive, facing southeast

AA-2587_2022-12-14_02.tif
Photo 2 of 8: Two-Story Massed duplex at 1588 Secretariat Drive, facing southwest

AA-2587_2022-12-08_03.tif
Photo 3 of 8: Split-Level duplex at 1572 and 1574 Secretariat Drive, facing northwest

AA-2587_2022-12-14_04.tif
Photo 4 of 8: Single-family dwelling at 1604 Cananaro Court, facing northwest

AA-2587_2022-12-14_05.tif
Photo 5 of 8: Split-Level dwelling at 1661 Sham Court and Ranch dwelling at 1663 Sham Court, facing southeast

AA-2587_2022-12-14_06.tif
Photo 6 of 8: Split-Foyer single-family dwelling at 1643 Cananaro Drive, facing southwest

AA-2587_2022-12-14_07.tif
Photo 7 of 8: Duplex Ranch at 1629 and 1631 Secretariat Drive, facing north

AA-2587_2022-12-14_08.tif
Photo 8 of 8: Two-Story Massed duplex at 1645 and 1647 Revell Downs Drive, facing east

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no ___**

Property Name: **Captain's Choice** Inventory Number: **AA-2588**

Address: Southeast of US 50/301 and northeast of Ritchie Highway 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): 0390 Tax Map Number: 0046

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: January 22, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Historic Context Addendum) (May 2019).

LOCATION/SETTING

Captain's Choice is bordered northwest by US 50/301, west by the interchange between US 50/301 and MD 2, and southwest and southeast by other late twentieth and early twentieth first subdivisions. It is accessed through a single point at Baltimore Annapolis Boulevard. The area is rural in character, and the topography is hilly and heavily vegetated. Houses are set back the from the street and accessed by asphalt driveways.

RESOURCE DESCRIPTION

**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***

Captain’s Choice is a late twentieth-century residential subdivision in an irregular shape. The residential subdivision includes land on both sides of Baltimore Annapolis Boulevard, south of its terminus at US 50/301 and all of West Nap Lane and East Nap Lane. The development consists of twelve residential properties, as well as open space on the south side of West Nap Lane, between the properties on the east side of West Nap Lane and Baltimore Annapolis Boulevard, and in the northeast corner of the development. There is also a stormwater drainage easement in the northeast corner. The streets do not have sidewalks. On either side of the entrance to East Nap Lane are stone gates with integrated storage areas for garbage cans.

The parcels comprising Captain’s Choice are differing shapes between 1.00 and 1.51 acres in size. Each residential lot has a large setback, mowed lawn, and many trees, with some landscaping in the form of foundation plantings. The houses date from 1982 to 1990 and varying in style including Colonial Revival and contemporary. They are mostly clad in wood or vinyl siding, although some are covered in brick or stone veneer, and have side-gable, asphalt-shingle roofs. They all have one or two car garages and some of the dwellings have front porches (Maryland Department of Assessments and Taxation 2023).

HISTORIC CONTEXT

Captain’s Choice

Prior to the development of the subdivision, the land was undeveloped and forested except for Baltimore Annapolis Boulevard (NETROnline, n.d.). In 1977, the Lexington Corporation sold the land to Albert G. Aaron, a Baltimore-based attorney and real-estate developer (Anne Arundel County Circuit Court 1977; “Albert Aaron” 2013; The Sun 1980). In June 1980, the subdivision was platted (Anne Arundel County Circuit Court 1980b). Aaron then sold the property to Captain’s Choice Inc. in October 1980 (Anne Arundel County Circuit Court 1980a). By 1982, West and East Nap Lanes were laid out (NETROnline, n.d.). Lots were to be sold to individuals and housing construction began in 1982 and continued through 1990 (Maryland Department of Assessments and Taxation 2023). Captain’s Choice Inc. was responsible for establishing setbacks, rights-of-way, and utility easements, but did not build the houses or dictate the housing style or size (Anne Arundel County Court 1982).Late-Twentieth Century Residential Subdivisions

According to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George’s Counties, Maryland, planned residential neighborhood built in the mid-to-late twentieth century often featured housing clustered together on curvilinear streets and cul-de-sacs with shared open space. The houses themselves were built in a limited number of models and forms in popular styles within a small timeframe and have a consistent setback (MDOT SHA 2019, E-7, E-8).

Residential development from the Washington, DC, suburbs sprawled into Anne Arundel County beginning in the 1950s and continued into the 1990s, due to development pressure, increasing employment opportunities in the region, and the ease of commuting along US 50/301. These suburban developments, not located along Anne Arundel’s copious waterways, are similar in style to those found in the suburbs of Washington, DC and Baltimore. Captain’s Choice is typical of late-twentieth-century planned residential neighborhoods. The most common housing form found in Captain’s Choice is the two-story massed plan with a variety of stylistic ornamentation, especially Colonial Revival, although Contemporary style examples are also present.

ELIGIBILITY DETERMINATION

Captain’s Choice 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, planned residential developments must demonstrate strong associations with social and demographic changes or have inspired new trends in environmental conservation or site planning or influenced changes in zoning regulations. Captain’s Choice is a typical example of a planned single-family residential development from the 1980s. The development did not introduce planning innovations influential to later developments or influence changes in zoning regulations. The property is not known to be associated with social and demographic

change. Therefore, Captain’s Choice is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Captain’s Choice is not eligible under Criterion B.

According to the Historic Context Addendum, planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be an early example or one of the last intact examples. Based on their ubiquity, planned residential developments eligible under Criterion C will likely be the work of a master or have high artistic value. Captain’s Choice does not embody the distinctive characteristics of a type, period, or method of construction. Captain’s Choice is one of many planned residential developments in the county and is a typical of mid-to-late twentieth century residential subdivision with common housing forms and stylistic ornamentation. The dwellings in Captains Choice do not represent works of a master nor do they possess high artistic value. Therefore, Captain’s Choice is not eligible under Criterion C.

BOUNDARY DESCRIPTION

The property encompasses 24.43 acres, according to the 1980 plat, and is confined to tax parcel 390 on Anne Arundel County Tax Map 0046 (2022). Tax account numbers vary by property owner.

REFERENCES

“Albert Aaron.” 2013. Legacy.Com. January 30, 2013. https://www.legacy.com/us/obituaries/thedesertsun/name/albert-aaron-obituary?id=18806938.

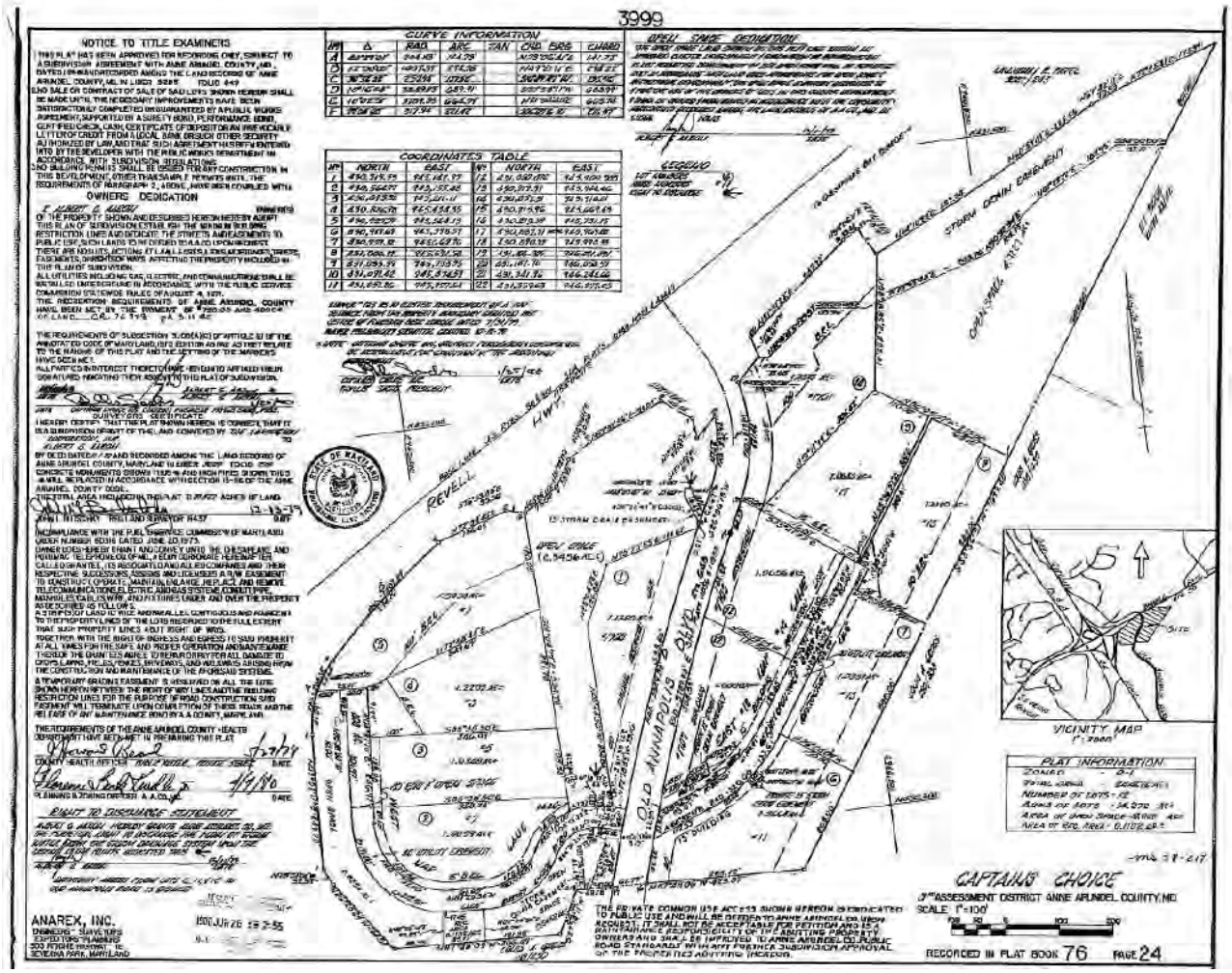
Anne Arundel County Circuit Court. 1977. “Deed, The Lexington Corporation, Inc. to Albert G. Aaron.” WGL 3029, p. 0777. Maryland State Archives.
———. 1980a. “Deed, Albert G. Aaron to Captain’s Choice, Inc.” WGL 3354, p. 0783. Maryland State Archives.
———. 1980b. “Plat, Captains Choice.” Plat 3999; Plat Book 76, p. 24. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=2893&page=adv1&id=1135459315.
_____. 1982. “Deed, Captain’s Choice Inc. to Terry S. Ericsen and Penny G. Ericsen.” WGL 3530, p. 841. Maryland State Archives.

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2023. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, Maryland: MDOT SHA, 2019).

NETROnline. N.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Sun (Baltimore, MD). 1980. “Warrington to Become Condominiums,” December 21, 1980. https://www.newspapers.com/image/377592468/.




Historic Image 1: Subdivision Plat of Captain's Choice, 1980.
Photo Source: Anne Arundel County Circuit Court, Plat 3999; Plat Book 76, p. 24.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=2893&page=adv1&id=1702298236.

**MAPS**

**Captain's Choice**

Location: Southeast of US 50/301 and northeast of Ritchie Highway AA-2588

City: Annapolis Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Captain's Choice**

Location: Southeast of US 50/301 and northeast of Ritchie Highway AA-2588
City: Annapolis Anne Arundel County



**PHOTOGRAPHS**

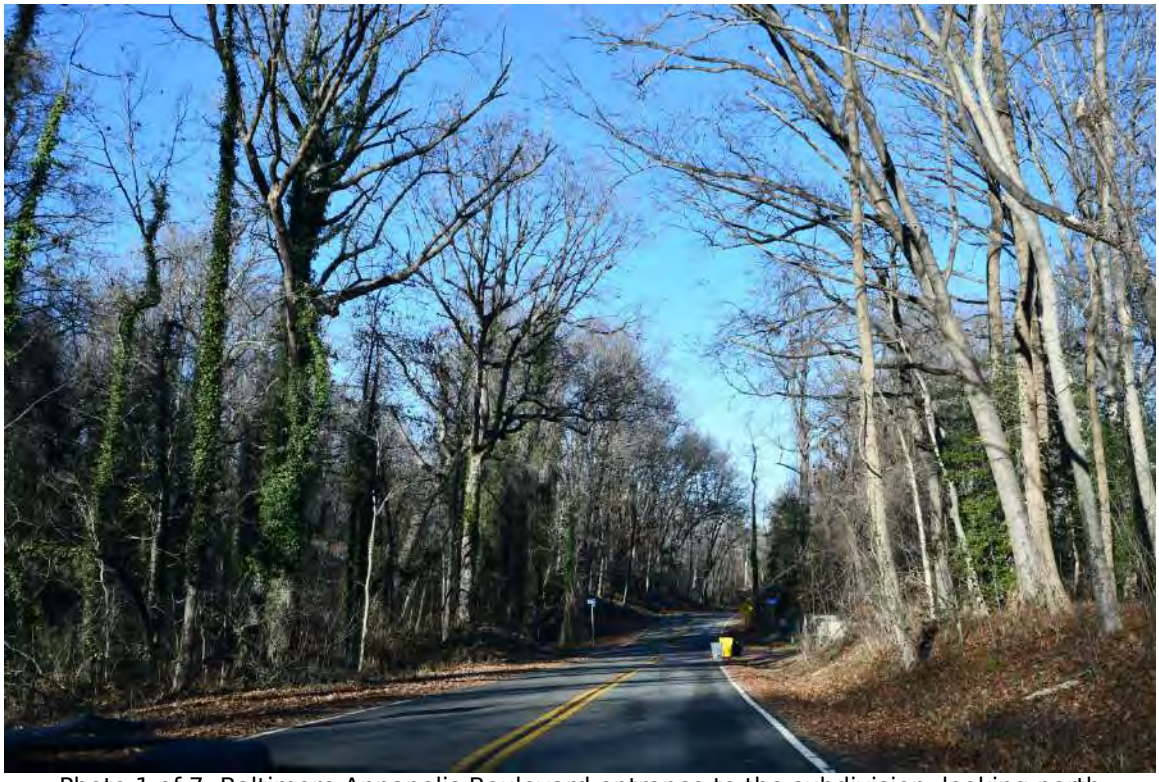


Photo 1 of 7: Baltimore Annapolis Boulevard entrance to the subdivision, looking north




Photo 2 of 7: Looking at East Nap Lane from Baltimore Annapolis Boulevard

**PHOTOGRAPHS**



Photo 3 of 7: 1708 Baltimore Annapolis Boulevard, southeast façade and northeast elevation, looking southwest



Photo 4 of 7: 1701 Baltimore Annapolis Boulevard, west façade and south elevation, looking northeast

**PHOTOGRAPHS**



Photo 5 of 7: 1 and 3 West Nap Lane, looking northeast



Photo 6 of 7: 12 East Nap Lane, southeast façade, looking northwest

**PHOTOGRAPHS**



Photo 7 of 7: 15 and 17 East Nap Lane, looking northeast

NR-ELIGIBILITY REVIEW FORM

AA-2588 Captain's Choice

**PHOTO LOG**

Number of Photos: **7**
Name of Photographer: **Becky Yousaf**
Date of Photographs: **2023-12-12**
Location of Original Digital File: **MHT**
File Format: **AA-2588_2023-12-12_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2588_2023-12-12_01.tif
Photo 1 of 7: Baltimore Annapolis Boulevard entrance to the subdivision, looking north

AA-2588_2023-12-12_02.tif
Photo 2 of 7: Looking at East Nap Lane from Baltimore Annapolis Boulevard

AA-2588_2023-12-12_03.tif
Photo 3 of 7: 1708 Baltimore Annapolis Boulevard, southeast façade and northeast elevation, looking southwest

AA-2588_2023-12-12_04.tif
Photo 4 of 7: 1701 Baltimore Annapolis Boulevard, west façade and south elevation, looking northeast

AA-2588_2023-12-12_05.tif
Photo 5 of 7: 1 and 3 West Nap Lane, looking northeast

AA-2588_2023-12-12_06.tif
Photo 6 of 7: 12 East Nap Lane, southeast façade, looking northwest

AA-2588_2023-12-12_07.tif
Photo 7 of 7: 15 and 17 East Nap Lane, looking northeast

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Bay Bridge Market Place (Jemal's Bay 50)** Inventory Number: **AA-2589**

Address: 1598 Whitehall Rd Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Tax Account ID Number:

Tax Map Parcel Number(s): 0100; 0077 Tax Map Number: 0041

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: March 19, 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:

LOCATION/SETTING

The 8.56-acre Whitehall Shopping Center at 1598 Whitehall Road encompasses two parcels, one 0.85 acres and one 7.71 acres, on the southwest side of Whitehall Road. The irregularly shaped property is bound to the northeast and southeast by Whitehall Road, to the southwest by St. Margaret's Landing residential subdivision, and to the northwest by an empty paved lot. The circa-1985, U-shaped shopping center runs along the northwest, southwest, and southeast property lines. A circa-1986, L-shaped addition is northeast of and attached to the U-shaped section by a hyphen. Concrete sidewalks run along the façade of the shopping center. Three driveways along Whitehall Road provide access to the property from the northeast. Strips of grass run between the driveways. Grass-covered concrete islands, some with trees, demarcate rows of parking spaces running northeast to southwest. A large two-sided metal sign supported by three posts is along the northeast property line between the west and central driveways.

RESOURCE DESCRIPTION

The one-story, flat-roof, concrete-block, U-shaped shopping center is clad in running-bond brick with contrasting rows along 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**

facades. The L-shaped wing is split-face concrete block and has a row of soldier bricks running along the foundation. A two-story vinyl-sided, front-gable hyphen with square supports connects the shopping center and the wing.

The northeast elevation of the northwest end of the U-shaped shopping center contains two bays. The northwest bay contains six fixed metal windows with transoms; a metal awning spans this bay. The southeast bay contains a storefront composed of paired glazed doors with three fixed metal windows with transoms on either side of the doors. A two-story, vinyl-clad, front-gable Postmodern portico with square supports covers this bay.

The interior elevations of the shopping center contain storefronts with paired glazed doors flanked by three fixed metal windows with transoms, although some storefronts have slightly different configurations with more windows. In the center of the southeast elevation, a two-story, vinyl-clad portico with three front gables and square supports covers the central three storefronts; the remainder of the elevation is covered by a metal awning. The center of the northeast elevation has a two-story, vinyl-clad portico with two front gables and square supports covering the central two storefronts; the remainder of the elevation is covered by a metal awning. A two-story, vinyl-clad, front gable portico with square supports covers the central storefront along the northwest elevation, a metal awning covers the remainder of the storefronts. The interior corners contain storefronts covered by a two-story, vinyl-clad cross gable awning with square supports. The northeast end elevation of the shopping center has a bay with five fixed metal windows flanked by a glazed metal door with transoms. A metal awning covers the elevation.

The northeast interior elevation of the 1986 wing contains two storefronts with glazed doors and four fixed metal windows with transoms; a storefront with a glazed door and a fixed metal window with transoms; two storefronts with two fixed meal windows with transoms; and a storefront with four fixed metal windows with transoms. A metal awning spans the elevation. The interior corner contains a storefront with a glazed door flanked by two fixed metal windows with transoms; a one-story, vinyl-clad cross gable portico spans the corner. The northwest interior elevation contains three storefronts with a glazed door and four fixed metal windows and transoms, and a storefront with a glazed door and four fixed metal windows flanked by five fixed metal windows and transoms. A metal awning spans the elevation. The northeast end elevation of the wing contains a bay with five fixed metal windows and transoms in the northwest side. A one-story, vinyl-clad, front gable portico with square supports extends across the southeast side.

The northwest exterior elevation of the original block contains nine single-leaf metal doors. The southwest exterior elevation of the original block was not entirely accessible during survey but contains at least three single-leaf metal doors and a roll-up metal door at the east end. The angled south corner contains two single-leaf metal doors, one accessed by wood steps and the other by concrete steps. A portion of the southeast elevation was visible and contains two single-leaf metal doors accessed via a concrete ramp and a roll-up metal loading door.

The southeast exterior elevation of the 1986 wing is split-face concrete block and contains three single metal doors and one four-light, fixed-pane window. The southwest exterior elevation of the wing was only partially accessible during survey and contains at least one single-leaf metal door.

HISTORIC CONTEXT

The Whitehall Shopping Center was originally platted in November 1981 on former agricultural land by Berman-Phillips Enterprises Inc., G. W. Stone Inc., and Whitehall Venture (see Historic Image 1) (Anne Arundel County Circuit Court 1982); however, the center was not constructed until 1985-1986. The east wing of the strip mall was added in 1986. Despite the name on the plat, it appears the center was never known as “Whitehall Shopping Center,” and instead has operated under a variety of names over its history. The mall opened as the Whitehall Plaza, a discount mall advertised as “Maryland’s first genuine factory outlet center,” but it was quickly renamed the Bay Bridge Market Place (The Sun 1987a; 1987b). The $7.5 million shopping center contained 26 stores, all operated by retail manufacturers, and 500 parking spaces (see Historic Image 2) (Gunts 1986; The Star-Democrat 1987).

The Bay Bridge Market Place was developed by brothers Raymond and John Briscuso, real estate developers from Annapolis. Raymond Briscuso also served as the president of the shopping center. The brothers developed the mall as a destination designed to pull customers from Baltimore, Annapolis, and Washington, DC, as well as tourists on their way to the Atlantic Ocean. The Triangle Construction Company out of Baltimore served as general contractors and Joseph Boggs Studio from Washington, DC, was the project architect (Gunts 1986; The Evening Sun 1987).

Prior to the opening of the Bay Bridge Market Place, indoor malls, strip malls, and single-retailer stores were typical retail spaces. The advent of manufacturer or factory stores began in the 1930s. Manufacturers would sell surplus goods outside their factories or warehouses. The factory store took off in the 1950s as Americans began to shop specifically for deals. This led to factories and manufacturers opening storefronts specifically to sell their discounted goods at a greater scale. By the 1970s, the factory store had

proliferated. Manufacturers bought, built, and transformed large-scale spaces as discount centers to house a variety of stores. A decade and a half later, discount centers were being built in communities everywhere in the United States (Outlet Shoppers n.d.). Factory stores looked similar to other post World War II retail stores and strip malls. The primary difference was the tenant mix.

Traditional commercial strip malls were very popular in Anne Arundel County throughout the second half of the twentieth century. These include Cape St. Claire Plaza, Bay Hill Shopping Center, the Severna Park Marketplace, and Eastport Shopping Center. They were established along existing roadway corridors and near residential subdivisions. Factory outlets in the area were also being developed at the same time as the Bay Bridge Marketplace. Construction began on the Chesapeake Village Outlets in Queenstown in 1983, but due to construction delays, it did not open until 1989. The Kent Narrows Factory Stores opened in 1987 as the first outlet mall in Queen Anne's County (The Sun 1994).

The Bay Bridge Market Place celebrated its grand opening in May 1987 with a series of special sales and events. Early retailers included Mikasa as an anchor store, Old Mill, Aileen, Post Horn, and Quoddy (The Sun 1987c; 1987d). Several years after opening, in May 1991, B2CD Associates Limited Partnership, as the owner/management company of the shopping center, filed for Chapter 11 Bankruptcy (The Sun 1991).

In May 1994, Douglas Jemal, a Rockville, Maryland, developer, bought the shopping center for $2.1 million and began a $1 million façade renovation, adding new porticoes and updating storefronts. Jemal renamed the shopping center "Jemal's Bay 50 Outlet Mall," though it still was referred to as Bay Bridge Market Place by some newspapers. Jemal owned 11 strip malls across Maryland, Virginia, and Washington DC (The Sun 1994). This renovation removed all Postmodern design elements that were present when the shopping center opened as seen in Historic Images 2 and 3.

Despite the renovations to the façade, the center's sales kept slipping and tenants moved out. The opening of Queen Anne's County's outlet malls, particularly the Chesapeake Village Outlets, cannibalized a portion mall's customers and sales. Upgrades to US 50/301 north of the shopping center also hurt the accessibility of the center (The Sun 1994).

Jemal's Bay 50 Outlet Mall came under new management in 1998 when Jay Winer, the president of A.J. Properties in Odenton, Maryland, was hired to manage the shopping center (Herendeen 1998). After the introduction of new management, Jemal's Bay 50 Outlet Mall shifted towards a new kind of retailing. Featherstone Antiques, an antique mall with space for about 200 vendors, moved into Jemal's Bay 50 Outlet Mall in 1998. The antique mall, managed by Douglas's brother, Ronald Jemal, occupied a majority of the interior retail space. The antique mall's grand opening happened on September 24, 1998 (Hussey 1998). Ads for the Featherstone Antique Mall ran up until 2002 in Kent Island, Baltimore, and Annapolis newspapers. The Jemal Bay 50 Outlet Mall is currently branded as the Jemal Bay 50 Shopping Center. It is occupied by a variety of stores, office, restaurants, as well as a church (Douglas Development n.d.).

ELIGIBILITY DETERMINATION

The Whitehall Shopping 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.

Research has revealed no association with events or historic trends that made significant contributions to history. While the Whitehall Shopping Center introduced a new type of retailing to Anne Arundel County, it no longer retains its integrity to convey that association as the county's first factory store shopping center. The strip mall no longer functions as a factory outlet shopping center. The storefronts have been replaced, and the shopping center now resembles a typical late-twentieth- century strip mall. Therefore, the Whitehall Shopping center is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. While both the Briscuso brothers and Douglas Jemal were notable real estate developers in the local area, research did not reveal significant associations with the Whitehall Shopping Center or to the Anne Arundel County area. Therefore, the Whitehall Shopping Center is not eligible under Criterion B.

The Whitehall Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. When constructed, the Whitehall Shopping Center had Postmodern elements seen in the canopies over the store entrances, but these were removed in 1994 during a façade renovation. The strip mall currently features replacement storefronts and resembles a typical late-twentieth-century strip mall. Therefore, the Whitehall Shopping center is not eligible under Criterion C.

BOUNDARY DESCRIPTION

The property encompasses 8.56 acres and is confined to the current property tax parcels, which are found on Anne Arundel County Tax Map 0041, Parcels 0077 and 0100 (2022). Tax accounts are 03-5877185 and 03-90035627.

REFERENCES

Anne Arundel County Circuit Court. 1982. Whitehall Shopping Center Plat. Plat Book 85, p. 36. MSA S1235-1020. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=1020&page=adv1&id=706577205

Douglas Development. n.d. Bay 50 Shopping Center. https://douglasdevelopment.com/properties/bay-50-shopping-center/

Gunts, Edward. The Sun. 1986. "$7.5 Million Manufacturer-Operated Center to Open This Fall in Annapolis," August 27, 1986.

Herendeen, Susan. The Capital (Annapolis, MD). 1998. "New Company Hopes to Revive Market Place." January 5, 1998.
Hussey, Kristin. The Capital (Annapolis, MD). 1998. "Market Place Reinvents Itself." September 8, 1998.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. Https://Sdat.Dat.Maryland.Gov/Realproperty/Pages/Default.Aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. Https://Www.Historicaerials.Com/.
Outlet Shoppers. No date. "The History of Outlet Malls: From Factory Outlets to Shopping Destinations." https://www.outletshoppers.com/

The Baltimore Sun. 2002. "Arundel Datebook," August 21, 2002.

The Evening Sun (Baltimore, MD). 1987. "Hotlines," May 19, 1987.

The Star-Democrat (Easton, MD). 1987. "Market Place Now Open," June 3, 1987.

The Sun (Baltimore, MD). 1987a. "Carryout," February 29, 1987.

-----. 1987b. "Advertisement (Grand Opening Bay Bridge Market Place)." May 3, 1987.

-----. 1987c. "Calendar May 7, Thursday," May 7, 1987.

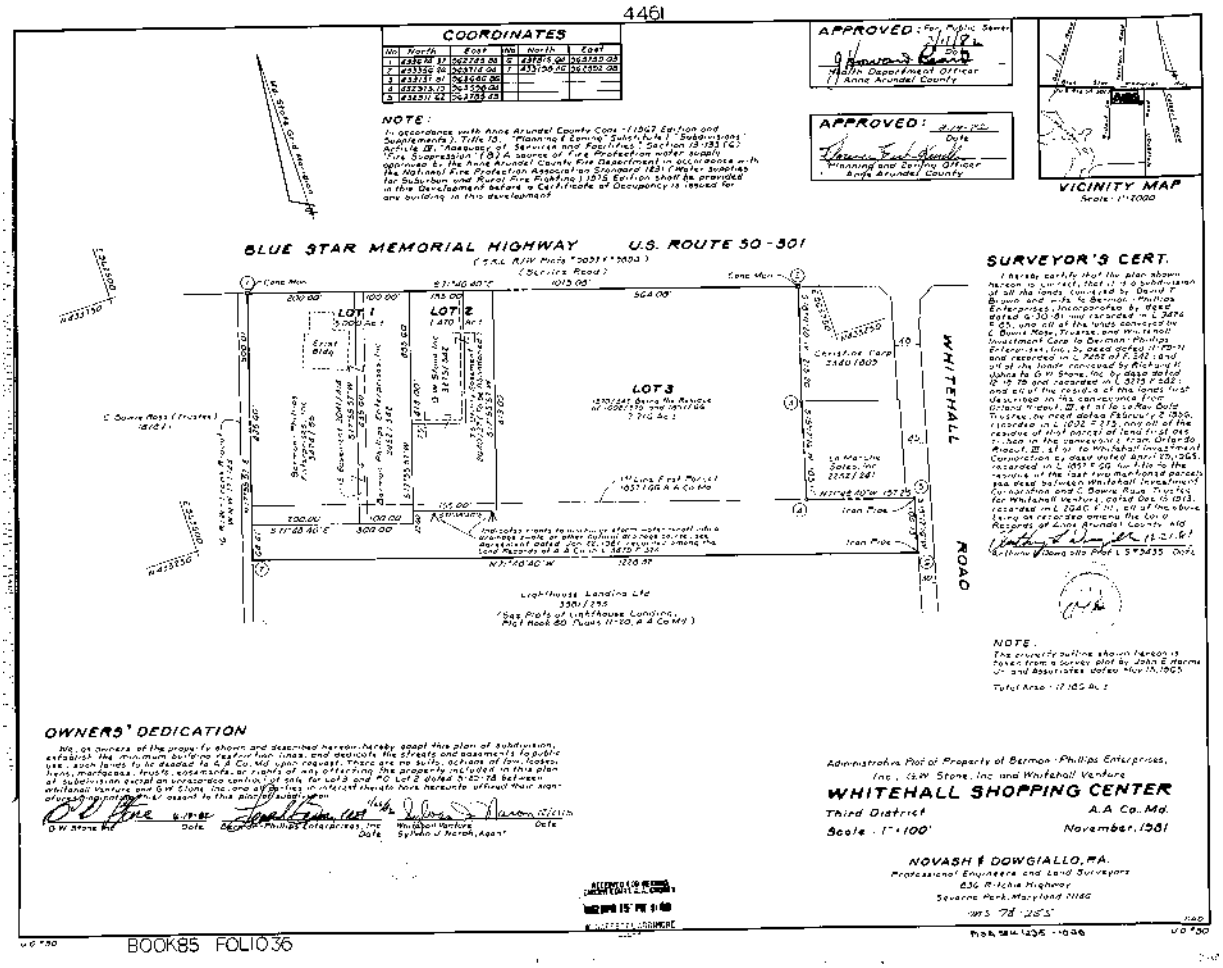
-----. 1987d. "Factory Stores at Bay Bridge." May 9, 1987.

-----. 1991. "Bankruptcy Report," June 3, 1991.

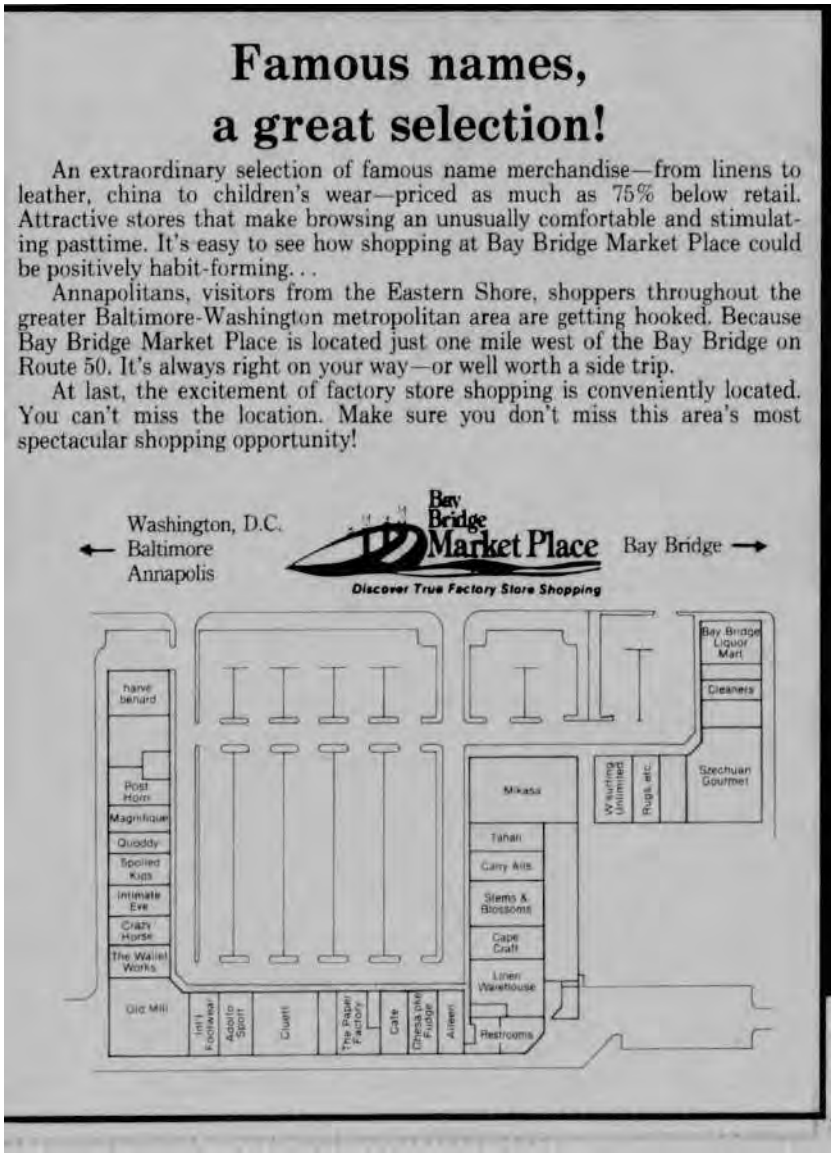
-----. 1994. "Ailing Bay Bridge Outlet Mall to Receives $1 Million Face Lift," December 25, 1994.

-----. 1998. "Advertisement (Featherstone Square)." August 28, 1998.

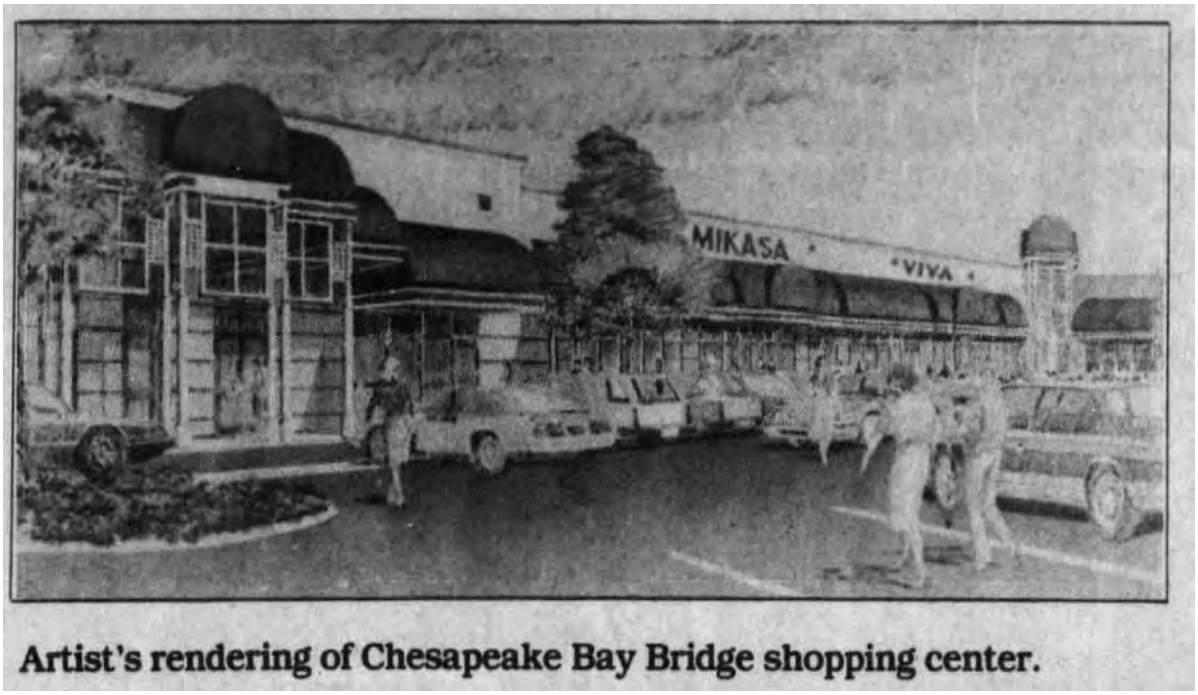
**AA-2589**
**Whitehall Shopping Center**
1598 Whitehall Road
Annapolis, Anne Arundel County, Maryland




Historic Image 1: 1982 Whitehall Shopping Center Plat
Source: Anne Arundel County Circuit Court, Plat book 85, p. 36




Historic Image 2: Store location map of the Bay Bridge Market Place, 1988.
*The Sun,* July 3, 1988




Historic Image 3: Artist rendering of the Bay Bridge Market Place.
*The Sun,* August 27, 1986



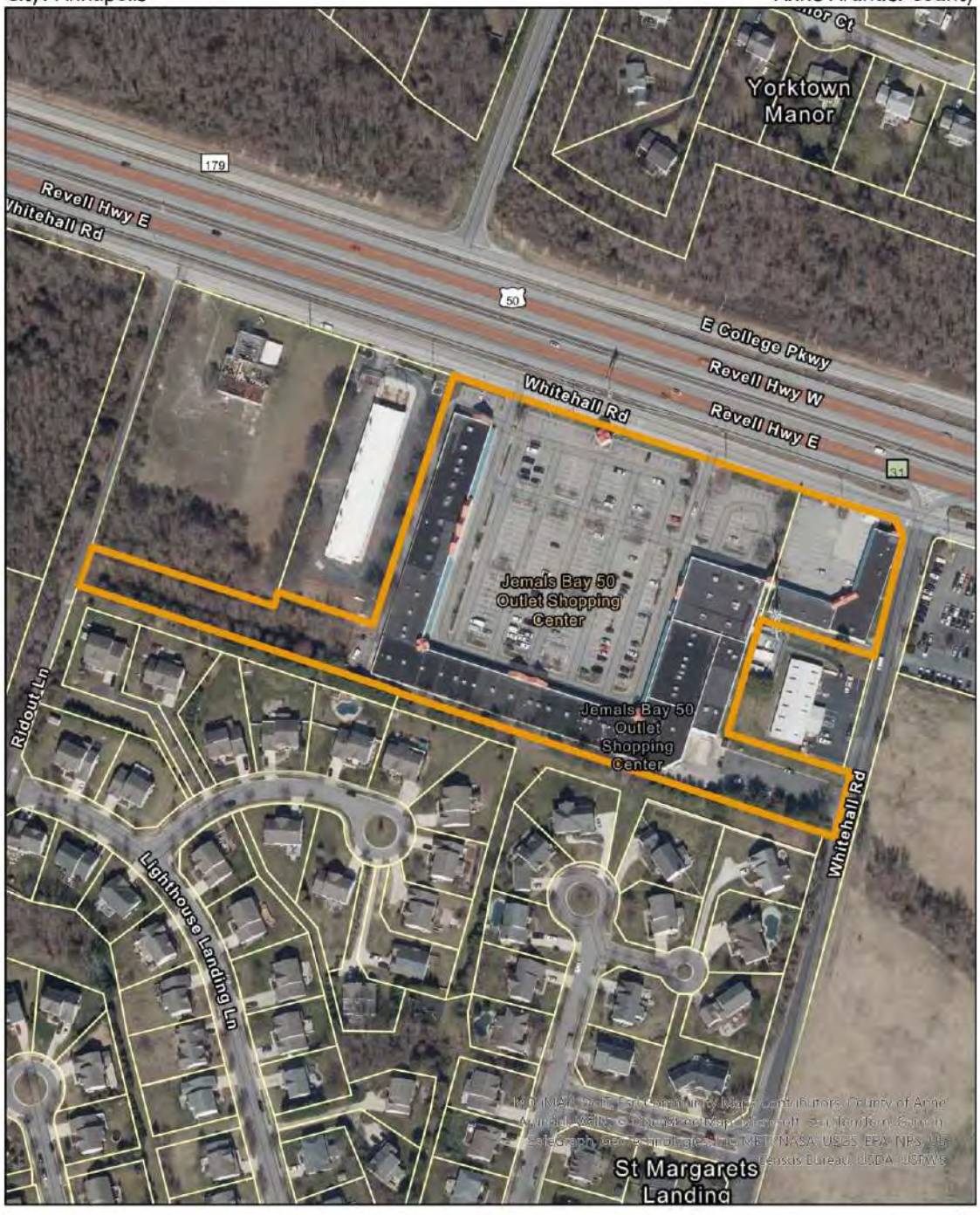

Historic Image 4: Northeast and northwest elevations of the east side of the Bay Bridge Market Place, 1987.
*The Sun,* May 9, 1987.

**MAPS**

**Bay Bridge Market Place (Jemal's Bay 50)**

Location: 1598 Whitehall Rd
City: Annapolis

AA-2589
Anne Arundel County



**MAPS**

**Bay Bridge Market Place (Jemal's Bay 50)**

Location: 1598 Whitehall Rd
City: Annapolis

AA-2589
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 9: Overview of Bay Bridge Market Place showing the interior northeast (left) and southeast (right) elevations, looking southwest




Photo 2 of 9: View of the interior northeast (left), southeast (center), and northeast end elevations (right), looking southwest

**PHOTOGRAPHS**



Photo 3 of 9: View of the interior southeast (left) and northeast (right) elevations, looking southwest



Photo 4 of 9: View of the northeast end (left), interior northwest (center), and interior northeast (right) elevations, looking south

**PHOTOGRAPHS**



Photo 5 of 9: Partial view of the interior northwest elevation, looking southeast



Photo 6 of 9: View of the northwest (left) and northeast (right) elevations of the 1986 wing, looking southeast

**PHOTOGRAPHS**



Photo 7 of 9: View of the exterior southwest corner (left) and exterior southeast elevation (right), looking northwest



Photo 8 of 9: Exterior northwest (left) and southwest (right) elevations, looking northeast

**PHOTOGRAPHS**




Photo 9 of 9: Partial view of the exterior northwest elevation, looking southwest

NR-ELIGIBILITY REVIEW FORM

AA-2589 Bay Bridge Market Place (Jemal's Bay 50)

**PHOTO LOG**

Number of Photos: **9**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-08**
Location of Original Digital File: **MHT**
File Format: **AA-2589_2023-12-08_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2589_2023-12-8_01.tif
Photo 1 of 9: Overview of Bay Bridge Market Place showing the interior northeast (left) and southeast (right) elevations, looking southwest

AA-2589_2023-12-8_02.tif
Photo 2 of 9: View of the interior northeast (left), southeast (center), and northeast end elevations (right), looking southwest

AA-2589_2023-12-8_03.tif
Photo 3 of 9: View of the interior southeast (left) and northeast (right) elevations, looking southwest

AA-2589_2023-12-8_04.tif
Photo 4 of 9: View of the northeast end (left), interior northwest (center), and interior northeast (right) elevations, looking south

AA-2589_2023-12-8_05.tif
Photo 5 of 9: Partial view of the interior northwest elevation, looking southeast

AA-2589_2023-12-8_06.tif
Photo 6 of 9: View of the northwest (left) and northeast (right) elevations of the 1986 wing, looking southeast

AA-2589_2023-12-8_07.tif
Photo 7 of 9: View of the exterior southwest corner (left) and exterior southeast elevation (right), looking northwest

AA-2589_2023-12-8_08.tif
Photo 8 of 9: Exterior northwest (left) and southwest (right) elevations, looking northeast

AA-2589_2023-12-8_09.tif
Photo 9 of 9: Partial view of the exterior northwest elevation, looking southwest

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no __**

Property Name: **Maryland Transportation Authority (MDTA) Police and Maintenance Facility**

Inventory Number: **AA-2590**

Address: 899 Oceanic Drive__ Historic District: No

City: Annapolis Zip Code: 21224 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Tax Account ID Number: 03-00090079302

Tax Map Parcel Number(s): 0075 Tax Map Number: 0047

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Paul Hoffman Date Prepared: April 16, 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:

Maryland Transportation Authority (MDTA) Police and Maintenance Facility includes buildings constructed as part of the Westinghouse Electric Corporation's Oceanic Division (AA-2592) and were used by Westinghouse until the parcel was subdivided and purchased by MDTA in 1994. The parcel contains buildings that were subsequently constructed for MDTA police and maintenance operations. These later buildings are described in the Location/Setting section but are not described in detail or evaluated in this form because they are less than 50 years old and were built after the Bay Crossing Study Tier 2 study period (1987 or prior).

**LOCATION/SETTING**

The 67.66-acre MDTA Police and Maintenance Facility is at 899 Oceanic Drive and contains multiple maintenance and office buildings dating from circa 1969 to 2002. The facility is bounded by Old Ferry Slip Road to the northeast, the Chesapeake Bay to the southeast, the Northrup Grumman property to the southwest, and Oceanic Drive to the northwest.

**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***

Westinghouse Bay is in the middle of the property. Access is via asphalt driveways and parking lots from Oceanic Drive and Old Ferry Slip Road, which winds around the northern perimeter of the property. The Police Headquarters are at the northern end of the property, and maintenance buildings are at the southeast side along Old Ferry Slip Road. The 1998 MDTA Police and Maintenance Building is surrounded by asphalt parking lots and a refueling canopy is west of the building. The maintenance buildings are set in a paved area along both sides of Old Ferry Slip Road. The former Sandy Point Ferry Terminal (DOE-AN-03621) is along the Chesapeake Bay at the southeast terminus of Old Ferry Slip Road. The land adjacent to Westinghouse Bay is wooded on all sides.

**RESOURCE DESCRIPTIONS**

*Maintenance Area, circa 1969 to circa 2014*

The Maintenance Area is a collection of multiple buildings and storage structures at the southeast end of the property, west of US 50/301 and to the west and east of Old Ferry Slip Road. The area stretches from the former ferry terminal along the Chesapeake Bay northward approximately 1,000 feet on the east side of Westinghouse Bay. MDTA Maintenance Buildings 1 and 2 are northwest of the former ferry terminal. Garages 1 and 2 are north of the maintenance buildings on either side of Old Ferry Slip Road. At least three fabric-covered Quonset hut-style storage buildings and multiple metal storage containers are placed throughout the maintenance area. Aerial imagery indicates that storage containers began to collect north of the ferry terminal by 1982. The Quonset huts are used for storage and as salt sheds, and were installed since 2021 (NETROnline, n.d.).

Maintenance Building #1 is immediately northwest of the Sandy Point Ferry Terminal. It is an L-shaped, one-story building in two sections with gabled metal roofs and vertical metal siding. The north section was constructed circa 1969 and the south section was constructed between 1970 and 1982 (NETROnline, n.d.). It has various metal pedestrian doors and a roll up door on the southeast and southwest elevations. Windows are a mix of one-over-one vinyl sash and three-light awning windows.

Maintenance Building #2 is northwest of Maintenance Building #1 on the north side of Oceanic Drive. It was constructed circa 1969. It is a one-story rectangular building, oriented northeast-southwest, with a shallow-pitched gable roof. The northeast elevation has an integral porch supported by brick piers and metal posts and paired metal doors. Windows are three-light awning throughout.

Garage #1 is at the northern end of the maintenance complex and is oriented northwest-southeast and parallel to Old Ferry Slip Road. The circa-1969 narrow rectangular building has a flat roof and is clad in vertical metal siding. There are two roll-up doors on the northwest and southeast elevations. The other elevations have a mix of single and paired metal pedestrian doors.

**HISTORIC CONTEXT**

The history of the Westinghouse Ocean Research and Engineering Center is included in the Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman) DOE (MIHP No. AA-2592).

The oldest buildings on the parcel, Maintenance Buildings #1 and #2 and Garage #1 were constructed by Westinghouse circa 1970. Research did not uncover any specific uses for these buildings, though they appear to have always served a utilitarian function. Their small size and remote location from the core of the campus make it unlikely that they were part of significant work conducted at the facility.

In March 1994, the MDTA purchased this property, a 67.67-acre portion of Westinghouse Electric Corporation's Oceanic Division property, described as “lot 3 minor subdivision of Westinghouse Oceanic Division,” along with the buildings and improvements on the property; it includes Westinghouse Bay. Westinghouse had subdivided its property into three lots in 1991 (Maryland State Archives 1994). As shown on the 1991 plat, MDTA acquired several buildings constructed by Westinghouse at the northeast end of the property, including Maintenance Buildings #1 and #2 and Garage #1 (AACCC 1992, 27). Westinghouse continued to own Lots 1 and 2 (AA-2592) until 1996, when the property was sold to Northrop Grumman.

Since 1994, MDTA has continually used the maintenance complex, adding and removing various temporary storage structures as necessary on both this property and adjacent land in state road right-of-way east of the property. Garage #2 was constructed on MDTA property circa 2014.

The MDTA Police and Automotive Maintenance Building was designed by Morris & Ritchie Associates, a consulting engineering firm based in Bel Air, Maryland, and was constructed circa 1998 (The Aegis 1998, 41).

**ELIGIBILITY DETERMINATION**

The MDTA Police and Maintenance Facility is not eligible for inclusion in the National Register of Historic Places (NRHP). It was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The circa-1970 maintenance buildings have an association with the Westinghouse Ocean Research and Engineering Center, but there is no indication that these utilitarian buildings were directly part of the significant government-sponsored scientific research and technological development that took place at the Westinghouse facility. Therefore, the MDTA Police and Maintenance Facility is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the MDTA Police and Maintenance Facility is not eligible under Criterion B.

The circa-1970 buildings are typical of late-twentieth-century maintenance structures. They do not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, MDTA Police and Maintenance Facility is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The resource encompasses 67.66 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0047, Parcel 0075 (2024). Tax account is 03 000 90079302.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1992. Westinghouse Oceanic Division, Minor Subdivision. Plate Book 143, pages 26-27. MSA S1235-6235. Plats.net. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=6235&page=adv1&id=441491936.

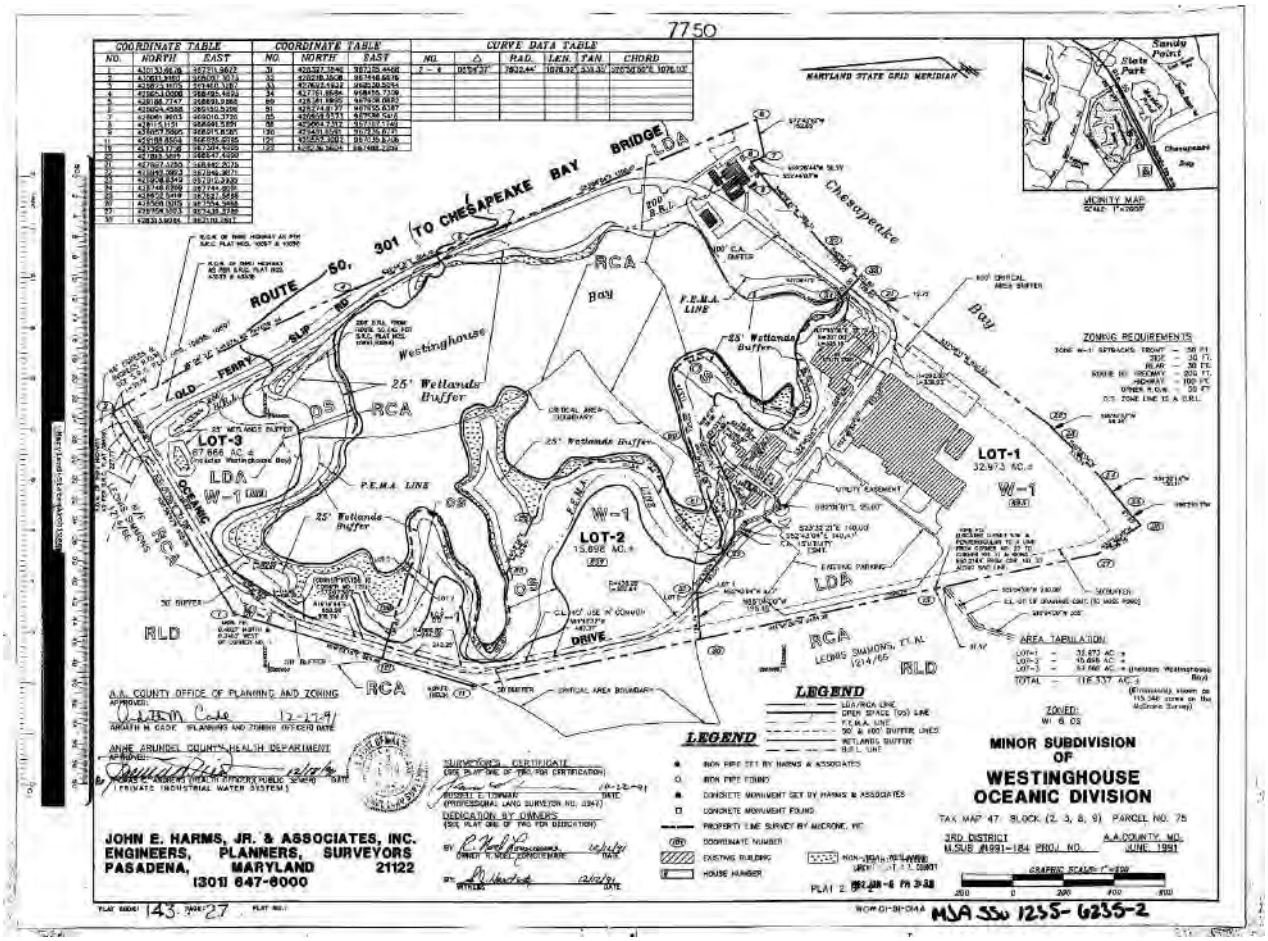
Maryland Department of Assessments and Taxation. 2024. “Real Property Data Search.” Maryland Department of Assessments and Taxation. Accessed January 25, 2024. SDAT: Real Property Data Search (maryland.gov)

Maryland State Archives (MSA). 1994. “Deed Conveying 67.67 Acres from Westinghouse Electric Corporation to the Maryland Transportation Authority Book 6872, Page 001.” Maryland State Archives.

Maryland Transportation Authority (MDTA). 2021. “MDTA at 50 - 1971 to 2021.” Mdta.Maryland.Gov. 2021. https://mdta.maryland.gov/MDTA_at_50.

The Aegis. 1998. “Morris & Ritchie Associates.” The Aegis, July 22, 1998.

NETROnline. Historic Aerials. Accessed January 25, 2024. Hrrp://historicaerials.com/viewer




Historic Image 1: Subdivision of Westinghouse Oceanic Division showing Lot 3 that would be purchased by MDTA, 1991. Image Source: Maryland State Archives, MSA S1235-6235.

**Maryland Transportation Authority (MDTA) Police and Maintenance Facility**

Location: 899 Oceanic Dr
City: Annapolis

AA-2590
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**Maryland Transportation Authority (MDTA) Police and Maintenance Facility**

Location: 899 Oceanic Dr AA-2590

City: Annapolis Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 7: MDTA Maintenance Building 1, northwest and southwest elevations



Photo 2 of 7: MDTA Maintenance Building 1, southeast and northeast elevations

**PHOTOGRAPHS**



Photo 3 of 7: MDTA Maintenance Building 2, northeast and southeast elevations



Photo 4 of 7: MDTA Garage 1, south and west elevations

**PHOTOGRAPHS**



Photo 5 of 7: MDTA Garage 2, east elevation



Photo 6 of 7: MDTA storage containers, looking north from approximately ferry terminal

**PHOTOGRAPHS**



Photo 7 of 7: MDTA Police and Automotive Maintenance Building, looking south from Oceanic Drive

NR-ELIGIBILITY REVIEW FORM

AA-2590 Maryland Transportation Authority (MDTA) Police and Maintenance Facility

**PHOTO LOG**

Number of Photos: **7**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **11/14/2023**
Location of Original Digital File:
File Format: **AA-2590_11/13/2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo 1 of 7: MDTA Maintenance Building 1, northwest and southwest elevation
Photo Name: AA-2590_2023-11-14.01.TIF

Photo 2 of 7: MDTA Maintenance Building 1, southeast and northeast elevations
Photo Name: AA-2590_2023-11-14.02.TIF

Photo 3 of 7: MDTA Maintenance Building 2, northeast and southeast elevations
Photo Name: AA-2590_2023-11-14.03.TIF

Photo 4 of 7: MDTA Garage 1, south and west elevations
Photo Name: AA-2590_2023-11-14.04.TIF

Photo 5 of 7: MDTA Garage 2, east elevation
Photo Name: AA-2590_2023-11-14.05.TIF

Photo 6 of 7: MDTA storage containers, looking north from approximately ferry terminal
Photo Name: AA-2590_2023-11-14.06.TIF

Photo 7 of 7: MDTA Police and Automotive Maintenance Building, looking south from Oceanic Drive
Photo Name: AA-2590_2023-11-14.07.TIF

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Howard Johnson's Motor Lodge (Village Inn)** Inventory Number: **AA-2591**

Address: 69 N Old Mill Bottom Rd Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Shri Krishna Hospitality LLC Tax Account ID Number: 27228050

Tax Map Parcel Number(s): 0116 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: March 13, 2024

Documentation is presented in:

Preparer's Eligibility Recommendation:

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:

**LOCATION/SETTING**

Howard Johnson's Motor Lodge is a 4.82-acre parcel with circa-1957 complex of motel buildings. It is northwest of the access road from US 50/301 to Bay Dale Drive and is bounded southeast by the access road, southwest by a section of vacant woodland, west by Bay Dale Drive, north by Old Mill Bottom Road N, and east by a commercial parcel with an office building. An extension of Old Mill Bottom Road N parallels US 50/301 and leads to the southeast corner of the parcel as the access point to the property. At the southeast corner of the parcel is a looping driveway with a median. In this median is a metal pole sign. At the north end of the median is the motel Office. The property is hilly and slopes up from the Office.

Northwest of the Office is a small parking area and a Service Building. The southwest side of the driveway goes northwest past the service building and then curves west into a larger parking lot that ends close to the northwest corner of the property. A parking lot extends southwest from the small parking area between the office and service building. Two large rectangular motel buildings, oriented northwest-southeast, are located parallel to each other and line the north and south sides of the northwest parking lot (Northeast and Southwest Buildings). Northwest of the Southwest Building is another smaller motel building (West

**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**

Building) that is not quite parallel to the other buildings. A rectangular motel building (Southeast Building), oriented southwest-northeast, is along the southeast side of the southeast parking lot. Except for some trees by the southwest property line, the rest of the parcel is grass.

**RESOURCE DESCRIPTIONS**

*Office (circa 1957)*

The Office is one-story on a concrete foundation with an asphalt-shingle, asymmetrical-gable roof. The roof overhangs and rafter tails are exposed. The southeast façade is divided into seven bays. Each bay has a fixed metal window with a stucco panel below it, except the third bay from the southwest corner of the building, which has a single-leaf metal-and-glass door. In the gable is vertical board siding. The southwest elevation is divided into five bays, with each bay having a fixed metal window with a stuccoed panel below. A pillar supports the overhanging roof in the middle of the elevation. The northwest elevation has vertical board siding and the southwest half has three bays; the middle bay has a single-leaf glazed metal door while the bays on either side have a fixed metal window with stuccoed panels below. The northeast-most bay has a sliding transaction window. The northeast elevation has no fenestration and is clad with stack bond brick.

*Service Building (circa 1957)*

The Service Building is one-story, concrete block, and built on an incline with a side-gable, rolled-asphalt roof. A full-width porch with a concrete floor and a shed roof supported by square posts is attached to the southwest façade. The façade and elevations feature exposed, painted concrete blocks with vertical metal framing. The middle two-thirds of the southwest façade project partially into the porch. At the northwest and southeast corners of the projecting section are doors, the former a single-leaf glazed metal door with a two-light sidelight and the latter a single-leaf, six-panel fiberglass door. In the south corner of the facade is a metal door with a light and a vending machine. The southeast elevation has no fenestration. A set of concrete steps with railing lead to the porch. The northwest elevation also has no fenestration. By the north corner of the building is an exterior end brick chimney. The northeast elevation was not visible at the time of survey.

*Northeast Building (circa 1957)*

The Northeast Building is one-story tall, twelve bays wide, and of concrete-block construction with a side-gable, rolled-asphalt roof. Attached to the southwest façade is a full-width porch with a concrete floor and a rolled-asphalt shed roof supported by square metal posts. The southwest façade is covered with horizontal siding. The façade has twelve single-leaf wood doors, with one by the southeast corner, and one by the southwest corner; the remaining doors are in five groups of two. The area between each group of doors, as well as at the ends of the elevation, have projecting sections of concrete block with randomly placed protruding blocks. Between the groups of doors is horizontal venting that goes to the roof. The southeast elevation has no fenestration, just exposed painted concrete blocks. The northeast and northwest elevations were not visible at the time of survey.

*Southwest Building (circa 1957)*

The southwest building is nearly identical to the Northeast Building. The Southwest Building is one-story tall, twelve bays across, and of concrete block construction with a side-gable, rolled-asphalt roof. Attached to the northeast façade is a full-width porch with a concrete floor and rolled-asphalt shed roof supported by square metal posts. The northeast façade has twelve single-leaf wood doors, with one by the southeast corner, and one by the northwest corner; the remaining doors are in five groups of two. The façade is clad with horizontal siding, except walls between the grouped doors and at the ends of the façade; these areas are concrete block with randomly placed protruding blocks. Between the groups of doors is horizontal venting that goes to the roof. The southwest elevation is covered in vinyl siding and is divided into twenty-two bays by partition walls. In each bay is a sixteen-light fixed window and an air conditioning unit. The northwest elevation was not visible at the time of survey.

Attached to the southeast elevation of the 1957 building is a one-story addition with a rolled-asphalt shed roof. The northeast elevation has a single-leaf metal door and a section with protruding blocks. The southeast elevation is covered in vinyl siding and has a single-leaf fiberglass door and a small rectangular vent. The southwest elevation has exposed painted concrete blocks.

A covered walkway built by 1970 goes from the driveway northwest across the façade of the addition and connects with the porch on the northeast façade (NETROnline, n.d.).

*West Building (circa 1970 to 1982)*

The West Building is two stories tall and seven bays across with a flat roof. Attached to the northeast elevation is a two-story, full-width porch with a concrete floor in the first story, a wood second story, and a flat roof supported by posts. The porch's second story has a metal mesh balustrade. Steps leading to the second story are located on the north and south ends of the façade and are covered by a projecting roof. The first and second stories are identical: each southeast bay has a single-leaf metal door, while the remaining six bays are divided by a strip of brick veneer and contain a sixteen-light fixed sash window and single-leaf four-panel fiberglass door, alternating between the door or the window being on the southeast side. The southeast elevation is covered in vinyl siding and has no fenestration. The southwest and southeast elevations were not visible at the time of survey.

*Southeast Building (circa 1957)*

The Southeast Building is one story tall and fourteen bays across with a side-gable, rolled-asphalt roof with a shed-roofed porch supported by posts attached to the northwest façade. Attached to the northeast elevation is a small one-story, partial width addition.

The northwest façade is covered in vertical wood boards. There are fourteen doors and no windows on the façade. One door is by the northeast corner of the original section of the building. and one is by the southwest corner. The other twelve doors are in six groups of two across the façade. The northwest façade of the addition is covered in horizontal vinyl siding and has no fenestration, while the northeast elevation has small, paired casement windows. The southeast elevation is covered in vertical wood boards and is divided into fourteen bays by partition walls. Each bay has a large fixed-pane window and an air conditioning unit below. The southeast elevation of the addition has small, paired casement windows. The southwest elevation was not visible at the time of survey.

**HISTORIC CONTEXT**

The land on which Howard Johnson's Motor Lodge was built was historically farmland (NETROnline, n.d.). The land was platted in 1955 under the ownership of the All States Corporation (Anne Arundel County Circuit Court 1955a), and the parcel exchanged hands numerous times in the 1950s (Anne Arundel County Circuit Court 1955b; 1955c). The motel complex was built circa 1957 under the ownership of Harkins and Harkins of Annapolis, Incorporated (Maryland Department of Assessments and Taxation 2023; Anne Arundel County Circuit Court 1955c). Howard Johnson's Motor Lodge was established as a motor lodge by February 1958, when it was leased to Olsen Harkins Enterprises, Incorporated to run as a Howard Johnson's Motor Lodge adjacent to a Howard Johnson's Restaurant (Anne Arundel County Circuit Court 1958b).. The lease by Olsen Harkins Enterprises continued until July 1969 under the ownership of David Schwartz, a New Yorker who purchased the motel in 1958, (Anne Arundel County Circuit Court 1958a; Anne Arundel County Circuit Court 1969). The hotel continued to operate under the Howard Johnson name into the 1990s (The Star-Democrat 1992).

As constructed, the motel consisted of the office, service building and the northeast, southwest and southeast motel buildings. A kidney-shaped pool was southwest of the southwest building (NETROnline, n.d.). An undated postcard shows the Office roof extending over the western portion of the driveway; at the center of the roof is the standard Howard Johnson's branded blue steeple. A large neon sign is along the driveway and panels along the Southeast Building's southeast elevation are painted in the company's orange and blue corporate colors (Flicker n.d.).

An addition was built between 1970 and 1982 that extended northwest from the Northeast Building. A second smaller addition, the West Building, was constructed northwest of the Southwest Building. (NETROnline, n.d.).

The property was sold in 1972 to Richard J. Schwartz, then in 1982 to a trust of which Richard was a part of (Anne Arundel County Circuit Court 1972; 1982). The trust sold the land to H. J. Annapolis Corporation in 1986, who sold it the same year to Northeast Hotel Associates (Anne Arundel County Circuit Court 1986a; 1986b). During the Northeast Hotel Associates' ownership 0.78 acres of land was taken in a condemnation proceeding by the State Roads Commission (Anne Arundel County Circuit Court 1994). By 1994, the northwest 1970-1982 addition to the Northeast Building was demolished, Bay Dale Drive was extended south over US 50/301 and the exchange between US 50/301 and Bay Dale Drive was completed (NETROnline, n.d.).

In 1994, Northeast Hotel Associates sold the property to Annapolis Hotel Associates Inc., who sold it to S&S Hotel Associates, L.L.C. in 1996 (Anne Arundel County Circuit Court 1994; 1996). By 1997 the property was known as the Roadway Inn (The Capital 1997). Between 1994 and 2002 the western half of the Office roof was removed (NETROnline). The pool was

demolished between 2002 and 2005, as was the original restaurant, which was on the adjacent parcel to the east (NETROnline, n.d.). The current owners purchased the parcel in 2007 (Anne Arundel County Circuit Court 2007).

*Mid-to-late Twentieth Century Motels*

Americans began to be enamored with roads trips and the automobile in the early twentieth century. In the first three decades of the twentieth century, motorists could stop at hotels and tourist homes in cities and towns, and camp sites in rural areas. As interest continued through the Great Depression, camp sites, also known as cabin camps, began to have amenities such as gas pumps and handmade or manufactured shacks. Other camp sites, known as cottage or tourist courts, were constructed in the 1930s and 1940s, which featured nicer cottages all designed around a theme, such as "rustic." The cottage courts let visitors park next to their rooms or under a carport, and also had filling stations and eateries. After World War II, Americans began to travel again and more highways were built across the country as part of the Federal Interstate Highway System and other highway improvement efforts. Motor courts, which later became known as motels as a shortening of "motor hotel", were built by mom and pop motel owners along the highways (Wood 2017). These were single-story buildings which included all the housing and amenities under one roof. Though these buildings were usually more utilitarian in design, the façades often featured regional styles and stereotypes and used eye-catching building materials and neon signage to attract guests. However, by the last few decades of the twentieth century the small-time motel owners with unique one-story motor courts were supplanted by motel chains producing standardized buildings that were two- and three-stories tall. Older motels, built along two-lane roads and numbered highways, were often bypassed by limited-access interstates, and motorists chose to stay at the updated chain motels and hotels that were constructed at new t highway interchanges (Wood 2017).

*Howard Johnson Motor Lodges and Restaurants*

The Howard Johnson brand was founded in 1925 by Howard Deering Johnson, who opened a small pharmacy in Quincy, Massachusetts. The soda fountain at the pharmacy was a large draw, which Johnson capitalized on, expanding the selection and drawing bigger interest (National Museum of American History, n.d.). He also found success in the ice cream business, developing a formula with more butterfat and opening ice cream stands. With his success, he opened a restaurant in 1929. Wanting to expand, but without the capital to do so during the Great Depression, Johnson pioneered restaurant franchising and, with one of the nation's first franchising agreements, opened the first franchised Howard Johnson restaurant in 1932. The chain would grow to over 100 restaurants throughout the 1930s (National Museum of American History, n.d.; Morrell 2022).

To further attract motorists, the first Howard Johnson's Motor Lodge opened in 1954. The number of restaurants and motor lodges grew throughout the country, becoming the nation's largest restaurant organization and one of the largest hotel/motel chains by the mid-1960s. The organization continued to grow in the 1970s. However, the chain was sold by Howard Deering Johnson's son to Imperial Group in 1980, who sold it a few years later to Marriott Corporation. The company's lodging and restaurant operations were split, with the lodging part sold to Prime Motor Inns. Today, the lodging arm is owned by Wyndham Worldwide (National Museum of American History, n.d.; Hoover 2021).

**ELIGIBILITY DETERMINATION**

Howard Johnson's Motor Lodge 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.

Howard Johnson's Motor Lodge is associated with the rise and heyday of the one-story motels of the mid-to-late twentieth century as well as the history of Howard Johnson's, a significant chain in the mid-twentieth century. Its later history and architecture, receiving the two-story West Building, also reflect the decline of one-story motel construction and the rise of two- and three-story motel buildings. The motel, however, does not have a significant association with this trend, since is not the earliest or best example of a motel in the area. Therefore, Village Inn is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Howard Johnson's Motor Lodge is not eligible under Criterion B.

Howard Johnson's Motor Lodge does not embody the distinctive characteristics of its type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Though the Howard Johnson's Motor Lodge does have some features of a branded 1950s motel, such as the more utilitarian one-story buildings, it is an altered and undistinguished example of a mid-twentieth century motel. It has been altered by later additions and modifications, such as the port cochere roof attached to the Office or the construction of the West Building. The Howard Johnson's Motor Lodge does

not retain character-defining features or signage from its period of operation as a Howard Johnson's, such as the pool, steeple, and signage. Therefore, the Howard Johnson's Motor Lodge is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 4.82 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0116 (2022). Tax account is 27228050.

**REFERENCES**

Anne Arundel County Circuit Court. 1955a. "Plat, Portion of Land Located on Northwest Side Revell H'w'y Owned by All States Corp." JHH 947, p. 0429. Maryland State Archives.
———. 1955b. "Deed, All States Corporation to DeSales Corporation." JHH 947, p. 0427. Maryland State Archives.
———. 1955c. "Deed, DeSales Corporation to Harkins and Harkins of Annapolis, Inc." GTC 968, p. 0011. Maryland State Archives.
———. 1958a. "Deed, Harkins and Harkins of Annapolis, Incorporated to David Schwartz." GTC 1187, p. 0509. Maryland State Archives.
———. 1958b. "Lease, Harkins and Harkins of Annapolis, Incorporated to Olsen Harkins Enterprises, Incorporated." GTC 1187, p. 0494. Maryland State Archives.
———. 1969. "Agreement, Lodge, Inc. and David Schwartz." MSH 2286, pp. 0464-0466. Maryland State Archives.
———. 1972. "Deed, David and Irene Schwartz to Richard J. Schwartz." MSH 2541, pp. 0019-0021. Maryland State Archives.
———. 1982. "Richard J. Schwartz to Richard J. Schwartz et al, Trustees." WGL 3497, p. 0522. Maryland State Archives.
———. 1986a. "Deed, Richard J. Schwartz et al, Trustees, to H.J. Annapolis Corporation." EAC 4074, p. 0635. Maryland State Archives.
———. 1986b. "Deed, H. J. Annapolis Corporation to Northeast Hotel Associates." HES 4217, pp. 0743-0746. Maryland State Archives.
———. 1994. "Deed, Northeast Hotel Associates to Annapolis Hotel Associates." MMR 6644, pp. 0106-0108. Maryland State Archives.
———. 1996. "Deed, Annapolis Hotel Associates to S & S Hotel Associates, L.L.C." RPD 7370, pp. 0372-0374. Maryland State Archives.
———. 2007. "Deed, S & S Hotel Associates, L.L.C. to Shri Krishna Hospitality, L.C.C." RPD 19761, p. 0343. Maryland State Archives.

Flicker. n.d. Howard Johnson's Motor Lodge and Restaurant Annapolis, MD. Collection of Charles Hathaway. Image ID F1268C9695174BFB8D092D2D0DDFCA7D. https://www.flickr.com/photos/romleys/48641513718/in/photostream/

Highwayhost.com. Howard Johnson's Motor Lodge. Accessed April 17, 2024. http://www.highwayhost.org/Maryland/Annapolis/annapolis1.html.

Hoover, Gary. 2021. "The First Giant Restaurant Chain: Howard Johnson's: Rise and Fall." American Business History Center. August 26, 2021. https://americanbusinesshistory.org/the-first-giant-restaurant-chain-howard-johnson-rise-and-fall/.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2023. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.
Morrell, Alan. 2022. "Once Found All over the Country, What Happened to the Howard Johnson's in Brighton?" Democrat & Chronicle (Rochester, NY), June 13, 2022. https://www.democratandchronicle.com/story/money/business/2022/06/13/howard-johnsons-restaurants-were-once-all-over-america-what-happened/7531595001/.

National Museum of American History. n.d. "Room Key, Howard Johnson's Motor Lodge." Accessed March 13, 2024. https://americanhistory.si.edu/collections/nmah_1695331.

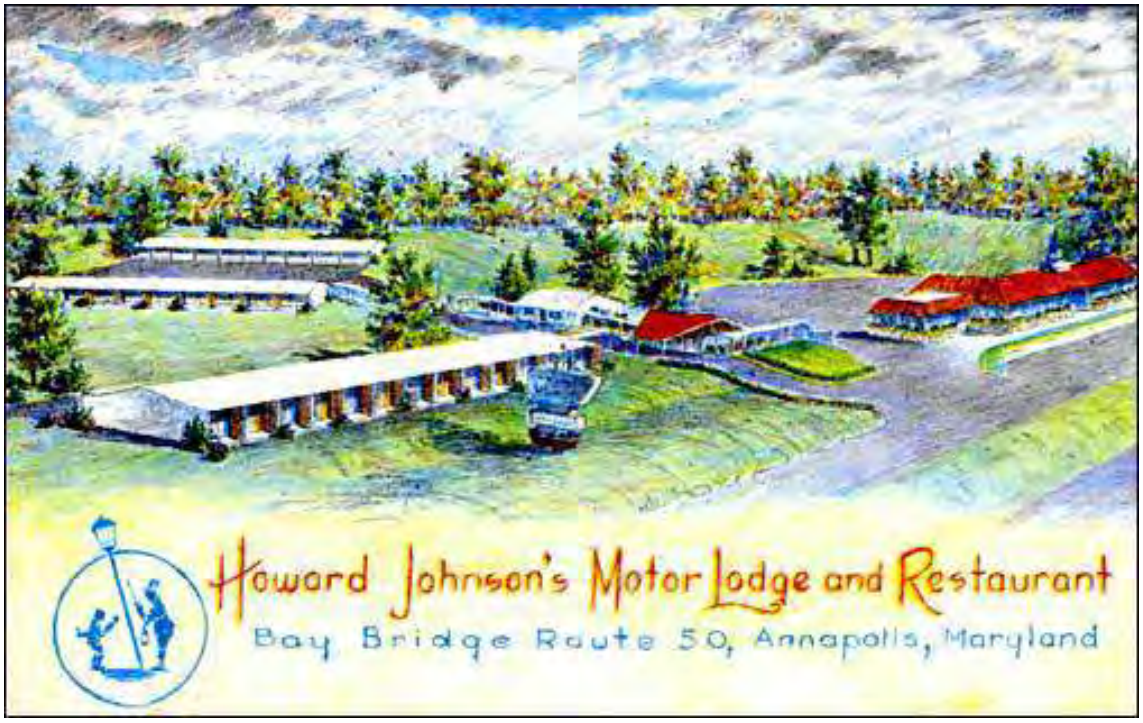
NETROnline. N.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Capital (Annapolis, MD). 1997. "3 Rob Motel," May 13, 1997. Newspapers.com.

The Star-Democrat (Easton, MD). 1992. "Hotel/Motel (Help Wanted Advertisement)," May 1, 1992. Newspapers.com.

Wood, Andrew. 2017. "The Rise and Fall of the Great American Motel." Snithsonian Magazine, June 30, 2017. https://www.smithsonianmag.com/history/twilight-mom-and-pop-motel-180963895/.

**AA-2591**
**Howard Johnson's (Village Inn)**
69 Old Mill Bottom Road N
Annapolis, Anne Arundel County, Maryland




Historic Image 1: Circa-1957 postcard view of the Annapolis Howard Johnson's Motor Lodge and Restaurant. Image Source: Highwayhost.com




Historic Image 2: Historic Postcard view of the Annapolis Howard Johnson's Motor Lodge. Image Source: Flicker

**MAPS**

**Howard Johnson's Motor Lodge (Village Inn)**

Location: 69 N Old Mill Bottom Rd
City: Annapolis

AA-2591
Anne Arundel County



**MAPS**

**Howard Johnson's Motor Lodge (Village Inn)**

Location: 69 N Old Mill Bottom Rd AA-2591

City: Annapolis Anne Arundel County



**PHOTOGRAPHS**




Photo 1 of 9: Howard Johnson's Motor Lodge, now the Village Inn, looking northwest towards signs from Old Mill Bottom Road



Photo 2 of 9: Howard Johnson's Motor Lodge, looking north towards front office and service building

**PHOTOGRAPHS**



Photo 3 of 9: Howard Johnson's Motor Lodge, service building, southwest façade and southeast elevation, looking northeast



Photo 4 of 9: Howard Johnson's Motor Lodge, looking southeast towards service building and front office

**PHOTOGRAPHS**



Photo 5 of 9: Howard Johnson's Motor Lodge, Northeast Building, southwest façade, looking northwest



Photo 6 of 9: Howard Johnson's Motor Lodge, Southwest Building, addition and ramp, looking southwest

**PHOTOGRAPHS**



Photo 7 of 9: Howard Johnson's Motor Lodge, Southwest Building, southwest elevation, looking northwest



Photo 8 of 9: Howard Johnson's Motor Lodge, Southeast Building, northeast elevation and northwest façade, looking south

**PHOTOGRAPHS**



Photo 9 of 9: Howard Johnson's Motor Lodge, West Building, southeast elevation and northeast façade, looking northwest

NR-ELIGIBILITY REVIEW FORM

AA-2591 Howard Johnson's Motor Lodge (Village Inn)

**PHOTO LOG**

Number of Photos: **9**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File: **MHT**
File Format: **AA-2591_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2591_2023-12-07_01
Photo 1 of 9: Howard Johnson's Motor Lodge, now the Village Inn, looking northwest towards signs from Old Mill Bottom Road

AA-2591_2023-12-07_02
Photo 2 of 9: Howard Johnson's Motor Lodge, looking north towards front office and service building

AA-2591_2023-12-07_03
Photo 3 of 9: Howard Johnson's Motor Lodge, service building, southwest façade and southeast elevation, looking northeast

AA-2591_2023-12-07_04
Photo 4 of 9: Howard Johnson's Motor Lodge, looking southeast towards service building and front office

AA-2591_2023-12-07_05
Photo 5 of 9: Howard Johnson's Motor Lodge, Northeast Building, southwest façade, looking northwest

AA-2591_2023-12-07_06
Photo 6 of 9: Howard Johnson's Motor Lodge, Southwest Building, addition and ramp, looking southwest

AA-2591_2023-12-07_07
Photo 7 of 9: Howard Johnson's Motor Lodge, Southwest Building, southwest elevation, looking northwest

AA-2591_2023-12-07_08
Photo 8 of 9: Howard Johnson's Motor Lodge, Southeast Building, northeast elevation and northwest façade, looking south

AA-2591_2023-12-07_09
Photo 9 of 9: Howard Johnson's Motor Lodge, West Building, southeast elevation and northeast façade, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Amberley Water Treatment Plant** Inventory Number: **AA-2596**

Address: 341 and 343 Buschs Frontage Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Anne Arundel County Tax Account ID Number: 03-0090052928; 03-00090101321

Tax Map Parcel Number(s): 0209 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared:

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 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**

The Amberley Water Treatment Plant at 341 and 343 Buschs Frontage Road is on a 1.46-acre long, narrow parcel on the south side of Buschs Frontage Road. The land slopes steeply upwards along the east side of the parcel and flattens to the west. The parcel is bounded to the north by Buschs Frontage Road, to the east by wooded state road right-of-way for Buschs Frontage Road, to the south by two residential parcels, and to the west by a commercial parcel. A gated driveway runs north from St. Margarets Road (MD 179) through the parcel along the east property line terminating close to the north property line. The parcel is covered in mature trees with a clearing near the north end of the driveway. The 1978 Water Treatment Plant is in the south portion of the parcel, with the circa-1978 Elevated Water Tank to its southwest, along the south parcel line. The water tank is within a separate 0.08-acre circular parcel. The circa-1978 Well House #1 is in the northwest corner of the parcel and a small parking lot is north and west of the building. A circa-1988 vault is west 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***

well house. A second gated driveway from Busch's Frontage Road provides access to the parking lot. East of Well House #1 is the circa-1980 Wastewater Building. Chain-link fencing runs around the parcel and generally follows the west edge of the driveway from St. Margarets Road.

**RESOURCE DESCRIPTIONS**

***Water Treatment Plant, 1978***

The flat-roof building is laid in running bond brick. A lime hopper feed system, surrounded by a metal railing, is mounted on the roof on a stucco-clad block. The south façade contains paired one-light metal doors. A row of soldier bricks forms a lintel above the doors. Three-dimensional letters spell out "Amberley Water Treatment Plant" above the doors. The east elevation has two bays near the north end containing paired one-light metal doors and a single-leaf one-light metal door. A concrete stoop spans the bays. Four metal louvered vents of differing sizes span the elevation above and south of the doors. A metal dedication plaque is south of the paired doors. North of the doors, piping runs down from the rooftop machinery. Concrete vaults span the north elevation. Pumps and associated aerator machinery are mounted on the vaults within chain-link cages. Underground are additional aerators. Three metal louvered vents are across the elevation. The west elevation was not accessible during survey.

***Elevated Water Tank, circa 1978***

The steel water tower is a fluted pillar elevated tank (Blodgett 2021). The water tower consists of a rounded 0.5 MG storage tank on a fluted pillar set on a poured concrete foundation. Four metal legs support the storage tank. A single-leaf metal door with an arched surround is on the east side of the fluted pillar.

***Well House #1, circa 1978***

The one-story well house is laid in running bond brick. The side-gable roof is sheathed in asphalt shingles with squared metal gable returns. The north façade contains a single-leaf metal door and a tall metal louvered vent at the east end. A metal meter box is west of the vent. The south elevation has one tall metal louvered vent and a small metal louvered vent. A metal pipe pierces the building and extends upward above the tall metal vent. Both the east and west elevations lack fenestration.

***Wastewater Building, circa 1980***

The one-story flat-roof wastewater building is laid in running bond brick. A wide metal cornice runs around the building. A single-leaf one-light metal door is on the east elevation and a metal louvered vent is along the south elevation. Both the north and west elevations lack fenestration.
Vault, circa 1988

The banked concrete vault has three stamped-aluminum hatch doors that lead to pressure reducing valves. The vault holds two groundwater wells with a capacity of 3.2 and 1.6 MGD.

**HISTORIC CONTEXT**

The Anne Arundel County Sanitary Commission was established in 1922. In July 1965, the county government shifted to a charter government. The Department of Public Works and Planning took responsibility of providing clean water and wastewater treatment facilities. As Anne Arundel County's population was rapidly growing in the 1960s, the need for unified countywide planning was evident. In 1965, the North Bay Comprehensive Development Plan was drafted and focused on the northeast quadrant of the county. By 1966, the county developed its first Water and Sewerage Master Plan (Anne Arundel County 2007, I-1; Diehlmann et al., 2024, 3-56).

In 1967, the General Development Plan was released and focused on public service accessibility. The plan was officially adopted by the County Council in 1968. Subdivision regulations were adopted to the General Development Plan in 1970 and zoning ordinances in 1971. During the 1970s, Anne Arundel County saw a continued shift from rural country living to suburban bedroom communities of Baltimore and Washington, DC (Diehlmann et al., 2024, 3-56).

The Water and Sewerage Master Plan was revised in 1978 along with the General Development Plan. The Sewer and Water Allocation, Management and Planning System (SWAMP) model was authorized in 1978. It was a tool designed to allocate system capacity based on available vacant land within each Sewer Service and Water Service area (Anne Arundel County, 2007, I-1).

By 1978, the county was served by the Gibson Island Plant (1925), Harundale Water Treatment Plant (1947), Severndale Plant (1961), Dorsey Plant (ca. 1962), Broad Creek Plant (1967), and Crofton Meadows Plant (1973) (Anne Arundel County 2007, 3-24-25; 2022, 3-16-17). Continued suburbanization in the county ensured that demand for water remained high. Occasionally high demand for water was met with "odd-even water restrictions." These restrictions ran in summer 1974 and 1975. Odd-numbered houses were allowed to use water for outdoor purposes on odd-numbered days and even-numbered houses on even-numbered days. Completion of the Arnold Water Treatment Plant and the expansion of the Severndale Water Treatment Plant were intended to meet the increasing demand for water services; however, water contamination plagued the county as reports of bacteria- and iron-ridden and brown water appeared in The Capital in July 1975 (McCord 1975a, 1, 11; McCord 1975b, 1).

The Arnold Water Treatment Plant opened in summer 1977. The opening of the plant added about two million gallons of water to the county system (Schultz 1977, 40). The Amberley Water Treatment Plant went into service in 1978 (The Sun 1978, 40). The Amberley Water Treatment Plant was used to supplement the demand for the Arnold Water Treatment Plant (Anne Arundel County, 2007, 3-22). Greiner Engineering Sciences Inc. served as consulting engineers and Dunton Incorporated was the general contractor. Baltimore-based Greiner Engineering, formerly the J.E. Greiner Engineering Company, specialized in bridge design and served as the chief engineering firm for the 1952 Chesapeake Bay Bridge (Diehlmann et al., 2024, 3-46). Associated with the Amberley Water Treatment Plant is Well House #2, which is not located on the plant property. The pre-1994, one-story, flat-roof, brick building is in the vicinity of 609 Holly Drive in the Amberley subdivision (Anne Arundel County 2023).

The Amberley Water Treatment Plant went out of service in 1994 but continued to be used for emergency operations only. Treatment provided at the plant included aeration, pre-chlorination, chemical addition, sedimentation, filtration, disinfection, and fluoridation (Anne Arundel County 2013, 3-38). Plans to decommission and demolish the plant and associated wells were underway as of 2022 (Anne Arundel County 2022, 3-18). Bids were accepted until September 26, 2023, for the decommissioning job. As of June 2024, the Amberley Water Treatment Plant is still extant.

**ELIGIBILITY DETERMINATION**

The Amberley Water Treatment Plant 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.

Research has revealed no association with events or historic trends that made significant contributions to history. Per the Context Addendum, individual components of water treatment systems, like water treatment plants, are unlikely to demonstrate significance in suburban trends and therefore are not likely to be eligible under Criterion A (Diehlmann et al., 2024, 6-129). The Amberley Water Treatment Plant is a part of the Anne Arundel County water treatment and distribution system. The plant was constructed to alleviate water consumption issues but was only in use for 16 years. It did not greatly change the way water was distributed in the county nor did it affect community planning or growth. Therefore, the Amberley Water Treatment Plant is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Amberley Water Treatment Plant is not eligible under Criterion B.

Amberley Water Treatment Plant does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. The water treatment plant and associated buildings are simple brick buildings the likes of which can be found in other civic buildings. Little information could be found about the plant's engineering, but nothing pointed to advancements in engineering, water treatment, or distribution. While Greiner Engineering is a well-known engineering firm in Maryland, the Amberley Water Treatment Plant is not a significant example of the firm's work, which is better represented by structures such as the Chesapeake Bay Bridge. Therefore, the Amberley Water Treatment Plant is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses two tax parcels, 1.46 acres and 0.08 acres, which are found on Anne Arundel County Tax Map 0040, Parcel 0209 (2022). Tax accounts are 03-00090052928 and 03-00090101321.

**REFERENCES**

Anne Arundel County. 2007. Master Plan for Water Supply and Sewerage Systems. Anne Arundel County, Maryland.

-----. 2013. Master Plan for Water Supply and Sewerage Systems. Anne Arundel County, Maryland. https://msa.maryland.gov/megafile/msa/speccol/sc5300/sc5339/000113/018000/018051/unrestricted/20132070e.pdf. Accessed June 19, 2024.

------. 2022. Anne Arundel County Master Plan for Water Supply and Sewerage Systems. https://www.aacounty.org/sites/default/files/2023-07/Water-And-Sewer-Master-Plan-2022-Council-Approved.pdf. Accessed June 19, 2024.

------. 2023. Amberley Water Treatment Plant Decommissioning: Bid Ready Project Manual. Annapolis: MD Anne Arundel County Department of Public Works.

Blodgett, Brian. 2021. “Water Storage Tanks: A Vital Part of Our Infrastructure (part I).” Medium. March 8, 2021. https://medium.com/@AmericanPublicU/water-storage-tanks-a-vital-part-of-our-infrastructure-part-i-91807cb239df

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland. (Baltimore, MD: Maryland Transportation Authority, 2024).

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
McCord, Joel. 1975a. “Water Use Restrictions to Continue.” The Capital (Annapolis, MD), June 25, 1975.
-----. 1975b. “Diarrhea Laid to County Water.” The Capital (Annapolis, MD), July 11, 1975.

Schultz, Michael. 1977. “Water Shortage Forces Renewal of Odd-Even Plan in Arundel Area.” The Evening Sun (Baltimore, MD), May 24, 1977.

The Sun (Baltimore, MD), 1978. “Notice to Contractors,” March 24, 1978.

**MAPS**

**Amberley Water Treatment Plant**

Location: 341 and 343 Buschs Frontage Road
City: Annapolis

AA-2596
Anne Arundel County




Parcel Boundaries

0 75 150 US Feet

Scale: 1:800

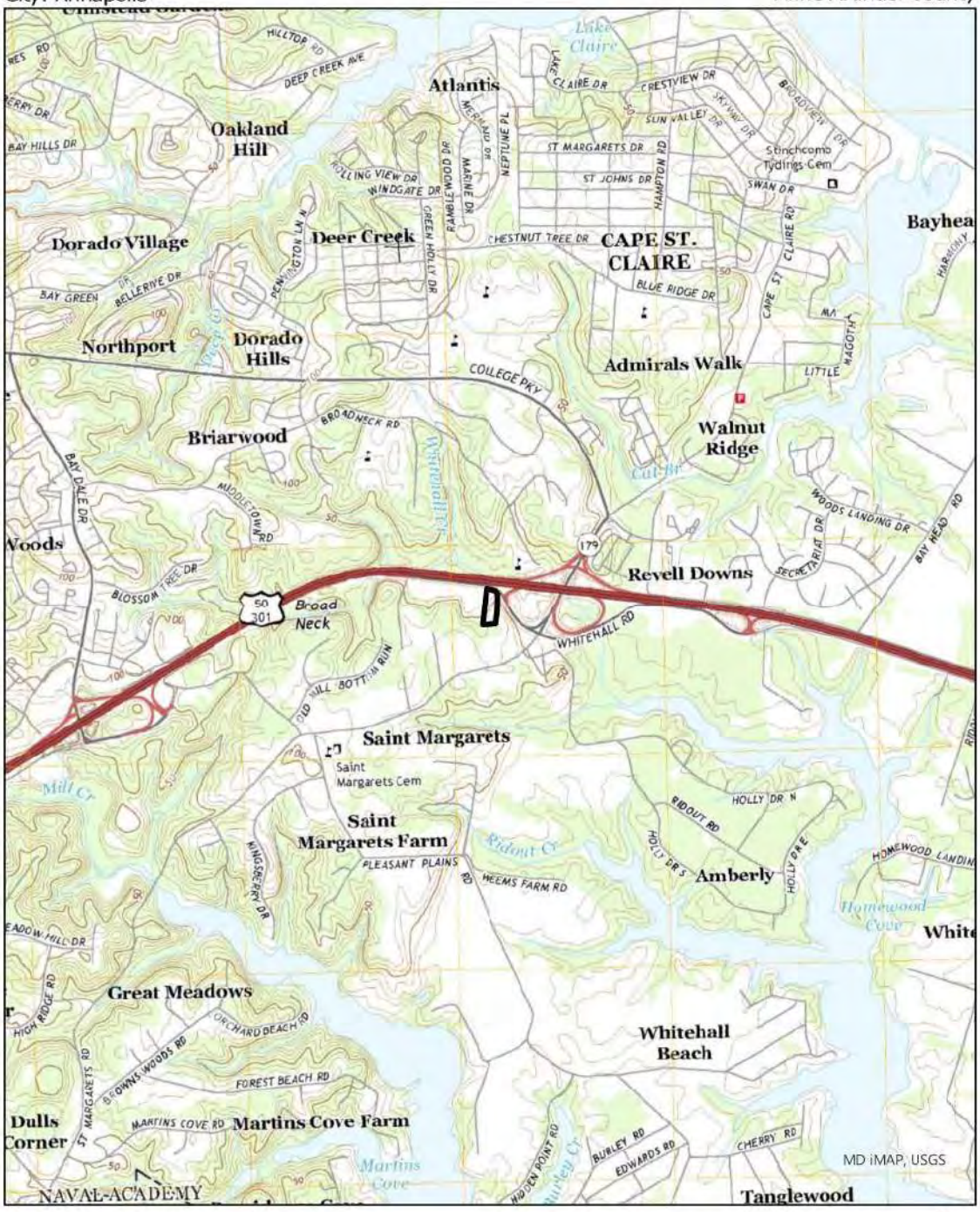
N

**MAPS**

**Amberley Water Treatment Plant**

Location: 341 and 343 Buschs Frontage Road
City: Annapolis

AA-2596
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles
Scale: 1:24,000

N

**PHOTOGRAPHS**




Photo 1 of 6: South façade and east elevation of the pumping station, looking northwest



Photo 2 of 6: East and north elevations of the pumping station, looking southwest

**PHOTOGRAPHS**

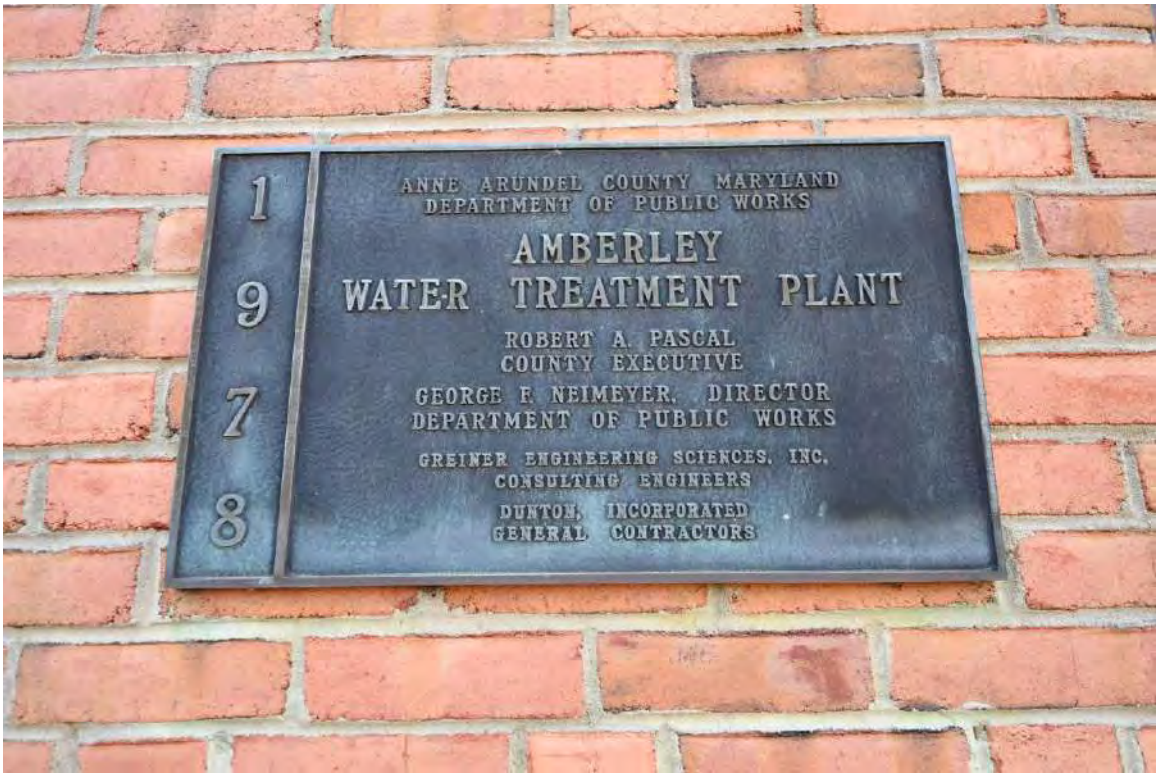



Photo 3 of 6: Plaque on the east elevation of the pumping station, looking west



Photo 4 of 6: Water tower, looking west

**PHOTOGRAPHS**




Photo 5 of 6: South elevation and east façade of the wastewater building, looking northwest



Photo 6 of 6: North façade and west elevation of the well house, looking southeast

NR-ELIGIBILITY REVIEW FORM

AA-2596 Amberley Water Treatment Plant

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-12**
Location of Original Digital File: **MHT**
File Format: **AA-2596_2023-12-12_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: AA-2596_2023-12-12_01.tif
Photo 1 of 6: South façade and east elevation of the pumping station, looking northwest

Photo Name: AA-2596_2023-12-12_02.tif
Photo 2 of 6: East and north elevations of the pumping station, looking southwest

Photo Name: AA-2596_2023-12-12_03.tif
Photo 3 of 6: Plaque on the east elevation of the pumping station, looking west

Photo Name: AA-2596_2023-12-12_04.tif
Photo 4 of 6: Water tower, looking west

Photo Name: AA-2596_2023-12-12_05.tif
Photo 5 of 6: South elevation and east façade of the wastewater building, looking northwest

Photo Name: AA-2596_2023-12-12_06.tif
Photo 6 of 6: North façade and west elevation of the well house, looking southeast

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Chesapeake Montessori School** Inventory Number: **AA-2597**

Address: 30 N. Old Mill Bottom Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Tax Account ID Number: 90031471

Tax Map Parcel Number(s): 0403 Tax Map Number: 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: ERG

Preparer's Name: Rebekah Yousaf Date Prepared: September 4, 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 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**

The Chesapeake Montessori School is a 5.74-acre formerly residential parcel with a 1969 dwelling and a circa-2009 Library/Office. The parcel is bounded by dense woodlands to the west, north, and east, and by Old Mill Bottom Road to the south. Buildings at the center of the parcel overlook sloping lawns to the north and paved areas to the south. The paved area consists of a circular pick-up lane with parking areas to the northeast and southwest, accessed through three driveways from Old Mill Bottom Road. Trees are scattered around the parcel. The Library/Office building is in the east half of the parcel, while the former house, garage, and cabana are in the west half.

A wooden fence encloses the area between the house, garage, and cabana. The area southwest of the house and garage is also enclosed by a wooden fence. A paved path winds from the south elevation of the house to a metal climbing frame surrounded

**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**

by a blue metal fence, up to the fenced area behind the house, and on to a gravel area with metal picnic tables north of the garage.

**RESOURCE DESCRIPTIONS**

***House, 1969***

The house at 30 Old Mill Bottom Road is a one-and-one-half-story Contemporary style building on a poured-concrete foundation with a cross-gable, asphalt-shingle roof. The house has a roughly crescent-shaped plan consisting of five sections: the east wing, center, west wing, addition, and former garage. The east wing, center, and west wing are clad in white brick laid in American common bond. The east and west wings are shaded by a free-standing covered walkway with an asphalt-shingle shed roof, which extends along the east wing and connects to the Library/Office.

The central section is cross-gabled with a side gable running northeast-southwest and a front gable running northwest-southeast. The southeast façade has paired glass doors at its center flanked by sidelights and stone pilasters. The entrance is sheltered by a front-gable portico with asphalt shingles and wooden shingles in its gable end. Paired casement windows atop fixed windows are on either side of the entrance.

The cross-gabled east wing has a rectangular plan set at an angle to the center section. A side-gable section is oriented northeast-southwest, while a front-gable section extends from the southeast side. Its southwest elevation has a triple casement window at its center. Its southeast elevation has no fenestration, while its northeast elevation has a single glass door next to two casement windows at its south end. The door is accessed by a wooden deck with an accessibility ramp with wooden railings. The northwest elevation has a fixed square window at its east end, followed by a casement window atop a fixed window and another square fixed window.

The north half of the central section's northwest elevation has a cross-gables extension with deep eaves supported by exposed beams. Under the cross gable are four large, fixed windows atop smaller fixed windows wrapping around the north corner. A single glass door is near the elevation's center. The west half of the elevation is flush with the west wing and holds a sunroom extension with four fixed windows and skylights.

The west wing is cross-gabled with a roughly east-west side gabled section and a front gabled section that extends to the south. The north elevation of the west wing has a large, full-length fixed window at its east end, followed by paired casement windows, another large, fixed window, and a single glass door.

The western addition has a roughly rectangular plan, which protrudes beyond the west wing's north elevation. Its northeast elevation consists of consists of angled segments clad in wooden shingles with a casement and transom window at its north end. The northwest elevation has two casement windows atop a fixed window, both with transom windows, followed by a single glass door sheltered by a covered walkway. The northwest elevation is deeply recessed under a roof overhang.

The one and one-half story former garage is west of the western addition and has a roughly rectangular plan atop a concrete-block foundation and a gable roof clad in asphalt shingles. Its first floor is clad in wide white vinyl siding, while its dormers and addition are clad in wooden shingles. Its northeast elevation holds a single glass door near the center of the first floor followed by two paired casement windows to the north. There is a dormer with two sash windows in the roof of the northeast elevation. The northwest elevation has a single glass door at the center of both stories; the upper door has metal bars across its lower half. The west end of the southwest elevation has a picture window flanked by paired casement windows. The south end holds a single-story rectangular addition atop a concrete foundation; it has no fenestration. There is a dormer with three sash windows in the roof of the southwest elevation.

The western addition's south elevation has two sets of paired glass doors at its west end, followed by three sets of paired casement windows. A single glass door atop a concrete landing with steps joins the western addition to the west wing's west elevation, which has two sliding windows. The west wing's south elevation has a triple casement window, while its east elevation has two sliding windows and a single glass door at its north end.

***Cabana, circa-1970***

The cabana is north of the western addition. It has a rectangular footprint on a poured concrete foundation with a shed roof. It faces southeast with a set of paired glass doors as its primary entrance. Its façade is clad in wooden shingles, while the other

elevations are clad in vertical wood siding. There is a square single-story addition at the north end of its northwest elevation. This elevation also has a central glass door overlooking a small wooden deck with steps. There is a small, fixed window in the southwest elevation. A covered walkway connects its south corner to the rear elevation of the western addition.

***Library/Office, circa-2008***

The Library/Office is a multi-story Contemporary building on a poured-concrete foundation. It has a roughly V-shaped plan with a two-story circular tower integrated at the junction of the wings. The two wings are rectangular in plan with side-gable, asphalt-shingle roofs, and the tower has a flat roof. The wings are clad in white vinyl siding, while the tower is clad in gray wooden shingles.

The wings mirror each other with entrances in their south facades. Each has an entrance adjacent to the tower and covered by a front-gable portico supported by square pillars. Red vinyl siding clads the gable ends of these porticos. Below, is a set of paired glass doors flanked by sidelights. Triple casement windows atop fixed square windows are adjacent to the entrances. The south elevation of the tower has paired doors at the center of its first story, flanked by paired casement windows and single square windows. The second story has a porthole window at its center, flanked by two square fixed windows on each side.

The east and southwest elevations of the wings mirror each other with three sets of casement windows atop fixed square windows; the central bay has triple windows, while the outside bays are paired.

The northeast and northwest elevations mirror each other with rows of casement windows atop fixed square windows. Two single doors with sidelights are present in east-facing elevations created by setbacks. The north junction of the wings consists of a triangular section recessed from the northeast and northwest elevations, with rows of smaller windows in the resulting side elevations. The triangular section's northwest and northeast elevations each have casement windows atop fixed windows in addition to smaller square windows.

The southwest wing's northwest elevation has a partially exposed basement level with double doors, while the first story overlooks a balcony at the west end of the elevation.

A covered walkway with an asphalt-shingle shed roof connects the Library/Office's southwest corner to the house's main entrance.

**HISTORIC CONTEXT**

The land on which the Chesapeake Montessori School was built was historically farmland (NETROnline, n.d.). The house at 30 Old Mill Bottom Road was built in 1969 by Richard and Gayle Rice, after they purchased the land in 1965 (Anne Arundel County Circuit Court 1965).

Anne Locke founded the Chesapeake Montessori School in 1977 with one Primary classroom. For the first four years, the school rented a classroom at St. Margaret's Church (AA-318) (CMS 2021). By 1981, Anne Locke and her husband, Edwin, purchased the house at 30 Old Mill Bottom Road (Anne Arundel County Circuit Court 1981). Anne subsequently moved the school into her new home. The Lockes are likely responsible for construction of the western addition, which appears in 1982 aerial imagery (NETROnline 1982). By 1998, the school had a student body of 105 and required expansion: "The renovation plans include buying the house and expanding classrooms into its kitchen and dining area... class would move into the living area, and a new toddler program covering ages 18 months to three years will go in another part of the house. The plan also includes adding a driveway and parking spots in the front of the house" (The Capital 1998). During this time, the Lockes relocated and left the house at 30 Old Mill Bottom Road for the school's use. In 2000, the Lockes sold the house to the Chesapeake Montessori Foundation Inc. (Anne Arundel County Circuit Court 2000). Nine years later, the foundation purchased the east adjacent parcel, expanding the property and adding the Library/Office building. In 2016, the Chesapeake Montessori School bought 3.5 acres along Ritchie Highway some three miles north of the 30 Old Mill Bottom Road, which became an additional campus for an Adolescent Program and is known as the Chesapeake Montessori School – Upper Campus (CMS 2021).

The original property purchased by the Lockes in 1981 included the house, garage, concrete patio with a pool, bathhouse (cabana), and a pumphouse (Anne Arundel County Circuit Court 1981). According to a review of historic aerials, numerous changes were made to the property. By 1981, the garage, which was located northwest of the house, was connected to the

house by an addition. A covered walkway connecting the rear of the house to the bathhouse/cabana was added circa 2000. The pool was filled in circa 2010.

***Montessori Schools***

The Montessori Method was developed by Dr. Maria Montessori, an Italian educator and scientist. Tasked with creating a childcare center for disadvantaged and unschooled children in Rome, she opened the Casa dei Bambini ("Children's House") on January 6, 1907. Initially unruly, the children soon engaged in hands-on learning, showing calm behavior and deep concentration. Dr. Montessori designed unique learning materials and created an environment that fostered self-directed learning. Casa dei Bambini's success led to the opening of additional centers in Italy and attracted prominent educators. By 1910, Montessori schools were established on five continents, and Dr. Montessori's first book, published in 1909, was quickly translated into multiple languages. The first Montessori school opened in the United States in 1913, and by 1914, numerous articles and books had been written about the Montessori Method. In 1915, Dr. Montessori demonstrated her method in a "glass classroom" at the Panama-Pacific International Exposition in San Francisco, which was well-received by the leading educators of the day. The following year, there were over 100 Montessori schools in the United States (American Montessori Society).

However, the Montessori Movement quickly fell out of favor with the onset of World War I, rising anti-immigrant sentiment, and publication of The Montessori System Examined by William Kilpatrick. A highly regarded scholar of the progressive education movement, Kilpatrick questioned Dr. Montessori's credentials and overall philosophy. His dismissal of Dr. Montessori was widely accepted in the United States leading to the closure of many Montessori schools. By the 1950s, growing discontent with traditional American education allowed for renewed interest in foreign education methods. With the help of New York City teacher Nancy Rambusch, the Montessori Method returned to the United States and by 1960, the American Montessori Society was established (American Montessori Society).

The first Montessori School in Maryland, the Manor Montessori School, opened in Potomac in 1962 (Montgomery County Sentinel 1962). The earliest Montessori School in Anne Arundel County operated out of the Glen Burnie Baptist Church as early as 1969 (The Capital 1969), while the earliest Montessori School with its own purpose-built facility was the Annapolis Montessori School Internationale, which moved from Calvary United Methodist Church to its own building on Ritchie Highway in 1975 (The Capital 1975).

**ELIGIBILITY DETERMINATION**

The Chesapeake Montessori School 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.

Research has revealed no association with events or historic trends that made significant contributions to history. The Chesapeake Montessori School is a later example of a Montessori school in Anne Arundel County and is not significant to the trend. Therefore, the Chesapeake Montessori School is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Chesapeake Montessori School is not eligible under Criterion B.

According to the Suburbanization Historic Context Addendum, for a "resource to be considered under Criterion C as a type, period, or method of construction, [it] should be an early example or one of the last intact examples. Although uncommon, buildings may demonstrate significance under Criterion C if they possess high artistic value" (Diehlmann et al. 2024). The Chesapeake Montessori School is not an early example or last intact example of its kind. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Chesapeake Montessori School is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 5.74 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0403 (2025). Tax account is 90-031471.

**REFERENCES**

American Montessori Society. n.d. “History of Montessori.” https://amshq.org/About-Montessori/History-of-Montessori.

Anne Arundel County Circuit Court. 1965. “Deed, Schoonmaker to Rice.” LNP 1886, p. 0025. Maryland State Archives.

------. 1981. “Deed, Rice to Locke.” 3405, p. 0783. Maryland State Archives.

------. 2000. “Deed, Locke to Chesapeake Montessori Foundation, Inc.” 9601, p. 445. Maryland State Archives.

The Capital. 1969. “Montessori Society Sets Open House.” April 25, 1969. Apr 25, 1969, page 5. Newspapers.com.

------. 1975. “Montessori School Gets New Home.” November 22, 1975. Nov 22, 1975, page 5. Newspapers.com.

------. 1998. “School Kicks Off Fund Drive.” October 10, 1998. Oct 10, 1998, page 15. Newspapers.com.

Chesapeake Montessori School (CMS). n.d. “History of the Chesapeake Montessori School.” https://chesapeake-montessori.com/our-school-2/history-of-chesapeake-montessori-school/.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Montgomery County Sentinel. 1962. “Montessori School Plans Considered.” October 11, 1962. Oct 11, 1962, page 9 – The Capital at Newspapers.com.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**Chesapeake Montessori School**

Location: 30 N Old Mill Bottom Road
City: Annapolis

Anne Arundel County



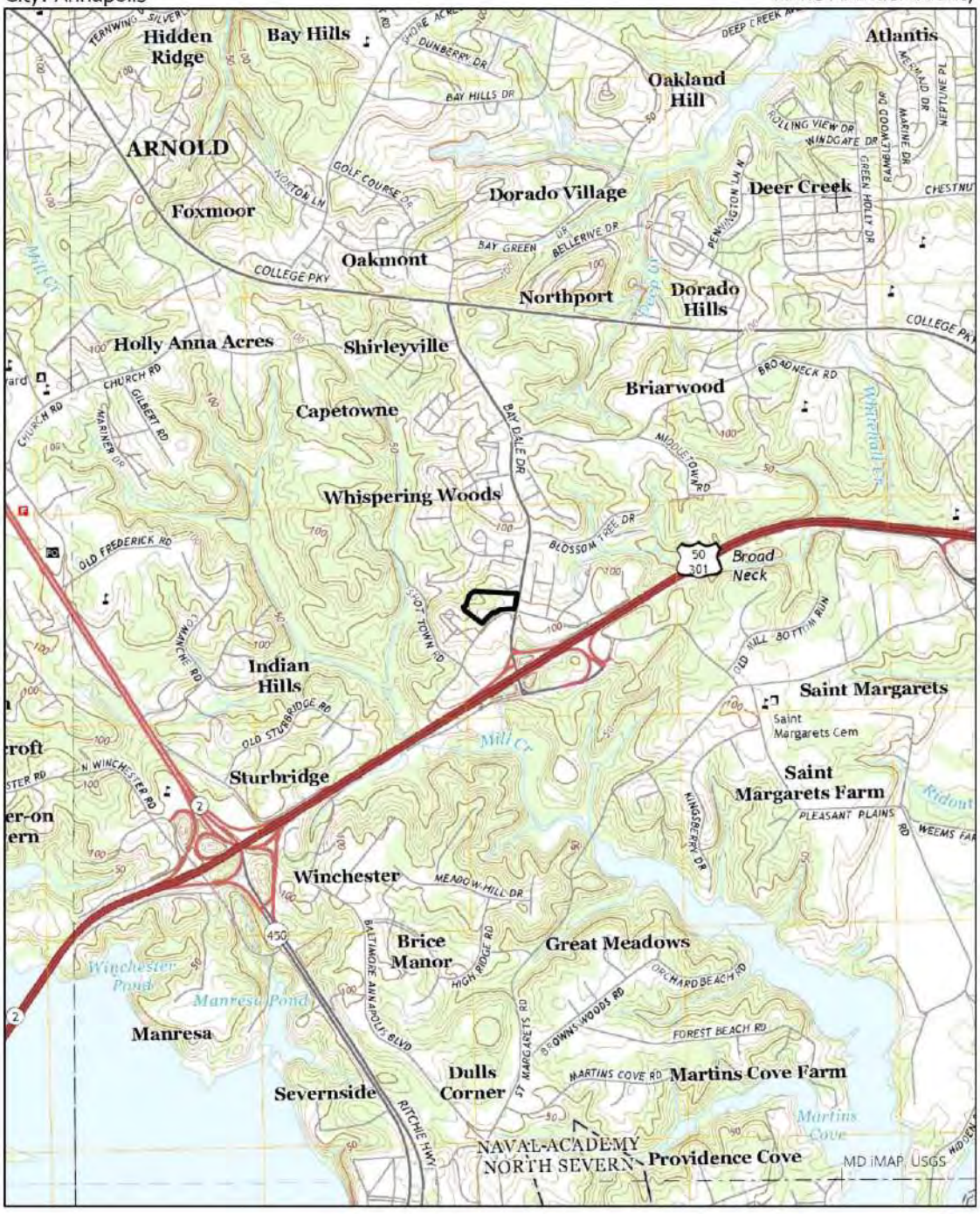
**MAPS**

**Chesapeake Montessori School**

Location: 30 N Old Mill Bottom Road

City: Annapolis

Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 14: Overview of Chesapeake Montessori School, looking northeast.



Photo 2 of 14: House, southeast façade, looking northwest.

**PHOTOGRAPHS**



Photo 3 of 14: House, east wing, looking west.



Photo 4 of 14: House, north elevations, looking southwest.

**PHOTOGRAPHS**



Photo 5 of 14: House, north elevations, looking southeast.



Photo 6 of 14: House, north elevation of addition, looking south.

**PHOTOGRAPHS**



Photo 7 of 14: House, southwest elevation of former garage, looking northeast.



Photo 8 of 14: House, south elevation of addition and southeast elevation of west wing, looking northeast.

**PHOTOGRAPHS**



Photo 9 of 14: House, east elevation of west wing and southeast façade, looking north.



Photo 10 of 14: Library/Office, southeast façade, looking northwest.

**PHOTOGRAPHS**



Photo 11 of 14: Library/Office, east elevations, looking west.



Photo 12 of 14: Library/Office, north elevations, looking south.

**PHOTOGRAPHS**



Photo 13 of 14: Library/Office, west elevations, looking east.



Photo 14 of 14: Cabana, northwest and southwest elevations, looking northeast.

NR-ELIGIBILITY REVIEW FORM

AA-2597 Chesapeake Montessori School

**PHOTO LOG**

Number of Photos: **14**
Name of Photographer: **Becky Yousaf**
Date of Photographs: **2023-12-22**
Location of Original Digital File: **MHT**
File Format: **AA-2597_2023-12-22_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2597_2023-12-22_01.tif
Photo 1 of 14: Overview of Chesapeake Montessori School, looking northeast.

AA-2597_2023-12-22_02.tif
Photo 2 of 14: House, southeast façade, looking northwest.

AA-2597_2023-12-22_03.tif
Photo 3 of 14: House, east wing, looking west.

AA-2597_2023-12-22_04.tif
Photo 4 of 14: House, north elevations, looking southwest.

AA-2597_2023-12-22_05.tif
Photo 5 of 14: House, north elevations, looking southeast.

AA-2597_2023-12-22_06.tif
Photo 6 of 14: House, north elevation of addition, looking south.

AA-2597_2023-12-22_07.tif
Photo 7 of 14: House, southwest elevation of former garage, looking northeast.

AA-2597_2023-12-22_08.tif
Photo 8 of 14: House, south elevation of addition and southeast elevation of west wing, looking northeast.

AA-2597_2023-12-22_09.tif
Photo 9 of 14: House, east elevation of west wing and southeast façade, looking north.

AA-2597_2023-12-22_10.tif
Photo 10 of 14: Library/Office, southeast façade, looking northwest.

AA-2597_2023-12-22_11.tif
Photo 11 of 14: Library/Office, east elevations, looking west.

AA-2597_2023-12-22_12.tif
Photo 12 of 14: Library/Office, north elevations, looking south.

AA-2597_2023-12-22_13.tif
Photo 13 of 14: Library/Office, west elevations, looking east.

AA-2597_2023-12-22_14.tif
Photo 14 of 14: Cabana, northwest and southwest elevations, looking northeast.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Severn Crest** Inventory Number: **AA-2598**

Address: 1738 Winchester Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Round Bay

Property Owner: Thomas H. Whiteley, ET AL Tax Account ID Number: 08281500

Tax Map Parcel Number(s): 0037 Tax Map Number: 0045

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole Diehlmann, Sarah G and Emily Dodson Date Prepared: August 14, 2024

Documentation is presented in: Project review and compliance files

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: 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**

Severn Crest, at 1738 Winchester Road, is an approximately 12.4-acre residential resource with a circa-1907 dwelling, a circa-1907 outbuilding, and a circa 1940 garage/equipment shed. The resource is situated south of Winchester Road and is partially bounded by US 50/301 to the southeast, the Severn River to the southwest, and wooded residential parcels to the west and north. The dwelling rests on a small crest towards the center of the parcel and has a view looking over the river and the US 50/301 bridge. A small circa-1900 outbuilding is immediately north of the dwelling. A circa-1940s garage/shed is further northwest of the dwelling. Northeast of the dwelling is a large square lawn. The area immediately around the house and to its northeast is open lawn with a few scattered trees. The slope down to the Severn River, as well as the boundaries of the parcel, have mature trees and undergrowth. A paved driveway runs southwest from North Winchester Road, running

**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**

roughly parallel to US 50/301 to its east. At a fork in the drive, one section turns northwest to the house and outbuildings. A rip-rap seawall runs along the Severn River. At the southern corner of the property, along the river, is a late-twentieth-century octagonal wooden gazebo.

**RESOURCE DESCRIPTIONS**

*Dwelling, circa 1907*

The dwelling consists of a circa-1907 two-and-one-half story American-Foursquare dwelling (main block) with a hipped roof to the southwest and a rectangular, hipped-roof, two-story wing (northeast wing) extending to the northeast that was likely constructed at the same time. A one-story addition projects from the west side of the northeast elevation (one story addition). The dwelling has an asphalt-shingle roof, replacement asbestos siding, and a continuous rusticated concrete-block foundation. An interior, corbeled brick chimney is on the northwestern roof slope, a balustraded widow's walk is centered on the roof, and hipped-roof dormers are on the northwestern, southwestern, and southeastern roof slopes. A wide porch on the southwest façade wraps around to the northwest and southeast elevations; the southeastern portion of the porch has been enclosed. All windows appear to be later replacements.

Spanning the full length of the three-bay southwest façade is a large porch with a low-pitched, hipped roof clad in asphalt shingles, supported by Doric columns. There is a central 18-light door with a glazed storm door, side lights and a transom accessed by four wood steps to the porch. A small, oval window is centered on the second story. The outer bays on both stories contain replacement twelve-over-one, double-hung vinyl sash windows with inoperable shutters. Paired six-over-one vinyl sash windows are in the dormer. On the southeast side, the porch has been enclosed to create a large screened-in porch with a screen door.

The two-bay northwest elevation of the main block has a small two-story projecting bay at the west end that is slightly offset from the southwest facade. Each bay on both stories contains replacement twelve-over-one, double-hung vinyl sash windows with inoperable shutters, except for the northern bay on the first story that contains a three-sided bay window covered by a fabric awning. Smaller windows are on the northeast and southwest sides of the projecting bay; the first story has six-over-one vinyl windows and the second story has four-over-one vinyl sash windows. Paired six-over-one vinyl sash windows are in the dormer. A one-over-one window is on the one-story addition. The first story of the northeast wing has a small hipped-roof projection on the north side with a window and a second window. The second story has twelve-over-one and four-over-one hung sash windows with inoperable shutters.

The northeastern elevation of the northeastern wing has three windows on the second story with twelve-over-one, double-hung vinyl sash windows with inoperable shutters. The one-story addition has a single off-center door and three, one-over-one, double-hung vinyl sash windows.

The first story of the southeast elevation of the main block contains multi-light paired doors behind the screened porch and two nine-over-one double-hung vinyl sash windows with inoperable shutters. The second story has two twelve-over-one double-hung vinyl sash windows with inoperable shutters. A balustraded porch extends south from the eastern window. Paired six-over-one double-hung vinyl sash windows are in the dormer. The northeast wing contains four twelve-over-one double-hung vinyl sash windows with inoperable shutters on each story.

*Outbuilding, circa 1907*

A small, square outbuilding with battered walls is immediately northwest of the dwelling. The pyramidal roof is clad in asphalt shingles, and the structure is clad in asbestos siding. The northeastern and southeastern elevations both feature a single, six-over-six, double-hung vinyl sash window with inoperable shutters. The southwestern elevation holds a small door, and the northwestern elevation has no fenestration.

*Gates, early to mid-twentieth century*

Entry gates composed of two low, stone-masonry walls that rise into stone piers flank either side of the driveway at Winchester Road. The top course of stones is placed upright in a staggered pattern. A wood sign with "Severn Crest 1738" [noting the name and address of the property] and an image of a duck is positioned immediately behind the gate on the north side of the drive.

*Garage/Equipment Shed, circa 1940*

The circa-1940 garage/equipment shed is a two-story structure that features a side-gable, asphalt shingle roof with a square cupola with a side-gable roof and louvered vents. A circa-1995, shed-roof extension is on the southwestern elevation. The exterior is clad in wood shingles, and it has a poured concrete foundation. The southeastern façade has a large vehicle opening in the extension, and paired wood casement windows, a pedestrian door, and three open vehicle bays supported by wood posts, a personnel door. A small square opening is on the second story between the casement windows and the door. The southwestern elevation has no fenestration, and the northwestern and northeastern elevations were not visible at the time of the survey.

**HISTORIC CONTEXT**

Severn Crest was a portion of a larger tract of land owned by Jacob Winchester in the mid-1800s and purchased by Matalonie Thompson Winchester (also spelled Mattonie or Mattonia in deeds) and her husband, Thomas C. Winchester in 1898 (AACCC GW 8/443; GW 34/12, 1898). They only owned the property for two years and sold 218.5 acres to Henry Broadbelt of Anne Arundel County in 1900 (AACCC GW 18/488, 1900), who three years later sold 51 7/8 acres to William Hambleton and Anne Hambleton of Baltimore (AACCC GW 34/12, 1903). Hambleton subdivided and sold the land he purchased from Broadbelt, and a 1907 article stated that he retained 20 acres of the original tract and "will have plans prepared for a residence, where he will live during the summer months" (The Sun 1907b, 14). The new owners of the subdivided tracts also intended to build summer homes on their properties (The Sun 1907, 14b).

William Hambleton was a Baltimore banker, working for the National Exchange Bank and Trust Company and Baltimore Trust Company, where he would rise to the position of Secretary. Hambleton's 1926 obituary called him a "lover of rural life," noting that he spent his summers along the Tidewater, only spending the winters in Baltimore (The Sun 1926, 26). A newspaper article described William Hambleton as an "early Baltimore pioneer on the Severn, having gone there in 1898" (The Sun 1910, 11). Based on this article and references to a house called Severn Lodge associated with the Hambletons, it appears that the Hambletons had another property in the area before building Severn Crest (The Sun 1907a, 6). The building first appears in a 1907 United States Geological Survey Map, and the first newspaper article referencing the name Severn Crest appears in 1911 (Historic Aerials n.d.; The Evening Capital 1911, 1). In addition to Severn Crest, the Hambletons also owned houses on the South River and St. Mary's River.

In 1912, the Hambletons sold Severn Crest to Carl A. G. and Fannie Fresius (AACCC GW 89/306, 1912). A newspaper article about the sale stated that the property contained a "ten-room dwelling and a number of outbuildings. The price paid was $20,000" (Evening Sun 1912, 2). In 1920 the property was listed for sale in the newspaper as Severn Crest: "19 acres; Magnificent View. 1,400 feet on Severn River and cool spring cove. Modern dwelling, 12 rooms, 2 baths, steam heat, gas and electricity. Also 6-room summer cottage; 4-room tenant houses; good outbuildings; fine fruit; garden, etc. Price, $35,000. Must be seen to be appreciated" (The Sun 1920, 15). Edgar and Nellie Dobson purchased the property in 1921, and it remains in Dobson family ownership as of 2024. At least initially it was used as a summer home, as Edgar and Nellie Dobson had a house in Baltimore and articles refer to it as their summer residence. There are references to the property as Severn Crest in newspapers as late as the 1970s. The 2.05-acre property immediately south and east, now addressed as 1754 North Winchester Road, was once part of Severn Crest, but it was subdivided by the Trustees of the estate of Nellie S. Dobson in 2001 (AACCC, 11017/419, 2001). The boathouse on the 1754 parcel does not appear to be contemporaneous with the dwelling. The Severn Crest property was held in a trust until 2013 when it was sold to Dobson family members Joan D. Whiteley and Thomas Whiteley, who still own the parcel (AACCC 26704/284, 2013).

Constructed circa 1907, the dwelling at 1738 Winchester Road is associated with an early period of suburbanization in Anne Arundel County when wealthy Baltimore residents purchased property along the Chesapeake Bay and its tributaries for summer homes. A 1910 article in the Baltimore Sun describes a trip along the Severn River, "the country home area of the county," noting the homes of wealthy Baltimoreans that are "so close to the Monumental City and so far from its dust and bustle" (The Sun 1910, 11). Like the Hambletons, many of these residents purchased large amounts of land and subdivided it for further residential development. The Annapolis and Baltimore Short Line Railroad ran along the eastern side of the river, providing easy access from Baltimore and Annapolis; the trains were described as "fast, frequent, and convenient." A ferry, maintained in part by the county, operated from the country home of Henry Keidel of Baltimore to the Earleigh Heights Station. Easy access to transportation was a key driver of development in this area of the county, as other waterfront land, such as that near the Magothy River, was only accessed by roads in poor condition (The Sun 1910, 11). The Dobsons continued to us the property as a summer home into the 1920s (Evening Capital 1921, 5).

The Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al.) discusses the trend of waterfront tourism and leisure activities that became popular in Anne Arundel County at the turn of the twentieth century. While much of that growth was focused in suburban waterfront communities that were often seasonal, other growth along the waterfront was driven by individuals acquiring land for summer homes. Ferries and railroads, such as the Annapolis and Baltimore Short Line Railroad, facilitated this waterfront growth. As roads like Ritchie Highway (MD 2) were improved, automobile access to the waterfront area became more common (see section 3.1, Waterfront Tourism and Leisure, of Diehlmann et al. 2024).

Other examples of summer homes along the Severn River include Wroxeter-on-the-Severn (AA-952), the house later converted to St. Conrad's Friary (AA-951), and houses along Cool Spring Cove, including 1718 Winchester Road and 1604 Pine Lane Retreat. These houses were constructed in the various architectural styles popular in the early twentieth century. Some, such as Wroxeter-on-the Severn and St. Conrad's Friary were high style and constructed by well-known architects. St. Conrad's Friary was constructed in 1922 by E. Bartlett Hayward, owner of the Baltimore-based Bartlett Hayward Company that successfully manufactured metal products, such as shell casings, during World War I. The house was designed by the noted Baltimore architecture firm of Wyatt and Nolting (Sotheby's n.d.). Wroxeter-on-the-Severn is a 1909 English Tudor Revival-style mansion designed by Philadelphia architect Guy King for fertilizer and chemical magnate Edwin Pugh Baugh (Marsh 1998, 8.1). Severn Crest is a much more modest, but well-preserved, example of the type constructed in the American Foursquare form with Colonial Revival-inspired details, such as the oval window on the second story of the façade and widow's walk on the roof.

**ELIGIBILITY DETERMINATION**

The Severn Crest property 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 dwelling is eligible under Criterion C and retains integrity of location, design, setting, workmanship, feeling, and association to convey its significance as a waterfront summer house.

While Severn Crest is associated with the early twentieth century trend of summer vacation homes and waterfront leisure along the Chesapeake Bay, Severn Crest is one of many examples of the type along the Severn River and does not appear to be significant to the trend. It was not the earliest example of the type or the most influential. Therefore, Severn Crest is not eligible under Criterion A.

Severn Crest is associated with William Hambleton. While he was one of the earliest Baltimoreans to summer along the Severn River, he was one of many to do so and made no significant contributions to history. Therefore, Severn Crest is not eligible under Criterion B.

Severn Crest is a well-preserved example of an early-twentieth-century waterfront summer house in Anne Arundel County. While not one of the largest summer dwellings built during this period, it represents a more modest example of its type, of which few remain. It embodies the distinctive characteristics of the type as a Colonial Revival American Foursquare and retains its waterfront location, large acreage, rural setting, and associated outbuilding. Therefore, Severn Crest is eligible under Criterion C.

**PERIOD OF SIGNIFICANCE**

The period of significance for the property is 1907, the approximate date for the construction of the dwelling.

**INTEGRITY**

Severn Crest retains its integrity of location, setting, design, association and feeling.

Severn Crest retains its integrity of location as the dwelling and its outbuildings have not moved locations.

Severn Crest retains integrity of setting. Within the parcel, the resource retains a sufficient amount of its original acreage around the dwelling to convey the setting of a rural summer residence. New residential construction to the north and east of the resource, the US 50/301 Severn River Bridge, and other later roadways are intrusions that affected the integrity of the property's setting, but trees along the boundaries of the parcel screen views outside of its boundaries. The large lawn that

terraces down to the river remains, as do the general views of the Severn River. The dwelling's setting on a high bluff over the river remains unchanged since the period of significance.

Severn Crest retains its integrity of design. The dwelling's overall form and massing have not been altered, other than the small, one story addition to the building's rear elevation. While the siding has been covered with asbestos shingles and windows have been replaced, the building retains its overall design and fenestration, and retains its front porch and widow's walk. The original composition and configuration of other outbuildings is unknown, since early references only refer to "other outbuildings," but these buildings and structures, such as the tenant houses, were likely located away from the main dwelling. While part of the original or early design, these resources were ancillary to the house, which was the most visible and principle building at Severn Crest. In addition, the circulation pattern of the property remains intact. Overall, the dwelling and outbuilding retain their spatial organization as their locations have not changed and remain oriented toward the waterfront.

Severn Crest does not have integrity of materials or workmanship. The dwelling and outbuilding are covered in replacement asbestos shingles and the windows have been replaced. Remaining original materials including the dwelling's foundation, structure, and features like the oval window, chimney, front porch, and widow's walk.

Severn Crest retains its integrity of association as an early-twentieth-century waterfront summer house. The property is still rural and has retained the historic dwelling, the outbuilding, open space, and orientation toward the water.

Lastly, Severn Crest retains integrity of feeling. With the dwelling, outbuildings, open space, and orientation toward the water, the property still feels like an early-twentieth-century waterfront summer house.

**CONTRIBUTING RESOURCES**

Contributing elements include the dwelling and outbuilding. The gates and garage/machine shed were built after the 1907 period of significance and are noncontributing.

**BOUNDARY DESCRIPTION**

The property encompasses approximately 12.4 acres and is confined to the property tax parcel (account 03-579-08281500) that contains the house and the central and eastern portions of the property tax parcel (account 03-579-90211527) that contains the private right-of-way to the house, which are found on Anne Arundel County Tax Map 0045, Parcel 0037 (2025). Tax account is 08281500.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1898. Deed. Jacob Winchester to Matalonie Thompson Winchester and Thomas C. Winchester, GW 8:443. www.Mdlandrec.net.

------. 1900. Deed. Matalonie Thompson Winchester and Thomas C. Winchester to Henry Broadbelt, GW 18:488. www.Mdlandrec.net.

------. 1903. Deed. Henry Broadbelt to William Hambleton and Anne Hambleton, GW 34:12). www.Mdlandrec.net.

------. 1912. Deed. William and Anne Hambleton to Carl and Fannie Fresius, GW 89: 306. www.Mdlandrec.net.

------. 2001. Deed. Estate of Nellie S. Dobson to Estelle D. Carroll, 11017/410. www.Mdlandrec.net.

------. 2013. Deed. Joan D. Whiteley et al. to Thomas H. Whiteley and Joan B. Whiteley, 26704/280, www.mdlandrec.net.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

The Evening Capital (Annapolis, Maryland). 1911. "Sixteen Times One." September 4, 1911, 1. Newspapers.com.

------. 1919. "Little Guests at Severn Crest." August 15, 1919, 3. Newspapers.com.

------. 1921. “Close Summer Home.” November 16, 1921, 5. Newspapers.com.

The Evening Sun (Baltimore, Maryland). 1912. “Another Factory in East Baltimore.” June 5, 1912, 2. Newspapers.com.

Google Earth. 2024. Aerial imagery.

Marsh, Sherri. 1998. “Wroxeter-on-the-Severn.” Maryland Inventory of Historic Properties Form AA-952. Crownsville, Maryland: Maryland Historical Trust. https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-952.pdf.

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Sotheby’s International Realty. “The Friary on the Severn.” Accessed October 1, 2024. https://friaryonthesevern.com/about.

The Sun (Baltimore, Maryland). 1907a. “Personal.” March 30, 1907, 6. Newspapers.com.

------. 1907b. “Leases Five Buildings.” April 20, 1907, 14. Newspapers.com.

------. 1910. “Beauty on the Rivers.” June 16, 1910, 11. Newspapers.com.

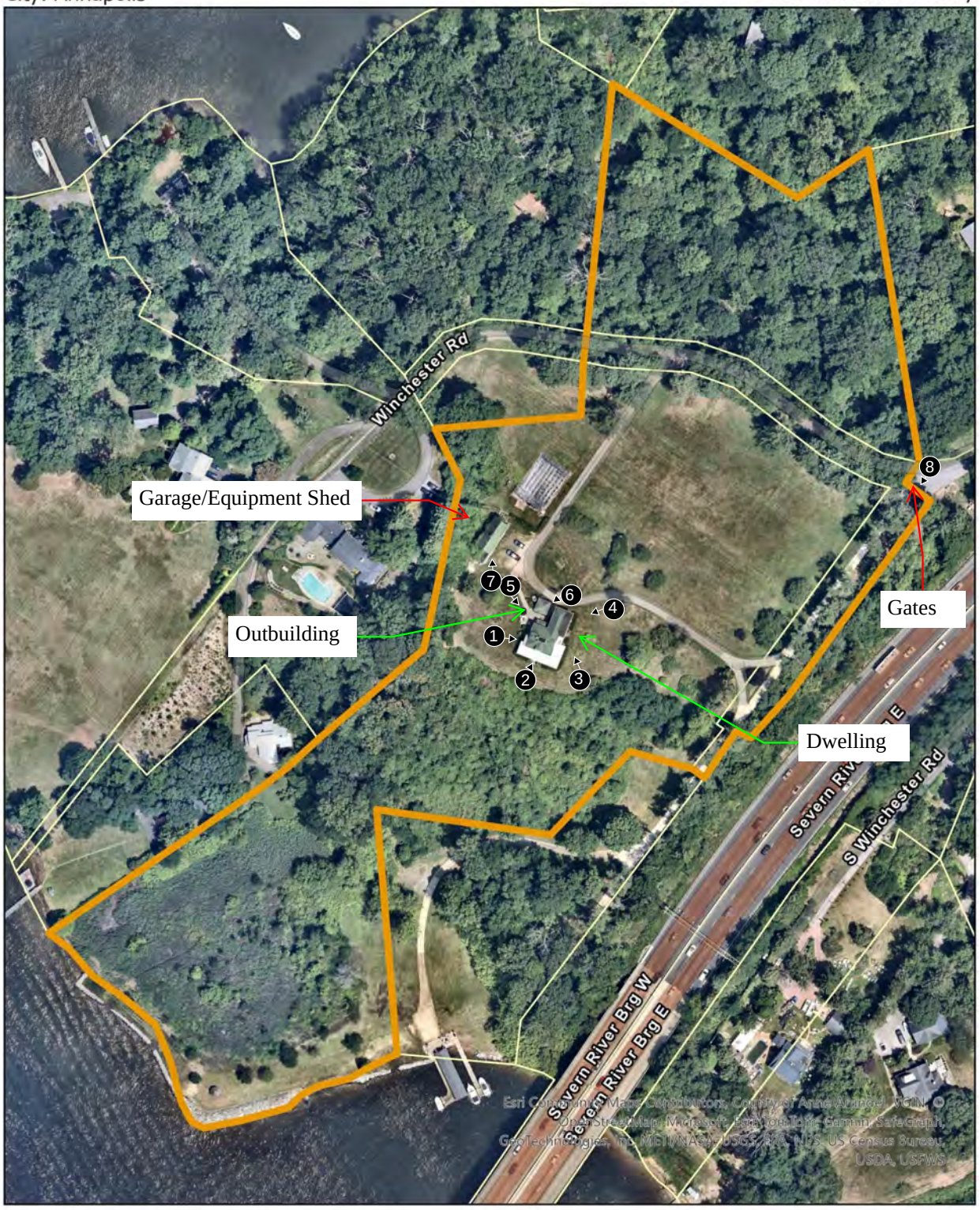
------. 1920. Advertisement, September 3, 1920, 15. Newspapers.com.

------. 1926. “William Hambleton Dies of Pneumonia.” February 16, 1926, 26. Newspapers.com.

**Severn Crest**

Location: 1738 Winchester Road
City: Annapolis

AA-2598
Anne Arundel County




Parcel Boundaries

Contributing Resources

Non-Contributing Resources

0 195 390 US Feet

N

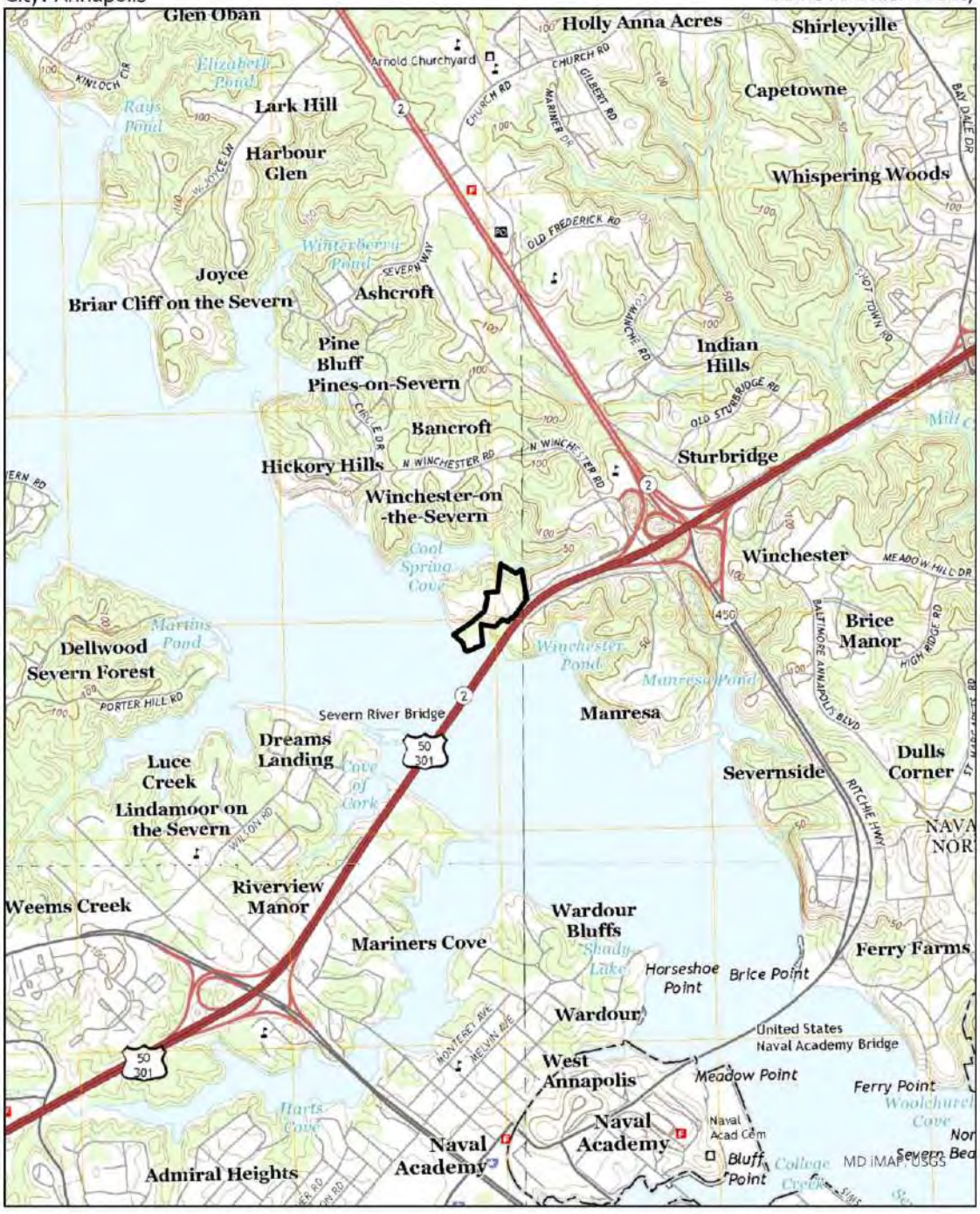
Scale: 1:2,000

**MAPS**

**Severn Crest**

Location: 1738 Winchester Road
City: Annapolis

AA-2598
Anne Arundel County




USGS 7.5' Quadrangle - Round Bay

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Severn Crest**

Location: 1738 Winchester Road
City: Annapolis

AA-2598
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 8: Overview of dwelling and outbuilding, looking northeast




Photo 2 of 8: Dwelling, southwest facade, looking northeast

**PHOTOGRAPHS**



Photo 3 of 8: Dwelling, southeast elevation, looking northwest



Photo 4 of 8: Dwelling, southeast and northeast elevations, looking southwest

**PHOTOGRAPHS**



Photo 5 of 8: Dwelling, northwest and northeast elevations, looking southeast



Photo 6 of 8: Outbuilding, northeast and southeast elevations, looking southwest

**PHOTOGRAPHS**



Photo 7 of 8: Garage/Equipment Shed, southeast and southwest elevations, looking north



Photo 8 of 8: Driveway and entrance gates, looking west from Winchester Road

**PHOTO LOG**

Number of Photos: **8**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2024-12-08**
Location of Original Digital File: **MHT**
File Format: **AA-2598_2024-12-08_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2598 _2023-12-08_1.TIF
Photo 1 of 8: Overview of dwelling and outbuilding, looking northeast

AA-2598 _2023-12-08_2.TIF
Photo 2 of 8: Dwelling, southwest facade, looking northeast

AA-2598 _2023-12-08_3.TIF
Photo 3 of 8: Dwelling, southeast elevation, looking northwest

AA-2598 _2023-12-08_4.TIF
Photo 4 of 8: Dwelling, southeast and northeast elevations, looking southwest

AA-2598 _2023-12-08_5.TIF
Photo 5 of 8: Dwelling, northwest and northeast elevations, looking southeast

AA-2598 _2023-12-08_6.TIF
Photo 6 of 8: Outbuilding, northeast and southeast elevations, looking southwest

AA-2598 _2023-12-08_7.TIF
Photo 7 of 8: Garage/Equipment Shed, southeast and southwest elevations, looking north

AA-2598 _2023-12-08_8.TIF
Photo 8 of 8: Driveway and entrance gates, looking west from Winchester Road

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Annapolitan Assisted Living** Inventory Number: **AA-2599**

Address: 84 N. Old Mill Bottom Road Historic District:

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Annapolitan Care Center, Inc. Tax Account ID Number: 03-90039718

Tax Map Parcel Number(s): 0040 Tax Map Number: 0136

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: August 15, 2024

Documentation is presented in: Project review and compliance files

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: 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 (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019) (Historic Context Addendum).

**LOCATION/SETTING**

Annapolitan Assisted Living at 84 N. Old Bottom Mill Road is a 7.24-acre residential parcel with a circa-1985 assisted living care facility. The resource is situated northwest of US 50/301 and is set back from N. Old Mill Bottom Road about 214 feet. The property is bounded by US 50/301 on the south, commercial properties to the east and west, and residential properties on Tree Blossom Court to the north. The building is accessed by a driveway that extends north from North Old Mill Bottom Road along the western property boundary, ending in a square asphalt parking lot with islands with trees. The driveway forks south of the facility, providing access to a service area with dumpsters. A separate circa-2024 driveway leads east from North Old Mill Bottom Road, south of the building, providing access to the commercial property to the east. The parcel is heavily wooded on the north and east sides. Trees also line the south and west boundaries.

**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**

*Assisted Living Facility, circa 1985*

The multi-story complex was constructed in two parts, the first section (three small blocks to the southeast) was constructed circa 1985, while the one-story expansion to the west and three-story section to the north were added circa 1995, creating an irregular floorplan (historicaerials.com). The whole facility has a concrete foundation and a flat roof with metal panel cornice; the one-story sections have deep eaves. The exterior is clad in metal paneling set in a metal grid. The paneling colors vary between stripes of white and shades of bluish grey. Windows are one-over-one, vinyl sash, most of which are paired. The circa-1985 section (original block) is composed of three blocks that step to the east. The three-story, circa-1995 section is T-shaped with a north-south block that extends from the north elevation of the original building, and an east-west block that is north of the north-south block. A one-story, T-shaped section extends west of the original block. It consists of an east-west block that is connected to the original block and a north-south block at the west end. And enclosed patio runs between the western, circa-1995, one-story section and the eastern side of the circa-1995, three-story addition.

The main entrance is on the western façade of the northern, circa-1995, three-story section. It is set in a one-story projecting bay and consists of simple sliding glazed doors, which are covered by a blue awning labeled "Annapolitan." North of the door is a single casement window. South of the entrance is a trio and a pair of large single-pane windows, which are separated by a single glass door. Secondary doors are along all elevations and include single glazed and metal doors. A wood deck with railings extends east from a portion of the original block and the three-story, circa-1995 section. The southern elevation serves as a service area and faces a driveway to the facility's trash area.

**HISTORIC CONTEXT**

Two couples, John and Carolyn Kinnamon and Garry and Michelle Anderson, owned the Annapolitan land in 1983, having purchased the property from Chesapeake Land Developer's Inc., who had acquired several parcels in the area along US 50/301 (AACCC EAC 3605/185). Shortly thereafter, the formerly vacant land was developed. The building originally housed Capers of Annapolis restaurant, the address of which was listed in mortgage documents for both the Kinnamons and Andersons (AACCC 3605/209). A 1984 classified ad announced that "Capers of Annapolis will soon be moving into its new home" (The Sun 1984, 208). The following year, classified ads noted the restaurant's location as 210 Revell Highway/US 50 (The Sun 1985, 195). In 1989, the couples sold the property to a corporation called KDT Joint Venture that was held in the two couples' names (AACCC 4789/889).

By June 1994, Capers of Annapolis stopped operation, and KDT Joint Venture sold the property to Annapolitan Care Center Inc. (AACCC 6694/191). At that time, the Annapolitan Care Center embarked on a massive structural expansion of the building. The new facility was designed to serve 100 elderly individuals in either permanent housing or day care. The facility was intended to meet the needs of the rapidly aging population in the county. Between 1980 and 1995, the number of county residents older than 60 nearly doubled to 60,128, and the number was expected to continue growing (Asquith 1995, 21). Federal funding for medical care at nursing homes was expanded in 1954 with the Hill-Burton Act, allowing healthcare facilities to expand; by 1965 nursing care facilities had become firmly established in the United States (Manning et al. 2019).

In 2001, the Annapolitan Care Center announced the opening of its Bay Haven specialty care unit for older residents suffering from psychiatric disorders (The Sun 2001, 13). By 2002, the building reached its current footprint (NETROnline n.d.) The exterior walls were reclad in metal panels sometime between 2008 and 2024 (Google Street View 2008).

**ELIGIBILITY DETERMINATION**

Annapolitan Assisted Living 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.

Research has revealed that the resource is associated with the larger trend of healthcare facility construction in Maryland; however, it is not significant to the trend. It is not associated with social and demographic changes, nor did it influence trends in transportation or local and regional planning. The Annapolitan Assisted Living facility is one of many examples of the expansion of healthcare facility construction, a trend which began several decades earlier in the twentieth century. Therefore, Annapolitan Assisted Living is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore,

Annapolitan Assisted Living is not eligible under Criterion B.

Annapolitan Assisted Living does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. The building is a highly altered example of a healthcare facility that was created out of an existing commercial building. It is a common example of an assisted living facility and is not an early or one of the last intact examples of its type. Therefore, the Annapolitan Assisted Living is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 7.24 acres and is confined to the current property tax parcel, which is found on Anne Arundel County Tax Map 0040, Parcel 0136 (2025). Tax account is 03-90039718.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1983. Deed. Chesapeake Land Developers Inc. to John and Carolyn Kinnamon and Garry and Michelle Anderson, EAC 3605/185-209. Mdlancrec.net.

------. 1989. Deed. John and Carolyn Kinnamon and Garry and Michelle Anderson to KDT Joint Venture, 4789/889. Mdlancrec.net.

------. 1994. Deed. KDT Joint Venture to Annapolitan Care Center Inc., MMR 6694/191. Mdlandrec.net.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Google, Earth. 2024. Aerial imagery.

Google.2008. Street View. Accessed October 1, 2024. www.googlemaps.com.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

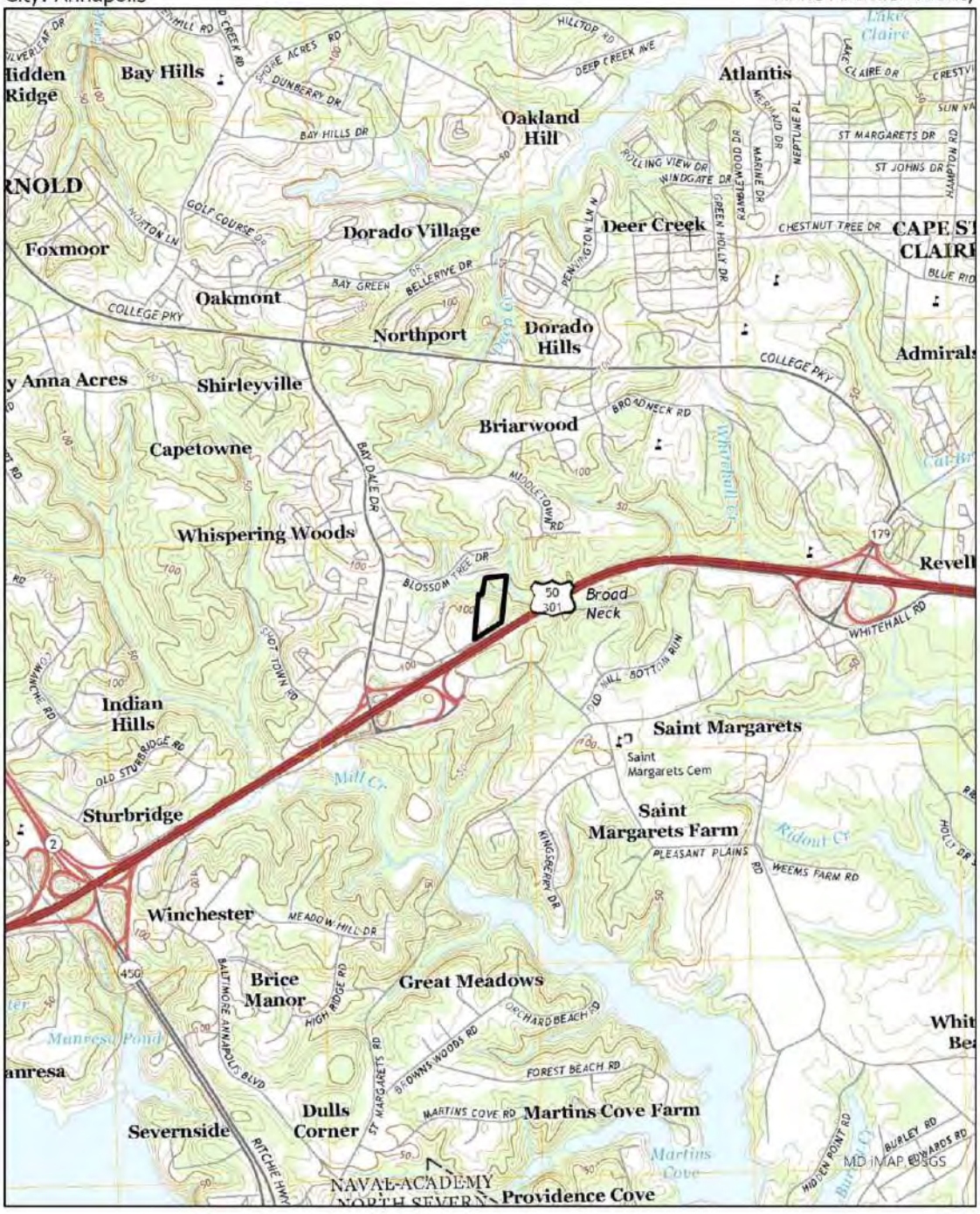
The Sun. 1984. "Capers." May 6, 1984, 208. Newspapers.com.
------. 1985. "Chef-Creative." May 19, 1985, 195. Newspapers.com.
------. 1995. "New Elderly Care Center Planned." July 26, 1995, 21. Newspapers.com.
------. 2001. "Care Center." November 5, 2001. Newspapers.com

**MAPS**

**Annapolitan Assisted Living**

Location: 84 N. Old Mill Bottom Road
City: Annapolis

AA-2599
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Annapolitan Assisted Living**

Location: 84 N. Old Mill Bottom Road
City: Annapolis

AA-2599
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 7: Overview of facility, looking northeast from driveway



Photo 2 of 7: Western one-story addition, looking northeast

**PHOTOGRAPHS**



Photo 3 of 7: Original block and western one-story addition, south elevation, looking northeast



Photo 4 of 7: Western one-story section, looking southeast

**PHOTOGRAPHS**



Photo 5 of 7: Northern three-story addition and main entrance, looking northeast



Photo 6 of 7: Northern three-story addition, north and west elevations, looking southeast

**PHOTOGRAPHS**



Photo 7 of 7: Northern three-story addition, east and north elevations, looking southwest

**PHOTO LOG**

Number of Photos: **7**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-12**
Location of Original Digital File: **MHT**
File Format: **AA-2599_2023-12-12_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2599_2024-08-07_1.TIF
Photo 1 of 7: Overview of facility, looking northeast from driveway

AA-2599_2024-08-07_2.TIF
Photo 2 of 7: Western one-story addition, looking northeast

AA-2599_2024-08-07_3.TIF
Photo 3 of 7: Original block and western one-story addition, south elevation, looking northeast

AA-2599_2024-08-07_4.TIF
Photo 4 of 7: Western one-story section, looking southeast

AA-2599_2024-08-07_5.TIF
Photo 5 of 7: Northern three-story addition and main entrance, looking northeast

AA-2599_2024-08-07_6.TIF
Photo 6 of 7: Northern three-story addition, north and west elevations, looking southeast

AA-2599_2024-08-07_7.TIF
Photo 7 of 7: Northern three-story addition, east and north elevations, looking southwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Montessori International Children's House** Inventory Number: **AA-2600**

Address: 1641 N. Winchester Road Historic District: No

City: Annapolis Zip Code: 21409 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Parents For Montessori Education Inc. Tax Account ID Number: 020200025757408

Tax Map Parcel Number(s): 0013 Tax Map Number: 0045

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: September 25, 2024

Documentation is presented in: Project review and compliance files

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: 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 (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al. 2019) (Suburbanization Historic Context Addendum).

**LOCATION/SETTING**

The Montessori International Children's House is a 5.64-acre formerly residential resource with two circa-1950s dwellings. a circa-2000 shed, and a circa 2020 pavilion. The resource is bounded by Baltimore Annapolis Boulevard to the northeast, dense woodlands to the northwest, the Baltimore Annapolis Trail and Winchester Road to the west and southwest, and Boulters Way and an on-ramp to Baltimore Annapolis Boulevard to the southeast. The primary educational facility is housed in a repurposed circa-1950s dwelling near the center of the parcel, atop a hill. It is accessed via a paved circular drive from Winchester Road to the southwest; a paved driveway leads to a small parking area to the northwest. The parcel is densely wooded with an open lawn north of the primary facility and a cleared play area enclosed by a wooden fence to its east. Additional tiered play areas with playground equipment are south of the primary facility. A sidewalk leads to the primary

**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**

entrance in the southwest elevation, and other sidewalks lead to entrances in the northeast and southeast elevations. Fences of various types are throughout the property.

The secondary dwelling is at the northeast corner of the property. A wooden deck with railings is southwest of the secondary dwelling, allowing access to the primary entrance in its southwest elevation. A paved area is southwest of the secondary dwelling. The gable-roof pavilion is southwest of the secondary dwelling. The shed is southwest of the pavilion.

**RESOURCE DESCRIPTIONS**

*Primary Dwelling, 1950*

The dwelling at 1641 N. Winchester Road is a two-story Ranch building on a poured-concrete foundation with multiple additions. The building has an irregular plan consisting of a circa-1950 rectangular core with projecting hipped-roof wings at the north and south ends (main block), oriented northwest-southeast; a parallel circa-2002 addition to the east (eastern addition) connected by perpendicular wings at the north and south; and a circa-1994 rectangular block to the northeast (northeast addition). The building is topped by asphalt-shingle intersecting hipped roofs. The façade is clad in red brick laid in American common bond and concrete, while the southern sections are clad in tan stucco. The north and east elevations are clad in vinyl siding.

Built into a hill, the northern wing of the main block of the southwest façade is one story with three bays; it is clad in vinyl siding and has a single glass door flanked by fixed square windows. The northern central section is divided by brick pilasters and has a concrete wall with the school's sign, a central picture window divided into uneven columns, and paired glass doors at its south end, . The southern central section is recessed behind brick pillars; the pillars support a wooden arbor on the north side and a roof extension to the south. There are four casement windows below the arbor, while a blank concrete wall is under the roof extension. A hipped brick chimney pierces the roof extension, situated along the northwest elevation of the south wing.

The northwest elevation of the south wing of the main block is also built into a hill. Its second story has two fixed windows with header brick sills. The southwest elevation has two stories, with a single sash window at its center, flanked by inoperable shutters. The first story has two sash windows at either end. The south wing's southeast elevation consists of three sections. The south section has two sets of paired sash windows, a single glass door, and another set of paired sash windows on the first story. Each set of windows is flanked by inoperable shutters. The second story has a single sash window and a picture window flanked by sash windows. The central section of the south wing's southeast elevation protrudes, creating a small southwest elevation with a single glass door in its first story. The central elevation has paired sash windows on the first story and single sash windows on the second story. However, much of it is obscured by a large evergreen tree. The east end of the southeast elevation protrudes even further from the central and south ends of the elevation. A retaining wall separates the east end from the central section; the east end's first story is subterranean. The second story has a single sash window, paired sash windows, a single glass door, and four sash windows with two transom windows in the gable end.

The northeast elevation of the east addition consists of three bays, divided by downspouts. The south bay contains a single glass door and four sash windows. This pattern of fenestration is mirrored in the central bay. The east bay of this elevation was not accessible at the time of survey.

The northeast addition sits atop a raised concrete foundation. The southeast elevation was not accessible at the time of survey. The northeast elevation has one bay with four small, fixed windows in the upper portion of the elevation. The northwest elevation has a single glass door and a band of three sash windows at the north end, while the west end has a band of four sash windows; a switchback accessibility ramp runs along this elevation. The addition's southwest elevation has a single glass door and two sash windows at its center. A square extension at the junction of the northeast addition's southwest elevation and the north wing of the main block's northwest elevation has a single solid door in its northwest elevation.

The north wing of the main block's northwest elevation has two sets of paired sliding doors at the north end and a single glass door near the west end. Stone pilasters flank a section of elevation with no fenestration.

*Secondary Dwelling, circa 1950s*

The Contemporary-style secondary dwelling is north of the primary educational facility. It has an L-shaped footprint on a poured concrete foundation with a stepped asphalt-shingle, side-gable roof. The south end of the building is one story, while

the north end is one-and-a-half stories. It is clad in horizontal wood siding, with accent areas that have diagonal wood siding. The north end's southwest façade is recessed from the south end and spans three bays. The north bay has a single and paired casement windows. The central bay is further recessed and holds a recessed entrance consisting of a wooden paneled door with sidelights. The south bay has paired casement windows. The southwest façade of the one-story southern section has a large, three-sided bay window supported by brackets. The southern section's southeast elevation has no fenestration save for a louvered vent in the gable end. The northwest elevation spans three bays. The north bay has paired casement windows near the elevation's corner. The central bay is flush with the roof's overhang and is clad in chevron siding with a band of five casement windows on the first story and a louvered vent in the gable end. The west bay mirrors the north bay. The northeast elevations were not accessible at the time of survey.

*Shed, circa-2000*

A single story, rectangular shed with an asphalt-shingled gable roof is along the north boundary of the property. A small square cupola with louvered vents and a pyramidal cap is at the center of the roof. The exterior is clad in vertical wooden board-and-batten siding. Paired wooden doors with crossbucks are at the center of the northeast elevation flanked by six-pane fixed windows. The northwest elevation has paired doors at its center. The southwest and southeast elevations were not accessible during this survey.

*Pavilion, circa 2020*

The wood-frame, circa-2020, one-story open pavilion is oriented northeast to southwest. Wood posts support an asphalt-shingle, gable roof and rest on a poured concrete foundation.

**HISTORIC CONTEXT**

The houses at 1641 North Winchester Road were built circa 1950, likely by Frank and Grace Beachley who owned the property from 1947 to 1953 (AACCC 1947 and 1953). The parcel and buildings were then purchased Vsevolod Blinoff, who owned Basic Chemicals Corporation, later known as Unibasic, Inc. The land remained under the ownership of Blinoff or his associated companies until 1972 (AACCC 1960, and 1972). In 1964, Unibasic sought to rezone the ten acres to be "heavy commercial so that they can build a chemical research laboratory" (The Sun 1964). Neighbors opposed the rezoning, and the Unibasic proposal was ultimately unsuccessful. In 1972, the chemical corporation sold the land to Bonnie Rodgers who eventually sold it to the Montessori School Partnership in 1986 (AACCC 1972 and 1986).

After Montessori International Academy in Arnold closed abruptly, local parents founded Montessori International Children's House (MICH) in 1985. The school opened on Joyce Lane in 1985 with 70 students in two primary classes. In 1986, the school relocated to 1641 North Winchester Road, and the following year, a lower elementary class was added. In 1994, MICH started an upper elementary class, and one year later, the Association Montessori Internationale formally recognized the school. In 1999, a second lower elementary class was added. As of 2023, the school had a staff of 28 serving 160 students in four primary classes, two lower elementary classes, and one upper elementary class (American Montessori Society. n.d.).

Many changes have occurred to the school property since its opening in 1986. The school opened in the original house, which now comprises the western section of the building. The original entrance to the secondary dwelling connected to Ritchie Highway (MD 2) to the east, but that access is now gated. By 1994, the northernmost block of the building was added, likely to house the new upper elementary class, and by 2002, the eastern addition connecting the original block to the northeastern block was in place. The playground area to the east of the primary building was created circa 2003, while the playground to the south was added in 2006. The pavilion was constructed between 2018 and 2021 (NETROnline n.d.). MICH uses the secondary dwelling for storage and the school intends to demolish it eventually (Lohmann 2024).

*Montessori Schools*

The Montessori Method was developed by Dr. Maria Montessori, an Italian educator and scientist. Tasked with creating a childcare center for disadvantaged and unschooled children in Rome, she opened the Casa dei Bambini ("Children's House") on January 6, 1907. Initially unruly, the children soon engaged in hands-on learning, showing calm behavior and deep concentration. Dr. Montessori designed unique learning materials and created an environment that fostered self-directed learning. Casa dei Bambini's success led to the opening of additional centers in Italy and attracted the interest of prominent

educators. By 1910, Montessori schools were established on five continents, and Dr. Montessori's first book, published in 1909, was quickly translated into multiple languages. The first Montessori school opened in the United States in 1913, and by 1914, numerous articles and books had been written about the Montessori Method. In 1915, Dr. Montessori demonstrated her method in a "glass classroom" at the Panama-Pacific International Exposition in San Francisco, which was well-received by the leading educators of the day. The following year, there were over 100 Montessori schools in the United States (American Montessori Society).

However, the Montessori Movement quickly fell out of favor with the onset of World War I, rising anti-immigrant sentiment, and publication of The Montessori System Examined by William Kilpatrick. A highly regarded scholar of the progressive education movement, Kilpatrick questioned Dr. Montessori's credentials and overall philosophy. His dismissal of Dr. Montessori was widely accepted in the United States, leading to the closure of many Montessori schools. By the 1950s, growing discontent with traditional American education allowed for renewed interest in foreign education methods. With the help of New York City teacher Nancy Rambusch, the Montessori Method returned to the United States and by 1960, the American Montessori Society was established (American Montessori Society).

The first Montessori School in Maryland, the Manor Montessori School, opened in Potomac in 1962 (Montgomery County Sentinel 1962). The earliest Montessori School in Anne Arundel County operated out of the Glen Burnie Baptist Church as early as 1969 (The Capital 1969), while the earliest Montessori School with its own purpose-built facility was the Annapolis Montessori School Internationale, which moved from Calvary United Methodist Church to its own building on Ritchie Highway in 1975 (The Capital 1975).

**ELIGIBILITY DETERMINATION**

The Montessori International Children's House 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.

Research has revealed no association with events or historic trends that made significant contributions to history. The Montessori International Children's House is a later example of a Montessori school in Anne Arundel County and is not significant to the trend. Therefore, the Chesapeake Montessori School is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Chesapeake Montessori School is not eligible under Criterion B.

According to the Suburbanization Historic Context Addendum, for a "resource to be considered under Criterion C as a type, period, or method of construction, [it] should be an early example or one of the last intact examples. Although uncommon, buildings may demonstrate significance under Criterion C if they possess high artistic value" (Manning et al. 2019). The Montessori International Children's House is not an early example or last intact example of its kind. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Montessori International Children's House is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 5.64 acres and includes the entirety of the property tax parcel found on Anne Arundel County Tax Map 0040, Parcel 0403 (2025) (Tax account 020200025757408). The boundary also includes Anne Arundel County right-of-way land that holds the secondary dwelling.

**REFERENCES**

American Montessori Society. n.d. "History of Montessori." https://amshq.org/About-Montessori/History-of-Montessori.

Anne Arundel County Circuit Court (AACCC). 1947. "Deed, Midgett to Beachley." JHH 436, p. 478. Maryland State Archives.
------. 1953. "Deed, Beachley to Blinoff." JHH 763, p. 458. Maryland State Archives.
------. 1960. "Deed, Blinoff to Basic Chemicals Corporation." GTC 1427, p. 89. Maryland State Archives.
------. 1972. "Deed, Unibasic to Rodgers." 2546, p. 172. Maryland State Archives.
------. 1986. "Deed, Rodgers to Montessori School Partnership." 4092, p. 322. Maryland State Archives.

The Capital. 1969. “Montessori Society Sets Open House.” April 25, 1969. Apr 25, 1969, page 5 – The Capital at Newspapers.com.
------. 1975. “Montessori School Gets New Home.” November 22, 1975. Nov 22, 1975, page 5 – The Capital at Newspapers.com.

Lohmann, Marge. 2024. Phone interview of Marge Lohmann, MICH Office Manager, by Rachel Wilson on October 2, 2024.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Montessori International Children's House. n.d. “History.” Accessed September 25, 2024. https://www.montessoriinternational.org/history.

Montgomery County Sentinel. 1962. “Montessori School Plans Considered.” October 11, 1962. Oct 11, 1962, page 9 – The Capital at Newspapers.com.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Sun. 1964. “Petitions.” December 18, 1964. Dec 18, 1964, page 16 – The Baltimore Sun at Newspapers.com.

**MAPS**

**Montessori International Children's House**

Location: 1641 N. Winchester Road
City: Annapolis

AA-2600
Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Montessori International Children's House**

Location: 1641 N. Winchester Road
City: Annapolis

AA-2600
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 8: Montessori International Children's House, primary dwelling, southwest façade.



Photo 2 of 8: Primary Dwelling, south wing, southwest and southeast elevations, looking northeast.

**PHOTOGRAPHS**



Photo 3 of 8: Primary Dwelling, southeast elevation, looking northwest.



Photo 4 of 8: Primary Dwelling, northeast and northwest elevations, looking south.

**PHOTOGRAPHS**



Photo 5 of 8: Primary Dwelling, northwest and southwest elevations, looking east.

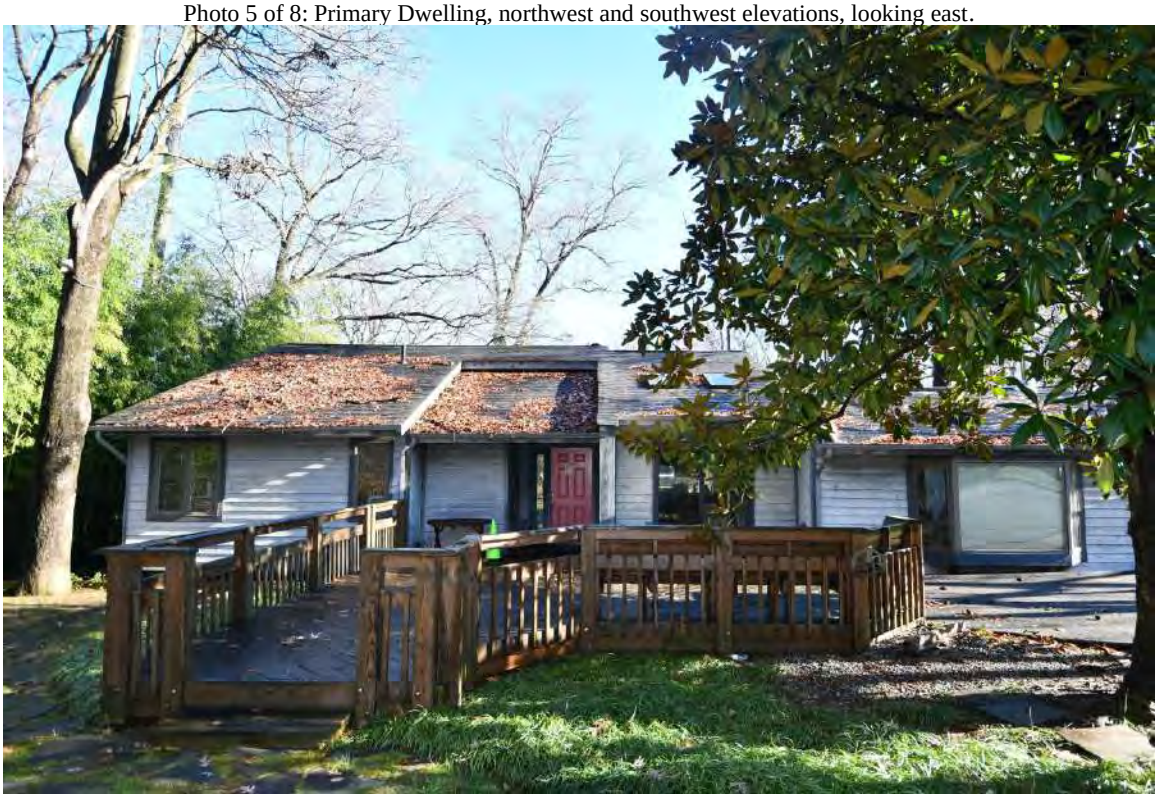


Photo 6 of 8: Secondary Dwelling, southwest façade, looking northeast.

**PHOTOGRAPHS**



Photo 7 of 8: Secondary Dwelling, northwest elevation, looking southeast.



Photo 8 of 8: Shed, northeast and northwest elevations, looking south.

**PHOTO LOG**

Number of Photos: **8**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-11**
Location of Original Digital File: **MHT**
File Format: **AA-2600_2023-12-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2600_2023-12-11_01.tif
Photo 1 of 8: Montessori International Children's House, primary dwelling, southwest facade

AA-2600_2023-12-11_02.tif
Photo 2 of 8: Primary Dwelling, south wing, southwest and southeast elevations, looking northeast

AA-2600_2023-12-11_03.tif
Photo 3 of 8: Primary Dwelling, southeast elevation, looking northwest

AA-2600_2023-12-11_04.tif
Photo 4 of 8: Primary Dwelling, northeast and northwest elevations, looking south

AA-2600_2023-12-11_05.tif
Photo 5 of 8: Primary Dwelling, northwest and southwest elevations, looking east

AA-2600_2023-12-11_06.tif
Photo 6 of 8: Secondary Dwelling, southwest façade, looking northeast

AA-2600_2023-12-11_07.tif
Photo 7 of 8: Secondary Dwelling, northwest elevation, looking southeast

AA-2600_2023-12-11_08.tif
Photo 8 of 8: Shed, northeast and northwest elevations, looking south

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Winchester Heights** Inventory Number: **AA-2601**

Address: 1672-1696 Winchester Road Historic District:

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): 0490, 0427 Tax Map Number: 0045

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: September 24, 2024

Documentation is presented in: Project review and compliance files

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: 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 (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al. 2019) (Historic Context Addendum).

**LOCATION/SETTING**

The Winchester Heights neighborhood is northwest of the intersection of US 50/301 and Boulters Way in Anne Arundel County. The neighborhood is roughly bounded by Winchester Road to the east and south, and dense woodlands to the north and west. It is composed of thirteen parcels, roughly spanning approximately eight acres. All parcels within Winchester Heights front onto Winchester Road, a two-lane county road lined by trees on its south side.

**RESOURCE DESCRIPTIONS**

Winchester Heights is a mid-to-late-twentieth-century residential subdivision with a linear plan northwest of Winchester Road and US 50/301. It contains thirteen residential properties spanning 1672-1696 Winchester Road. The street does not

**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**

have sidewalks and is screened from US 50/301 by a noise wall and trees. The parcels within Winchester Heights are roughly rectangular, ranging in size from 0.35 to 0.87 acres. Each lot has a dwelling at its center, a front yard dotted with trees and containing a paved driveway, and a backyard which backs onto the dense woodland to the north. Many of the houses also have landscaping in the form of foundation plantings. The houses were constructed between 1962 and 1979 and are primarily in the Colonial Revival style (Maryland Department of Assessments and Taxation 2023). Several of the houses are two-story Colonials clad in brick or vinyl siding or a combination of the two with a single-story single or double garage wing. There are also two Colonial Revival-style split-levels clad in brick and vinyl siding. Some have one-story porticos at the entrance, but the house at 1678 has a two-story portico. The house at 1694 Winchester Road has been significantly altered with the addition of new exterior cladding and large, multi-pane windows. Roofs are typically asphalt shingle and foundations are concrete. Windows are vinyl in a variety of pane configurations and often have inoperable shutters

**HISTORIC CONTEXT**

Built between 1962 and 1979, Winchester Heights is a planned residential neighborhood. As late as 1957, the area comprising the neighborhood was densely wooded and contained no buildings (NETROnline 1957). In 1961, local speculator Charles Hildebrand purchased the neighborhood's eight acres (AACCC 1961). The following year, Hildebrand submitted a Subdivision Agreement for Winchester Heights to the Board of County Commissioners of Anne Arundel County. The plats for this subdivision included the west half of the current neighborhood, being 1688-1696 Winchester Road (AACCC 1962a). Hildebrand submitted a second agreement in 1964, which consisted of a second plat for Winchester Heights, being 1672-1686 Winchester Road (AACCC 1964a). Eleven of the houses were built by 1970 (NETROnline 1970), with most being constructed between 1964 and 1965 (SDAT). No additional information regarding the construction of the houses could be found.

The 1960s saw numerous planned and unplanned neighborhoods emerge in Anne Arundel County, as improvements to US 50/301 made the county a suburb of Washington DC. Increased commuter access to the greater Baltimore-Washington region led to an increase in population; Anne Arundel County's population nearly doubled in both the 1950s and 1960s. In 1960, more than thirty percent of the county's employed population worked outside of the county, increasing to over fifty percent by 1970. Many of these commuters preferred larger homes featuring at least three bedrooms and modern amenities like central air conditioning. During this period, the most popular domestic style was the two-story Colonial Revival house, followed by the split foyer (Diehlmann et al. 2024).

Planned residential neighborhoods similar to Winchester Heights typically emerged in the exurban areas beyond the suburban fringe and often featured large-lot subdivisions of single-family homes arranged along one street. They were frequently mixed with unplanned single-family houses along existing state and county roads. While individual homebuyers continued to purchase and develop lots, independent contractors, homebuilding companies, and real estate firms also acquired parcels to build speculative housing. Due to the lack of a single developer overseeing construction, amenities in these planned neighborhoods were rare. Sidewalks were uncommon, and grass-lined drainage ditches often replaced curbs and gutters. Located far from the city and isolated from other uses, these neighborhoods relied heavily on cars, with most houses including a carport or garage, and on larger lots, asphalt driveways (Manning et al. 2019).

**ELIGIBILITY DETERMINATION**

Winchester Heights 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, planned residential developments must demonstrate strong associations with social and demographic changes or have inspired new trends in environmental conservation or site planning or influenced changes in zoning regulations. Winchester Heights is a typical example of a planned single-family residential development from the 1960s and 1970s. The development did not introduce planning innovations influential to later developments or influence changes in zoning regulations, nor is it associated with social and demographic change. Therefore, Winchester Heights is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Winchester Heights is not eligible under Criterion B.

According to the Historic Context Addendum, planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects

of integrity and will often be an early example or one of the last intact examples. Based on their ubiquity, planned residential developments eligible under Criterion C will likely be the work of a master or have high artistic value. Winchester Heights does not embody the distinctive characteristics of a type, period, or method of construction, and is one of many planned residential developments in the county. It is a typical mid-to-late twentieth century residential subdivision with common housing forms and stylistic ornamentation. The Winchester Heights houses do not represent works of a master, nor do they possess high artistic value. Therefore, Winchester Heights is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The district encompasses 8.11 acres and is confined to the 13 current property tax parcels, which are found on 2025 County Tax Map 0035, Parcels 490 and 427 (2025). Tax accounts vary by property owner.

**REFERENCES**

Anne Arundel County Circuit Court. 1961. “Deed, First National Bank of Baltimore and Meredith to Hildebrand.” GTC 1484, p. 0097. Maryland State Archives.

------. 1962a. “Subdivision Agreement, between Anne Arundel Board of Commissioners and Hildebrand.” 1558, p. 130. Maryland State Archives.

------. 1962b. “Plat, Winchester Heights.” Plat 1682; Plat Book 32, p. 7. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=5050&page=adv1&id=1268366437.

------. 1964. “Subdivision Agreement, between Anne Arundel Board of Commissioners and Hildebrand.” 1763, p. 509. Maryland State Archives.

------. 1964b. “Plat, Winchester Heights.” Plat 1779; Plat Book 33, p. 4. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=5051&page=adv1&id=1268366437.

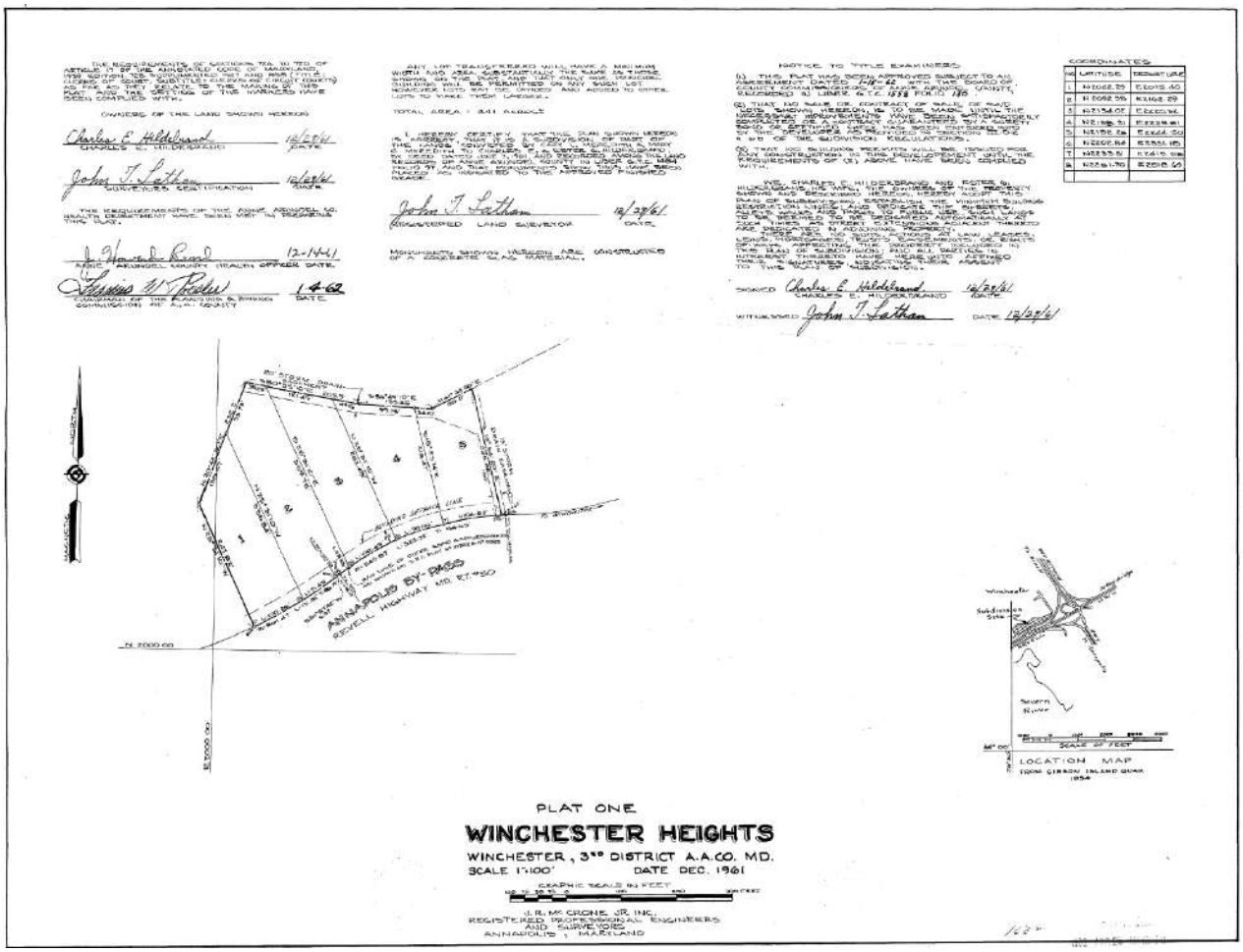
Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

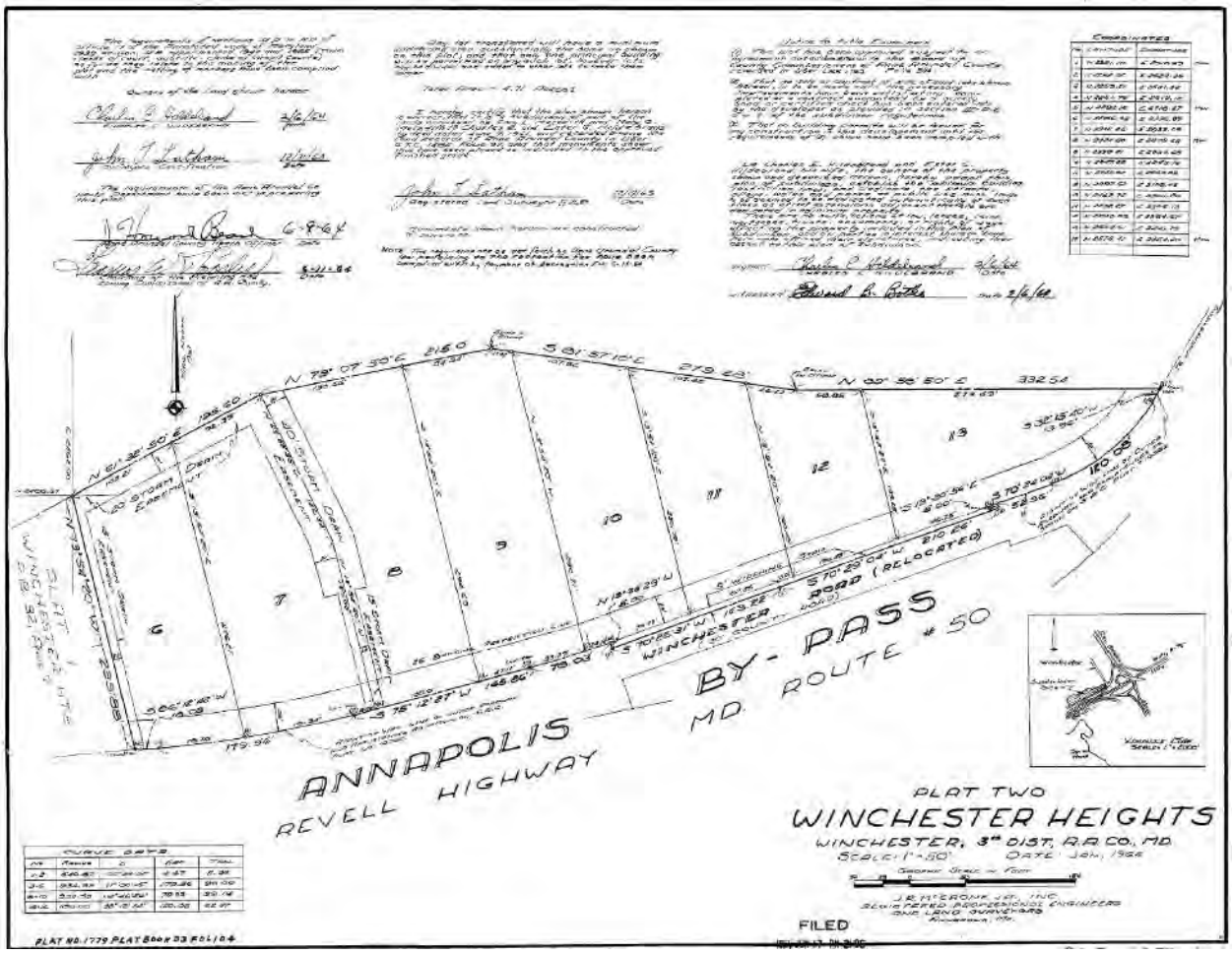
Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**AA-2601**
**Winchester Heights**
1672 - 1696 Winchester Road
Annapolis, Anne Arundel, Maryland




Historic Image 1: First Subdivision Plat of Winchester Heights, 1962.
Photo Source: Anne Arundel County Circuit Court, Plat 1682; Plat Book 32, p. 7.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=5050&page=adv1&id=1268366437.




Historic Image 2: Second Subdivision Plat of Winchester Heights, 1964.
Photo Source: Anne Arundel County Circuit Court, Plat 1779; Plat Book 33, p. 4.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=5051&page=adv1&id=1268366437.

**MAPS**

**Winchester Heights**

Location: 1672-1696 Winchester Road
City: Annapolis

AA-2601
Anne Arundel County



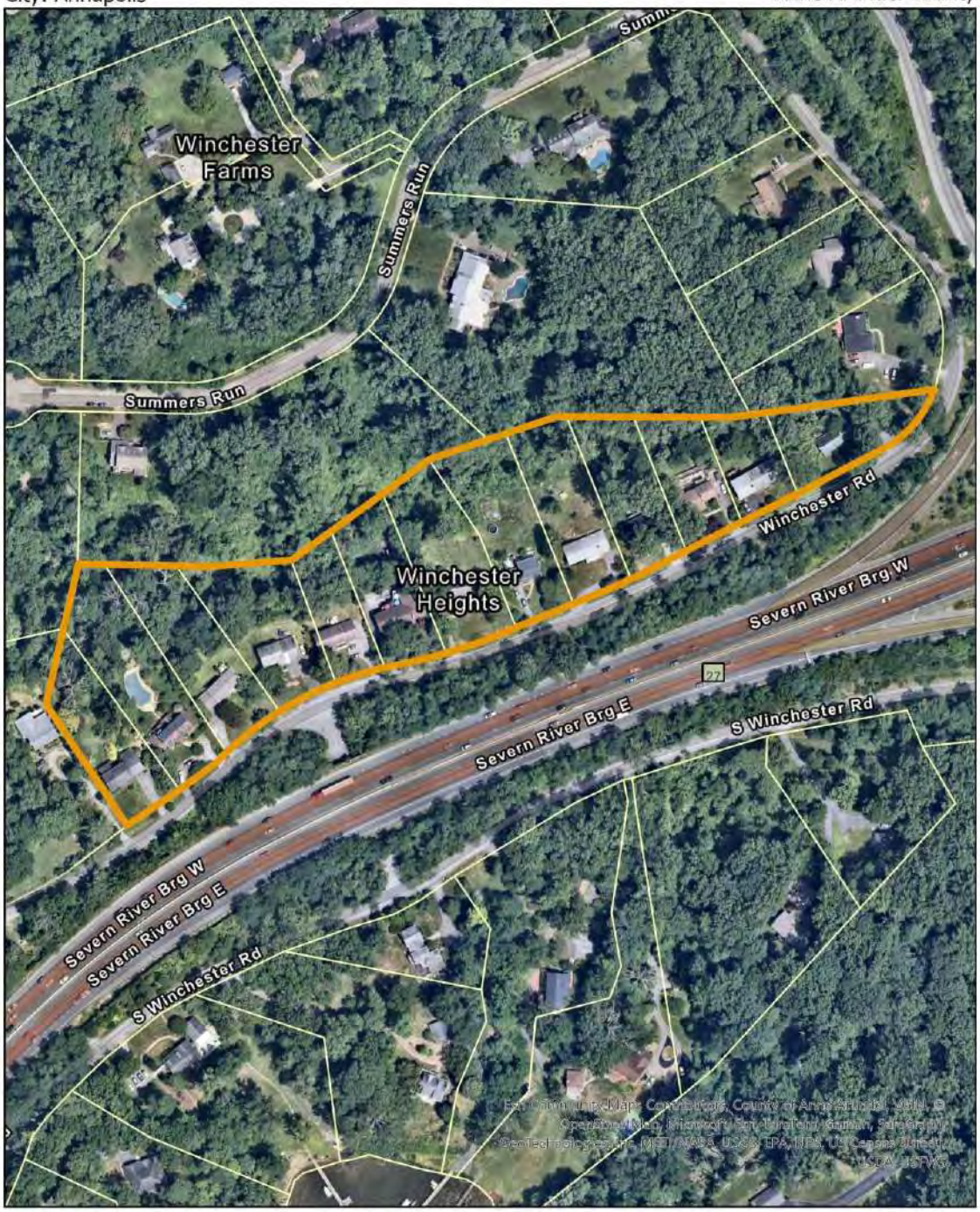

USGS 7.5' Quadrangle - Gibson Island

**MAPS**

**Winchester Heights**

Location: 1672-1696 Winchester Road
City: Annapolis

AA-2601
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 6: Overview of Winchester Heights from Winchester Road near US 50/301, looking east



Photo 2 of 6: House, 1672 Winchester Road, looking north

**PHOTOGRAPHS**



Photo 3 of 6: House, 1680 Winchester Road, looking north



Photo 4 of 6: House, 1696 Winchester Road, looking north

**PHOTOGRAPHS**



Photo 5 of 6: House, 1678 Winchester Road, looking northwest



Photo 6 of 6: House, 1694 Winchester Road, looking northwest

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-12; 2024-07-16**
Location of Original Digital File: **MHT**
File Format: **AA-2601_2023-12-12; 2024-07-16_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2601_2023-12-15_1.tif
Photo 1 of 6: Overview of Winchester Heights from Winchester Road near US 50/301, looking east

AA-2601_2024-07-16_2.tif
Photo 2 of 6: House, 1672 Winchester Road, looking north

AA-2601_2024-07-16_3.tif
Photo 3 of 6: House, 1680 Winchester Road, looking north

AA-2601_2024-07-16_4.tif
Photo 4 of 6: House, 1696 Winchester Road, looking north

AA-2601_2024-07-16_5.tif
Photo 5 of 6: House, 1678 Winchester Road, looking northwest

AA-2601_2024-07-16_6.tif
Photo 6 of 6: House, 1694 Winchester Road, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Winchester Farms** Inventory Number: **AA-2607**

Address: 100-114 Summers Run Historic District: No

City: Annapolis, MD 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: 0045

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: October 29, 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: 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 (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al. 2019).

**LOCATION/SETTING**

The Winchester Farms neighborhood is northwest of the intersection of US 50/301 and Boulters Way in Anne Arundel County. The neighborhood is bounded to the northwest and north by wooded residential parcels, to the northeast by Winchester Road, to the south by residential parcels in the Winchester Heights neighborhood (AA-2601), and to the west by Cool Spring Cove. It is composed of 11 parcels, encompassing approximately 37.5 acres. Summers Run extends roughly southwest from Winchester Road through the neighborhood and terminates in a cul-de-sac. Most parcels are heavily wooded, with grass covered areas in front of most houses. Some also have grass covered backyards. The majority of houses are set close to Summers Run.

**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(S)**

Winchester Farms is a mid- to late-twentieth-century residential subdivision with a curvilinear plan west of Winchester Road and north US 50/301. It contains eleven residential properties spanning 100-114 Summers Run. The street does not have sidewalks and is lit by interspersed streetlamps. The parcels within Winchester Farms are irregular in shape, with about half being roughly rectangular, ranging in size from 1.11 acres to 3.76 acres. Each lot has a dwelling near the street and paved driveways. Many of the houses also have landscaping in the form of foundation plantings. The houses were constructed between 1976 and 1987, except those at 108 and 110 Summers Run, which were built in 1924 and 1965, respectively, and the one at 112 Summers Run, which was built circa 2000. Several of the houses have Colonial Revival elements, and the neighborhood is comprised of one or two-story constructions, most of which have attached garages. Most are clad in vinyl siding, except for 103 Summers Run, which has vinyl and brick veneer, and 104 Summers Run, which exclusively has brick veneer. A small grass-covered area surrounded by trees is at the west end of Summers Run and has a wooden dock with a wet boat slip south of where Cool Spring Creek empties into an inlet. The waterfront is lined by a wooden bulkhead.

**HISTORIC CONTEXT**

Subdivided in 1975 and built largely between 1976 and 1987, Winchester Farms is a waterfront planned residential neighborhood. As late as 1957, the area comprising the neighborhood was densely wooded and contained only the circa-1924 house at 108 Summers Run with a tree-lined drive that would eventually become Summers Run (NETROnline 1957). In 1975, Robert P. Destefano and Russell A. Rourke submitted a Subdivision Plan for Winchester Farms to the Board of County Commissioners of Anne Arundel County, showing Dewberry, Nealon & Davis as the engineers. The plat for this subdivision included the current neighborhood, containing 12 parcels with addresses between 100-114 Summers Run and a small recreational area at the west end of Summers Run with access to Cool Spring Creek (AACCC 1975). Eight houses were built by 1987, with five being built between 1975 and 1978 (SDAT 2024). No additional information regarding the construction of the houses could be found. The house at 112 Summers Run, circa 2000, was constructed much later than the others in the neighborhood. Located north of the cul-de-sac at the terminus of Summers Run, the one and two-story dwelling has a side-gabled asphalt shingle roof and vinyl siding. A large, decorative front gable is reminiscent of the contemporary style. The house is unlike the others in the neighborhood.

The 1960s saw numerous planned and unplanned neighborhoods emerge in Anne Arundel County, as improvements to the US 50 made Anne Arundel County a suburb of Washington DC. Increased commuter access to the greater Baltimore-Washington region led to an increase in population; Anne Arundel County's population nearly doubled in both the 1950s and 1960s. In 1960, more than thirty percent of the county's employed population worked outside of the county, increasing to over fifty percent by 1970. Many of these commuters preferred larger homes featuring at least three bedrooms and modern amenities like central air conditioning (Diehlman et al. 2024). Development of purpose-built waterfront residential neighborhoods in Anne Arundel County followed traditional development patterns seen elsewhere in the state, but also provided additional water-based amenities for residents, such as private beach access points, piers, and docks. These amenities were used as selling points for these neighborhoods, painting a picture of an affordable and luxurious resort-like community within easy commuting distance to nearby cities (Diehlmann et al. 2024).

Planned residential neighborhoods similar to Winchester Farms typically emerged in the exurban areas beyond the suburban fringe and often featured large-lot subdivisions of single-family homes arranged along one street. They were frequently mixed with unplanned single-family houses along existing state and county roads. While individual homebuyers continued to purchase and develop lots, independent contractors, homebuilding companies, and real estate firms also acquired parcels to build speculative housing. Due to the lack of a single developer overseeing construction, amenities in these planned neighborhoods were rare. Much like in Winchester Farms, sidewalks were uncommon, and grass-lined drainage ditches often replaced curbs and gutters. Located far from the city and isolated from other uses, these neighborhoods relied heavily on cars, with most houses including a carport or garage, and on larger lots, asphalt driveways (Manning et al. 2019). Waterfront planned residential developments were designed and built to have direct access to the water through beaches, boat ramps and slips, other watercraft launch points, piers, and/or docks. These features were provided on individual parcels fronting the water and/or as a community-based amenity. Building orientation would often maximize or emphasize the waterfront location (Diehlmann et al. 2024).

**ELIGIBILITY DETERMINATION**

Winchester Heights 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, a waterfront planned residential development must be the earliest example of its type and/or demonstrate strong associations with social and demographic changes or have inspired new trends in
environmental conservation or site planning or influenced changes in zoning regulations. Although not fully built out during a concise period of time, Winchester Farms is a typical example of a planned single-family residential development from the 1970s and 1980s that incorporates a minor feature common to waterfront examples of the type—one small waterfront access point. The development is not the earliest of its type and did not introduce planning innovations influential to later developments or influence changes in zoning regulations. Other waterfront examples better portray the features of waterfront planned residential developments by greater access and connection to the water within the neighborhood. The property is not known to be associated with social and demographic change. Therefore, Winchester Farms is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Winchester Heights is not eligible under Criterion B.

According to the Historic Context Addendum, waterfront planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be an early example, introducing new design innovations, or be one of the last intact examples. Waterfront examples must also retain direct access to the water in the form of one or more features and display a building orientation and site layout that emphasizes the waterfront location. Based on their ubiquity, waterfront planned residential neighborhoods eligible under Criterion C will likely be the work of a master or have high artistic value. Winchester Farms lacks a unified style, does not embody the distinctive characteristics of a type, period, or method of construction, and is one of many waterfront planned residential neighborhoods in the county and is not one of the earliest or innovative examples of its type. While it has one waterfront access point, the site design and building orientation of houses within the neighborhood does not emphasize the waterfront location. It is a typical mid-to-late twentieth century residential subdivision with common housing forms and stylistic ornamentation. The Winchester Farms homes do not represent works of a master, nor do they possess high artistic value. Therefore, Winchester Farms is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The district encompasses 37.5 acres and is confined to the 11 current property tax parcels, which are found on 2025 County Tax Map 0045, on multiple parcels (2025). Tax accounts vary by property owner.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC). 1975. “Plat, Winchester Farms.” Plat 3152-3153; Plat Book 59, p. 27-28. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=2338&page=adv1&id=1378208353.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

## Winchester Farms

Location: 100-114 Summers Run
City: Annapolis, MD

AA-2607
Anne Arundel County

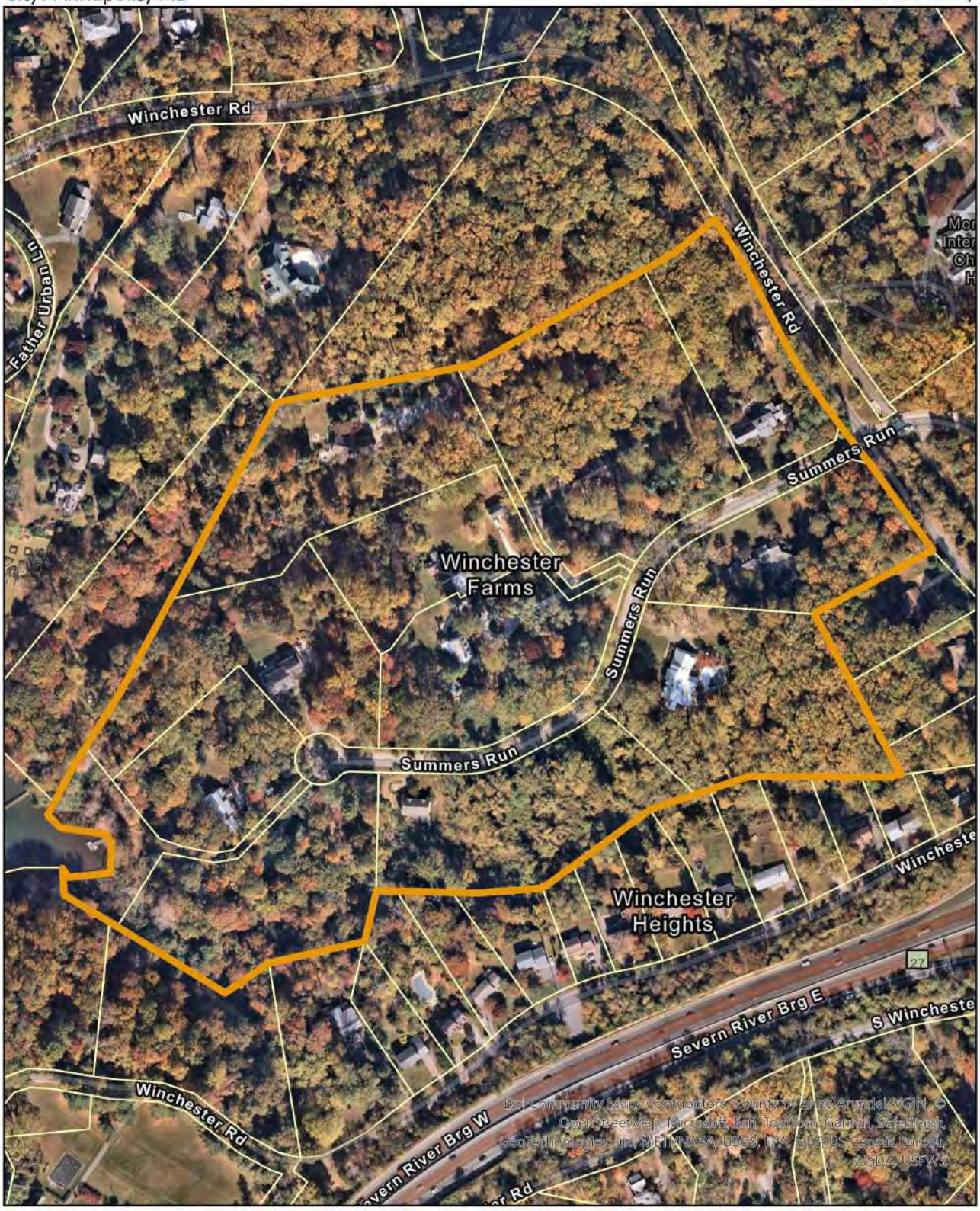



USGS 7.5' Quadrangle - Gibson Island

**Winchester Farms**

Location: 100-114 Summers Run
City: Annapolis, MD

AA-2607
Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 4: Overview of Winchester Road entrance on Summers Run, looking east



Photo 2 of 4: 101 Summers Run, north façade, looking south

**PHOTOGRAPHS**



Photo 3 of 4: 103 Summers Run, north façade, looking south



Photo 4 of 4: Overview of Summers Run, looking east

NR-ELIGIBILITY REVIEW FORM

AA-2607 Winchester Farms

**PHOTO LOG**

Number of Photos: **4**
Name of Photographer: **Rebekah Yousaf**
Date of Photographs: **2024-08-07**
Location of Original Digital File: **MHT**
File Format: **AA-2607_2024-08-07_01.tif… etc.**

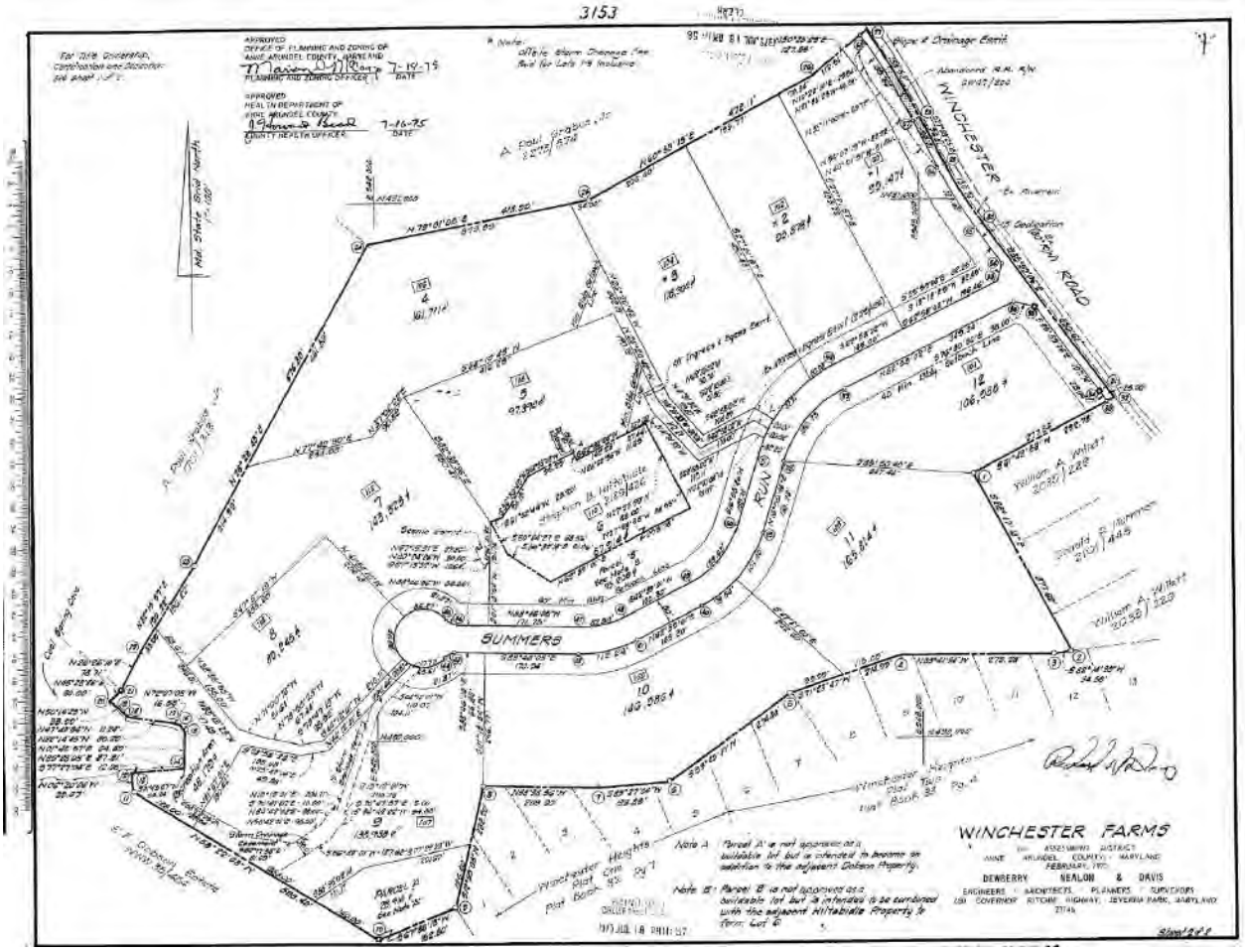
*Photographs inserted on continuation sheets:*

TAA-237_2024-08-07_1.tiff
Photo 1 of 4: Overview of Winchester Road entrance on Summers Run, looking east

TAA-237_2024-08-07_2.tiff
Photo 2 of 4: 101 Summers Run, north façade, looking south

TAA-237_2024-08-07_3.tiff
Photo 3 of 4: 103 Summers Run, north façade, looking south

TAA-237_2024-08-07_4.tiff
Photo 4 of 4: Overview of Summers Run, looking east




Historic Image 1: Subdivision Plat of Winchester Farms, 1975.
Photo Source: Anne Arundel County Circuit Court, Plat 1682; Plat Book 59, p. 27. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=C&series=2081&unit=2338&page=adv1&id=1204158376.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Sturbridge** Inventory Number: **AA-2608**

Address: Old Sturbridge Road, Helmsley Way, Camden Court, Nickerson Way, and Sam Ryder Road Historic District:

City: Arnold Zip Code: 21012 County: Anne Arundel

USGS Quadrangle(s): Gibson Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Parcel Tax Map Number: 0046

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: November 20, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Diehlmann et al. 2024) and the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al., 2019).

**LOCATION/SETTING**

The Sturbridge neighborhood is north of the intersection of US 50/301 and Ritchie Highway/County Highway 2 in Anne Arundel County. The neighborhood is roughly bounded by Baltimore Annapolis Boulevard to the southwest, Winchester Estates (AA-2609) to the northwest, Mill Creek to the northeast, and residential parcels and US 50/301 to the southeast. The overall area is densely wooded. It is composed of 69 parcels, roughly spanning approximately 72.88 acres. The parcels are situated along Old Sturbridge Road, Helmsley Way, Camden Court, Nickerson Way, and Sam Ryder Road. The majority of the neighborhood is densely wooded. Open space was designed into the plan for the neighborhood, located along the exterior boundaries of the parcels surrounding the neighborhood.

**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**

The Sturbridge subdivision is a late-twentieth-century residential subdivision with a cluster plan on the northeast side of Baltimore Annapolis Boulevard, just north of the intersection of US 50/301 and Ritchie Highway (Maryland Highway 2). Old Sturbridge Road runs the length of the neighborhood, winding northeast from Baltimore Annapolis Boulevard with a small roundabout near its midpoint and terminating in a cul-de-sac. Camden Court extends south from Old Sturbridge Road near Baltimore Annapolis Boulevard and terminates in a cul-de-sac. Helmsley Way extends north from Old Sturbridge Road, opposite Camden Court. After the roundabout, Old Sturbridge Road extends southeast, bisecting Nickerson Way/Nick Road. Sam Ryder Road extends southwest from Old Sturbridge Road near its terminus. The neighborhood has streetlamps on both sides of the street but does not have sidewalks. At the northeast corner of the entrance to the neighborhood is a stone sign with a brick border that reads "STURBRIDGE".

The neighborhood was developed in three sections. Section 1 (platted in 1984) spans the southwest portion of the current neighborhood, along Old Sturbridge Road from Baltimore Annapolis Boulevard to the east of Camden Court/Helmsley Way. Section 2 (platted in 1985) extends northeast from Section 1 and ends just south of Mill Creek. Section 3 (platted in 1989) extends southeast from Section 2 and includes the parcels on Nickerson Way/Nick Road and Sam Ryder Road. The parcels are roughly rectangular or trapezoidal, ranging in size from 0.47 acres to 1.12 acres in Section 1, up to 1.81 acres in Section 2, and up to 1.97 acres in Section 3. Most houses are centered on the lot with a small front yard and larger backyard that ends in dense trees. The few that have pools have them close to the house in the backyard. Each house appears to have a paved driveway, and some have outbuildings. Most of the houses are two stories and feature attached two-car garages. Colonial Revival is the predominant style. Asphalt shingle roofs and vinyl windows are common. Vinyl siding is the primary exterior material, with brick being secondary. In Section 1, the garages are one-story, while garages with a half-story or second story and an occasional connecting hyphen are seen in Sections 2 and 3.

**HISTORIC CONTEXT**

Built between 1985 and 1989, Sturbridge exemplifies a planned residential development. As late as 1982, the entire area comprising the neighborhood was densely wooded and contained no buildings (NETROnline, 1982). E. Bartlett Hayward purchased approximately 76.25 acres of land within the current neighborhood in 1912 (AACCC GW 93:0391, 1912). In 1975, it was sold to Daniel M. and Betty C. Lyons, who then sold it to the developers G.W. Koch Associates, Inc. in 1985 (AACCC EAC 3863:0872, 1985). The developers submitted a plat for Sturbridge in 1985, which contained about two-thirds (40 acres) of the current Sturbridge neighborhood. This plat contained roughly 20.17 acres across 23 lots, as well as a 20-acre reserve parcel that makes up the northwest portion of the current neighborhood. Later in 1985, a plat for Section 2 was submitted, revising the reserve parcel at the northeast end as another subdivision section containing approximately 23.37 acres and 24 residential lots. Finally, the developers submitted another plat containing a third section in 1989, expanding the neighborhood to the southeast, bringing the total lot count to 69. The houses in Sections 1 and 2 appear to have been completed by 1987, while houses in Section 3 were completed between 1990 and 1994 (SDAT).

Koch Homes, Inc. has been a developer in the area for over 70 years (Koch Homes 2024). Charles Koch was a small-scale developer at first, until he purchased a 170-acre tract on the Magothy River in 1931 and created an area for summer residences by subdividing the lots; the neighborhood was known as the North Shore. Charles' son Ross J. Koch formed Bucher and Koch Realty Company in 1954, and Ross' son Gary joined in 1977; Gary changed the name to Koch Homes Inc. Koch Homes has won the Land & Development Council Award in Anne Arundel County twice; many of their homes are in waterfront communities (Diehlmann et al. 2024).

The 1960s saw numerous planned and unplanned developments emerge in Anne Arundel County, as improvements to the US 50 made Anne Arundel a suburb of Washington DC. Increased commuter access to the greater Baltimore-Washington region led to an increase in population; Anne Arundel County's population nearly doubled in both the 1950s and 1960s. In 1960, more than thirty percent of the county's employed population worked outside of the county, increasing to over fifty percent by 1970. Many of these commuters preferred larger homes featuring at least three bedrooms and modern amenities like central air conditioning. During this period, the most popular domestic style was two-story Colonials. These workers gravitated toward larger houses with at least three bedrooms and modern conveniences such as central air conditioning. Two story Colonial Revival houses were the most popular housing type, followed by the split foyer (Diehlmann et al. 2024).

Although later than many planned residential developmentss in the area, many similar to Sturbridge typically emerged in the exurban areas beyond the suburban fringe and often featured large-lot subdivisions of single-family homes arranged along multiple streets. Designed by developers, these communities often had more unified architectural styles by offering buyers a limited number of models. The developments also typically had landscape features, such as street lights, plantings, and entrance signs. Located far from the city and isolated from other uses, these neighborhoods relied heavily on cars, with most houses including a carport or

garage, and on larger lots, asphalt driveways (Manning et al. 2019).

**ELIGIBILITY DETERMINATION**

Sturbridge 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, a planned residential development must be the earliest example of its type and/or demonstrate strong associations with social and demographic changes or have inspired new trends in environmental conservation or site planning or influenced changes in zoning regulations. Sturbridge is a typical example of a planned single-family residential development from the 1980s. The development is not the earliest of its type and did not introduce planning innovations influential to later developments or influence changes in zoning regulations. The property is not known to be associated with social and demographic change. Therefore, Sturbridge is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Sturbridge is not eligible under Criterion B.

According to the Historic Context Addendum, planned developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be an early example, introducing new design innovations, or be one of the last intact examples. Based on their ubiquity, planned residential developments eligible under Criterion C will likely be the work of a master or have high artistic value. Sturbridge does not embody the distinctive characteristics of a type, period, or method of construction, and is one of many planned residential developments in the county and is not one of the earliest or innovative examples of its type. It is a typical late twentieth century residential subdivision with common housing forms and stylistic ornamentation. It is not an early or innovative example built by Koch Homes. The homes in Sturbridge do not represent works of a master, nor do they possess high artistic value. Therefore, Sturbridge is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The district encompasses 72.88 acres and is confined to the 69 current property tax parcels, which is found on 2025 County Tax Map 0046 (2025). Tax accounts and parcel numbers vary by property owner and address.

**REFERENCES**

Anne Arundel County Circuit Court. 1912. Deed. “Ogle R. Singleton, Trustee, to E. Bartlett Hayward,” GW 93, p. 0391-92. Maryland State Archives.

------. 1985. Deed. “Daniel M. Lyons and Betty C. Lyons to G.W. Koch Associates, Inc.,” EAC 3863, p. 0872. Maryland State Archives.

------. 1984. Plat. “Sturbridge, Section 1 and 2.” Plat 5065-5067; Plat Book 97, p. 0040-42. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=838&page=adv1&id=1996334852.

------. 1985. “Sturbridge, Section 2.” Plat 5248-5249; Plat Book 101, p. 0023-24. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=674&page=adv1&id=2053626821.

------. 1989. “Sturbridge Section 3.” Plat 6774-6776; Plat Book 130, p. 0001-3. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=673&page=adv1&id=676069529.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Koch Homes. 2024. “About.” About Us page. https://kochhomes.com/about-anne-arundel-queen-annes-county-home-builder/.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**Sturbridge**

Location: Old Sturbridge Road, Helmsley Way, Camden Court, Nickerson Way, and Sam Ryder Road AA-2608
City: Arnold Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Sturbridge**

Location: Old Sturbridge Road, Helmsley Way, Camden Court, Nickerson Way, and Sam Ryder Road AA-2608
City: Arnold Anne Arundel County



NR-ELIGIBILITY REVIEW FORM

AA-2608 Sturbridge

**PHOTOGRAPHS**




Photo 1 of 5: Entrance sign to Sturbridge at intersection of Old Sturbridge Road and Baltimore Annapolis Boulevard, looking northeast



Photo 2 of 5: House at 3 Old Sturbridge Road, northwest facade, looking southeast

**PHOTOGRAPHS**



Photo 3 of 5: House at 1683 Camden Court, west facade, looking east



Photo 4 of 5: Overview of cul-de-sac at end of Old Sturbridge Road, looking northeast

**PHOTOGRAPHS**



Photo 5 of 5: House at 1688 Sam Ryder Road, southeast facade, looking northwest

NR-ELIGIBILITY REVIEW FORM

AA-2608 Sturbridge

**PHOTO LOG**

Number of Photos: **5**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-11**
Location of Original Digital File: **MHT**
File Format: **AA-2608_2023-12-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2608_2023-12-15_1.tif
Photo 1 of 5: Entrance sign to Sturbridge at intersection of Old Sturbridge Road and Baltimore Annapolis Boulevard, looking northeast

AA-2608_2023-12-15_2.tif
Photo 2 of 5: House at 3 Old Sturbridge Road, northwest facade, looking southeast

AA-2608_2023-12-15_3.tif
Photo 3 of 5: House at 1683 Camden Court, west facade, looking east

AA-2608_2023-12-15_4.tif
Photo 4 of 5: Overview of cul-de-sac at end of Old Sturbridge Road, looking northeast

AA-2608_2023-12-15_5.tif
Photo 5 of 5: House at 1688 Sam Ryder Road, southeast facade, looking northwest

**AA-2608**
**Sturbridge**

Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland



VICINITY MAP
Scale 1"=2000'

GENERAL NOTES

1. Coordinates as shown hereon are based on the Maryland State Plane Grid System as projected by the Anne Arundel County, Maryland Planning and Zoning Department points no

2. A temporary construction easement is reserved on all lots shown hereon between the R/W line and the B.R.L. for the purpose of construction of the roads shown hereon. Only that work necessary for the execution of the approved road construction plans shall be performed within this easement. Said easement will cease to exist upon completion of these roads and expiration of any maintenance bond held by Anne Arundel County, Maryland.

3. OPEN SPACE/CLUSTER STATEMENT
The land described hereinth and being designated on these Record Plats as Open Space is for use in common for the residents of the subdivision of "Sturbridge" and lies within a cluster development approved herewith in compliance with the standards set forth in Section 13-307 through 13-307.8 and 13-415 through 13-415.2 of the Anne Arundel County Code.
Subdivision of resubdivision of the open space land designated hereon is not permitted and development of the land is permitted only in accordance with the land uses indicated herewith.
1. The use of this land is limited to parks, conservation, recreation, gardening, and similar purposes for the residents of said subdivision.
2. This parcel may be used as a secondary septic bank location provided its location is approved by the County Health Department.
Statement of Ownership: The Open Space areas shown hereon is hereby set aside for the use of the residents of the subdivision. Maintenance shall be the responsibility of the "Sturbridge" Homeowners Association, Inc. as pre-established and accepted by the State Dept. of Assessment Tax. on March 21, 1985, said land to be deeded to said Association.

4. In compliance with the Public Service Commission of Maryland order #62016 dated June, 1973, owner does hereby grant and convey unto the Baltimore Gas and Electric Company and the Chesapeake and Potomac Telephone Company of Maryland, its lonely corporate, hereafter called Grantees, their associated and allied companies, and their respective successors, assigns and licensees, a Right-of-Way easement to construct, operate, maintain, enlarge, replace and remove subsurface structures, electric and gas systems, conduit, pipe, manholes, cables, wires, and fixtures under and over the property described by these plats.

5. "Covenants and Restrictions" pertaining to the Sturbridge subdivision are recorded among the Land Records of Anne Arundel County, Maryland in Liber E.A.C. 3825 Folio 304.

NOTICE TO TITLE EXAMINERS

1. This plat has been approved for recording only and shall become null and void unless:
I. An inspection agreement or a Public Works Agreement has been executed and recorded within 2 years after these plats are approved.
II. If required, a utility agreement has been executed and recorded within 2 years after these plats are approved; and
III. Construction under each of these agreements has been continuous without interruption for more than 1 year at all times.

2. No sale or contract of sale of any lots shown herein shall be made until necessary improvements have been:
I. A. Satisfactorily completed under an inspection agreement and the subdivider has provided the County with a waiver of the liens from all contractors and subcontractors; or
B. Satisfactorily guaranteed by a Public Works Agreement, supported by a surety bond, certified check, cash or irrevocable letter of credit from a local bank or other security as authorized by law; and
II. If required, satisfactorily guaranteed by a utility agreement, supported by a surety bond, certified check, cash or irrevocable letter of credit from a local bank or such other security authorized by law.

3. No building permits other than sample permits shall be issued for any construction in this development until the requirements of paragraph 2 above have been complied with. No certificates of use and occupancy shall be issued for any building or structure in the subdivision unless improvements required under a utilities agreement have been completed and basic improvements required under a Public Works Agreement by section 18-107 of the Anne Arundel County Code have been completed.

SURVEYOR'S CERTIFICATE

I hereby certify that the plats shown hereon are correct, that they are a subdivision of all the lands conveyed by Daniel M. Lyons and Betty C. Lyons to G.W. Koch Associates, Inc. by deed dated March 17, 1985 and recorded among the Land Records of Anne Arundel County, Maryland in Liber E.A.C. 3863 Folio 872.

Carl A. Stevenson PLS No. 149 — 12/10/84 Date

PRIVATE NON-COUNTY ROAD STATEMENT (HELMSLEY WAY)

The private 40' common use ROW shown hereon is dedicated for ingress and egress for the owners of property abutting thereon. It shall not be acceptable for petition and is a maintenance responsibility of the owners of abutting property, and shall be improved to Anne Arundel County public road standards with any further subdivision approval of the properties abutting thereon.

NOTE: This plat has been approved for recording subject to an agreement with Baltimore Gas and Electric Co. and C. and P. Telephone Co., elected and recorded among the Land Records of Anne Arundel County, Maryland in Liber E.A.C. 3863 Folio 96 and Liber E.A.C. 3870 Folio 88, respectively.

WAIVER NOTE: Waiver #1523 granted Feb. 17, 1984 - waiver to Section 13-25.1(a)(4) regarding lot size and Section 13-307.1(a) to permit as lot in lieu of recreation areas. #1523 granted Aug. 1, 1984 - allowing lots 5, 6, and 7 to be served by a private 40' use-in-common right-of-way; reducing 100' buffer requirement (cluster) to 50'.

OWNER'S CERTIFICATE

We, G.W. Koch Associates, Inc., owners of the property shown and described hereon, hereby oweigr this plan of subdivision; establish the minimum building restriction lines; and dedicate the streets, alleys, walkways and other easements, watering strips, and floodplains to public use; such lands to be deeded to Anne Arundel County or the State Highway Administration, as may be appropriate, upon request.
There are no suits, actions-at-law, leases, liens, mortgages, trusts, easements, or rights-of-way affecting the property included in this plan of subdivision, except as noted, and all parties in interest thereto have heretofore affixed their signatures, indicating their consent and willingness to join in this plan of subdivision.

We hereby grant and convey to Anne Arundel County, Maryland the perpetual right-to-discharge the flow of storm water from such necessary drainage facilities and appurtenances to adequately drain the natural watershed and adjacent properties into existing waterways or natural drainage courses and for upon existing ground. Such discharge points are indicated by the symbols ●→ and ●≤ respectively, as shown graphically on these plats.

G.W. Koch Associates, Inc. by:
Witness: Barbara M. Johnson — Gary W. Koch-President — 5/6/85 Date

* a mortgage recorded among the Land Records of Anne Arundel County, Maryland in Liber E.A.C. 3863 Folio 874.
Witness: Barbara O'Brien — The Bank of Glen Burnie by: Earl G. Walter-Exec. Vice President — Date

We assent to and do hereby join in this plan of subdivision.

PERPETUAL RIGHT TO DISCHARGE NOTE

I hereby grant and convey to Anne Arundel County, Maryland the perpetual right-to-discharge the flow of storm water from such necessary drainage facilities and appurtenances to adequately drain the natural watershed and adjacent properties into existing waterways or natural drainage courses and for upon existing ground. Such discharge points are indicated by the symbols ●→ and ●≤ respectively, as shown graphically on these plats.

RECREATION NOTE

Recreation requirements have been met by payment of $1,100.00 per lot in lieu of recreation area dedication. gpE - 5/6/85

NOTE: Grading permits will be obtained for lots 6, 7, 16, 17, 18 and 22 prior to the issuance of building permits.

Clearing shall be consistent with and undertaken only for those areas delineated on the Final Development Plan on file in the Office of Planning and Zoning, and shall generally follow the concept and intent of the plan.

Storm Water Management Requirements in accordance with Bill 67-84 for lots 2, 6, 7, and 9 will be met by providing individual onsite systems.

PLAT 1 OF 3
SECTION ONE
**STURBRIDGE**
A SINGLE-FAMILY CLUSTER SUBDIVISION
BALTO.-ANNAPOLIS BLVD.
Tax Map 46, Block 1, Parcel 6
3rd Tax District, 5th Councilmanic District — A.A.Co., Md.
Scale: Vicinity Map-1"=2000' — December, 1984
Sheet 1 of 3

RONALD W. JOHNSON ASSOC., INC.
CONSULTING ENGINEERS, PLANNERS AND LAND SURVEYORS
111 Chinquapin Round Road
Annapolis, Maryland 21401
269-1318

Anne Arundel County Planning and Zoning Department
Approved: Florence Beck Kuebler 5/16/85
Florence Beck Kuebler, Planning and Zoning Officer — Date
Subdivision #84-332 Modified #84-332

Anne Arundel County Health Department
Approved: Howard Beard 3/20/85
J. Howard Beard, County Health Officer — Date

RECEIVED FOR RECORD
ANNE ARUNDEL COUNTY, MD.
1985 MAY 17 AM 10: 01
E. KINSEY COLLISON
CLERK

BOOK 97 FOLIO 40

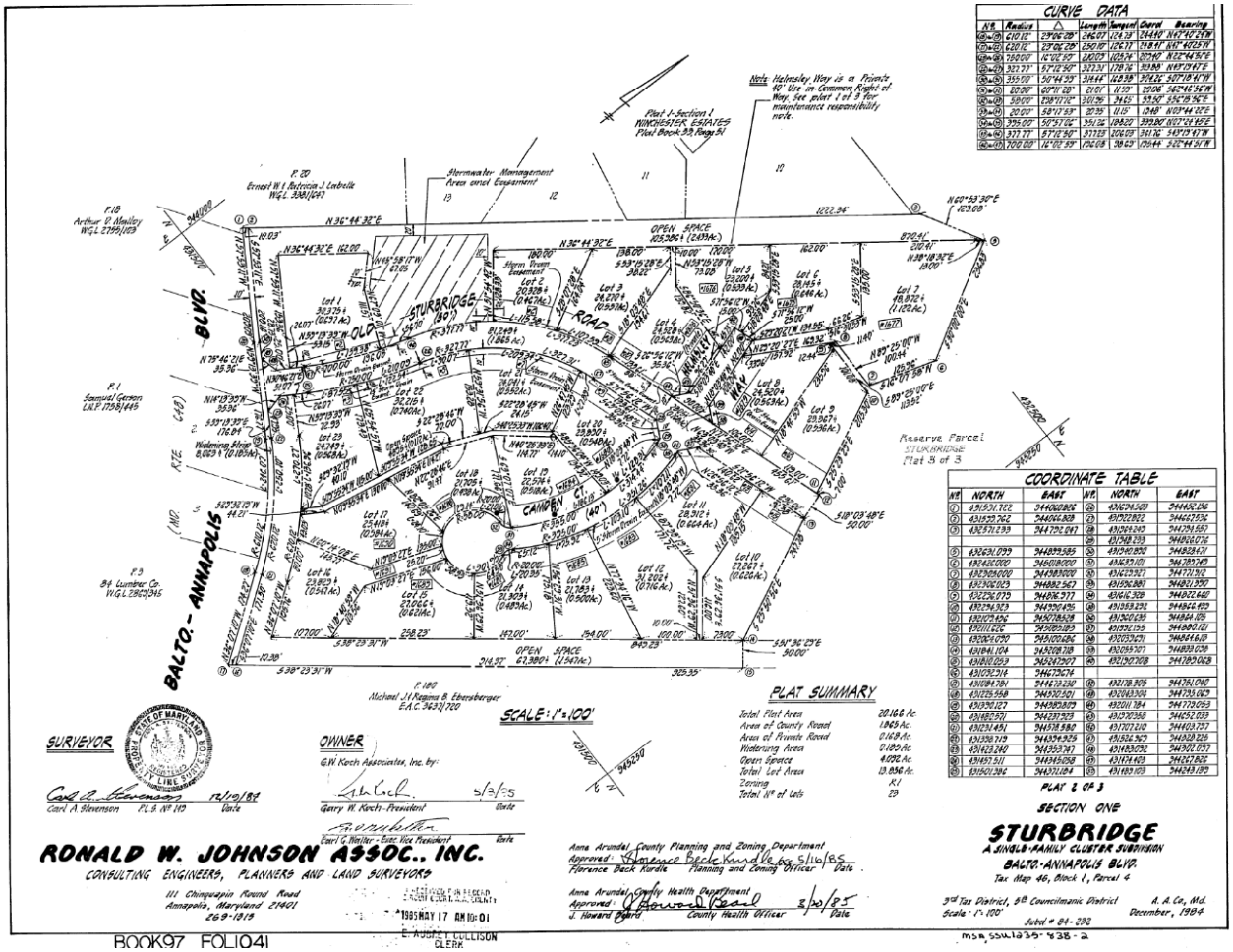
MSA S54-1235 • 838-1

Historic Image 1: "Sturbridge, Section 1." December 1984. Plat 5065-5067; Plat Book 97, p. 0040.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=838&page=adv1&id=1996334852.

**AA-2608**
**Sturbridge**
Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland

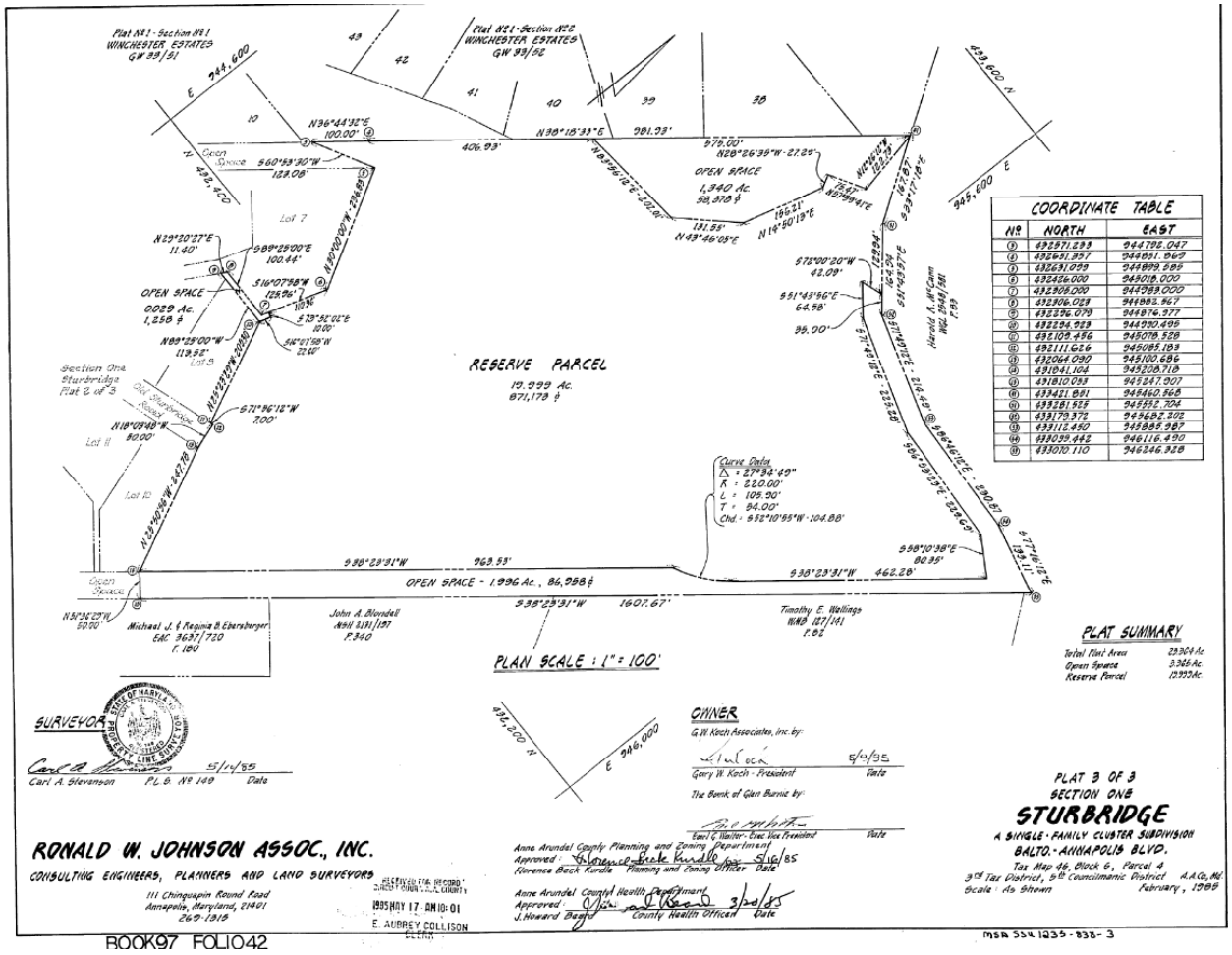


Historic Image 2: "Sturbridge, Section 1." December 1984. Plat 5065-5067; Plat Book 97, p. 0041.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=838&page=adv1&id=1996334852.

**AA-2608**
**Sturbridge**
Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland



Historic Image 3: "Sturbridge, Section 1." February 1985. Plat 5065-5067; Plat Book 97, p. 0043.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=838&page=adv1&id=1996334852.

**AA-2608**
**Sturbridge**

Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland



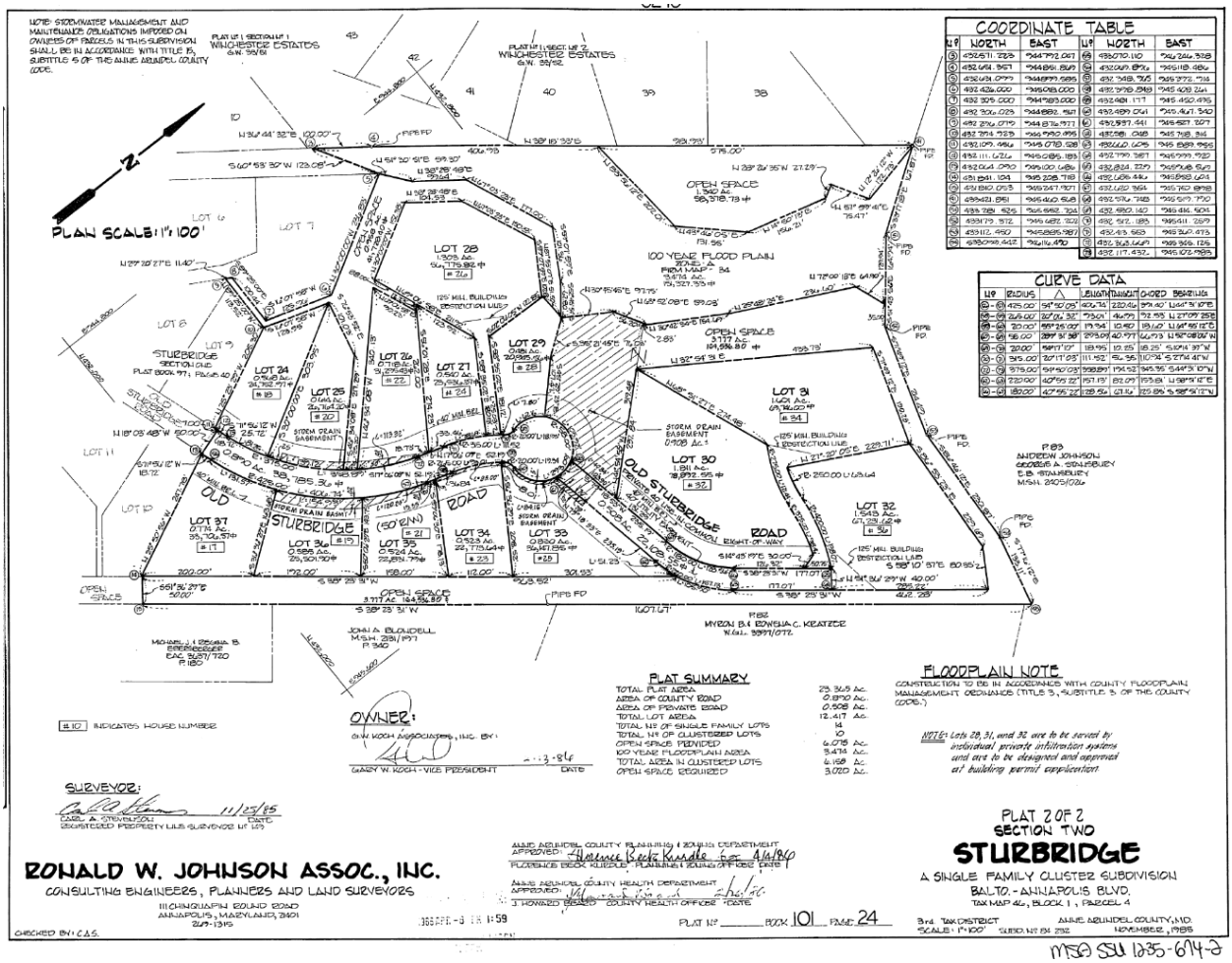

Historic Image 4: "Sturbridge, Section 2." November 1985. Plat 5248-5249; Plat Book 101, p. 0023.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=674&page=adv1&id=2053626821.

**AA-2608**
**Sturbridge**

Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland

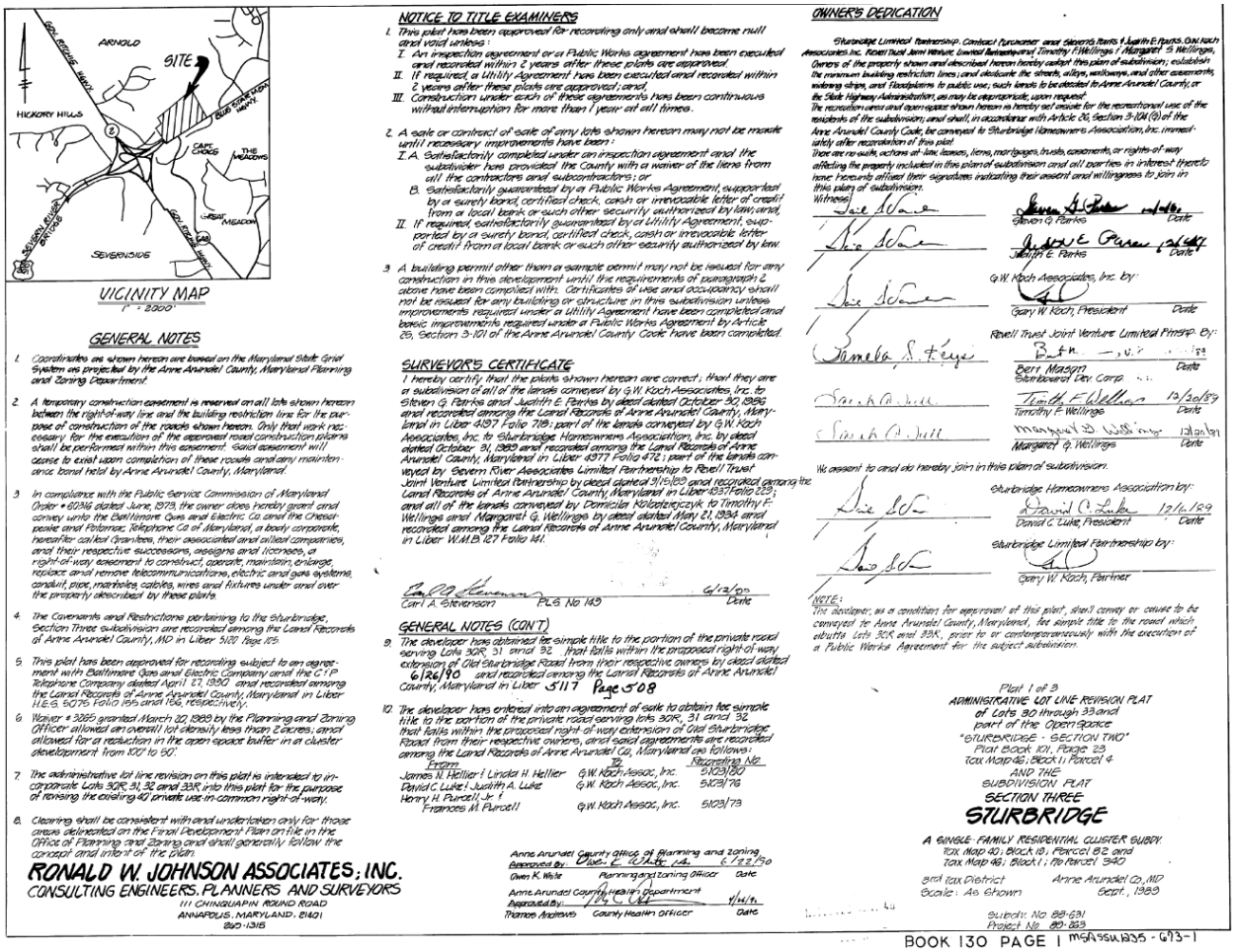



Historic Image 5: "Sturbridge, Section 2." November 1985. Plat 5248-5249; Plat Book 101, p. 0024.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=674&page=adv1&id=2053626821.

**AA-2608**
**Sturbridge**
Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland

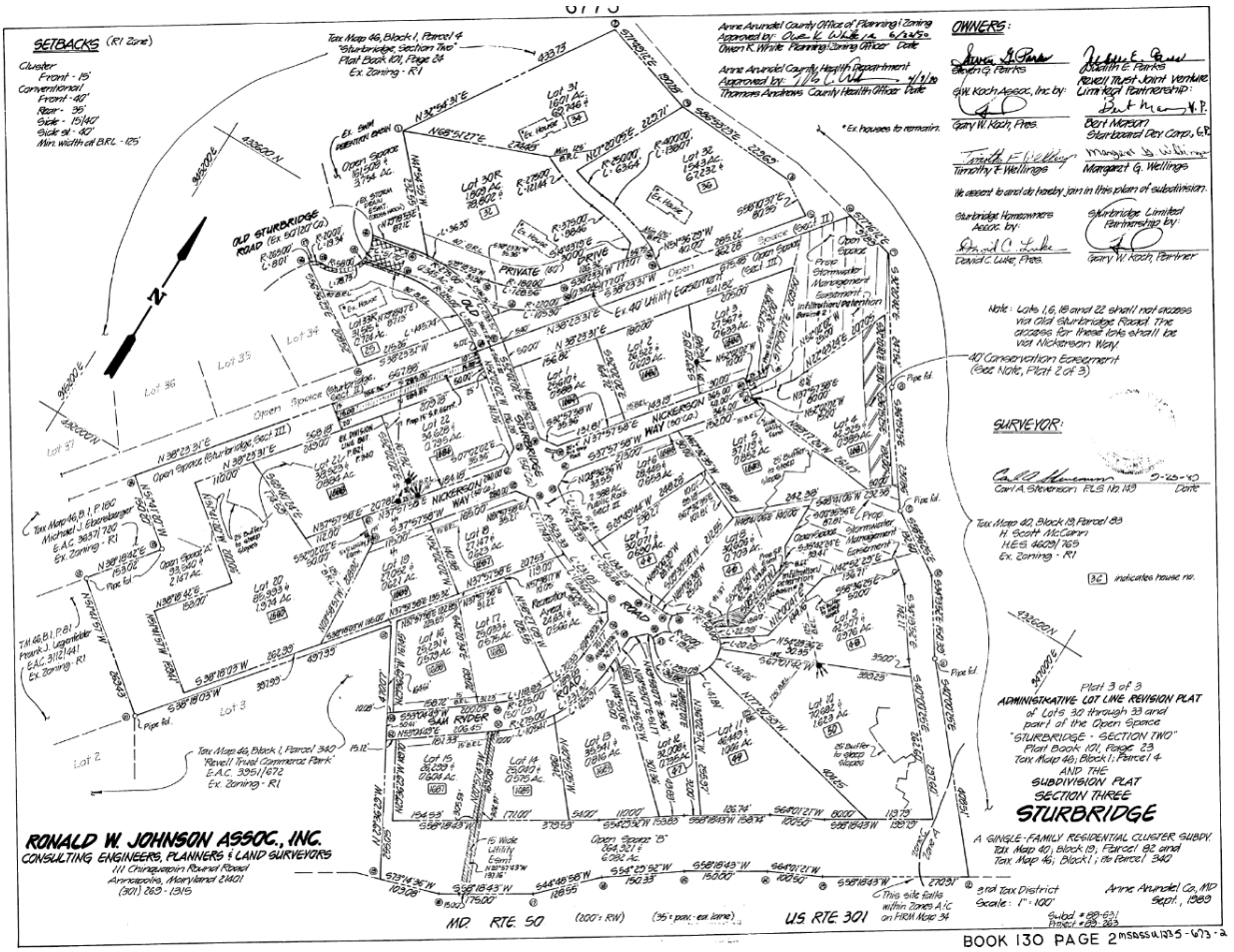



Historic Image 6: "Sturbridge Section 3." September 1989. Plat 6774-6776; Plat Book 130, p. 0001.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=673&page=adv1&id=676069529.

**AA-2608**
**Sturbridge**
Bounded by Baltimore Annapolis Boulevard, Indian Hills Glen Eden, Mill Creek, and residential parcels and US 50/301

Arnold, Anne Arundel County, Maryland



Historic Image 7: "Sturbridge Section 3." September 1989. Plat 6774-6776; Plat Book 130, p. 0002.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=673&page=adv1&id=676069529.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Winchester Estates (Indian Hills)** Inventory Number: **AA-2609**

Address: Chickasaw, Chautaugua, Bald Eagle, Comanche, and Chocataw Roads, and Blackfoot Drive Historic District:

City: Arnold Zip Code: 21012 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: 0039 and 0040

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: November 8, 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: 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 (1961-1980), Montgomery and Prince George's Counties, Maryland (Diehlmann et al. 2024).

**LOCATION/SETTING**

The Winchester Estates (Indian Hills) neighborhood is northeast of the intersection of US 50/301 and Governor Ritchie Highway (MD 2) in Anne Arundel County. The neighborhood is roughly bounded by Governor Ritchie Highway to the southwest, residential parcels to the northwest, north and east, and Sturbridge (AA-2608) to the southeast. The neighborhood and surrounding area are densely wooded. Winchester Estates (Indian Hills) consists of 109 parcels, including one recreational parcel and three parcels with wooded open spaces. The neighborhood comprises approximately 69.19 acres. Houses within the neighborhood face Bald Eagle Road, Chautaugua Road, Chickasaw Road, Comanche Road, Chocataw Road, and Blackfoot Drive.

**RESOURCE DESCRIPTION(S)**

**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***

The Winchester Estates (Indian Hills) neighborhood is a mid- to late- twentieth-century residential subdivision with curvilinear plan northeast of Governor Ritchie Highway. It was developed in two platted sections and built between 1964 and 1976 with the exception of one house, at 1576 Chickasaw Road, which predates the neighborhood development (SDAT). Chautaugua Road is the primary road through the neighborhood, and extends northeast from Governor Ritchie Highway, with a roundabout at the intersection with Comanche Road. Bald Eagle Road, Chickasaw Road, Comanche Road, Chocataw Road, and Blackfoot Drive extend from Chautaugua Road as side streets. All six roads terminate in cul-de-sacs. The recreational parcel is south of the roundabout between Chautaugua Road and Comanche Road, and includes a club house, a small playground, a pool, tennis court, and a gazebo. The neighborhood does not have sidewalks and is screened from Governor Ritchie Highway by trees. Streetlamps are visible on both sides of the streets, which are intermittently divided by landscaped medians. At the entrance to the neighborhood is a landscaped median on Chautagua Road and two curved brick walls with applied letters “Indian Hills Glen Eden”.

The parcels within Winchester Estates (Indian Hills) are roughly rectangular or trapezoidal, ranging in size from 0.38 acre to 1.61 acres. According to the original plats, the principal building setback is 40 feet (Anne Arundel Circuit Court 1965a and 1965b). Each house appears to have a paved driveway and many outbuildings. Many houses are closer to the road with small front yards and open backyards that end in dense trees. Some lots have larger open front yards with mature trees. Most of the houses are two stories, and Dutch Colonial, Split-Level, and Tudor and Spanish Revival are the predominant styles. Asphalt-shingle roofs and vinyl windows are common, and most feature attached or integrated two-car garages. There are a variety of exterior materials throughout the neighborhood. The majority of houses appear to retain their original forms, though many feature extensions or porches on the rear elevation.

**HISTORIC CONTEXT**

Built between 1964 and 1977, Winchester Estates (Indian Hills) is a planned residential development. As late as 1957, the area comprising the neighborhood was densely wooded and contained only a few buildings (NETROnline, 1957). The houses at 7 Chautaugua Road and 1576 Chickasaw Road date to 1910 and 1943, respectively. In 1916 John C. Strohm purchased approximately 76 acres encompassing the current neighborhood from E. Bartlett Hayward, who likely constructed the house at 7 Chautauqua Road (AACCC GW 123:390, 1916). Strohm sold roughly 80 acres to Edwin and Hilda Bangert in 1942 (AACCC JHH 273:152, 1942). The Bangerts likely built the house at 1576 Chickasaw Road before selling around 78 acres to William and Margaret Dixon in 1962 (AACCC GTC 1565:457, 1962). The Dixons sold 74.29 acres northeast of Governor Ritchie Highway to Kasten Construction Company in 1963 (AACCC LNP 1688:273, 1963). In 1964, developers submitted a two-section 74.29-acre plat for Winchester Estates. The Kasten Construction Company appears to have purchased the land with the intention of developing and selling the lots and completed the neighborhood’s roads by 1967. The Kasten Construction Company constructed a handful of homes along Chickasaw Road and the south half of Chautuagua Road in 1967. However, some developmental and timing concerns pushed Kasten’s investors to contract a sale of the land to Rod Enterprises, Inc., in March of 1968, and Rod Enterprises continued the development of the subdivision and offered custom-built houses (Court Listener 2024). Houses along the middle section of Chautuagua Road were built between 1968 and 1970, while those along its north terminus and Comanche and Chocataw Roads were largely built between 1970 and 1973 (SDAT). Houses along Blackfoot Drive were among the last to be constructed between 1974 and 1977 (SDAT).

It is unclear when the name of the neighborhood was changed from Winchester Estates to Indian Hills, but the earliest reference to “Indian Hills” can be found in a newspaper article about updated bus routes for Arnold Elementary School in 1968 (The Evening Capital, 1968). An article discussing the increasing costs of land and housing in Anne Arundel County notes that “Indian Hills” is the site of a “big house revival” with Rod Enterprises bringing a “continental touch” through Spanish and Tudor revival styles and that the “blending of styles through the home community is used to create smooth transitions from one property line to the next" (The Evening Capital, 1970). Finally, a 1973 deed for the recreational parcel is from Rod Enterprises to the “Indian Hills Community Association, Inc” (AACCC WGL 2605:0527, 1973).

The 1960s saw numerous planned/unplanned residential neighborhoods and planned residential developments emerge in Anne Arundel County, as improvements to the US 50 made Anne Arundel a suburb of Washington DC. Increased commuter access to the greater Baltimore-Washington region led to an increase in population; Anne Arundel County's population nearly doubled in both the 1950s and 1960s. In 1960, more than thirty percent of the county’s employed population worked outside of the county, increasing to over fifty percent by 1970. Many of these commuters preferred larger homes featuring at least three bedrooms and modern amenities like central air conditioning. During this period, the most popular domestic style was the two-story Colonial. These workers gravitated toward larger houses with at least three bedrooms and modern conveniences such as central air conditioning. Two story Colonial Revival houses were the most popular housing type, followed by the split foyer (Diehlmann et al. 2024).

Planned residential developments similar to Winchester Estates (Indian Hills) typically emerged in the exurban areas beyond the suburban fringe and often featured large-lot subdivisions of single-family homes arranged along multiple streets. Designed by developers, these communities often had more unified architectural styles by offering buyers a limited number of models. The

developments also typically had landscape features, such as street lights, plantings, and entrance signs. Located far from the city and isolated from other uses, these neighborhoods relied heavily on cars, with most houses including a carport or garage, and on larger lots, asphalt driveways (Manning et al. 2019).

**ELIGIBILITY DETERMINATION**

Winchester Estates (Indian Hills) 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, a planned residential development must be the earliest example of its type and/or demonstrate strong associations with social and demographic changes or have inspired new trends in environmental conservation or site planning or influenced changes in zoning regulations. Winchester Estates (Indian Hills) is a typical example of a planned single-family residential development from the 1960s and 1970s. The development is not the earliest of its type and did not introduce planning innovations influential to later developments or influence changes in zoning regulations. The property is not known to be associated with social and demographic change. Therefore, Winchester Estates (Indian Hills) is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Winchester Estates (Indian Hills) is not eligible under Criterion B.

According to the Historic Context Addendum, planned residential developments considered under Criterion C that embody distinctive characteristics of a type, period, or method of construction should retain all aspects of integrity and will often be an early example, introducing new design innovations, or be one of the last intact examples. Based on their ubiquity, planned residential developments eligible under Criterion C will likely be the work of a master or have high artistic value. Indian Hills Glen Eden does not embody the distinctive characteristics of a type, period, or method of construction, and is one of many planned residential developments in the county and is not one of the earliest of innovative examples of its type. It is a typical mid-to-late twentieth century residential subdivision with common housing forms and stylistic ornamentation. The homes in Indian Hills Glen Eden do not represent works of a master, nor do they possess high artistic value. Therefore, Winchester Estates (Indian Hills) is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The district encompasses 69.19 acres and is confined to the 109 current property tax parcels, which is found on 2025 County Tax Map 0039 and 0040 (2025). Tax accounts and parcel numbers vary by property owner and address.

**REFERENCES**

Anne Arundel County Circuit Court. 1916. Deed. “E. Bartlett and Gladys Hayward to John and Alma Strohm.” GW 123, p. 390. Maryland State Archives.

------. 1942. Deed. “John and Alma Strohm to Edwin and Hilda Bangert.” JHH 273, p. 152. Maryland State Archives.

------. 1962. Deed. “Hilda Bangert to William Dixon and Joseph Schwartz.” GTC 1565, p. 457. Maryland State Archives.

------. 1963. Deed. “William and Margaret Dixon to Kasten Construction Company.” LNP 1688, p. 273. Maryland State Archives.

------. 1965. Plat. “Winchester Estates, Section 1.” Plat 1826; Plat Book 33, p. 0051. Maryland State Archives.

------. 1965a. “Winchester Estates, Section 1.” Plat 1826; Plat Book 33, p. 0051. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=3742&page=adv1&id=1884345264.

------. 1965b. “Winchester Estates, Section 2.” Plat 1827; Plat Book 33, p. 0052. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=3741&page=adv1&id=1181908978.

------. 1996. “Glen Eden, A Cluster Subdivision.” Plat 9904-9906; Plat Book 187, p. 0029-31. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=7101&page=adv1&id=153150556

------. 1968. Deed. “Kasten Construction Company, Inc. to Rod Enterprises, Inc.,” MSH 2152, p. 0371. Maryland State Archives.

------. 1973.Deed. “Rod Enterprises, Inc. to Indian Hills Community Association, Inc.,” WGL 2605, p. 0527. Maryland State Archives.

------. 1977. Deed. “Frank F. Lunter and Evelyn Lunter to First United Pentecostal Church of Annapolis, Maryland, Inc., WGL 2933, p. 0193. Maryland State Archives.

------. 1985. Plat. “Minor Subdivision, 6.82 acres belonging to the First United Pentecostal Church of Annapolis,” EAC 3933, p. 0637. Maryland State Archives.

------. 2000. Deed. “Larry E. Larrimore and Dolores R. Larrimore to Donald J. Felice and Ellen A. Felice” RPD 9807, p. 0430. Maryland State Archives.

The Baltimore Sun. 1970. “Arundel Land Prices Bring High-Cost Homes.” November 8, 1970, page 141. The Baltimore Sun at Newspapers.com.

Court Listener by Free Law. 2024. “Kasten Construction Co. v. Rod Enterprises, Inc., 301 A.2d 12 (Md. 1973).” Accessed 11/18/24. https://www.courtlistener.com/opinion/2162979/kasten-constr-v-rod-enterprises/.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

The Evening Capital. 1968. “More Bus Schedules: At Arnold Elementary.” August 29, 1968, page 14. The Evening Capital at Newspapers.com.

------. 1998. “Hot New Model, 1st Floor Master Bedroom.” May 23, 1998, page 45. The Evening Capital at Newspapers.com.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**Winchester Estates (Indian Hills)**

Location: Chickasaw, Chautaugua, Bald Eagle, Comanche, and Chocataw Roads, and Blackfoot Drive AA-2609
City: Arnold Anne Arundel County




USGS 7.5' Quadrangle - Gibson Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Winchester Estates (Indian Hills)**

Location: Chickasaw, Chautaugua, Bald Eagle, Comanche, and Chocataw Roads, and Blackfoot Drive

City: Arnold Anne Arundel County



**PHOTOGRAPHS**



Photo 1 of 6: Overview of Chautaugua Road entrance to the neighborhood, looking northeast



Photo 2 of 6: 1612 Bald Eagle Road, looking east

**PHOTOGRAPHS**



Photo 3 of 6: 1602 Comanche Road, looking south



Photo 4 of 6: 1587 Chocataw Road, looking north

**PHOTOGRAPHS**




Photo 5 of 6: 1617 Chocataw Road, looking east

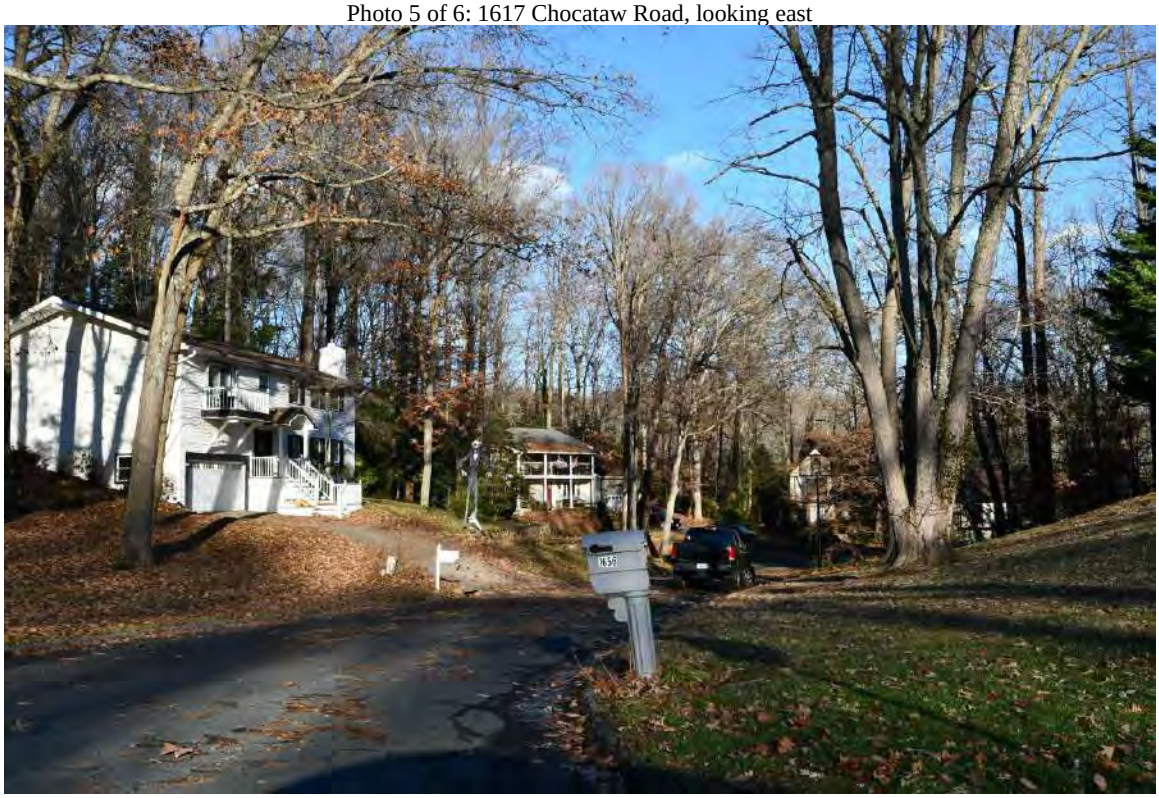


Photo 6 of 6: View towards Chocataw Road cul-de-sac, looking east

NR-ELIGIBILITY REVIEW FORM

AA-2609 Winchester Estates (Indian Hills)

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-11**
Location of Original Digital File: **MHT**
File Format: **AA-2609_2023-12-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-2609_2023-12-15_1.tiff
Photo 1 of 6: Overview of Chautaugua Road entrance to the neighborhood, looking northeast

AA-2609_2023-12-15_2.tiff
Photo 2 of 6: 1612 Bald Eagle Road, looking east

AA-2609_2023-12-15_3.tiff
Photo 3 of 6: 1602 Comanche Road, looking south

AA-2609_2023-12-15_4.tiff
Photo 4 of 6: 1587 Chocataw Road, looking north

AA-2609_2023-12-15_5.tiff
Photo 5 of 6: 1617 Chocataw Road, looking east

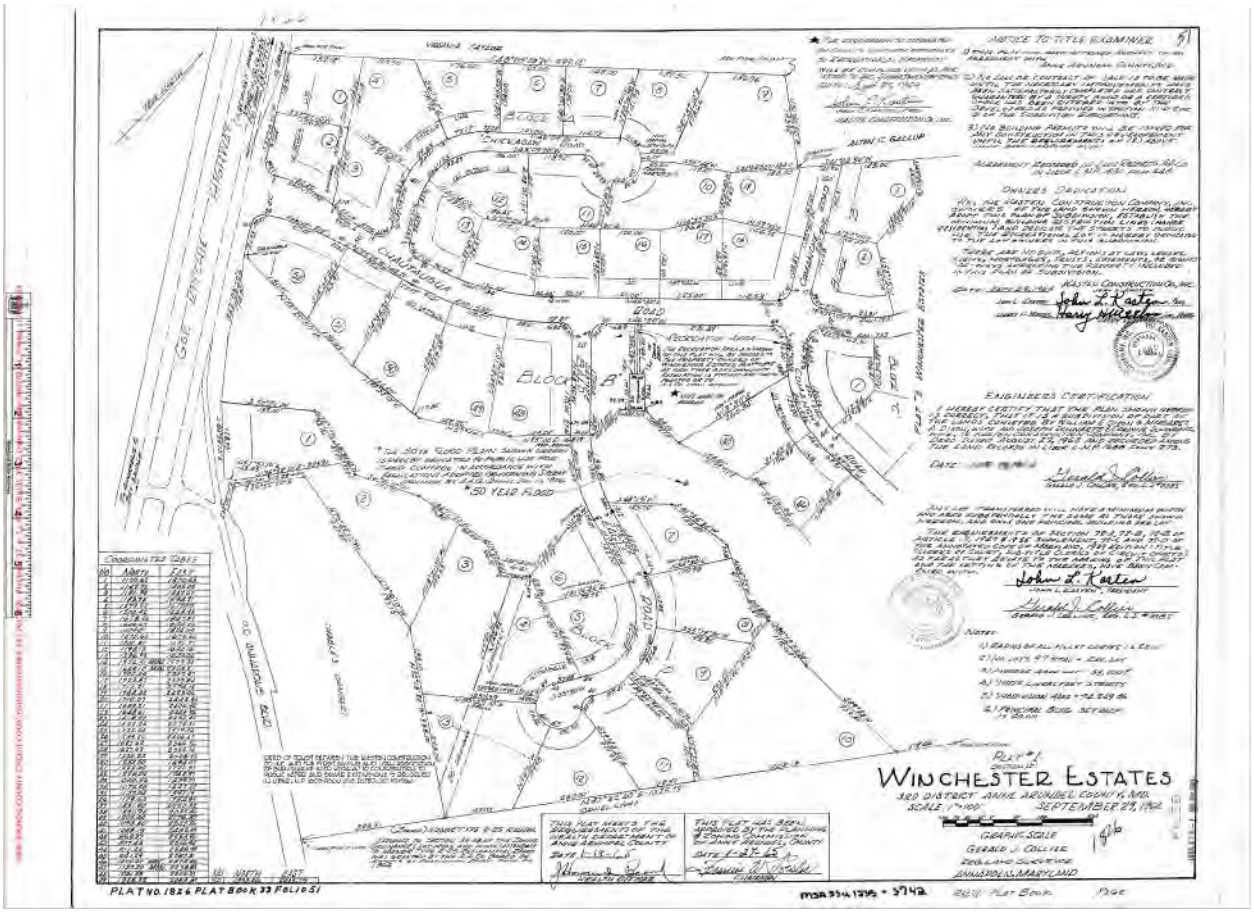
AA-2609_2023-12-15_6.tiff
Photo 6 of 6: View towards Chocataw Road cul-de-sac, looking east

AA-2609

**Indian Hills**

Bounded by Governor Ritchie Highway, residential parcels and Sturbridge Neighborhood

Arnold, Anne Arundel County, Maryland




Historic Image 1: "Winchester Estates, Section 1." Plat. 1965. Plat 1826, Plat Book 33 p. 0051.

Maryland State Archives.

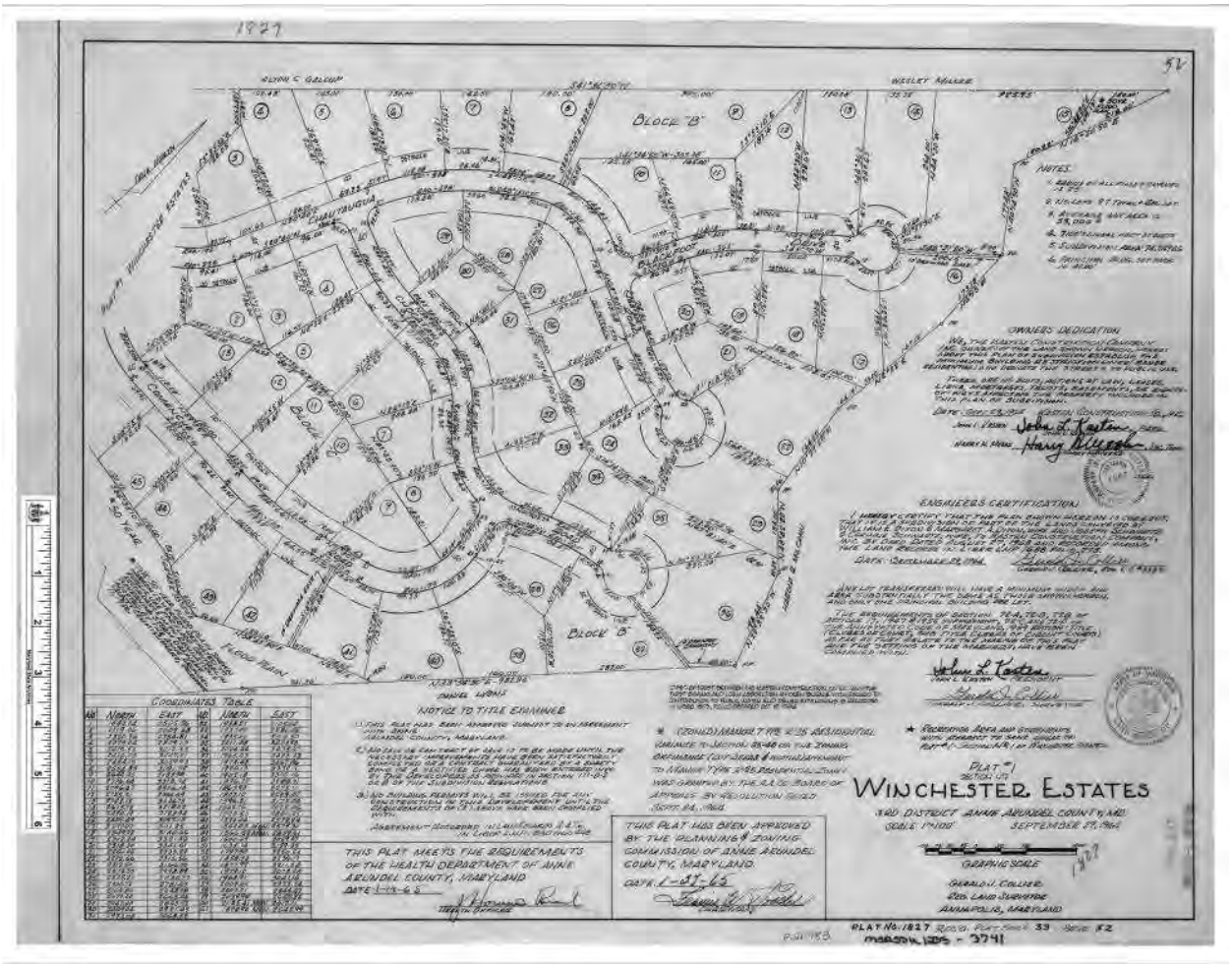
https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=3742&page=adv1&id=1884345264.

AA-2609

**Indian Hills**

Bounded by Governor Ritchie Highway, residential parcels and Sturbridge Neighborhood

Arnold, Anne Arundel County, Maryland




Historic Image 1: “Winchester Estates, Section 2.” Plat. 1965. Plat 1827, Plat Book 33 p. 0052.

Maryland State Archives.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=AA&qualifier=S&series=1235&unit=3741&page=adv1&id=1181908978.

**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 recommended 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). MHT concurred with this recommendation. Since the 2002 DOE, the Bay Bridge Industrial Center has continued to be developed impacting the properties integrity of setting, feeling, and association. In the late 2010s, the Eareckson House's twentieth-century additions were removed, and the nineteenth and twentieth-century secondary structures were demolished, impacting the property's integrity of design, workmanship, and materials. At the time of survey, a large new multi-use building was being built northeast of the Eareckson House.

**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 Eareckson House sits on an irregularly shaped, flat parcel of land in an industrial park. Chain-link fencing lines the 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 property 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.

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 Greek Revival frame portico supported with paired square posts, and a balustrade above. 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 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 front-gable dormers with small six-over-six windows at either end of the roof.

The northeast elevation was not visible at the time of survey.

Multi-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 maintained 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 farm land south of US 50/301 (Queen Anne's County Circuit Court 1963). Nathan "Bill" Morris was a local aviator who established the Kentmorr subdivision with a grass airstrip for residents in the 1940s (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; Diehlmann et al. 2023, 4-74). 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 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 and Blue Bay Farm 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 architecture was still popular in the Eastern Shore into the mid-nineteenth century. However, the corner blocks with concentric circles in door moldings date the house to 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, jr. 1973). Telescope Houses began on the Eastern Shore in the late eighteenth century after the Revolutionary War and continued to be 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).

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).

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 one of several farmhouses constructed in the nineteenth century in Queen Anne's County and has no significant association with this trend. It has also diminished in integrity 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 recommended 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 recommended not eligible under Criterion B.

The Eareckson House does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. The house, through its simple design, height, massing, and brick cornice, reflects traditional mid-nineteenth century rural Queen Anne's County farm architecture as seen on other examples such as the Clayland Price Farm house. However, the house's integrity has diminished in design, materials, and workmanship through the demolition of the nineteenth-century porches, wings, and additions, as well as the addition of shutters and the brick ramp, and diminished integrity in setting, feeling, and association through the change from farmland to an industrial park, the loss of farm outbuildings, and the current construction of the multi-use building. Therefore, the Eareckson House is recommended not eligible under Criterion C.

BOUNDARY DESCRIPTION

The property encompasses 3.105 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0056, Parcel 0301 (2023). Tax account is 04-030699.

REFERENCES

Bay Times (Stevensville, MD). 1970. "Jaycees May Select Kent Island Site for State HQ," January 22, 1970. https://queenannes.advantage-preservation.com/.
Clark, J. Thomas. 1959. "Bankrupts' Trustee Sale of Farm Leases and Equipment." Queen Anne's Record-Observer (Centreville, MD), April 23, 1959. https://queenannes.advantage-preservation.com/.
County Commissioners of Queen Anne's County. 2019. "Memorandum, County Commissioners of Queen Anne's County to Sanitary Commission." https://www.qac.org/AgendaCenter/ViewFile/Agenda/_03262019-773?packet=true.
———. 2022. Queen Anne's County, Maryland, Comprehensive Plan 2022. Centerville, MD: Queen Anne's County.
Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2023. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority, draft 2023).
Dickman, Sharon. 1974. "Dream of Having Old Homestead Comes True for Artist, Husband." The Evening Sun (Baltimore, MD), November 21, 1974. https://www.newspapers.com/image/371705179/?terms=%22Nathan%20morris%22%20%22kent%20island%22&match=1.
Eareckson, R.W. 1857. "$200 Reward." The Sun (Baltimore, MD), August 19, 1857. Newspapers.com.
Google. 2019. "Google Street View Imagery of 214 Pier One Road, Stevensville MD." August 2019.
Journal-Every Evening (Wilmington, DE). 1936. "Lawyer Dies in Queen Anne's County," February 4, 1936. Newspapers.com.
Lanier, Gabrielle M., and Bernard L. Herman. 1997. Everyday Architecture of the Mid-Atlantic. Baltimore, Maryland: Johns Hopkins University Press.
Louis Berger Group Inc. 2012. "Historic Context on Fauquier County's Dairy Farm." Virginia Department of Historic Resources. https://www.dhr.virginia.gov/pdf_files/SpecialCollections/FQ-076_DairyFarmContext_2012_LBG_report.pdf.
Maryland Cooperative Milk Producers, Inc. 1959. "Community Milk Meetings." Queen Anne's Record-Observer (Centreville, MD), September 24, 1959. https://queenannes.advantage-preservation.com/.
Masek, Edward A. 1983. "Robert White House." Maryland Inventory of Historic Properties Form QA-272. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/medusa/PDF/QueenAnnes/QA-272.pdf.
McDonald, Megan, and Anne Brockett. 2002. "Eareckson House." National Register Eligibility Review Form QA-125. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-125.pdf.
McMurry, Sally. 2013. "The Impact of Sanitation Reform on the Farm Landscape in U.S. Dairying, 1890–1950." Buildings & Landscapes: Journal of the Vernacular Architecture Forum 20 (2): 22–47. https://doi.org/10.5749/buildland.20.2.0022.
Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed January 31, 2024. https://gis.qac.org/historic.
Queen Anne's County Circuit Court. 1853. "Indenture, William J. Bryan to Roderick W. Earickson." JP 1, p. 0407. Maryland State Archives.
———. 1874. "Deed, Roderick W. Eareckson and Ellen S. Eareckson to Robert G. Harrison and James P. Harrison." JW 4, p. 0372. Maryland State Archives.
———. 1883. "Deed, A. Randolph Weedon and Thomas J. Keating, Trustees, to Catherine E. Bright." SCD 3, p. 0103. Maryland

State Archives.
———. 1915a. “Deed, Charles M. West, Assignee, to James T. Bright.” WFW 6, p. 0586. Maryland State Archives.
———. 1915b. “Deed, James T. Bright and Mamie S. Bright to Charles Q. Snyder.” WFW 7, p. 0557. Maryland State Archives.
———. 1920. “Deed, James T. Bright et al to Dr. Charles E. Snyder.” JFR 5, p. 0156. Maryland State Archives.
———. 1949. “Mortgage, Charles E. Snyder and Margaret Strange Snyder to Ralph B. Baker, Sr.” NBW 4, p. 0458. Maryland State Archives.
———. 1958. “Deed, Charles E. Snyder and Margaret S. Snyder to Bay Park Development Company.” TSP 42, p. 0009. Maryland State Archives.
———. 1963. “Deed, Bay Park Development Company to Nathan Morris, Allen I. Morris, and Allen Berenter.” TSP 71, p. 0429. Maryland State Archives.
———. 1981. “Deed, Kent Island Limited Partnership to William H. Stevens and Robert H. Young.” MWM 174, p. 0171. Maryland State Archives.
———. 1986a. “Deed, William H. Stevens and Robert H. Young to William H. Stevens, Olga M. Stevens, and Robert H. Young.” MWM 246, p. 0963. Maryland State Archives.
———. 1986b. “Deed, William H. Stevens, Olga M. Stevens, and Robert H. Young to William H. Stevens and Olga M. Stevens.” MWM 248, p. 0749. Maryland State Archives.
———. 1999. “Deed, William H. Stevens and Olga M. Stevens to Gateway, LLC.” SM 705, p. 0690. Maryland State Archives.
———. 2003. “Deed, Gateway, LLC to E.S. Adkins and Company, a Delaware Corporation.” SM 1139, p. 0203. Maryland State Archives.
———. 2007. “Deed, E.S. Adkins and Company to Bay Bridge Properties, LLC.” SM 1713, p. 0682. Maryland State Archives.
———. 2019. “Deed, Bay Bridge Properties, LLC to 214 Bay Manor 21666 LLC.” KBH 3127, p. 0295. Maryland State Archives.
Queen Anne’s Record (Centreville, MD). 1936. “County Milk Producers Get New Co-Op Plan,” March 19, 1936. https://queenannes.advantage-preservation.com/.
Queen Anne’s Record-Observer (Centreville, MD). 1937. “County Dairies Rated High in D.C. Milkshed,” June 24, 1937. https://queenannes.advantage-preservation.com/.
———. 1939. “McGuckin Cow Tops Dairy Herd Tests for June,” July 20, 1939. https://queenannes.advantage-preservation.com/.
———. 1940. “Ayrshire Breeders to Meet Here February 9,” February 1, 1940. https://queenannes.advantage-preservation.com/.
———. 1958. “County Dairymen Attend Meeting,” December 18, 1958. https://queenannes.advantage-preservation.com/.
Ridout V, Orlando. 1980. “Eareckson House (Nathan Morris House).” Maryland Inventory of Historic Properties Form QA-125. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-125.pdf.
Rosso Commercial Real Estate Services. n.d. “Bay Manor214 Pier One Rd.” CoStar Group. Accessed January 31, 2024. https://looplink.rossocre.com/Listing/214-Pier-One-Rd-Stevensville-MD/22022934/.
Shaum, Jack. 2006. “Morris Remembered as Aviation Pioneer, Adventurer.” The Kent Island Bay Times (Stevensville, MD), February 8, 2006. Newspapers.com. https://www.newspapers.com/image/116039136/.
Siemer, Mary. 1982. “Once a Home, ‘Hang-Over’ Now Houses Sales Offices.” The Kent Island Bay Times (Stevensville, MD), August 25, 1982. https://queenannes.advantage-preservation.com/.
The Daily Exchange (Baltimore, MD). 1859. “Died,” October 20, 1859. Newspapers.com.
The Evening Sun (Baltimore, MD). 1950. “New Bay Bridge Road Cuts Farmer off from Cows,” February 18, 1950. Newspapers.com.
The News Journal (Wilmington, DE). 1936. “Postmaster Starts Work,” July 10, 1936. Newspapers.com. https://www.newspapers.com/image/161397204/.
The Star-Democrat (Easton, MD). 1985. “Schraders Win Dairy Award,” April 24, 1985. Newspapers.com. https://www.newspapers.com/image/91885760/.
The Sun (Baltimore, MD). 1879. “Land Sales in Queen Anne’s County,” June 13, 1879. Newspapers.com.
———. 1891. “The State of Maryland,” October 22, 1891. Newspapers.com.
———. 1893. “Army Worm at Work,” June 8, 1893. Newspapers.com
———. 1910. “James T. Bright, Democrat,” December 24, 1910. Newspapers.com.
———. 1913. “Deaths,” September 11, 1913. Newspapers.com.
———. 1950. “State Loses Bridge Condemnation Suit,” June 24, 1950. Newspapers.com.
———. 1961. “Dr. C. E. Snyder Services Held,” May 17, 1961. Newspapers.com.
Touart, Paul, and Ronald Andrews. 1990. “Historical and Archaeological Resources of Somerset County, Maryland.” National Register of Historic Places Multiple Property Documentation Form. Washington, DC: National Park Service. https://npgallery.nps.gov/NRHP/GetAsset/NRHP/64500757_text.
United States Census Bureau. 1850a. “1850 U.S. Federal Census - Slave Schedules; Seventh Census of the United States, 1850; Record Group: Records of the Bureau of the Census; Record Group Number: 29.” National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/90864596:8055?
———. 1850b. “Seventh Census of the United States, 1850; Records of the Bureau of the Census; Record Group Number: 29; Series Number: M432; Residence Date: 1850; Home in 1850: District 4, Queen Anne’s, Maryland; Roll: 296; Page: 227a.” Washington, DC. https://www.ancestry.com/discoveryui-content/view/17879388:8054?ssrc=pt&tid=15678653&pid=553915464.

———. 1860a. “1860 United States Federal Census; Record Group Number: 29; Series Number: M653; Residence Date: 1860; Home in 1860: District 4, Queen Anne’s County, Maryland; Roll: M653_479; Page: 5; Family History Library Film: 803479.” Washington, DC. National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/54010993:7667?
———. 1860b. “Eighth Census of the United States 1860; Series Number: M653; Record Group: Records of the Bureau of the Census; Record Group Number: 29.” Washington, DC. National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/91872751:7668?
———. 1870. “1870 United States Federal Census; Census Place: District 4, Queen Annes, Maryland; Roll: M593_593; Page: 442B.” Washington, DC. https://www.ancestry.com/discoveryui-content/view/23627012:7163?
———. 1900. “1900 United States Federal Census; Census Place: Kent Island, Queen Anne, Maryland; Roll: 626; Page: 4; Enumeration District: 0064.” Washington, DC. National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/20560509:7602?ssrc=pt&tid=17551421&pid=527051399.
———. 1910. “Thirteenth Census of the United States, 1910; Census Place: Kent Island, Queen Anne’s, Maryland; Roll: T624_567; Page: 5a; Enumeration District: 0069; FHL Microfilm: 1374580.” Washington, DC. National Archives. https://www.ancestry.com/discoveryui-content/view/10547590:7884?ssrc=pt&tid=17551421&pid=527051399.
———. 1930. “Fifteenth Census of the United States, 1930; Census Place: Election District 4, Queen Anne’s, Maryland; Page: 8A; Enumeration District: 0007; FHL Microfilm: 2340613.” Washington, DC. National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/113634447:6224.
White, Wanda. 2010. “Catherine E. Thomas Bright.” Findagrave.Com. November 9, 2010. https://www.findagrave.com/memorial/61351125/catherine-e-bright.
Wilfong, jr., James C. 1973. “The Errickson House: A Source of Wonder.” Queen Anne’s Record-Observer, June 13, 1973. https://queenannes.advantage-preservation.com/.

**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



**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

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___ no ___**

Property Name: **Christ Church Cemetery (Broad Creek Cemetery)** Inventory Number: **QA-162**

Address: 370 Romancoke Road Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Vestry of Christ Church Parish Tax Account ID Number: 04-069846 and 04-075021

Tax Map Parcel Number(s): 0052, 0232 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Francesca Maisano Date Prepared: January 25, 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:

This property was previously identified in the Maryland Inventory of Historic Properties as the Christ Church Site and Cemetery. It was photographed in 1978 and 2003, but not surveyed or evaluated. In addition, the boundaries were incorrectly mapped in Medusa. Revised maps indicating the location are attached.

LOCATION/SETTING

Christ Church Cemetery encompasses two parcels that form a flag-shaped parcel that encompasses 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***

cemetery and the paved path that runs southeast from the burial area to the entrance at Romancoke Road. The cemetery lot is about 700 feet northwest of Romancoke Road. East and north of the cemetery is the Bay Bridge Airport, while west and southwest is a residential subdivision. Southeast of the cemetery are two undeveloped parcels with woodland in the north abutting the cemetery and cleared land along Romancoke Road. The cemetery boundary is lined with trees, and trees are also within the burial area.

## DESCRIPTION

The cemetery is a square-shaped section surrounded by wooden rail fencing at the northeast corner of the irregularly shaped parcel. The land is grassy and relatively level, with trees dotted throughout. Most of the graves are along the southeastern and northeast boundaries and are oriented in roughly north-south rows. The majority of these gravestones date from the 1990s to 2023 (Findagrave.com, n.d.-a). Northeast of center is a memorial section lined with posts. In this section are gravestones dating from 1746 to 1903. The cemetery is the site of approximately 106 known burials from 1746 to 2023, with 14 of these graves 1726 to 1903. (Findagrave.com, n.d.-a; Christ Church Parish, n.d.). The gravestones dating from 1746 to 1903 are upright headstones set into the ground or onto plinths with generally rounded tops. The headstones are made of stone. The Victorian gravestones, including that of Tristram S. Weedon (died 1860) and Joseph R. Cook (died 1871), have Victorian-period details such as willow trees, urns, and obelisks carved into shallow reliefs. At least two of the gravestones—Robert Wilson (died 1746) and Eliza Blunt Weedon (died 1869)—are toppled and broken, and are now inset horizontally into the ground (Findagrave.com, n.d). Due to a church fire in the mid-1800s that destroyed many early records, as well as vandalism and neglect that led to the disappearance of gravestones, it is unknown how many pre-1904 burials occurred at the cemetery (Mohsberg 2002, 2; Shaum 2004). The 1990s to 2020s gravestones vary in stone type, though granite is common, and style, from upright serpentine-top headstones to grass markers (Findagrave.com, n.d). West of the cemetery across the access road is a one-story prefabricated shed with an asphalt-shingle, side-gable roof. On its south façade are paired doors.

## HISTORIC CONTEXT

The Christ Church parish, described as the “oldest continuous Christian congregation in Maryland” has its origins at Kent Fort, the earliest English settlement in Maryland and located in southern Kent Island, where William Claiborne built a church (Shaum 2004; Christ Church Parish Kent Island 2021, 2). By 1652, the population had moved northward to form a bustling community known as Broad Creek at the single harbor on Kent Island’s Bay side, constructing a church there on the Christ Church Cemetery site (Bishop 2021). Broad Creek was the “center of activity” on the island (Crook 2000). It is likely that this original church was a small brick building similar to Old Wye Church (T-55) in Wye Mills (Christ Church Parish Kent Island 2021, 2). Though “hundreds” may have been buried at the cemetery throughout its history, the oldest grave found today is of Robert Wilson who died in 1746 (Bishop 2021). As the population of Broad Creek grew, a new church was constructed on the site in 1712 and enlarged in 1748. Though the Broad Creek community began to decline after the Revolutionary War and the War of 1812, a new, third church was constructed between 1826 and 1840 (Christ Church Parish Kent Island 2021, 2). However, nearby Stevensville was founded soon after in 1850 and began to grow first through a steamboat terminal begun in 1866 and then in the early twentieth century with the establishment of a railroad (Steuart, White, and Smith 1986, 9; Bishop 2021). By the late nineteenth century, most of the Broad Creek Parish had moved to Stevensville, where their new Queen Anne-style church was constructed in 1880 (QA-212). The Broad Creek church was demolished, but some items were salvaged and incorporated into the new church in Stevensville. Other elements of the churches at Broad Creek, including the 1754 Baskett Bible, a seventeenth-century communion chalice, and the 1712 church’s baptismal font, are now at Christ Church parish’s current church at 830 Romancoke Road (Crook 2000; McNulty 2020; Christ Church Parish Kent Island 2021, 2). Burials stopped at Christ Church Cemetery after 1903, with the burial of Mary Elsie Wilson, and by the mid-twentieth century the neglected cemetery was overgrown and graves had disappeared through both neglect and vandalism (Crook 2000). By 1957, the cemetery was surrounded by farmland, with the lot covered in large trees (NETROnline, n.d.).

In 1959, due to the desire of local citizens to find the 1652 church site, archaeologists H. Chandlee Foreman and Dr. Reginald Truitt led a team in excavating the cemetery. The team found both the 1652 and 1712 brick church foundations, which were largely intact, and later reburied them to protect them from vandalism and the elements (McNulty 2020; Christ Church Parish Kent Island 2021, 2). By 1978, the cemetery was surrounded by wooden rail fencing (Ridout V 1878).

Beginning in the 1980s and picking up speed in the 1990s, Christ Church parishioners rehabilitated the cemetery by clearing underbrush, landscaping the entrance, paving the driveway, and erecting a cemetery sign as well as a historic marker (Christ Church Parish Kent Island 2021, 2; Miller 2002). A "memorial area" was created in the cemetery, bounded by white posts, where 14 identified historic grave markers were relocated after refurbishment, though the graves they once marked remain in their original location and were not disturbed (Miller 2002). The cemetery reopened for burials in 2002 (Record Observer 2003). The first new burial was Christ Church parishioner James Roof, who died in 1998 and wished to be buried with his ancestors (Miller 2002). The cemetery remains open for burials, for those of all faiths, with a portion of the money for each grave site sale going to the Long-Term Perpetual Care Fund for cemetery maintenance (Christ Church Parish Kent Island 2021, 1–2).

Churchyard Graveyards

English colonists to the American colonies, except the Puritans, brought the churchyard model of cemeteries with them. The dead were buried next to places that served a religious function, such as churches or meeting houses (Cothran and Danylchak 2018, 6). By the late seventeenth century, American graves began to be marked with box tombs, slabs, or headstones, like those found in England (Cothran and Danylchak 2018, 7). By the late eighteenth century it was common for gravesites to have inscribed markers (Cothran and Danylchak 2018, 7). Churchyard burial continued in more densely populated areas through the eighteenth and nineteenth centuries and into the twentieth century for those of European Christian descent and others in the Judeo-Christian tradition (National Park Service 1990, 4).

Seventeenth and Eighteenth-Century Queen Anne's County and Eastern Shore Cemeteries

Christ Church Cemetery is older than most other cemeteries in Queen Anne's County and one of the few associated with a churchyard. Throughout the eighteenth and nineteenth centuries in areas where the population was more dispersed, such as Maryland's Eastern Shore, churchyard burials were difficult for those who did not live close to the churches. With the establishment of large plantations, towns were far apart, parishes were geographically large, and transportation was slow and difficult. As such, many were buried in family cemeteries on plantation land (National Park Service 1990, 4), such as the seventeenth-century family graveyard at the Hermitage in Centreville (QA-113). The circa-1697 Bennett's Point Cemetery contains a circa 1698 chapel, which was later incorporated into a circa-1749 chapel, remains of which still exist ("'Morgan's Neck' / Richard Bennett III and Elizabeth Rousby," n.d.).

Church graveyards in Queen Anne's County include that associated with the St. Luke Episcopal Church congregation in Church Hill since the late seventeenth century (Hilleary and Cornell 1977, 3). The oldest legible gravestones date to the 1790s (Findagrave.com, n.d.-d). Unlike Christ Church Cemetery, the 1732 brick St. Luke's church is still extant (Historic Sites Consortium of Queen Anne's County, n.d.).

Outside of Queen Anne's County on the Eastern Shore, another notable church yard burial ground is the cemetery at Old Wye Church in Talbot County. Though a church existed at the site by the 1690s, most burials were at family graveyards and the oldest extant grave in the churchyard is from 1821 (Wye Parish, n.d.). Another seventeenth-century parish was at Church Creek, Maryland. The church at Old Trinity Church and Cemetery (D-4) in Church Creek was reportedly constructed between 1671 and 1692 (Old Trinity, n.d.). It is unknown when burials began (Vestry of Dorchester Parish 2014), but the oldest photographed grave is from 1800 (Findagrave.com, n.d.-c).

ELIGIBILITY DETERMINATION

Christ Church Cemetery 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.

Christ Church Cemetery is one of the oldest, if not the oldest extant cemetery in Queen Anne's County and is the oldest churchyard cemetery. It belongs to the oldest continuous Christian congregation in Maryland and is associated with the period of time when Broad Creek was the thriving center of Kent Island. However, the integrity of the cemetery has been greatly diminished through the demolition of the church in 1880, the loss of gravestone through neglect and vandalism, the relocation of the few remaining headstones to a central location lined with twenty-first-century posts, and the addition of twenty-first-century graves to the rest of the cemetery. As such, Christ Church Cemetery no longer retains enough integrity to convey its significance as a mid-seventeenth-century churchyard cemetery used into the early twentieth century. Therefore, Christ Church Cemetery is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Christ Church Cemetery not eligible under Criterion B.

Christ Church Cemetery does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. While the cemetery may have been a seventeenth-century churchyard, the church has been demolished, many of the oldest graves have disappeared, the oldest remaining ones have been moved, and additional twentieth- and twenty-first-century graves have been added to the cemetery. As such, Christ Church Cemetery no longer retains enough integrity to convey its significance as a mid-seventeenth-century churchyard cemetery used into the early twentieth century. Therefore, Christ Church Cemetery is not eligible under Criterion C.

## BOUNDARY DESCRIPTION

The property encompasses two parcels totaling 4.5 acres and is confined to the current property tax parcels, which are found on Queen Anne's County Tax Map 0056, Parcels 0052 and 0232 (2024). Tax accounts are 04-069846 and 04-075021.

## REFERENCES

Bishop, Doug. 2021. "Restored Cemetery Continues Tradition of 'Remembrance.'" The Star-Democrat (Easton, MD), July 18, 2021. https://www.newspapers.com/image/749827604/.
Burgess, Helen. 1970s. "The Hermitage." National Register of Historic Places Nomination QA-113. Washington, DC: National Park Service. https://apps.mht.maryland.gov/medusa/PDF/QueenAnnes/QA-113.pdf.
Christ Church Parish. n.d. "Broad Creek Cemetery Necrology." Accessed January 25, 2024. https://www.ccpki.org/wp-content/uploads/2022/11/Broad-Creek-Cemetery-Necrology-1.pdf.
Christ Church Parish Kent Island. 2021. "Cemetery Brochure: Welcoming All Faith to Our Historic Site." https://www.ccpki.org/wp-content/uploads/2021/06/Cemetery-Brochure-2021.pdf.
Cothran, James R., and Erica Danylchak. 2018. Grave Landscapes: The Nineteenth-Century Rural Cemetery Movement. Columbia, South Carolina: The University of South Carolina Press.
Crook, Leslie. 2000. "Records of Those Buried at Church Cemetery Sought." The Kent Island Bay Times (Stevensville, MD), April 5, 2000. Newspapers.com. https://www.newspapers.com/image/115889352/.
Findagrave.com. n.d.-a. "Broad Creek Cemetery Memorials." Accessed January 25, 2024. https://www.findagrave.com/cemetery/2280933/memorial-search?cemeteryName=Broad%20Creek%20Cemetery.
———. n.d.-b. "Hermitage Tilghman Family Burial Grounds Memorials." Accessed January 25, 2024. https://www.findagrave.com/cemetery/2539794/memorial-search?firstname=&middlename=&lastname=&cemeteryName=Hermitage+Tilghman+Family+Burial+Grounds&birthyear=&birthyearfilter=&deathyear=&deathyearfilter=&memorialid=&mcid=&linkedToName=&datefilter=&orderby=d&plot=.
———. n.d.-c. "Old Trinity Episcopal Church Cemetery Memorials." Accessed January 25, 2024. https://www.findagrave.com/cemetery/1028393/memorial-search?cemeteryName=Old%20Trinity%20Episcopal%20Church%20Cemetery&orderby=d&page=1#sr-

15002421.
———. n.d.-d. “Saint Lukes Episcopal Parish Cemetery Memorials.” Accessed January 25, 2024. https://www.findagrave.com/cemetery/2295076/memorial-search?cemeteryName=Saint%20Lukes%20Episcopal%20Parish%20Cemetery&orderby=d&page=1#sr-91609087.
———. n.d.-e. “Search for Records in Queen Anne’s County.” Accessed January 25, 2024. https://www.findagrave.com/memorial/search?firstname=&middlename=&lastname=&birthyear=&birthyearfilter=&deathyear=&deathyearfilter=&location=Queen+Anne%27s+County%2C+Maryland%2C+USA&locationId=county_1203&memorialid=&mcid=&linkedToName=&datefilter=&orderby=d&plot=.
Hilleary, Mrs. Robert B., and Randolph M. Cornell. 1977. “St. Luke’s Church.” Washington, DC: National Park Service. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-51.pdf.
Historic Sites Consortium of Queen Anne’s County. n.d. “St. Luke’s Episcopal Church.” Accessed January 25, 2024. https://historicqac.org/historic-site/st-lukes-episcopal-church/.
McNulty, Ann. 2020. “Digging into Kent Island’s Past.” What’s Up? Media. March 12, 2020. https://whatsupmag.com/culture/environment/digging-into-kent-island%E2%80%99s-past/.
Miller, Geoff. 2002. “Roof Laid to Rest at Broad Creek Cemetery.” The Kent Island Bay Times (Stevensville, MD), February 20, 2002. Newspapers.com. https://www.newspapers.com/image/116014911/.
Mohsberg, Margot. 2002. “Old Graveyard Gets a New Life.” Isle of Kent 1631, Winter 2002. Kent Island Heritage Society. https://kentislandheritagesociety.org/wp-content/uploads/2018/12/Winter-2002.pdf.
“‘Morgan’s Neck’ / Richard Bennett III and Elizabeth Rousby.” n.d. HMdb.Org. Accessed January 25, 2024.
National Park Service. 1990. “National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.” United States Department of the Interior. https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Old Trinity. n.d. “About Us.” Oldtrinity.Net. Accessed January 25, 2024. https://oldtrinity.net/aboutus.html.
Record Observer (Easton, MD). 2003. “Volunteers Face Many Challenges Uncovering the Past at Cemetery,” May 2, 2003. Newspapers.com. https://www.newspapers.com/image/115817716/.
Ridout V, Orlando. 1878. “Christ Church Cemetery.” Maryland Inventory of Historic Properties Form QA0162. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-162.pdf.
Shaum, Jack. 2004. “Cemetery Focus of Archaeological Digs.” Record Observer (Easton, MD), January 16, 2004. Newspapers.com. https://www.newspapers.com/image/116017509/.
———. 2024. “Vandals Strike at Broad Creek Cemetery.” Record Observer, January 16, 2024. Newspapers.com. https://www.newspapers.com/image/116017508/.
Staff Reports. n.d. “Year in Review.” Record Observer (Easton, MD), sec. January 6, 2006. Newspapers.com. Accessed January 25, 2024. https://www.newspapers.com/image/115923727/.
Steuart, Mrs. Marion, Mrs. James B. White, and Bruce Smith. 1986. “Stevensville Historic District.” National Register of Historic Places Nomination 86002333. Washington, DC: National Park Service. https://npgallery.nps.gov/AssetDetail/NRIS/86002333.
The Star-Democrat (Easton, MD). 2008. “History Abounds in Queen Anne’s County,” May 1, 2008. Newspapers.com. https://www.newspapers.com/image/115825270/.
Vestry of Dorchester Parish. 2014. “Old Trinity Church Cemetery.” Oldtrinity.Net. April 6, 2014. https://www.oldtrinity.net/OTCemeteryRegs.pdf.
Wye Parish. n.d. “Cemetery.” Accessed January 25, 2024. https://wyeparish.org/cemetery/.

**MAPS**

**Christ Church Cemetery (Broad Creek Cemetery)**

Location: 370 Romancoke Road
City: Stevensville

QA-162
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Christ Church Cemetery (Broad Creek Cemetery)**

Location: 370 Romancoke Road
City: Stevensville

QA-162
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 2: Overview of cemetery, looking northeast



Photo 2 of 2: Shed, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-162 Christ Church Cemetery (Broad Creek Cemetery)

**PHOTO LOG**

Number of Photos: **2**
Name of Photographer: **Becky Yousaf**
Date of Photographs: **2023-12-13**
Location of Original Digital File: **MHT**
File Format: **QA-162_2023-12-13_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-162_2023-12-13_01
Photo 1 of 2: Overview of cemetery, looking northeast

QA-162_2023-12-13_02
Photo 2 of 2: Shed, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Gardners Purchase (Jane E. Wright Farm)** Inventory Number: **QA-214**

Address: Gardner's Purchase Lane, Chester, MD 21619 Historic District: No

City: Chester Zip Code: 17102 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: James D. and Patricia G. Barden; Gardner's Purchase Inc

Tax Account ID Number: 1804077741 and 1804018990

Tax Map Parcel Number(s): 0318 and 0069 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: April 19, 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:

Prior to this survey Gardner's Purchase was given the Maryland Inventory of Historic Properties (MIHP) number QA-214 and listed under the name "Gardner's Purchase, site." In Medusa, the boundary was shown as a circle over one of the barns (the cross-gable barn) and the database record described the site as being demolished. The associated Medusa documentation, printed April 26, 2004, just has a topographic map with a circle over the dwelling and the farm complex. This DOE expands the boundaries of Gardner's Purchase to encompass property historically associated with the farm and evaluated the property for the National Register of Historic Places (NRHP).

**LOCATION/SETTING**

Gardner's Purchase is composed of two parcels-Parcel 0069 and Parcel 0318. Parcel 0069 is a 191.26 -acre agricultural property that surrounds the rhombic 1-acre Parcel 0318, located at 301 Gardner's Purchase Lane that contains a circa-1978 dwelling. Also included in Parcel 0069 are two cell tower sites, located at 180 Gardner's Purchase Lane and 201 Tower Run.

**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***

Most of the agricultural property is south of Main Street on either side of Gardner's Purchase Lane, bounded by Main Street and Wharf Drive to the north, another agricultural property to the west, and Hog Bay to the south and east, excluding the residential property at 400 Gardner's Purchase Lane at the southwest tip of the peninsula. Parcel 0069 is primarily cleared agricultural fields with buildings, while the eastern and western edges are forested. A vegetated pond that drains into Prospect Bay is east of Gardner's Purchase Lane. Gardner's Purchase Lane runs north-south from Main Street near the center of the parcel to the circa-1978 dwelling. North of the dwelling, Gardner's Purchase Lane veers southwest to the residential parcel at 400 Gardener's Purchase Lane. A driveway veers east of the circa-1978 house and leads to a complex of agricultural buildings. Tower Run is east of, and parallel to, Gardner's Purchase Lane. This gravel drive leads south from Main Street to a complex of buildings at the base of a radio transmission tower, with the address 201 Tower Run. A second radio transmission tower, with the address of 180 Gardner's Purchase Lane, is west of Garner's Purchase Lane and is accessed via an asphalt, east-west access road from the lane.

Parcel 0318 is immediately south of where Gardner's Purchase Lane veers southwest. A circa-1978 dwelling is in the north of parcel 0318, while two sheds are southwest of the house on Parcel 0069 land. East of the dwelling, in Parcel 0069, is an agricultural complex. At the south end is a large barn, oriented east-west (South Barn). North of the drive is a smaller barn, oriented east-west (Middle Barn). At the north end, northeast of the Middle Barn is a barn with a cross-gable roof (Cross-Gable Barn), oriented east-west. East of the Middle Barn is a Rectangular Agricultural Building. . East of the South Barn and southeast of the Rectangular Agricultural Building is the L-shaped Agricultural Building. South of the South Barn is a square shed, and farther southeast is a rectangular shed.

North of Main Street are two additional sections of land belonging to parcel 0069, both mostly forested. One is bounded north by US 50/301; west by Old Creek, common vacant land, and a vacant commercial parcel; south and southeast by Main Street; and east by the US 50/301 and Main Street interchange. The other section is east of the intersection between Main Street and Wharf Street, bounded northwest by Main Street, south by Wharf Street, and east by a wharf. A final separate section of Parcel 0069 is southwest of Hog Bay and is bounded by Hog Bay to the northeast, agricultural properties to the northwest, Kirwan Creek to the southwest, and a residential property to the southeast. It is also all forested land.

**RESOURCE DESCRIPTIONS**

**Parcel 0069**

*Cross-Gable Barn, pre-1937 with 1960s/1970s addition*

The cross-gable barn was built by 1937 and received a shed-roofed addition on the south elevation in the 1960s or 1970s (NETROnline, n.d.; Queen Anne's County, n.d.). It is a two-story, standing-seam-metal, cross-gable building with vertical siding; the side-gable section is two stories while the south-facing front-gable section is one. Most of the south façade was not visible at the time of survey, but there is a door on the original front-gable section. On the west elevation are two doors, one in each story, in the gabled section. The north elevation has two windows on the west side. The rest of the south elevation, as well as the east elevation, were not visible at the time of survey. According to aerial photography, there are three skylights in the roof of the addition, while on the east elevation of the addition are two windows (Nearmap, n.d.).

*Middle Barn, between 1937 and 1957, with 1960s/1970s addition*

The Middle Barn, addressed as 201 Gardner's Purchase Lane, was built between 1937 and 1957 and was elongated on the west elevation in the 1960s or 1970s (NETROnline, n.d.; Queen Anne's County, n.d.). It is a one-story building covered in siding on a concrete slab foundation with a side-gable metal roof. On the south façade is a single-leaf door with lights, a window, and a large opening. The west elevation has a vent in the gable. The north elevation has two double-hung sash windows in the west addition. The east elevation was not visible at the time of survey.

*Rectangular Agricultural Building, between 1937 and 1957, with late 1970s/early 1980s addition*

The Rectangular Agricultural Building was built between 1937 and 1957 and received an addition on the east elevation in the 1970s/early 1980s (NETROnline, n.d.; Queen Anne's County, n.d.). The original section has a front-gable roof and vertical siding while the addition has a shed roof and horizontal siding. On the north façade is a wood door in the original section. The west elevation has three-dimensional letters spelling "SUNOCO" on the lower half of the elevation. The south elevation has two windows in the addition. The east elevation was not visible at the time of survey. According to aerial imagery a door with lights is on the east elevation and on the east side of the original gable section's roof are skylights. Attached to the east

elevation is a rectangular animal enclosure lined with wood fencing (Nearmap, n.d.)

*L-Shaped Agricultural Building, 1970s/early 1980s with 1990s addition*

The L-Shaped Agricultural Building, a one-story frame building with vertical wood siding and a shallow-pitched shed roof, was built in the 1970s or early 1980s and received an addition on the north elevation in the 1990s (NETROnline, n.d.; Queen Anne's County, n.d.). On the west façade of the north addition is a wood door with hinges, while in the north elevation of the original section is a pair of wood doors. No fenestration or ornamentation is visible on the west side of the original section. The other elevations were not visible at the time of survey. A wood fence creates a small enclosure on the south side of the building.

*Transmission Tower, 180 Gardner's Purchase Lane, mid-1990s*

180 Gardner's Purchase Lane is a mid-1990s square site surrounded by a metal fence (NETROnline, n.d.; Queen Anne's County, n.d.). It was only partially visible at the time of survey, though in the western part of the site is the tower while east of it is the communication shelter, which has a front-gable roof.

*Transmission Tower, 201 Tower Run, mid-1990s*

201 Tower Run is a mid-1990s irregularly shaped site surrounded by a metal fence (NETROnline, n.d.; Queen Anne's County, n.d.). It was only partially visible at the time of survey. According to aerial imagery, there are two one-story, flat-roofed communication shelters, one west and one south. North of the southern shelter is the transmission tower (Nearmap, n.d.)

*Gambrel-Roof Shed, circa 1998*

The circa-1998, frame, Gambrel-Roof Shed is one-story with an asphalt-shingle roof (NETROnline, n.d.; Queen Anne's County, n.d.). The north elevation has no fenestration, while the west has a four-light window. The south and east elevations were not visible at the time of survey.

*Secondary Dwelling, circa 2007*

The Secondary Dwelling was built circa-2007 and is a one-story building with a front-gable, asphalt-shingle roof and covered in siding (NETROnline, n.d.; Queen Anne's County, n.d.). The east façade has a double-hung sash window with inoperable shutters on the southern side and a single-leaf four-light door covered by a storm door on the north side. The north elevation has two double-hung sash windows with inoperable shutters. In the slope of the roofline is a vent. The south and west elevations were not visible at the time of survey, but aerial imagery shows that both elevation have two double-hung sash windows with inoperable shutters (Nearmap, n.d.).

*South Barn, circa 2013*

The circa-2013 South Barn is a tall one-story tall pole barn with vertical metal ribbed siding and a side-gable asphalt-shingle roof (NETROnline, n.d.; Queen Anne's County, n.d.). On the west elevation is a single-leaf paneled door with nine lights on the northern side. The north elevation has one set of sliding full-height doors on the western side and otherwise just has a band of clear panel windows at the top. The south and east elevations were not visible at the time of survey. According to aerial imagery, the south elevation only has a row of clear panel windows along the top of the wall, while the east elevation has a pair of sliding full-height doors in the center and a single-leaf door to the north (Nearmap, n.d.).

*Square Shed, circa 2013*

The circa 2013 Square Shed is a one-story prefabricated metal building with a low-pitched, front-gable roof (NETROnline, n.d.; Queen Anne's County, n.d.). On its west façade is a pair of metal doors. The other elevations were not visible at the time of survey, but according to aerial imagery the other elevations have no fenestration (Nearmap, n.d.)

*Rectangular Shed, circa 2022*

The circa-2022 Rectangular Shed is a one-story building with a front-gable, asphalt-shingle roof and board-and-batten siding (NETROnline, n.d.; Queen Anne's County, n.d.). On its north façade is a single-leaf hinged door. The west elevation has four openings covered in boards. The south and east elevations were not visible at the time of survey. According to aerial imagery, there is a door with lights on the south elevation and two large openings on the south elevation (Nearmap, n.d.)

**Parcel 0318 (301 Gardner's Purchase Lane)**

*House, circa 1978*

The circa-1978 house at 301 Gardner's Purchase Lane is a two-story, three-bay Colonial Revival building with a side-gable, asphalt-shingle roof and a one-story, two bay attached garage with an asphalt shingle, side gable roof on the east elevation. It is constructed of variegated brick, primarily in red tones with tan and brown mixed in. The three-bay north façade has a central front-gable portico with an asphalt-shingle roof and brick foundation accessed by brick stairs with wood post railings. The front door has an oval light and is covered by a screen door; it is flanked by three-light paneled sidelights. Windows on the façade are eight-over-eight, metal, double-hung sash windows with inoperable shutters. Above the portico is a single window, while the east and west bays have paired windows in the first and second stories. The one-story garage wing has two single windows, as well as a small cupola in the roof's ridge.

The west elevation has a wide exterior end brick chimney and two eight-over-eight, metal, double-hung sash windows with inoperable shutters in the second story on either side of the chimney. The gable is covered in siding. The south elevation has a pair of sliding doors, a five-light bay window with hipped-roof awning, and a double-hung sash window in the first story and a pair of windows and three single windows of varying size in the second story. Attached to this elevation is a wood deck. The garage has a single-leaf door covered with a storm door and a two-car, roll-up garage door. In the east elevation of the garage are two six-over-six double-hung sash windows with inoperable windows and the gable has siding; the east elevation of the main block has a double-hung sash window in the second story and a vent in the siding-covered gable.

**HISTORIC CONTEXT**

The farm known as Gardner's Purchase was established in 1809 (Maryland Department of Agriculture 2019). That year, John Gardner purchased from Thomas Richardson a 300-acre tract of land called Wading Place Neck, as well as a 150-acre part of the Pascoe's Adventure tract, the 35-acre Asbury's Addition, and the 5-acre Benjamin Triangle tract (Queen Anne's County Circuit Court 1809). While, the 1809 deed mentions 490 acres, the 1810 plat describes Gardner's Purchase as 450 acres; it is unclear why there is a discrepancy (Queen Anne's Circuit Court 1810). John Gardner died by 1812. His daughter Jane E. Gardner (later Jane E. Wright) was then cared for by her guardian Robert Gardner, who also owned land on Kent Island. Jane Garder acquired her father's lands in April 1831 (Queen Anne's County Circuit Court 1831). She lived at Gardner's Purchase through the mid-to-late nineteenth century, as shown on 1866 and 1877 maps (Strong 1866; Lake, Griffing and Stevenson 1877). She died around 1893 (Maryland State Archives 2013).

Gardner's Purchase farm was originally almost 500 acres of land on both sides of what is now US 50/301. While some portions have been sold over time, the bulk of the property continued under Gardner family ownership as a farm (Queen Anne's County Circuit Court 1953a). By 1933 it was known as the Jane E. Wright Farm (Queen Anne's County Circuit Court 1933). In 1937 a different dwelling stood where 301 Gardner's Purchase Lane stands today, with an outbuilding east of it, another southeast of it, and the Cross-Gable Barn northeast of it. More of what is today parcel 0069 was unforested, cleared agricultural land, especially in the north and northwest parts of the property (Queen Anne's County, n.d.). In a 1943 advertisement, Gardner's Purchase was described as being resided at by Y. T. Gardner (Y. T. Gardner 1943). The Middle Barn (201 Gardner's Purchase Lane), as well as the Rectangular Agricultural Building was built between 1937 and 1957 (Queen Anne's County, n.d.).

John A. Gardner Jr. acquired the farm in June 1953, shortly after the opening of the first span of the Chesapeake Bay Bridge, which unleashed a wave of suburbanization in the county. Construction of US 50/301 bisected the farm (Queen Anne's County Circuit Court 1953a; 1953c; 1953b). In 1966, the Gardners began to sell portions of the farm. In August of that year, they sold the 153 acres of the farm north of US 50/301 to the Piney-Narrows Corporation (Queen Anne's County Circuit Court 1966a). In November 1966, Gardner leased approximately 10 acres at the east side of the property along Kent Narrows to the Kent Island Yacht Club (Queen Anne's County Circuit Court 1966b). John A. Gardner sold an acre of land to his daughter Patricia G. Barden and her husband James D. Barden in December 1978 (Queen Anne's County Circuit Court 1978;

The Kent Island Bay Times 2003). This property is now known as 301 Gardner's Lane. The Barden's immediately built the current dwelling, replacing the earlier dwelling (Maryland Department of Assessments and Taxation 2024; NETROnline, n.d.). In the 1960s or 1970s, the Cross-Gable Barn received an addition on the south elevation and the Middle Barn received an addition on the west elevation (NETROnline, n.d.; Queen Anne's County, n.d.).

John A. Gardner Jr. sold about 170 acres of his remaining property to Gardner's Purchase Inc. in July 1981 (Queen Anne's County Circuit Court 1981; Maryland Department of Assessments and Taxation 2024). In the 1970s or 1980s, the Rectangular Agricultural Building received an addition on the east elevation and the south portion of the L-shaped Agricultural Building was constructed. This building received an addition on the north elevation in the 1990s, bringing it to is current L-shaped configuration. The two transmission towers were also built in the mid-1990s (NETROnline, n.d.; Queen Anne's County, n.d.). Since 1997, the farm has been listed in Maryland's Century Farm Program, a list of working Maryland farms owned by the same families for at least one hundred years (Maryland Department of Agriculture 2019; n.d.). As of 2020, the farm was the only one in the program located on Kent Island (Choptank River Heritage 2020). The Gambrel-Roof Shed was constructed around 1998 while the Secondary Dwelling was constructed around 2007. The South Barn and the Square Shed were built around 2013 (NETROnline, n.d.; Queen Anne's County, n.d.). As of 2015 Gardner's Purchase Inc. was involved in Angus cattle farming and became part of the American Angus Association (The Star-Democrat 2015). Lastly, the Rectangular Shed was built circa 2019 (Queen Anne's County, n.d.).

**ELIGIBILITY DETERMINATION**

Gardner's Purchase 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.

Gardner's Purchase is a very old farm on Kent Island that dates to the early nineteenth century and is still owned and operated by descendants of the original farm owners. However, the property has diminished integrity through the demolition of earlier farm and residential buildings and the construction of new buildings. All the buildings date to the twentieth century, mostly the second half of the century, and do not represent significant trends in agriculture in Queen Anne's County. Therefore, Gardner's Purchase is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Gardner's Purchase is not eligible under Criterion B.

Gardner's Purchase does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Though the farm began in the early nineteenth century, all the extant structures date to the twentieth century. Gardner's Purchase neither retains the structures from the nineteenth century and appears as it did then, nor does the farm have structures from throughout its period of farming and portrays the evolution of family farms on Kent Island. Rather, the farm overall has the appearance of a late-twentieth-century and twenty-first-century farm. Therefore, Gardner's Purchase is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 191.26 acres and is confined to the current property tax parcels, which are found on Queen Anne's County Tax Map 0057, Parcels 0318 and 0069 (2024). Tax accounts are 1804077741 and 1804018990.

**REFERENCES**

Choptank River Heritage. 2020. "Maryland Century Farms in the Choptank River Heritage Area." 2020. https://choptank.maps.arcgis.com/apps/View/index.html?appid=28af3a73dfa24e0b9ed1c5d7ce972539.

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/.

Maryland Department of Agriculture. 2019. "Century Farm List for 2019." https://mda.maryland.gov/about_mda/documents/Century_Farms.pdf.

———. n.d. “Century Farms Program.” Accessed April 19, 2024. https://mda.maryland.gov/farm_to_school/Pages/Century_Farms.aspx.

Maryland Department of Assessments and Taxation. 2024. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

Maryland State Archives. 2011. “Charlotte Dunn (b. circa 1797 - d. ?).” October 13, 2011. https://msa.maryland.gov/megafile/msa/speccol/sc5400/sc5496/014900/014965/html/014965bio.html.

———. 2013. “Robert Gardner (b. circa ? - D. circa 1828).” November 14, 2013. https://msa.maryland.gov/megafile/msa/speccol/sc5400/sc5496/050700/050716/html/050716bio.html.

Nearmap. n.d. “Nearmap.” Accessed April 16, 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne’s County. n.d. “Queen Anne’s County Historic Image Viewer.” Accessed January 31, 2024. https://gis.qac.org/historic.

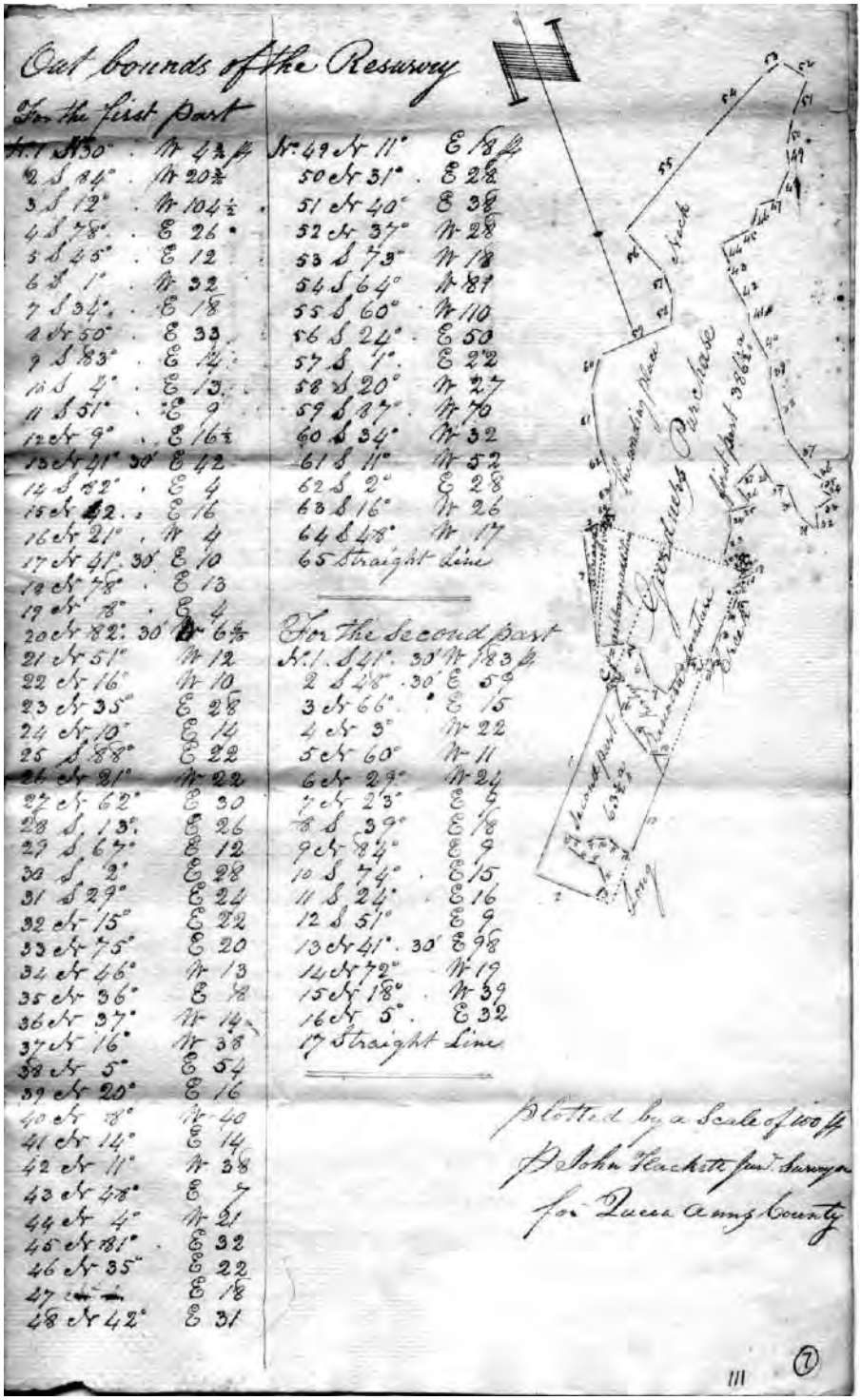
Queen Anne’s County Circuit Court. 1809. “Deed, Thomas Richardson to John Gardner.” STW 10, p. 0351. Maryland State Archives.
———. 1810. “Plat, Gardner’s Purchase, Surveyed for John Gardner, 1810.” Unpatented Certificate 111. MSA S1227-110. Maryland State Archives.
———. 1831. “Deed, Benjamin and William Richardson to Jane Gardner.” TM 5, p. 0582. Maryland State Archives.
———. 1933. “Deed, Clarence R. Gardner to Felix E. Gardner.” Maryland State Archives.
———. 1953a. “Deed, Clarence R. Gardner to John A. Gardner, Jr.” TSP 11, p. 0106. Maryland State Archives.
———. 1953b. “Deed, J. William Keith to John A. Gardner, Jr.” TSP 11, p. 0110. Maryland State Archives.
———. 1953c. “Deed, Lemuel Y. Gardner and Mary E. Gardner to John A. Gardner, Jr.” TSP 11, p. 0108. Maryland State Archives.
———. 1966a. "Deed, John Alfred Gardner and Doris Catherine Gardner to the Piney Narrows Corporation. CWC 24, p. 247. Maryland State Archives.
———. 1966b. "Plat, Gardner, John A. and Kent Island Yacht Club." Plat 56716. Maryland State Archives.
———. 1978. “Deed, John A. Gardner, Jr. to James D. Barden and Patricia G. Barden.” MWM 145, p. 0310. Maryland State Archives.
———. 1981. “Deed, John A. Gardner, Jr. to Gardner’s Purchase, Inc.” MWM 181, p. 0173. Maryland State Archives.

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. http://slavery.msa.maryland.gov/html/mapped_images/qad4.html.

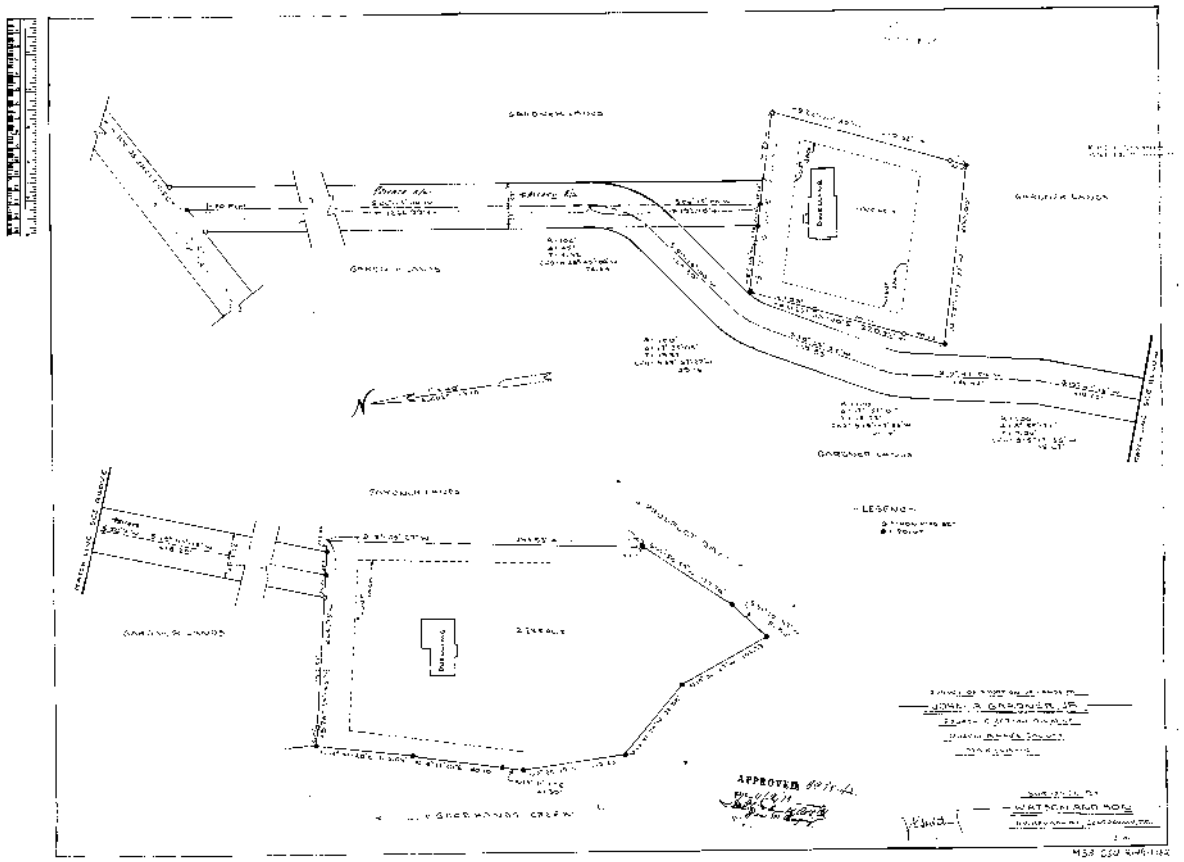
*The Kent Island Bay Times* (Stevensville, MD). 2003. “John A. Gardner,” July 23, 2003. Newspapers.com.

*The Star-Democrat* (Easton, MD). 2015. “Gardners Purchase Joins Angus Association,” September 29, 2015, sec. Business & Financial. Newspapers.com.

Y. T. Gardner. 1943. “Public Sale of Valuable Personal Property.” Queen Anne’s Record-Observer (Centreville, MD), October 28, 1943. https://queenannes.advantage-preservation.com/viewer/.

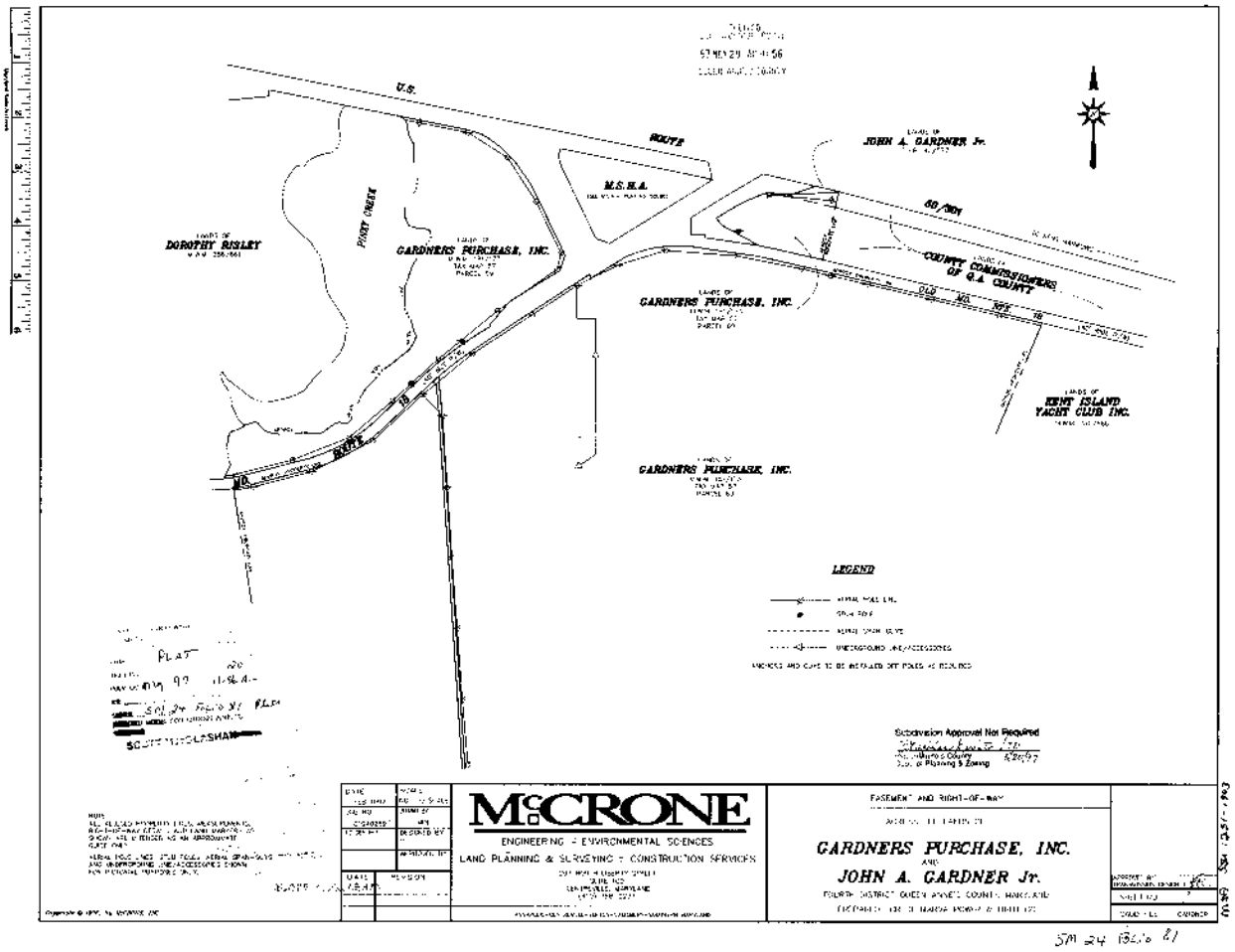



Historic Image 1: Plat, Gardner's Purchase, Surveyed for John Gardner, 1810.
Photo Source: Queen Anne's County Circuit Court. 1810. Gardner's Purchase, 450 Acres Unpatented Certificate 111. MSA S1227-110. Maryland State Archives.



Historic Image 2: Survey of a portion of lands of John A. Gardner, Jr., 1978. The dwelling shown in the upper right of this plat is 301 Gardner's Purchase Lane, while the dwelling in the lower left is 400 Gardner's Purchase Lane, John Gardner's circa 1937-1957 house which was replaced in 2012
Photo Source: Queen Anne's County Circuit Court. Land Records MWM 181, folio 172
Plat 107686.

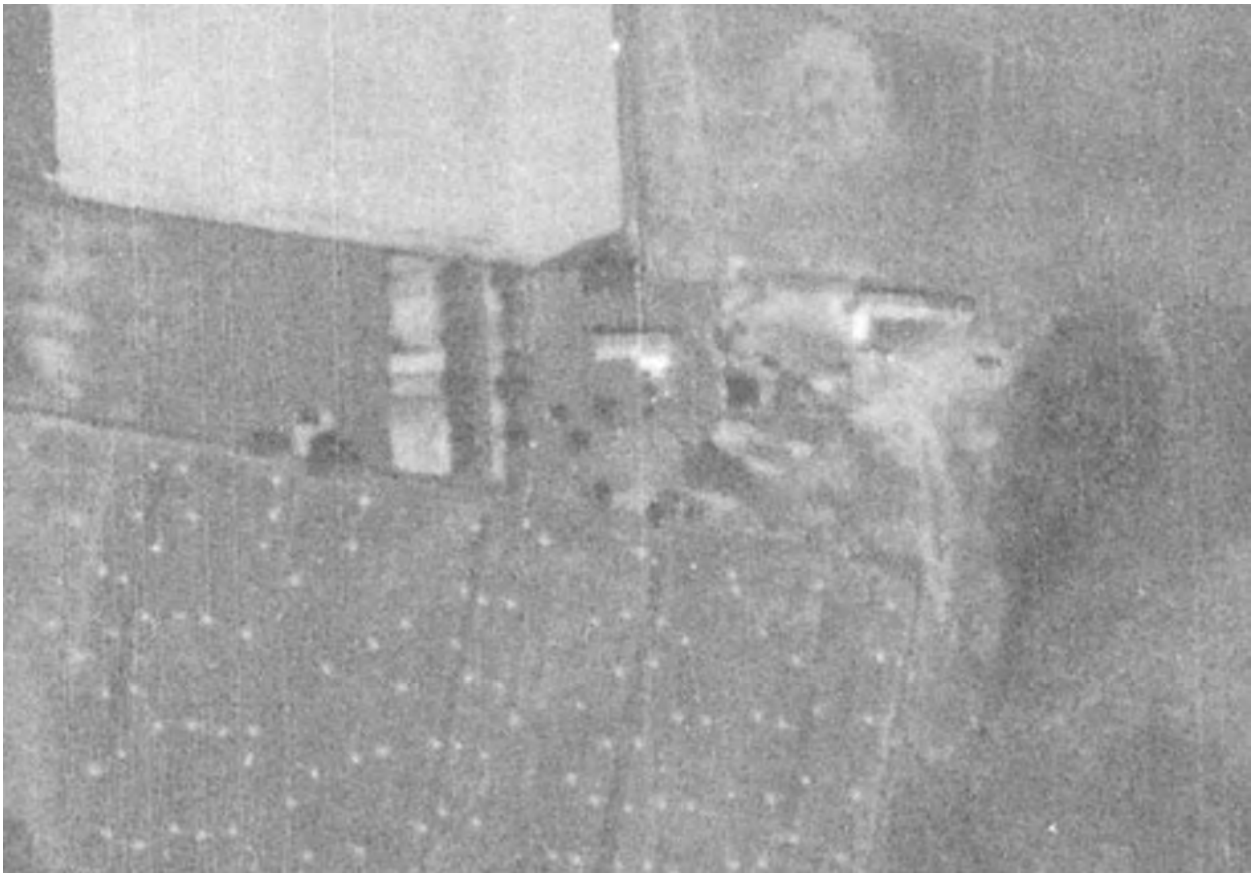
**QA-214**
**Gardner's Purchase (Jane E. Wright Farm)**
Gardner's Purchase Lane
Chester, Queen Anne's County, Maryland




Historic Image 3: Easement and Right-of-Way Across the Lands of Gardner's Purchase, Inc. and John A. Gardner, Jr., 1997
Photo Source: Queen Anne's County Circuit Court. Plat Book SM 24, p. 81
MSA S1251-1903.



Historic Image 4: Aerial Imagery of Gardner's Purchase, 1937
Photo Source: Queen Anne's County, Queen Anne's County Historic Image Viewer, https://gis.qac.org/historic, accessed April 19, 2024.



Historic Image 5: Aerial Imagery of Gardner's Purchase, 1937, detail of 301 Gardner's Purchase Lane and Farm Complex
Photo Source: Queen Anne's County, Queen Anne's County Historic Image Viewer, https://gis.qac.org/historic, accessed April 19, 2024.



Historic Image 6: Aerial Imagery of Gardner's Purchase, 1957
Photo Source: Queen Anne's County, Queen Anne's County Historic Image Viewer, https://gis.qac.org/historic, accessed April 19, 2024.



Historic Image 7: Aerial Imagery of Gardner's Purchase, 1957, detail of 301 Gardner's Purchase Lane and Farm Complex
Photo Source: Queen Anne's County, Queen Anne's County Historic Image Viewer, https://gis.qac.org/historic, accessed April 19, 2024.

**MAPS**

**Gardners Purchase (Jane E. Wright Farm)**

Location: 301 Gardners Purchase Ln
City: Chester

QA-214
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

**MAPS**

**Gardners Purchase (Jane E. Wright Farm)**

Location: 301 Gardners Purchase Ln
City: Chester

QA-214
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 12: Overview of property, looking south on Gardner's Purchase Lane



Photo 2 of 12: Overview of property, looking northeast by 301 Gardner's Purchase Lane

**PHOTOGRAPHS**



Photo 3 of 12: Looking northeast by farm complex



Photo 4 of 12: House, 301 Gardner's Purchase Lane, north façade and east elevation, looking southeas

**PHOTOGRAPHS**



Photo 5 of 12: House, 301 Gardner's Purchase Lane, west and south elevations, looking northeast



Photo 6 of 12: House, 301 Gardner's Purchase Lane, south and east elevations, looking northwest

**PHOTOGRAPHS**



Photo 7 of 12: House, 301 Gardner's Purchase Lane, east elevation and north façade, looking southwest



Photo 8 of 12: Parcel 0069, farm complex, looking southeast

**PHOTOGRAPHS**



Photo 9 of 12: Parcel 0069, Middle Barn, L-Shaped Agricultural Building, and South Barn, looking east



Photo 10 of 12: Parcel 0069, South Barn, Square Shed, and Rectangular Shed, looking east

**PHOTOGRAPHS**



Photo 11 of 12: Gambrel Shed and Secondary Dwelling, looking south



Photo 12 of 12: Transmission Tower, 180 Gardner's Purchase Lane, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-214 Gardners Purchase (Jane E. Wright Farm)

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **2023-11-27**
Location of Original Digital File: **MHT**
File Format: **QA-214_2023-11-27_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-214_2023-11-27_01.tif
Photo 1 of 12: Overview of property, looking south on Gardner's Purchase Lane

QA-214_2023-11-27_02.tif
Photo 2 of 12: Overview of property, looking northeast by 301 Gardner's Purchase Lane

QA-214_2023-11-27_03.tif
Photo 3 of 12: Looking northeast by farm complex

QA-214_2023-11-27_04.tif
Photo 4 of 12: House, 301 Gardner's Purchase Lane, north façade and east elevation, looking southeast

QA-214_2023-11-27_05.tif
Photo 5 of 12: House, 301 Gardner's Purchase Lane, west and south elevations, looking northeast

QA-214_2023-11-27_06.tif
Photo 6 of 12: House, 301 Gardner's Purchase Lane, south and east elevations, looking northwest

QA-214_2023-11-27_07.tif
Photo 7 of 12: House, 301 Gardner's Purchase Lane, east elevation and north façade, looking southwest

QA-214_2023-11-27_08.tif
Photo 8 of 12: Parcel 0069, farm complex, looking southeast

QA-214_2023-11-27_09.tif
Photo 9 of 12: Parcel 0069, Middle Barn, L-Shaped Agricultural Building, and South Barn, looking east

QA-214_2023-11-27_10.tif
Photo 10 of 12: Parcel 0069, South Barn, Square Shed, and Rectangular Shed, looking east

QA-214_2023-11-27_11.tif
Photo 11 of 12: Gambrel Shed and Secondary Dwelling, looking south

QA-214_2023-11-27_12.tif
Photo 12 of 12: Transmission Tower, 180 Gardner's Purchase Lane, looking northwest

**Name of Property: Scillin (Sillin, Cilly)**
**Location: Love Point Road (Maryland Route 18) Stevensville, MD 21666**

Scillin (Sillin, Cilly) was surveyed in 1979, but not evaluated for eligibility for inclusion in the National Register of Historic Places. The Maryland Inventory of Historic Properties Form described the building as a notable example of the side hall, double parlor plan dwelling that was transformed into a five bay center hall house with a kitchen wing, reflecting a common pattern of expansion in the second quarter of the nineteenth century (Ridout 1979).

According to aerial imagery, the brick house was demolished between 2013 and 2016. The land on which the house stood is covered with grass, while to the north and east there is a large farm building built in 2019 (NETROnline, n.d.).

**References**:

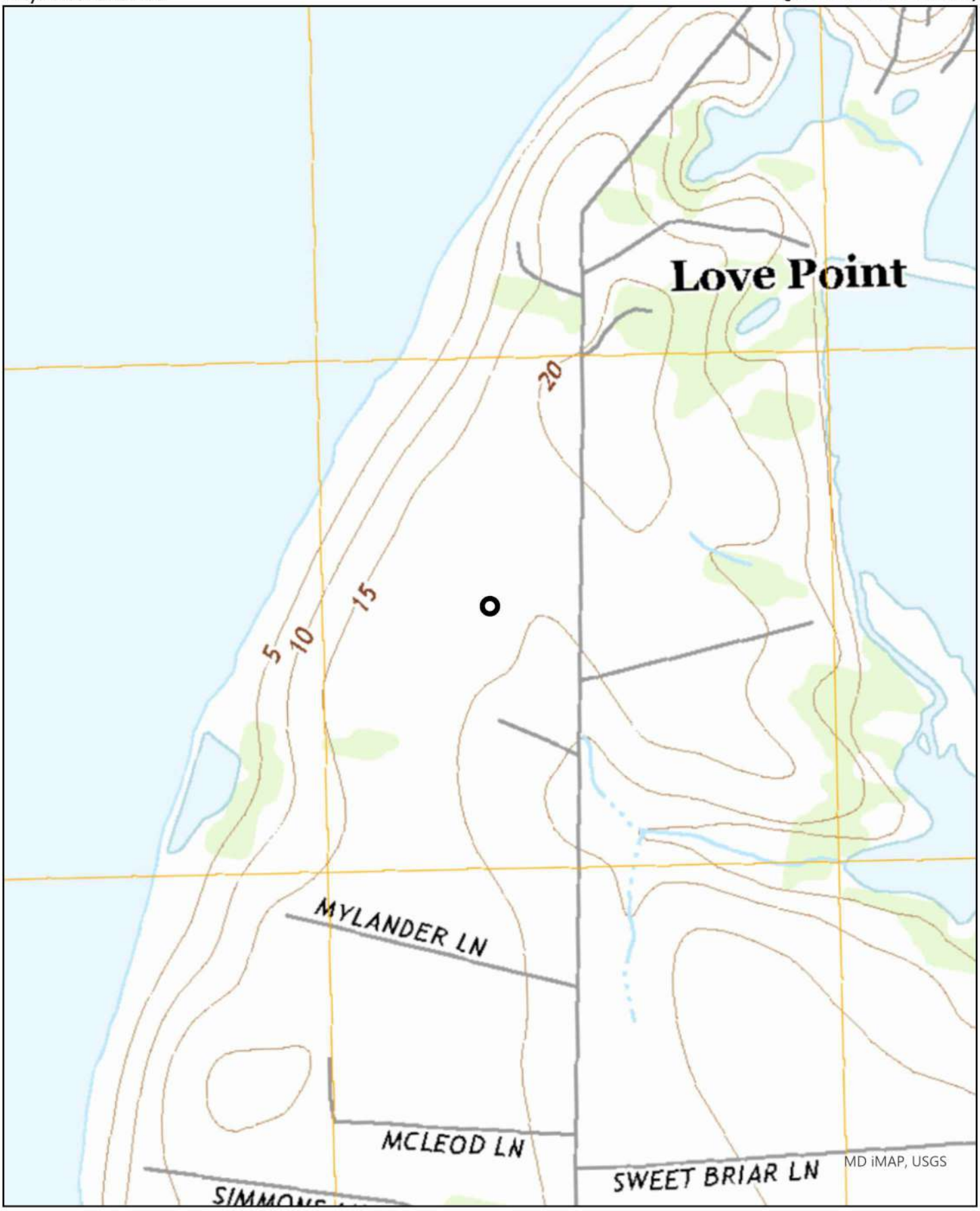
NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Ridout, Orlando. 1979. "Scillin." Maryland Inventory of Historic Properties Form QA-216. Maryland Historical Trust. Maryland State Archives. https://apps.mht.maryland.gov/medusa/PDF/QueenAnnes/QA-216.pdf.

**Scillin (Sillin, Cilly)**

Location: Love Point Road (MD 18)
City: Stevensville

QA-216
Queen Anne's County




USGS 7.5' Quadrangle - Love Point

0 0.2 0.4 Miles

Scale: 1:10,000

N

**Scillin (Sillin, Cilly)**

Location: Love Point Road (MD 18)
City: Stevensville

QA-216
Queen Anne's County




Parcel Boundaries

0 15 30 US Feet

Scale: 1:170

N

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___ no ___**

Property Name: **White's Heritage (Stoopley-Gibson)** Inventory Number: **QA-222**

Address: 142 Carriage Heath Road Historic District:

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Andrew Costello Tax Account ID Number:

Tax Map Parcel Number(s): 0045 Tax Map Number: 04-118502

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By:

Preparer's Name: Francesca Maisano Date Prepared: January 3, 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:

Description of Property and Justification:

White's Heritage (Stoopley-Gibson) was previously surveyed in 1979; this survey focused solely on the eighteenth-century house, not the outbuildings or landscape. The 1979 survey said the house was built between 1760 and 1780 and was "among the largest surviving 18th century houses on Kent Island," and that "although considerably altered [in the mid-nineteenth century] and again in the 1930's, this house retains a number of interesting features from the earliest period (Ridout V 1979, 10)." One such feature is the ca. 1760-1780 header bond brickwork in the south façade, found throughout the Tidewater region (Ridout V 1979, 10). White's Heritage Manor was surveyed again in 2006. The 139-acre property was undeveloped farmland and consisted of the manor house, a twentieth-century, three-car 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***

southwest of the house (Garage, MIHP No. QA-222-1, determined not eligible), an early twentieth-century frame tenant house southeast of the garage and house (Tenant House, MIHP No. QA-222-2, determined not eligible), and a group of early-to-mid-twentieth-century agricultural buildings southeast of the manor house (Tenant Farm Complex, MIHP No. QA-222-3, determined eligible). The Maryland Historical Trust concurred with the surveyor's recommendation that White's Heritage is eligible for the National Register of Historic Places (NRHP), significant both as "a 3-story brick house reflecting the design characteristics of mid-19th c. vernacular architecture applied to the renovation and expansion of a 2-1/2-story full Georgian plan house dating from the later 18th c." and as a rural historic landscape that "reflects," through changes in use and physical alterations, patterns in social history, especially regarding "slavery and race relations; agriculture and economic change; and the history of preservation" (Howell 2006a, 1,3,7).

Since the previous survey, the Gibson's Grant residential subdivision has been built within the boundaries of White's Heritage. The Garage and Tenant House have both been demolished. This form documents changes to the resource, records the current condition or existence of previously documented features of White's Heritage, and evaluates whether portions of the property continue to have integrity to convey their NRHP significance. It also reevaluates the boundary of White's Heritage.

Because individual features of White's Heritage were documented on separate Determination of Eligibility (DOE) forms, those individual resource records have also been updated with the current status of the resource and, if necessary, a revised NRHP eligibility determination.

LOCATION/SETTING

White's Heritage (Stoopley-Gibson) has been developed into an early-twenty-first-century waterfront residential subdivision called Gibson's Grant. The resource was previously characterized by open fields. The two concentrations of built resources included the Manor House on the northwest end of the parcel and the Tenant Farm Complex to its east. The house was accessed from Piney Creek Road via a north-south drive, which featured an allee of trees which were planted between 1957-1982 (NETROnline, n.d). The house and tenant farm were connected by an east-west road. At the time of the 2006 survey, the tenant complex was surrounded by trees. The yard immediately surrounding the house also had mature trees and a circular drive fronting the house, which connected it to the north-south road. This road remains in place, as well as the allee, and is now known as White's Heritage Lane. Similarly, the east-west road to the farm complex was retained and has been named Carriage Heath. The circular driveway and some of the trees around the house also remain, but the portion of the yard immediately to the southwest of the house has new residential development.

Gibson's Grant subdivision consists of a mixture of two-and-a-half-story, single-family houses and townhomes on narrow, grassy rectangular lots lining curvilinear streets, while garages back onto alleyways. The dwellings are frame buildings covered in vinyl siding with asphalt-shingle roofs. The lawns are mowed with some trees and shrubs but little landscaping.

The subdivision is 139 acres of level land bounded to the northwest by Carriage Heath, to the northeast and the southeast by Francis Bright Way, to the south by Thomas White Boulevard, and to the west by Clairborne Street and a one-story, side-gabled pump station owned by the County Commissioners of Queen Anne's County. At the entrance of the subdivision by the intersection of Piney Creek Road and John Gibson Drive is a gatehouse. In the northwest of the subdivision, bounded by Clairborne Street, Carriage Heath, Francis Bright Way, and Thomas White Boulevard, is the Tenant Farm Complex at White's Heritage (Stoopley-Gibson) (QA-222-3), now known as Gibson's Grant Clubhouse, Pool, and Barn. Just south of the center of the development is the John Gibson Park, bounded by John Gibson Drive and Gibson Circle. On the far western side of the development is the White's Heritage manor house, accessed via a circular drive. White's Heritage manor house is bounded to the south by Carriage Heath Road, to the north by conservation area land and Macum Creek, and to the west and east by single-family residential properties. At the northwest corner of Chester Way is a paved rectangular area with a pavilion. A boardwalk leads north from the pavilion to a pier in the Chester River.

DESCRIPTION

Manor House, late eighteenth century

The White's Heritage manor house is a three-story, five-bay, double-pile dwelling on a raised brick foundation with a standing-seam metal hipped roof. Made of brick, most of the southeastern façade features English bond, except for a small section by the northwest corner, while the northeastern elevation is common-bond brick, and the northwestern elevation has Flemish-bond brick; the southwestern elevation was not visible during this survey. On the southwest and northeast elevations are interior end chimneys, one in the front room and one in the back room on either side. Attached to the southwest elevation is a one-story, side-gabled brick addition. The home was originally built in the late eighteenth century, and later renovated in the mid-nineteenth century, early twentieth century, and early twenty-first century; a local tradition states that at least a portion of the house was completely rebuilt in the 1930s, which may explain the small original header bond brick section in the otherwise English bond façade (Howell 2006a).

The southeast façade features a brick stoop that leads to a door in the center of first story of the façade with five sidelights on either side and a nine-light transom. The stoop is covered by an entry portico supported by pillars. On either side of the door are two six-over-six, double-hung sash windows with wood shutters. Between the first and second stories is a brick belt course. In the second story are four windows with shutters above and identical to the windows in the first story; above the door is a six-over-six, double-hung sash window with four-light sidelights on either side. In third story, shorter than the other two stories, are five three-over-three, double-hung sash windows with wood shutters. All windows have stone sills and brick jack-arch lintels. The northeast elevation was obscured by vegetation at the time of survey. The northwest (rear) elevation features a two-story, three-bay porch supported by square posts. The porch is no longer screened-in, as it was in the 2006 survey. A door with sidelights is in the center of this elevation's first story, while a six-over-six sash window is on either side. Three windows are in the second story.

The one-story, side-gabled brick addition has two front gable dormers on either side of the slate-shingle roof, each with a nine-over-six double-hung sash window. On the northeast side of the southeastern façade is a doorway, while to the southwest of it are sash windows. An interior end chimney is on the southwestern elevation. Attached to the southwestern elevation is a shed-roofed porch, whose southeast two-thirds are brick while the northwestern third is screened-in. Above the porch are two nine-light windows. Other than the removal of screening on the porch, the house remains in substantially similar condition as when surveyed in in 2006.

Gibson's Grant Clubhouse, Pool, and Barn (Former Tenant Complex), 1930s, ca. 2008

The tenant farm complex is a flat irregular hexagonal lot. Sidewalks with concrete pavers and brick edges line the perimeter of the property. The western half of the parcel contains an L-shaped park with the pump station at the northeast corner of the park, which was built by 2008 in the location of the former farm office (NETROnline, n.d.). The pump station is a rectangular one-story brick building on concrete foundation with a front-gable 5v-crimp metal roof. The eastern half of the property has the Gibson's Grant Clubhouse, Pool, and Barn complex. The original 1930s West Barn, oriented east-west and now repurposed as a clubhouse for the community, is to the northwest, facing Carriage Heath. This former barn is three stories tall and is of frame construction on a poured concrete foundation with a side-gambrel, standing-seam metal roof. The projecting entrance bay at the center of the northwest façade is two stories tall and has a front-gambrel, standing-seam metal roof. One parged concrete-stave cylindrical silo with metal compression loops and domed standing-seam metal roofs is on either side of the entrance, intersecting with the side-gambrel roof but not touching the walls of the building. South of the West Barn is a pool complex with an L-shaped pool to the southeast and a rectangular wading pool to the southwest, both surrounded by a concrete patio. Two outbuildings are west of the wading pool, and one is northeast of the L-shaped pool and sits on a raised deck. The outbuildings and pool were built after the 2006 survey (NETROnline, n.d.). Northeast of the West Barn, at the northeast corner of the property, is a rectangular playground with mulched surface. South of the playground is a bocce ball court, oriented east-west. South of the bocce ball court, by the eastern corner of the property, is the original 1930s East Barn, oriented north-south and now repurposed as a pavilion. This former barn is also three-stories tall and is of frame construction on a poured concrete foundation and with a gambrel

standing-seam metal roof. Due to its conversion, the western two-thirds of the first story have been opened, while the eastern third is partially enclosed. A one-story breezeway runs through the building from the northeast elevation to the open pavilion area. At the southeast elevation of the East Barn is a concrete patio surrounded by shrubbery. During the renovation of the farm complex, the windows, doors, siding, and roofs of the barns were replaced. More detail on the changes to the tenant farm complex can be found in its updated form (QA-222-3).

Gatehouse, ca. 2010

The gatehouse is a small one-story rectangular frame building on a brick foundation with a front-gable standing-seam-metal roof with a cross-gable cupola. Its southwest façade has a set of barns doors in the middle, with a square window covered in a shutter on either side.

HISTORIC CONTEXT

The White's Heritage manor house is located on land that was part of White's Heritage, a former farm, also known as Stoopley-Gibson. For an in-depth history of the property from the eighteenth century to the 1930s, see the previous survey documentation done in 1979 and 2006 (Ridout V 1979; Howell 2006a).

Marmaduke White purchased the "Stoopley Gibson" property from the Bright family descendants in 1868 (Queen Anne's County Circuit Court 1968). The property, by 1886 called "Might's Prospect," stayed in the White family until the McGuckin family [the previous surveys called them the McGuckian family] purchased the property in 1933, known as "Stoopley Gibson," "Steeply Gibson," and "Wrights Prospect." Due to a court case by White family heirs, the purchase was not finalized until 1934. By this point, the property was also called "White's Heritage" (Queen Anne's County Circuit Court 1886; 1934; Queen Anne's Record 1933).

It was during the McGuckin ownership that the tenant farm complex was constructed (Howell 2006b, 3; Queen Anne's Record 1934). However, the McGuckins themselves were not farmers. Rather, B. F. McGuckin was a member of the New York Stock Exchange firm De Coppet and Doremus. They restored the mansion house starting in 1934, soon after their purchase, and moved in the following year. As the home was approached primarily by automobile now rather than by boat, the back of the home (the southeast side) become the front façade, and a new two-story porch was built on the now rear northwest elevation. Stoopley-Gibson was the McGuckins' summer home, while they spent winters at their Florida home (Queen Anne's Record 1933; Howell 2006a; Queen Anne's Record 1934; Queen Anne's Record 1935; Queen Anne's Record 1936b; Queen Anne's Record-Observer 1937a). The addition of the two-story rear porch, along with the change from a nineteenth-century gable roof to hipped roof, the removal of a late-nineteenth-century frame addition, the addition of the one-story brick addition, and the replacement of a late-nineteenth-century, one-story bracketed porch to a portico with posts reflect the Colonial Revival trend of architecture. Colonial Revival architecture began to be built around 1880, through interest in colonial architectural history generated by the Philadelphia Centennial of 1876, and events like the restoration of Colonial Williamsburg in the 1930s kept the trend going (McAlester and McAlester, n.d., 409, 432; Howell 2006a, 7). As the Colonial Revival style increased in popularity, it became common, and even encouraged, to buy a Colonial- or Federal-era building and "revive" it. Preservation or restoration, as it is understood today, was rare. Rather than restoring original features, owners were encouraged to capture the essence of a colonial house in their renovations (Bradley 2006, 170-172). Alterations such as those to the Manor house were typical of Colonial Revival renovations of that era.

The tenant complex was constructed after November 1934 (Queen Anne's Record 1934). By November 1936, the White's Heritage farm was producing milk (Queen Anne's Record-Observer 1936). In July 1937, the White's Heritage dairy was described as "small but has an excellent layout, one of the two in Queen Anne's which is used as a model plant." The herd at the farm was growing and consisted of twenty cows. Individual cows and the White's Heritage herd overall performed well in the butterfat production tests held by the Queen Anne's County Dairy Improvement Association in the late 1930s (Queen Anne's Record-Observer 1938; Queen Anne's Record-Observer 1939). The farm was run in the mid-1930s to 1950 by tenants Mr. and Mrs. Charles Lane (Queen Anne's Record-Observer 1937b; Queen Anne's

Record-Observer 1942; United States Census Bureau 1950).

By the 1950 Census, the McGuckins had moved out of the manor house to New Canaan, Connecticut, and tenants occupied the home. In 1950, the McGuckins sold the property to Hugh B. McNally and Margaret B. McNally (Queen Anne's County Circuit Court 1950; United States Census Bureau 1950). They had at least one horse on the property, a "beautiful stallion" which was listed for sale in December 1951, as well as "Good Hampshire Stock" pigs (Queen Anne's Record-Observer 1951a; Queen Anne's Record-Observer 1951b). White's Heritage was listed for sale by May 24, 1953, shortly after the first span of the Bay Bridge opened. A newspaper advertisement described the property as "one of the fine estates on Kent Island," being 150 acres in size, 15 of which woodland, with "a large dairy barn and 3 silos, horse barn, tenant house, hired man's house, double corn crib, all necessary bldgs," as well as an "old brick mansion house," a "3-car garage with servants' quarters over hot house," a "beautiful lawn," tennis courts, a 75-foot long boat dock, and a "long sandy beach." The house itself was described having "1 r.d.r., brkfst. rm., pantry, kit., pow. rm., 4 bedrms., 4 baths on 2nd flr., 3 bedrms & bath on 3rd flr." (The Baltimore Sun 1953).

The McNallys sold the White's Heritage property to J. William Sause and Matilda B. Sause in 1955 (Queen Anne's County Circuit Court 1955). J. William Sause was a developer who moved to the Eastern Shore with his wife after retiring from his Baltimore City contracting business in 1955. The Sauses developed Piney Narrows Marina, among other projects, as well as the adjacent condominiums (Queen Anne's Record-Observer 1983; The Star-Democrat 2004). In addition to the Sauses, tenants Mr. and Mrs. James McLeod lived at White's Heritage with their children in the late 1950s, before moving to Love Point by August 1962 (Ringgold 1958; Queen Anne's Record-Observer 1959; 1959; 1962).

The Sauses sold the White's Heritage property to Luther W. Gregory and Doris B. Gregory in 1971, while they moved to a Piney Narrows condo (Queen Anne's County Circuit Court 1971; The Star-Democrat 2004). During the Gregory ownership, numerous attempts at developing the property occurred. In August 1984, Gregory requested permission to develop 145 acres into 440 residential units with a clubhouse, which was one of a number of Kent Island project that were denied in 1986 until the expansion of the Kent Island wastewater treatment plant (The Kent Island Bay Times 1985; Lewandowski 1986). In 1989, the Queen Anne's County Planning Commission approved the concept plan for White's Heritage, a development of 204 townhouses between Macum Circle, Montgomery Drive, and Piney Creek Drive, which would also include a clubhouse, swimming pool, tennis courts, basketball/versatility courts, and a "totland" (Barnes 1989). This development concept was never undertaken; however, later in the 1990s Luther Gregory pursued approval for two other projects for the property: first a senior living center, which was approved but not built, and then later the construction of a golf course as a joint venture with Chester Station Joint Venture. The golf course was approved in 1996. With US Links as the contract purchaser, the plan was for a 150-acre golf course, with the manor house used as the clubhouse, and a four-acre "small retail center" (Tom Martin 1996; 1997). Groundbreaking began in front of the White's Heritage manor house in July 1996, with the anticipated opening date the summer of 1997 (The Kent Island Bay Times 1996). However, by June 1997 the site plan for golf course expired after three extensions when an offsite afforestation project did not materialize; completion of the afforestation project was a condition required for the golf course's approval. The afforestation project's expiration occurred as US Links was suffering financial difficulties and the developer did not appear in front of the Queen Anne's County Planning Commission to ask for further extensions. No work on the golf course occurred after June 1997(Tom Martin 1997; Thomas Martin 1999).

In 2000, Luther and Doris Gregory sold the property to White's Heritage Partners, LLC (Queen Anne's County Circuit Court 2000). White's Heritage Partners, composed of firms Coastal South, Bozzuto Group, Koch Homes, and Elm Street Development Company, submitted three plans between November 2000 and October 2004 for the Gibson's Grant "traditional neighborhood development" subdivision project, a residential development based on the concept of a village rather than a subdivision, with smaller residential lots and public spaces laid out in a more pedestrian-friendly manner. The name Gibson's Grant stemmed from the 1656 land grant to John Gibson and Henry Stoop (Mcney 2004; Surowiec 2000). The Gibson's Grant project received final subdivision approval from the Queen Anne's County Planning Commission in October 2006, with the subdivision consisting of 280 dwellings (220 single family homes, 21 townhomes, and 28 duplexes, as well as a 55-acre conservation park) (McBournie 2006). The development also included provision for water and sewer service, and White's Heritage Partners granted

and conveyed the parcel for the pump station to the County Commissioners of Queen Anne's County in October 2006 (McBournie 2006; Queen Anne's County Circuit Court 2006a). In December 2006, the Gibson's Grant subdivision was platted (Queen Anne's County Circuit Court 2006b). The streets began to be laid out soon after (NETROnline, n.d.). The grand opening of the Gibson's Grant development was May 31, 2008 (The Kent Island Bay Times 2008). The gatehouse for the development was built circa 2010 (NETROnline, n.d.).

The chicken coop, the farm office, and the dilapidated shed noted in the 2006 survey of the Tenant Complex (QA-222-3) were demolished between 2006 and 2007. The pump station was built by 2008 in the location of the farm office. Between 2008 and 2009, the vehicle shed was removed, and the parcel enclosing the pump station was fenced in. Between 2009 and 2010, the corncrib was demolished. Between 2011 and 2013, the pools were constructed, along with a playground and bocce ball court. Two smaller building were constructed where the corncrib and chicken coop once were (NETROnline, n.d.) The Gibson's Grant Community Association acquired the pool and clubhouse lot from White Heritage Partners, LLC in 2014 (Queen Anne's County Circuit Court 2014). By September 2022, the West Barn, with silos, became the clubhouse, while the East Barn is now a pavilion. Both barns have new standing seam metal roofs, as well as new doors, windows, and siding. The southeast-most aisles of the east barn have also been opened, while a breezeway runs through the building. Pools, pool-related outbuildings, a playground, and a bocce court were constructed around the barns (Google, n.d.). The development of the farm property into a residential suburb and the demolition of the associated farm buildings reflects the fate of many farm properties in Queen Anne's County since the opening of the first Bay Bridge in 1952 (The Baltimore Sun 1998).

The tenant house (QA-222-2) southwest of the manor house was demolished between 2008 and 2010. The land on which the house stood has become forested, while to the south and east there are homes built in the 2010s (NETROnline, n.d.).

The garage (QA-222-1) west of the house was demolished between 2009 and 2010. Starting around 2010 houses began being built south of the garage's former location. Between 2014 and 2015 the asphalt driveway spur from the house's circular driveway to the garage was removed, along with the additional asphalt parking spaces attached to the spur southeast of the garage and the brick pathway north of the garage leading from the garage to the main house (NETROnline, n.d.).

Though the 2000 plan for Gibson's Grant planned for the manor house to become the clubhouse, after the development opened, the first floor of the house was used as the Gibson Grant's sales office (Bishop 2022). By December 2015, the manor house was listed for sale and was sold in February 2017 by White's Heritage Partners III to current homeowners Andrew and Mackenzie Costello, who have been restoring the house (Surowiec 2000; Barksdale 2015; Queen Anne's County Circuit Court 2017). The rear porch screening was removed between 2006 and 2018 (Howell 2006a; Costello 2018; Bishop 2022). The White's Heritage (Stoopley-Gibson) manor house was added to the National Underground Railroad Network to Freedom list of sites in September 2021 as the Henry Massey Escape Site, being the plantation from which a 14-year-old enslaved boy named Henry Massey escaped in 1849 before being caught, convicted, and returned five years later (Office of Communications 2021).

Eighteenth-Century Tidewater Architecture

The White's Heritage (Stoopley-Gibson) manor house, through its brickwork, massing, and plan embodies the distinctive characteristics of a Georgian home built in the Tidewater region in the mid-to-late eighteenth century, and reflects the renovation of these farmhouses from the mid-nineteenth to early-twentieth centuries, through the addition of the third story in the mid-nineteenth century, and the kitchen wing and the rear two story porch in the early-twentieth century (Howell 2006b, 7).

ELIGIBILITY DETERMINATION

White's Heritage (Stoopley-Gibson) was previously determined NRHP eligible in 1980 under Criterion C as a "3-story brick house reflecting design characteristics of mid-19th c. vernacular architecture applied to the renovation and expansion of a 2-1/2-story fully Georgian plan house dating from the later 18th c."

Although the resource was surveyed in 2006 and the boundary expanded to include the entire parcel, the eligibility determination was not updated at that time to include other buildings or landscape features.

White's Heritage (Stoopley-Gibson) is not eligible under Criterion A. Prior to the construction of the Gibson's Grant subdivision, the resource was associated with the eighteenth, nineteenth, and twentieth century agricultural history of Queen Anne's county, most particularly as a historic rural agricultural landscape reflecting historical and changing social patterns and an early twentieth century "model" dairy farm. The resource has lost this association through the subdivision development, the demolition of farm and tenant buildings, and the renovation of extant farm resources the property. The property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, White's Heritage (Stoopley-Gibson) is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, White's Heritage (Stoopley-Gibson) is not eligible under Criterion B.

The White's Heritage (Stoopley-Gibson) manor house is significant as a representative and well-preserved example of a Georgian manor house with Colonial Revival renovations. However, the overall 139-acre White's Heritage property does not embody the distinctive characteristics of a type, period, or method of construction. While the property prior to 2006 retained integrity and was significant as a historic rural agricultural farm and landscape, through the subdivision development, the demolition of farm and tenant buildings, and the renovation of extant farm resources the landscape has lost integrity and can no longer convey this significance. Therefore, only the White's Heritage Manor House and surrounding intact setting is eligible under Criterion C.

PERIOD OF SIGNIFICANCE

The period of significance for the White's Heritage manor house begins in 1760, the earliest estimated date for the construction of the manor house, and continues through 1935, when the McGuckin family completed their colonial "revival" renovations to the house. The 1760 to1935 period includes the original construction and subsequent alterations to the house; these changes reflect the evolution of architectural styles and tastes throughout this period.

INTEGRITY

The manor house at White's Heritage (Stoopley-Gibson) retains its integrity of location, as the dwelling remains in its original location. It also retains its integrity of materials, workmanship, and feeling as the dwelling retains its historic fabric and design from the period of significance, including the character-defining features of brick construction, simple massing, two-and-a-half-story height, and rear full-width, two-story porch. However, integrity of setting and association has diminished, due to the development of the residential subdivision on the former agricultural fields, the demolition of farm buildings, and the renovation of the still-extant buildings. Yet,, the property still retains some open space, landscaping, and original water views, which are also character-defining features of the property. The north-south road known today as White's Heritage Lane leading from Piney Creek Road to the manor house also dates to the period of significance, but its appearance as an allee lined with trees does not. Overall, the manor house at White's Heritage conveys its significance as a late-eighteenth-century manor house renovated throughout its existence, partially during the Colonial Revival movement in the early twentieth century.

PROPERTY BOUNDARY

The property boundary for the recommended NRHP eligible White' Heritage Manor House encompasses 1.25 acres and is confined to Queen Anne's County Tax Map 0057, Parcel 0045 (2024).

REFERENCES

Barksdale, Carolina. 2015. “Chester: Stately ca. 1760 Brick Manor w/Water Views...” The Kent Island Bay Times, December 9, 2015. Newspapers.com. https://www.newspapers.com/image/261483069/.
Barnes, Christina. 1989. “New Townhomes for Chester.” Queen Anne’s Record-Observer, July 26, 1989. https://queenannes.advantage-preservation.com/.
Bishop, Doug. 2022. “Former Slave’s Story Revealed at KI Heritage Society Lecture.” The Star-Democrat, July 10, 2022. Newspapers.com. https://www.newspapers.com/image/855778848/.
Bradley, Betsy Hunt. 2006. “Reviving Colonials and Reviving as Colonial.” Recreating the American Past: Essays on Colonial Revival, Richard Guy Wilson, Shaun Eyring, Kenny Marrotta, eds. Carlottesville, VA: University of Virginia Press.
Costello, Andrew. 2018. Stoopley Gibson - 2018. Photograph. Wikimedia. https://commons.wikimedia.org/wiki/File:Stoopley_Gibson_-_2018.jpg.
County Commissioners of Queen Anne’s County. 2022. Queen Anne’s County, Maryland, Comprehensive Plan 2022. Centerville, MD: Queen Anne’s County.
Google. n.d. “Google Street View.” Accessed December 19, 2023. https://www.google.com/maps.
Howell, Rebecca. 2006a. “Stoopley Gibson.” Maryland Historical Trust Determination of Eligibility Form QA-222. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222.pdf.
———. 2006b. “Tenant Farm Complex at Stoopley Gibson (Whites Heritage).” Maryland Inventory of Historic Properties Form QA-222-3. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222-3.pdf.
Lewandowski, Rob. 1986. “Major Projects on Hold.” The Kent Island Bay Times, April 30, 1986. https://queenannes.advantage-preservation.com/.
Louis Berger Group Inc. 2012. “Historic Context on Fauquier County’s Dairy Farm.” Virginia Department of Historic Resources. https://www.dhr.virginia.gov/pdf_files/SpecialCollections/FQ-076_DairyFarmContext_2012_LBG_report.pdf.
Martin, Thomas. 1999. “Q.A.’s Planning Panel Denies State Street Lot Extension Request.” The Star-Democrat, July 16, 1999. Newspapers.com. https://www.newspapers.com/image/93395621/.
Martin, Tom. 1996. “Wide Range of Players Involved in Queen Anne’s ‘Fast Track’ Effort.” The Star-Democrat, September 13, 1996. Newspapers.com. https://www.newspapers.com/image/93858324/.
———. 1997. “Site Plan Expires on KI Golf Course Project.” The Kent Island Bay Times, June 18, 1997. https://queenannes.advantage-preservation.com/.
Maryland Cooperative Milk Producers, Inc. 1959. “Community Milk Meetings.” Queen Anne’s Record-Observer, September 24, 1959. https://queenannes.advantage-preservation.com/.
McAlester, Virginia, and Lee McAlester. n.d. A Field Guide to American Houses. New York: Alfred A. Knopf.
McBournie, Bryan. 2006. “Planning Commission Discusses Shamrock Road Overpass.” The Kent Island Bay Times, October 18, 2006. https://queenannes.advantage-preservation.com/.
McMurry, Sally. 2013. “The Impact of Sanitation Reform on the Farm Landscape in U.S. Dairying, 1890–1950.” Buildings & Landscapes: Journal of the Vernacular Architecture Forum 20 (2): 22–47. https://doi.org/10.5749/buildland.20.2.0022.
Mcney, Richard. 2004. “White’s Heritage OK’D For Amended Plan.” The Kent Island Bay Times, October 20, 2004. https://queenannes.advantage-preservation.com/.
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Office of Communications. 2021. “Underground Railroad Sites, Programs and Facilities Recognized.” National Park Service. September 30, 2021. https://www.nps.gov/orgs/1207/ugrr-ntf-9-2021.htm.
Queen Anne’s County Circuit Court. 1886. “Deed, John B. Brown and Edwin H. Brown to Thomas W.K. White.” SCD 8, p. 0325. Maryland State Archives.
———. 1934. “Deed, Bernard W. White and Thomas J. Keating to Gertrude T. McGuckin.” BHT 17, p. 0456. Maryland State Archives.
———. 1950. “Deed, Gertrude T. McGuckin and Benjamin F. McGuckin to Hugh B. McNally and Margaret T. McNally.” NBW 6, p. 0465. Maryland State Archives.
———. 1955. “Deed, Hugh B. McNally and Margaret B. McNally to J. William Sause and Matilda B. Sause.” TSP 21, p. 0529. Maryland State Archives.
———. 1968. “Deed, Susannah Bryan et al. Marmaduke G. White.” JW 1, p. 0215. Maryland State Archives.
———. 1971. “Deed, J. William Sause et al. to Luther W. Gregory and Doris Gregory.” CWC 55, p. 0488. Maryland State Archives.

———. 2000. “Deed, Luther W. Gregory and Doris Gregory to White’s Heritage Partners, LLC.” Queen Anne’s County Circuit Court. SM 741, p. 0623. Maryland State Archives.
———. 2006a. “Deed of Dedication, Pump Station.” Deed Book SM 1841, p. 0382. Maryland State Archives. https://mdlandrec.net/main/dsp_viewer.cfm?cid=QA&sp=382.
———. 2006b. “Plat, Gibsons Grant.” Plat Book SM 37, pp. 84A-84BB. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=3250&page=adv1&id=1732808649.
———. 2014. “Deed, Conveying Pool and Clubhouse to the Gibson’s Grant Community Association, Inc.” SM 2260, p. 0122. Maryland State Archives.
———. 2017. “Deed, White’s Heritage Partners III, LLC to Andrew Costello.” MSA CE 58-2864. Maryland State Archives.
Queen Anne’s Record. 1933. “Kent Island Farm Sold to New Yorker,” November 30, 1933. https://queenannes.advantage-preservation.com/.
———. 1934. “Restoration of ‘White’s Heritage’ Is Begun,” November 29, 1934. https://queenannes.advantage-preservation.com/.
———. 1935. “Mr. and Mrs. B. F. McGuckin...,” June 20, 1935. https://queenannes.advantage-preservation.com/.
———. 1936a. “County Milk Producers Get New Co-Op Plan,” March 19, 1936. https://queenannes.advantage-preservation.com/.
———. 1936b. “Mr. and Mrs. B. F. McGuckin...,” June 4, 1936. https://queenannes.advantage-preservation.com/.
Queen Anne’s Record-Observer. 1936. “Chambers’ Cow Places First in Dairy Herds,” November 26, 1936. https://queenannes.advantage-preservation.com/.
———. 1937a. “J. Olin Pippin Lands Sail Fish,” February 25, 1937. https://queenannes.advantage-preservation.com/.
———. 1937b. “County Dairies Rated High in D.C. Milkshed,” June 24, 1937. https://queenannes.advantage-preservation.com/.
———. 1938. “Bloomfield Cow Leads Dairy Herds in April,” May 19, 1938. https://queenannes.advantage-preservation.com/.
———. 1939. “McGuckin Cow Tops Dairy Herd Tests for June,” July 20, 1939. https://queenannes.advantage-preservation.com/.
———. 1940. “Ayrshire Breeders to Meet Here February 9,” February 1, 1940. https://queenannes.advantage-preservation.com/.
———. 1942. “Stevensville,” July 23, 1942. https://queenannes.advantage-preservation.com/.
———. 1951a. “For Sale-Beautiful Stallion,” December 13, 1951. https://queenannes.advantage-preservation.com/.
———. 1951b. “For Sale-Pigs,” December 13, 1951. https://queenannes.advantage-preservation.com/.
———. 1958. “County Dairymen Attend Meeting,” December 18, 1958. https://queenannes.advantage-preservation.com/.
———. 1959. “To Dedicate Marker on Kent Island,” October 1, 1959. https://queenannes.advantage-preservation.com/.
———. 1983. “J. William Sause,” February 23, 1983. https://queenannes.advantage-preservation.com/.
Ridout V, Orlando. 1979. “White’s Heritage, Stoopley-Gibson.” Inventory Form for State Historic Sites Survey QA-222. Crownsville, MD: Maryland Historical Trust. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222.pdf.
Ringgold, Mrs. Samuel. 1958. “News of Kent Island: Mr. and Mrs. James McLeod, of ‘White’s Heritage’...” Queen Anne’s Record-Observer, September 4, 1958. https://queenannes.advantage-preservation.com/.
———. 1959. “News of Kent Island: Mr. and Mrs. James McLeod and Family, of White’s Heritage.” Queen Anne’s Record-Observer, October 1, 1959. https://queenannes.advantage-preservation.com/.
———. 1962. “Kent Island: Mr. and Mrs. James McLeod, near Love Point...” Queen Anne’s Record-Observer, August 30, 1962. https://queenannes.advantage-preservation.com/.
“Silo.” n.d. Pennsylvania Agricultural History Project. Accessed December 21, 2023. https://www.phmc.state.pa.us/portal/communities/agriculture/field-guide/silo.html.
Surowiec, Konrad. 2000. “‘Traditional Village’ Proposed on KI.” The Star-Democrat, November 20, 2000. Newspapers.com. https://www.newspapers.com/image/93863144/.
The Baltimore Sun. 1953. “White’s Heritage,” May 24, 1953. Newspapers.com. https://www.newspapers.com/image/374856516/.
———. 1998. “They Won’t Let Go of the Land Farmers: They Won’t Let Go of the Land Farmers: In Queen

Anne's County, a Handful of Young Men Defy the Trends and the Odds to Continue Their Families' Farms.," June 21, 1998. https://www.baltimoresun.com/1998/06/21/they-wont-let-go-of-the-land-farmers-in-queen-annes-county-a-handful-of-young-men-defy-the-trends-and-the-odds-to-continue-their-families-farms/.
The Kent Island Bay Times. 1985. "Developers," November 13, 1985. https://queenannes.advantage-preservation.com/.
———. 1996. "Construction Begins on Course," July 10, 1996. https://queenannes.advantage-preservation.com/.
———. 2008. "Gibson's Grant Grand Opening Set for Saturday," May 28, 2008. Newspapers.com. https://www.newspapers.com/image/115973995/.
The News Journal. 1936. "Postmaster Starts Work," July 10, 1936. Newspapers.com. https://www.newspapers.com/image/161397204/.
The Star-Democrat. 1985. "Schraders Win Dairy Award," April 24, 1985. Newspapers.com. https://www.newspapers.com/image/91885760/.
———. 2004. "Matilda B. Sause," December 27, 2004. Newspapers.com. https://www.newspapers.com/image/116132743/.
United States Census Bureau. 1950. "Seventeenth Census of the United States, 1950; Roll: 5865; Page: 37; Enumeration District: 18-13." Ancestry.com. https://www.ancestry.com/discoveryui-content/view/60391539:62308.

**MAPS**

**White's Heritage (Stoopley-Gibson)**

Location: 142 Carriage Heath Road
City: Chester

QA-222
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.25 0.5 Miles
Scale: 1:12,000

N

**MAPS**

**White's Heritage (Stoopley-Gibson)**

Location: 142 Carriage Heath Road
City: Chester

QA-222
Queen Annes County




Parcel Boundaries

0 0.02 0.04 Miles

Scale: 1:1,000

N

**PHOTOGRAPHS**



White’s Heritage (Stoopley-Gibson), manor house, approach on White’s Heritage Lane, looking north



White’s Heritage (Stoopley-Gibson), manor house, landscape, looking north

**PHOTOGRAPHS**



White’s Heritage (Stoopley-Gibson), manor house, southeast façade looking north



White’s Heritage (Stoopley-Gibson), manor house, southeast façade, oblique angle, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-222 White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



White’s Heritage (Stoopley-Gibson), manor house, southwest elevation, looking northeast



White’s Heritage (Stoopley-Gibson), manor house, northwest and southwest elevations, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-222 White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



White’s Heritage (Stoopley-Gibson), manor house, northwest elevation, oblique angle, looking southwest



White's Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, Macum Creek Drive, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-222 White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



White's Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, looking east from 214 Macum Court



White's Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, Chester Way, looking southeast

**PHOTOGRAPHS**



White's Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, Evelyn Street Square, looking northeast



White's Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, John Gibson Park, looking north

NR-ELIGIBILITY REVIEW FORM

QA-222 White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



White's Heritage (Stoopley-Gibson), tenant farm complex, looking north



White's Heritage (Stoopley-Gibson), tenant farm complex, looking west

**PHOTOGRAPHS**



White’s Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, pumping station, northwest elevation, looking southeast




White’s Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, gatehouse, oblique angle, looking southwest

NR-ELIGIBILITY REVIEW FORM

QA-222 White's Heritage (Stoopley-Gibson)

**PHOTO LOG**

Number of Photos:
Name of Photographer: **Becky Yousaf (photographs 1-14), Nicole Diehlmann (photographs 15-16)**
Date of Photographs: **12/06/2023; 12/22/2022**
Location of Original Digital File: **MHT**
File Format: **QA-222_12/06/2023; 12/22/2022_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-222_2023-12-06_01
White's Heritage (Stoopley-Gibson), manor house, approach on White's Heritage Lane, looking north

QA-222_2023-12-06_02
White's Heritage (Stoopley-Gibson), manor house, landscape, looking north

QA-222_2023-12-06_03
White's Heritage (Stoopley-Gibson), manor house, southeast façade looking north

QA-222_2023-12-06_04
White's Heritage (Stoopley-Gibson), manor house, southeast façade, oblique angle, looking northwest

QA-222_2023-12-06_05
White's Heritage (Stoopley-Gibson), manor house, southwest elevation, looking northeast

QA-222_2023-12-06_06
White's Heritage (Stoopley-Gibson), manor house, northwest and southwest elevations, looking southeast

QA-222_2023-12-06_07
White's Heritage (Stoopley-Gibson), manor house, northwest elevation, oblique angle, looking southwest

QA-222_2023-12-06_08
White's Heritage (Stoopley-Gibson), Gibson's Grant subdivision, Macum Creek Drive, looking southeast

QA-222_2023-12-06_09
White's Heritage (Stoopley-Gibson), Gibson's Grant subdivision, looking east from 214 Macum Court

QA-222_2023-12-06_10
White's Heritage (Stoopley-Gibson), Gibson's Grant subdivision, Chester Way, looking southeast

QA-222_2023-12-06_11
White's Heritage (Stoopley-Gibson), Gibson's Grant subdivision, Evelyn Street Square, looking northeast

QA-222_2023-12-06_12
White's Heritage (Stoopley-Gibson), Gibson's Grant subdivision, John Gibson Park, looking north

QA-222_2023-12-06_13
White's Heritage (Stoopley-Gibson), tenant farm complex, looking north

QA-222_2023-12-06_14
White's Heritage (Stoopley-Gibson), tenant farm complex, looking west

QA-222_2022-12-16_15

**PHOTO LOG**

White’s Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, pumping station, northwest elevation, looking southeast

QA-222_2022-12-16_16
White’s Heritage (Stoopley-Gibson), Gibson’s Grant subdivision, gatehouse, oblique angle, looking southwest

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

**Inventory No. QA-222-1**


**Name of Property: Garage, White's Heritage (Stoopley-Gibson)**
**Location: John Gibson Drive Chester, MD 21619**

The Garage at White's Heritage (Stoopley-Gibson) was found not eligible for the National Register of Historic Places (NRHP) in 2006. Since that time, the surrounding area, as well as the garage itself, became part of the Gibson's Grant residential community when it was established in 2007 (Gibson's Grant Homeowner Association, n.d.-b; n.d.-a). According to aerial imagery, the garage was demolished between 2009 and 2010. Beginning around 2010 houses began being built south of the garage's former location. Between 2014 and 2015 the asphalt driveway spur from the White's Heritage manor house's circular driveway to the garage was removed, along with the additional asphalt parking spaces attached to the spur southeast of the garage and the brick pathway north of the garage leading from the garage to the main house (NETROnline, n.d.).

**References**:

Gibson's Grant Homeowner Association. n.d.-a. "Gibson's Grant Site Plan." https://www.gibsonsgranthoa.com/uploads/1/1/6/3/116333395/gg-siteplan.pdf.

———. n.d.-b. "Life Is Better at Gibson's Grant." Gibson's Grant Homeowner Association. Accessed November 13, 2023. https://www.gibsonsgranthoa.com/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**Prepared by:** Francesca Maisano

**Date:** November 13, 2023

**Name of Property: Tenant House, White's Heritage (Stoopley-Gibson)**
**Location: John Gibson Drive Chester, MD 21619**

The Tenant House at White's Heritage (Stoopley-Gibson) was found not eligible for the National Register of Historic Places (NRHP) in 2006. Since that time, the surrounding area, as well as the tenant house itself, became part of the Gibson's Grant residential community when it was established in 2007 (Gibson's Grant Homeowner Association, n.d.-b; n.d.-a). According to aerial imagery, the tenant house was demolished between 2008 and 2010. The land on which the house stood has become forested, while to the south and east there are homes built in the 2010s (NETROnline, n.d.).

**References**:

Gibson's Grant Homeowner Association. n.d.-a. "Gibson's Grant Site Plan." https://www.gibsonsgranthoa.com/uploads/1/1/6/3/116333395/gg-siteplan.pdf.

———. n.d.-b. "Life Is Better at Gibson's Grant." Gibson's Grant Homeowner Association. Accessed November 13, 2023. https://www.gibsonsgranthoa.com/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___ no ___**

Property Name: **Tenant Farm Complex, White's Heritage (Stoopley-Gibson)**

Inventory Number: **QA-222-3**

Address: 301 White's Heritage Lane Historic District:

City: Chester Zip Code: 21619-0000 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Tax Account ID Number: 121570 and 121716

Tax Map Parcel Number(s): 0045 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Francesca Maisano Date Prepared: November 13, 2023

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:

Description of Property and Justification:

The Tenant Farm Complex at Stoopley Gibson (Whites Heritage) was first surveyed in 2006; it was not surveyed during the 1979 survey of the White's Heritage (Stoopley-Gibson) manor house (QA-222). When surveyed in 2006, the complex, located about 900 feet southwest of the main house, consisted of seven structures built in the first half of the twentieth century: "two large gambrel-roofed barns, a small ell-shaped office, a corncrib, a shed-roof chicken coop, a vehicle shed, and a small, dilapidated frame shed." The survey notes that there had been a frame tenant house associated with the complex that was demolished between 2002 and 2006. The Tenant Farm Complex at Stoopley Gibson (Whites Heritage) was considered eligible under Criteria A and C, being "an extant example of a dairy farm complex, a type

**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***

of agricultural landscape which is becoming rare." This updated DOE documents changes to the building since the previous survey and updates the eligibility recommendation for this resource. An evaluation of the entire Stoopley-Gibson (White's Heritage) property is included in the revised 2024 DOE form for QA-222.

Location/Setting

The Tenant Farm Complex at White's Heritage (Stoopley-Gibson), now known as Gibson's Grant Clubhouse, Pool and Barn, is enveloped by a 2010s suburban residential community. The only remaining features of the tenant complex, the West and East Barns, are within the land bounded to the northwest by Carriage Heath, to the northeast and the southeast by Francis Bright Way, to the south by Thomas White Boulevard, and to the west by Clairborne Street. A brick, one-story, side-gabled pump station owned by the County Commissioners of Queen Anne's County is on a square concrete and mulch 0.129 acre lot facing Carriage Heath.

LOCATION/SETTING

The tenant complex is a flat irregular hexagonal lot. Sidewalks with concrete pavers and brick edges line the perimeter of the property. The western half of the parcel contains an L-shaped park with the pump station at its northeast corner. The westernmost part of the park is covered with grass and has a walkway with a short brick wall running through it on the diagonal. The southeastern portion of the park has trees, landscaped planting beds, grass, and utility structures that are partially enclosed by a four-rail wood fence. The pump station is bounded by tall metal picket fencing. The eastern half of the property has the Gibson's Grant Clubhouse, Pool and Barn complex. The original West Barn, oriented east-west and now repurposed as a clubhouse for the community, is to the northwest, facing Carriage Heath. South of the West Barn is a pool complex with an L-shaped pool to the southeast and a rectangular wading pool to the southwest, both surrounded by a concrete patio. Two newly constructed outbuildings are west of the wading pool and newly constructed building is northeast of the L-shaped pool and sits on a raised deck. Northeast of the West Barn, at the northeast corner of the property, is a rectangular playground with mulched surface. South of the playground is a bocce ball court, oriented east-west. South of the bocce ball court, by the eastern corner of the property, is the original East Barn, oriented north-south and now repurposed as a pavilion. At the southeast elevation of the East Barn is a concrete patio surrounded by shrubbery. A concrete pathway runs from the southeastern corner of the lot, at the intersection of Thomas White Boulevard, John Gibson Drive, and Francis Bright Way, northwest to the southwest elevation of the East Barn and then to the bocce ball court.

PROPERTY DESCRIPTION

West Barn, 1930s

The West Barn is three stories tall and is of frame construction on a poured concrete foundation with a side-gambrel, standing-seam metal roof. Although the massing of the building remains the same, the exterior and interior have been heavily altered in its conversion to a clubhouse. Original nine-light wood sash windows have been replaced and new windows added to the building's elevations and roofline. The projecting entrance bay at the center of the northwest façade is two stories tall and has a front-gambrel, standing-seam metal roof. One parged concrete-stave cylindrical silo with metal compression loops is on either side of the entrance, intersecting with the side-gambrel roof but not touching the walls of the building. The silos have domed roofs covered with standing-seam metal. In 2006, the silos connected to the entrance via one-story wood frame hyphens, which have since been removed. The entrance, located in the two-story entrance bay, features new glass double-doors on the first story and a new four-over-four window on the second story that replaces the smaller, original window opening. Above the doors is now a sign that says "CLUBHOUSE." Three windows are on either side of the entrance section in the northwest façade of the main block. At the top of the roofline are two shed-roof dormers with three openings; the center opening contains a louvered vent, while the openings to either side have a fixed window. The northeast elevation's central barn doors on the first story have been replaced with double-leaf glazed metal doors; the window openings on either side have been enlarged to fit six-over-six

double-hung sash windows. The original doors on the second and third stories have been retained. On the southwest elevation, Similarly, on the northeast elevation the central first story opening has been replaced with a single-leaf door and windows on either side have been added. On both the southwest and northeast elevations the second story crossbuck doors, and large paired crossbuck doors with angled tops that follow the gambrel peak have been retained. At the gambrel peak on both elevations is a hay hood with pulley. The southeast (rear) elevation's original center, single leaf entrance has been replaced with paired glass doors. The elevation previously had three window openings to the west and four to the east. The elevation now has five windows to the west of the doors and three to the east, all four-over-four. At the top are two shed dormers with three openings; the center opening contains a louvered vent, while the openings to either side have a fixed window.

East Barn, 1930s

The west barn is three-stories tall and is of frame construction on a poured concrete foundation and with a gambrel standing-seam metal roof. The barn has been heavily altered from its conversion to a pavilion and the western two-thirds of the first story have been opened, while the eastern third is partially enclosed. A one-story breezeway runs through the building from the of the northeast elevation to the open pavilion area. The northwest elevation, which previously held a center barn door and flanking nine-light windows, now has three bays with five-sided openings. The larger middle entrance and the smaller northwest entrance are open while the eastern entrance has paired crossbuck doors. Above the middle entranceway is a sign that says "PAVILION." In the second story above the middle entrance is a single wood door with crossbuck, while the third story has large paired crossbuck doors with angled tops that follow the gambrel peak, both of which are original to the barn. The six-bay northeast elevation, which originally held five nine-light windows and a door, has a central entrance to the breezeway with two small rectangular openings with louvered vents to the south and three to the north. The southeast elevation, originally with five nine-light windows, is now similar to the northwest elevation, except all three entranceways are open, with no doors. The southwest elevation features three open five-sided entranceways that lead into to the open area; the middle entrance is about twice as large as the side two. It originally mirrored the northwest elevation with a center barn door and flanking windows.

Pump Station, ca. 2008

The pump station is a rectangular one-story brick building on concrete foundation with a front-gable 5v-crimp metal roof. The west façade has a single metal door at the north end, while a large pipe extends from the center of the wall. Additional piping comes out of the concrete pad in front of the façade. The north elevation has a large louvered opening at the east end and two small square louvered vents to either side. The east elevation has a single metal door at the north end. Attached to the south elevation is a small, half-width addition topped with a front-gable, 5v-crimp metal roof.

HISTORIC CONTEXT

A history of this resource is included in the 2024 DOE form for White's Heritage (Stoopley-Gibson) (MIHP No. QA-222).

The chicken coop, the farm office, and the dilapidated shed noted in the 2006 survey of the complex were demolished between 2006 and 2007. The pump station was built by 2008 in the location of the farm office. Between 2008 and 2009, the vehicle shed was removed, and the parcel enclosing the pump station was fenced in. Between 2009 and 2010, the corncrib was demolished. Between 2011 and 2013, the pools were constructed, along with a playground and bocce ball court. Two smaller buildings were constructed where the corncrib and chicken coop once were (NETROnline, n.d.) The Gibson's Grant Community Association acquired the pool and clubhouse lot from White Heritage Partners, LLC in 2014 (Queen Anne's County Circuit Court 2014). By September 2022, the West Barn, with silos, became the clubhouse, while the East Barn is now a pavilion. Both barns have new standing seam metal roofs, as well as new doors, windows, and siding. The southeast-most aisles of the east barn have also been opened, while a breezeway runs through the building. Pools, pool-related outbuildings, a playground, and a bocce court were constructed around the barns (Google, n.d.). The development of the farm property

into a residential suburb and the demolition of the associated farm buildings reflects the fate of many farm properties in Queen Anne's County since the opening of the first Bay Bridge in 1952 (The Baltimore Sun 1998).

Early-to-Mid-Twentieth-Century Dairy Buildings

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. The compliance of farms was commonly measured through dairy score cards filled out by health department inspectors.

To comply with the new regulations, some existing farm buildings were renovated while others were demolished with new buildings erected in their places. The new or renovated barns, lacking the dirt floors and wood stalls of traditional barns, instead had raised concrete floors with integral gutters, litter alleys, and feed alleys, and instead of open-frame roofs had smooth ceilings (McMurry 2013, 24, 26, 33). Metal windows and metal stanchions were also common, as well as roof-ridge ventilators. Though milk houses varied in size, design, and materiality, they had sloping floors of ""impervious" material for drainage and were designed for sufficient air, light, and ventilation (McMurry 2013, 27, 28).

In addition to the changes in barn architecture and the expansion of milk houses, siloes, which appeared in the United States in the late nineteenth century, became popular in the early twentieth as dairy farming became more popular. Used to house organic matter for winter animal feed, they were typically round, vertical buildings made of brick, hollow tile, galvanized iron, or poured concrete with cement staves ("Silo," n.d.). Together, the new, standardized sanitary dairy barn, milk houses, and siloes became "intrinsic" to the early-twentieth-century dairy farm. Later, by the mid-twentieth century, farmers began to build separate milking parlors for their cattle (Louis Berger Group Inc. 2012, 16).

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. Shippers included B. F. McGuckin and his White's Heritage Farm. 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).

## ELIGIBILITY DETERMINATION

In 2006, the Tenant Farm Complex at Stoopley Gibson (Whites Heritage) was determined NRHP eligible under Criteria A and C, as "an extant example of a dairy farm complex, a type of agricultural landscape which is becoming rare" (Howell 2006a).

Since that 2006 determination, the tenant farm complex has lost integrity. The tenant farm complex no longer has integrity of setting, feeling, association, and design because the overall spatial arrangement of the complex has been lost by the removal of farm buildings and the construction of new buildings and landscape features in the vicinity, as well as the larger housing development. The designs of the remaining buildings have also been altered by new windows, removal of original features, and in the case of the East Barn, opening the sides of the building to be a pavilion. As such, the character of the buildings has been altered and the integrity of design, workmanship, and materials of the buildings of the complex have been diminished. Though the complex retains its integrity of location, its integrity of setting has been lost due to demolition of character-defining elements and new construction; the complex's setting is no longer agricultural but suburban. With the construction of the subdivision, the loss of some farm buildings, and the renovation of the still-extant ones, especially the East Barn, the tenant farm complex no longer retains integrity of feeling and association of an early-to-mid twentieth-century dairy farm complex. Overall, the tenant farm complex does not retain sufficient integrity to convey its appearance, function, and significance as a rural early-twentieth-century dairy barn complex.

The Tenant Farm Complex at Stoopley Gibson (Whites Heritage) was reevaluated in 2024 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 Tenant Farm Complex at Stoopley Gibson (Whites Heritage), though at one time associated with the transforming Kent Island agricultural landscape of the first half of the twentieth century, no longer retains integrity to convey this significance through the demolition of farm outbuildings, the renovation and reuse of the extant buildings, the construction of non-agricultural recreational facilities, and the development of the surrounding land into a residential subdivision. The property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the Tenant Farm Complex at Stoopley Gibson (Whites Heritage), is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Tenant Farm Complex at Stoopley Gibson (Whites Heritage) is not eligible under Criterion B.

The Tenant Farm Complex at Stoopley Gibson (Whites Heritage) does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Though the complex may have in the past embodied a rare surviving example of an early-twentieth-century Kent Island dairy farm complex, the suburbanization of the land since 2006, the demolition of contributing outbuildings, the alteration of contributing resources, and the construction of non-agricultural recreational facilities has caused the complex to lose nearly all aspects of integrity, particularly those of setting, feeling, association, and design. Therefore, the Tenant Farm Complex at Stoopley Gibson (Whites Heritage) is not eligible under Criterion C.

## PARCEL DESCRIPTION

The property encompasses 1.038 acres and is confined to the current property tax parcel, which is found

on Queen Anne's County Tax Map 0057, Parcel 0045 (2024). The tax accounts for the parcel are 121570 and 1804121716.

REFERENCES

County Commissioners of Queen Anne's County. 2022. Queen Anne's County, Maryland, Comprehensive Plan 2022. Centerville, MD: Queen Anne's County.

Howell, Rebecca. 2006a. "Stoopley Gibson." Maryland Historical Trust Determination of Eligibility Form QA-222. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222.pdf.

———. 2006b. "Tenant Farm Complex at Stoopley Gibson (Whites Heritage)." Maryland Inventory of Historic Properties Form QA-222-3. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222-3.pdf.

Louis Berger Group Inc. 2012. "Historic Context on Fauquier County's Dairy Farm." Virginia Department of Historic Resources. https://www.dhr.virginia.gov/pdf_files/SpecialCollections/FQ-076_DairyFarmContext_2012_LBG_report.pdf.

Maryland Cooperative Milk Producers, Inc. 1959. "Community Milk Meetings." Queen Anne's Record-Observer, September 24, 1959.

McMurry, Sally. 2013. "The Impact of Sanitation Reform on the Farm Landscape in U.S. Dairying, 1890–1950." Buildings & Landscapes: Journal of the Vernacular Architecture Forum 20 (2): 22–47. https://doi.org/10.5749/buildland.20.2.0022.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County Circuit Court. 2014. "Deed, Conveying Pool and Clubhouse to the Gibson's Grant Community Association, Inc." SM 2260, p. 0122. Maryland State Archives.

Queen Anne's Record-Observer. 1936. "Chambers' Cow Places First In Dairy Herds," November 26, 1936. https://queenannes.advantage-preservation.com/.

———. 1937. "County Dairies Rated High In D.C. Milkshed," June 24, 1937. https://queenannes.advantage-preservation.com/.

———. 1939. "McGuckin Cow Tops Dairy Herd Tests For June," July 20, 1939. https://queenannes.advantage-preservation.com/.

———. 1940. "Ayrshire Breeders To Meet Here February 9," February 1, 1940.

———. 1958. "County Dairymen Attend Meeting," December 18, 1958.

Ridout V, Orlando. 1979. "White's Heritage, Stoopley-Gibson." Inventory Form for State Historic Sites Survey QA-222. Crownsville, MD: Maryland Historical Trust. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-222.pdf.

"Silo." n.d. Pennsylvania Agricultural History Project. Accessed December 21, 2023. https://www.phmc.state.pa.us/portal/communities/agriculture/field-guide/silo.html.

The Baltimore Sun. 1998. "They Won't Let Go of the Land Farmers: They Won't Let Go of the Land Farmers: In Queen Anne's County, a Handful of Young Men Defy the Trends and the Odds to Continue Their Families' Farms.," June 21, 1998. https://www.baltimoresun.com/1998/06/21/they-wont-let-go-of-the-land-farmers-in-queen-annes-county-a-handful-of-young-men-defy-the-trends-and-the-odds-to-continue-their-families-farms/.

The News Journal. 1936. "Postmaster Starts Work," July 10, 1936. Newspapers.com.

The Star-Democrat. 1985. "Schraders Win Dairy Award," April 24, 1985. Newspapers.com.

**MAPS**

**Tenant Farm Complex, White's Heritage (Stoopley-Gibson)**

Location: 301 White's Heritage Lane
City: Chester

QA-222-3
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.25 0.5 Miles
Scale: 1:12,000

N

**MAPS**

**Tenant Farm Complex, White's Heritage (Stoopley-Gibson)**

Location: 301 White's Heritage Lane
City: Chester

QA-222-3
Queen Annes County




Parcel Boundaries

0 0.02 0.04 Miles

Scale: 1:1,000

N

NR-ELIGIBILITY REVIEW FORM

QA-222-3 Tenant Farm Complex, White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



Tenant Farm Complex, setting, looking east from Chester Heath



Tenant Farm Complex, general property overview, looking east

NR-ELIGIBILITY REVIEW FORM

QA-222-3 Tenant Farm Complex, White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**



Tenant Farm Complex, general property overview, looking west



Tenant Farm Complex, general property overview, looking north

NR-ELIGIBILITY REVIEW FORM

QA-222-3 Tenant Farm Complex, White's Heritage (Stoopley-Gibson)

**PHOTOGRAPHS**




Tenant Farm Complex, west barn, northwest façade, looking southeast



Tenant Farm Complex, pumping station, northwest elevation, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-222-3 Tenant Farm Complex, White's Heritage (Stoopley-Gibson)

**PHOTO LOG**

Number of Photos:
Name of Photographer: **Sara Wilson; Nicole Diehlmann**
Date of Photographs: **2023-12-05; 2022-12-16**
Location of Original Digital File:
File Format: **QA-222-3_2023-12-05; 2022-12-16_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-222-3_2022-12_16_01
Tenant Farm Complex, setting, looking east from Chester Heath

QA-222-3_2023-12-06_02
Tenant Farm Complex, general property overview, looking east

QA-222-3_2022-12-16_03
Tenant Farm Complex, general property overview, looking west

QA-222-3_2023-12-06_04
Tenant Farm Complex, general property overview, looking north

QA-222-3_2022-12-16_05
Tenant Farm Complex, west barn, northwest façade, looking southeast

QA-222-3_2022-12-16_06
Tenant Farm Complex, pumping station, northwest elevation, looking southeast

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Broad Creek Farm** Inventory Number: **QA-355**

Address: 501 Irene Way Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Roys, Allen S. and Eileen Tax Account ID Number: 04-052919

Tax Map Parcel Number(s): 0204 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: October 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: 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).

Broad Creek Farm was previously surveyed but not evaluated in 1981. The report cited a February 1977 description of the house, which stated that "BROAD CREEK FARM is a frame house, two storys [sic.] in height, shaped like the letter 'T'," whose "basic form suggests the very late nineteenth century or very early twentieth; however it may incorporate parts of an earlier dwelling" (Ridout V 1981, 2). The other resources on the property were not documented. This survey updates the documentation of the farm as well as the resource boundaries to include the entire tax parcel and evaluates the resource for National Register of Historic Places (NRHP) eligibility.

Access to the property for the survey was not granted. The following description uses photography from outside of the property gate in addition to 2024 aerial imagery.

**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**

Broad Creek Farm is a 13.06-acre residential parcel with a circa-1906 dwelling, an early twentieth century barn, an early twentieth century shed, a 1978-1989 garage complex, a 1980s shed, and two 1990s docks. It is at the northwest terminus of Irene Way and is bounded by Irene Way and Swan Road to the southeast, Broad Creek to the east and northeast, and the Chesapeake Bay to the northwest, west, and southwest. The majority of the parcel is lawn. The buildings form a complex in the southwestern half of the parcel, with the dwelling in the center. The garage complex is east of the dwelling, while the barn and pre-1937 shed are southwest of the dwelling. Southwest of the barn and pre-1937 shed are the 1980s shed and the docks. A T-shaped driveway connects the dwelling, garage complex, and barn/pre-1937 shed with Irene Way. Northeast of the dwelling the lawn is divided into several fenced-in enclosures. Along the west shoreline are stone revetments and along the north shoreline is stone sill, a low-profile structure installed to support a planted tidal march adjacent to a deeper channel.

**RESOURCE DESCRIPTION(S)**

***Dwelling, mid-to-late nineteenth century, early twentieth century***
According to tax records the dwelling was built circa 1906, but according to the previous survey and archival research the dwelling likely incorporates an earlier, mid-to-late nineteenth century dwelling, built by 1877 (Maryland Department of Assessments and Taxation 2024; Ridout V 1981, 2). The dwelling is a two-story building clad with siding, with an asphalt-shingle cross-gable roof and a raised foundation. It has three brick ridge chimneys—two exterior end chimneys and one central interior chimney on the front-gable section. Attached to the southwest and northeast elevations are one-story, full-depth, hipped-roof additions built between 1989 and 1991, after the previous survey of the resource (Nearmap 2024; Queen Anne's County, n.d.). Only the southeast façade was visible at the time of survey. Wrapping around the southwest elevation, southeast façade, and northeast elevation of the front-gable projection is a one-story, porch sheltered by an asphalt-shingle hipped roof supported by square posts and accessed by brick steps.

The southeast façade's first story has two single-leaf doors with rounded arch windows, one off-center in the front-gable section and the other at the northeast corner of the side-gable section, and a one-over-one, double-hung sash window with inoperable shutters. The second story has two paired casement windows and two one-over-one, double-hung sash windows with inoperable shutters. Each addition has a one-over-one, double-hung sash window with inoperable shutters. According to 2024 aerial imagery, the southwest elevation has two one-over-one, double-hung sash windows with inoperable shutters in the southwest addition and two windows with inoperable shutters the second story of the original section of the dwelling. The northwest elevation has a one-story, full-width, enclosed or screened-in porch with an asphalt-shingle hipped roof attached to the original section of the dwelling. Each side addition has a bay window composed of three windows and inoperable shutters. The northeast elevation has no fenestration or ornamentation in the northeast addition and two windows with inoperable shutters on the second story of the original section of the dwelling (Nearmap 2024).

The most significant changes since the 1981 survey are the hipped-roof additions.

***Barn, between 1906 and 1929***
Based on available aerial imagery and known property history, the barn was likely built between 1906 and 1929, when the property operated as a farm and possibly around the time the dwelling was either built or renovated (Queen Anne's County, n.d.). The barn has received several additions between 1970 and 2005. The barn was not visible at the time of survey. According to 2024 aerial imagery, the barn is one-story with a side-gable roof. A shed-roof, open-frame addition was added to the southeast elevation between 1970 and 1978. The addition forms a ninety-degree angle to connect to the northeast elevation of pre-1936 shed. Attached to the northwest elevation of the barn is an open-frame shed-roof addition dating between 1998 and 2005. A partial-width vestibule shorter than the original portion of the barn with a side-gable roof was added to the barn's northeast elevation between 1970 and 1978 (Queen Anne's County, n.d.; NETROnline, n.d.). The southeast elevation's addition is supported by wood posts, has a concrete floor, and is partially lined with wood fencing. The northeast elevation has a window. The northwest elevation's addition is supported by wood posts. The southwest elevation has no fenestration or ornamentation (Nearmap 2024).

***Barn Shed, between 1906 and 1929***
Based on available aerial imagery and known property history, the shed was likely built between 1906 and 1929, when the property operated as a farm and possibly around the time the dwelling was either built or renovated (Queen Anne's County, n.d.). Attached to the northeast elevation is a shed-roof addition built between 1970 and 1978 that connects to the to the barn (Queen Anne's County, n.d.; NETROnline, n.d.). The shed was not visible at the time of survey. According to 2024 aerial imagery, the shed is one-story with a side-gable roof. The addition is supported by wood posts and has a concrete floor, while

the other elevations have no fenestration or ornamentation.

***Pool, between 1970 and 1978***
The pool was built between 1970 and 1978 northwest of the dwelling (NETROnline, n.d.; Queen Anne's County, n.d.). It is rectangular with a surrounding concrete patio.

***Garage Complex, between 1978 and 1989***
The garage complex is roughly U-shaped and composed of three parts, each with asphalt-shingle gable roofs and clad with siding. The complex was not visible at the time of survey. The complex was built in three stages between 1978 and 1989, from southwest to northeast (NETROnline, n.d.; Queen Anne's County, n.d.). The southwest elevation has a one-bay roll-up garage door, a single-leaf door, and a window with shutters. The northwest elevation has a one-bay roll-up garage door in the northeast section and a single-leaf door, a pair of glass doors, and a window with shutters in the middle section. The northeast elevation has a window with shutters in both the southwest and northeast sections. The southeast elevation has two windows with shutters in both the southwest and northeast sections, while the middle garage has a deep incised porch.

***Dock Shed, between 1982 and 1989***
The dock shed was built between 1982 and 1989 (Queen Anne's County, n.d.; NETROnline, n.d.). It was not visible at the time of survey. According to 2024 aerial imagery, the shed has a gambrel roof. The west façade has a door while the other elevations have no fenestration or ornamentation.

***Docks, between 1992 and 1997***
The two wood, L-shaped docks were built between 1992 and 1997, replacing an earlier dock (Queen Anne's County, n.d.; NETROnline, n.d.; Nearmap, 2024). .

**HISTORIC CONTEXT**
Queen Anne's County, including Kent Island, was historically rural and agricultural, from the colonial period into the mid-twentieth century (Diehlmann et al. 2024, 2-10). Prior to the mid-twentieth century, the landscape of the island primarily featured numerous isolated farms scattered on large tracts of land, along with a few small settlements (Lake, Griffing and Stevenson 1877; U.S. Geological Survey 1898; Queen Anne's County, n.d.). The tracts of land on Kent Island included Little Neck, Stony Bar, and Connor's Neck; the extant dwelling and outbuildings are located on the Little Neck tract, while Broad Creek Farm also later included parts of Stony Bar and Connor's Neck (Queen Anne's County Circuit Court 1873; Queen Anne's County Circuit Court 1905). The first town on the island was Broad Creek, which was established in the mid-seventeenth century and located at or adjacent to Broad Creek Farm in the vicinity of Christ Church Cemetery (QA-162); a farmhouse was located in the Broad Creek Farm area by 1813 when British forces landed at Broad Creek during the War of 1812. In the eighteenth and nineteenth centuries a ferry connected the town of Broad Creek—with its tavern, post office, dwelling, tobacco warehouse, and dwellings—to Annapolis (Strong 1866; Lake, Griffing and Stevenson 1877; Ridout V 1981; Bishop 2021; Chisman 2013). The town of Stevensville was established in 1850 and grew after the railroad reached the town in 1866. By the late nineteenth century, the population center of Kent Island had moved north away from Broad Creek to Stevensville and the village of Broad Creek disappeared, leaving behind remnants such as the cemetery (Christ Church Parish Kent Island 2021; Bishop 2021; Chisman 2013; Diehlmann et al. 2024, 2-24).

According to the Maryland tax assessment records, the dwelling at Broad Creek Farm was built circa-1906 (Maryland Department of Assessments and Taxation 2024). However, the previous survey dated the dwelling as belonging to the "the very late nineteenth century or very early twentieth" and also said that it "may incorporate parts of an earlier dwelling" (Ridout V 1981, 2). Based on archival documentation, it is likely that the earliest part of the extant dwelling was originally built in the mid-to-late nineteenth century, when the village of Broad Creek existed, and was later altered in the early twentieth century. The earliest available circumstantial evidence for the existence of the dwelling is a letter dating to 1858 that was found in the 1950s behind a mantle in the dwelling (Jones 1977). However, it is unknown how and when the letter got there. The Little Neck tract was owned by General Columbus O'Donnell at the time of the 1858 letter, though O'Donnell, president of the Baltimore Gaslight Company, among other roles, likely did not live at the farm since he was a prominent resident of Baltimore (Queen Anne's County Circuit Court 1861: *The Sun* 1873, Ehle and Black 1972). Based on the recipient of the 1858 letter, members of the intermarried Goldsborough-Pascault family lived at the farm instead; O'Donnell was married to a member of the Pascault family (Jones 1977; Ehle and Black 1972). Yet, despite the 1858 letter, the dwelling is either not shown in an 1866 map of Kent Island or is misplaced farther south (Strong 1866). The property was owned in 1866 by Charles Stevens, as depicted on the 1866 map, which also shows a road roughly where Irene Lane is today, which led to a landing, possibly for the Broad Creek-Annapolis ferry, on the shoreline northwest of the extant dwelling (String 1866; Queen Anne's County Circuit Court 1861). A map created a decade later in 1877 does depict a dwelling in roughly the

same location of the current building, owned by Charles E. Cockey; the 1866 road and landing are not shown on this map (Lake, Griffing and Stevenson 1877). Cockey had purchased the 93 acres of the Little Neck tract in 1866; he also owned 169 acres of the adjacent Stony Bar tract and 103 acres of the Conor's Neck tract, both purchased in the 1850s (Queen Anne's County Circuit Court 1873). Overall, based on the letter and maps, the earliest form of the extant dwelling was likely built by 1858 and almost certainly built by 1877.

The three parcels were sold to Stephen E. Ford in 1881 (Queen Anne's County Circuit Court 1881). Stephen and his wife Estella sold the land to Lillie A. Tolson in 1900 (Queen Anne's County Circuit Court 1900). The Little Neck parcel gained the name Broad Creek Farm between 1900 and 1905, when the Tolsons sold the Little Neck portion of the farm—resurveyed as 90 acres—to James B. Bright (Queen Anne's County Circuit Court 1905). If either the current dwelling was built or was heavily altered circa 1906, it was presumably done during James Brights' ownership. James B. Bright was "one of the county's wealthiest land owners," as he was a descendent of "one of the Eastern Shore's oldest families," and was involved 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 Court (The Sun 1910; The Sun 1913). However, James and his wife Ida did not live at Broad Creek Farm; their home farm was to the northeast of Broad Creek Farm at the Eareckson House (QA-125), then known as the J. B. Bright Home Farm, and they had tenants living at Broad Creek Farm (Queen Anne's County Circuit Court 1915; 1916). In 1914, Broad Creek Farm's tenant was J. Freddie Carter (Queen Anne's County Circuit Court 1916; Denton Journal 1914).

James B. Bright died in 1913 (The Sun 1913). After a default in James and Ida's mortgage, their trustee sold the farm in 1914 to James B. Bright's oldest son, Benjamin Harrison Bright; the sale was completed by the county's circuit court in 1916 (Queen Anne's County Circuit Court 1916). The newspaper advertisement for the farm noted "a nice comfortable dwelling house and the necessary outbuildings" and emphasized the farm's "exceptionally fine" soil and "elegant location" close to amenities such as schools, churches, and Stevensville's railroad station (Denton Journal 1914).

Benjamin Harrison Bright operated the summer hotel Brightsworth Inn farther south on the peninsula in the early-twentieth century; today, the property is known as the Kent Manor Inn (QA-284) (Speed 1987). Benjamin Harrison Bright was recorded as a self-employed farmer in the 1920 census, living with his wife Annie, his mother-in-law, a foster child, and a servant (United States Army 1920). The Brights sold the farm in 1923 to James W. Marvel, who in turn sold it to Henry P. Turner in 1928 (Queen Anne's County Circuit Court 1923; 1928). Henry and his wife Beatrice sold the farm in 1929 to the Claiborne-Annapolis Ferry Company in 1929. The company intended to establish their Eastern Shore terminus at the property; however, they later decided to locate the terminus at Matapeake instead (Queen Anne's County Circuit Court 1929; Queen Anne's Record-Observer 1940). While the barn and adjacent shed on the farm appear in the earliest available historic aerial imagery from 1937, it is likely that they were built prior to the ferry company's purchase of the farm in 1929, and possibly around or after the construction or renovation of the dwelling, by either the Brights, Marvels, or Turners. The farm in 1937 was composed primarily of agricultural fields and was located in an agricultural area of farm fields with farm houses (Queen Anne's County, n.d.).

Dr. Theodore Cooke, a physician with experience subdividing land in Baltimore, purchased the farm from the ferry company in 1940. Broad Creek Farm was one of 21 farms owned by Dr. Cooke in Queen Anne's County in 1940; most, like Broad Creek Farm, were along the shoreline (Queen Anne's Record-Observer 1940). While his large landholdings were likely intended for subdivision and development, these plans were not realized. After Theodore's death, this farm, as well as three other parcels of land, was sold to the Guaranteed Realty Company in 1952 (Queen Anne's County Circuit Court 1952b). This company then sold the 404 acres of land at the same time to the Bridgeside Company (Queen Anne's County Circuit Court 1952a). This became the Bay City neighborhood (QA-727). Bay City was one of a number of planned residential neighborhoods created in the mid-twentieth century on Kent Island during the anticipation of the 1952 opening of the Chesapeake Bay Bridge and the suburbanization that occurred afterwards. The opening of the first span of the bridge in 1952 and the second span in 1973 transformed the island from primarily rural and agricultural to being a suburbanized bedroom community for those who commute to Washington, DC and Baltimore (Diehlmann et al. 2024, 2-10, 2-28, 3-49, 3-57). It was the secretary of David M. Nichols, Bay City's developer, who found the 1858 letter in the house in 1958 (Jones 1977).

In 1959, the Bridgeside Company sold two parcels of land—one approximately 9.5 acres and the other approximately 1.10 acres—to James B. Carter and Katharine A. Carter (Queen Anne's County Circuit Court 1959); together this comprised the majority of Broad Neck Farm at the time of the current survey. The Carters sold these two parcels to Charles A. Shreeve Jr. and his wife Elsie S. Shreeve in 1967 (Queen Anne's County Circuit Court 1967). In 1970, Elsie acquired an additional parcel of previously reserved marshland along Broad Creek (Queen Anne's County Circuit Court 1970). This purchase brought the farm to its current size of 13.06 acres.

The current property owners Allen S. Roys and Eileen Roys acquired the farm from Elsie Shreeve in 1974 (Queen Anne's County Circuit Court 1974). According to a memoir by Eileen Roys in 1999-2000, "for our first five months here, we lived in a motor home because the 160 year old farmhouse we bought was in need of major renovation. However, it obviously had potential and the location, smack dab on the Chesapeake Bay, was unsurpassed for what we had to spend. Besides, there was a barn on the premises and, at long last, the girls and I could keep horses on our own property and Al could do likewise with his boat" (Roys 1999). The farm under the current ownership was renamed Royaleen Farm, with the owners keeping horses on the property from the 1970s into the twenty-first century (Roys 1999).

The farm has undergone substantial changes during the Roys' ownership. The pool on the farm was built between 1970 and 1978 by either the Shreeve or Roys family (NETROnline, n.d.; Queen Anne's County, n.d.). The garage complex was built in stages between 1978 and 1989, with the southwest section built first by 1982, then the secondary dwelling, then the garage expansion (NETROnline, n.d.; Queen Anne's County, n.d.). The dock shed was built between 1982 and 1989 near an earlier 1970s dock. The dwelling gained southwest and northeast additions between 1989 and 1991. The current docks were built between 1992 and 1997, replacing the earlier dock. Between 2007 and 2008 the stone revetments northwest of the docks along the southwest shoreline as well as at the northwest edge of the resource were built (Queen Anne's County, n.d.; NETROnline, n.d.). Lastly, between 2011 and 2013, 2,500 cubic yards of sand was removed from the channel north of the property and placed along the shoreline of the parcel, and 525 feet of stone sill was constructed along the north shoreline (Tidal Wetlands Division, Water Management Administration 2011; NETROnline, n.d.; Queen Anne's County, n.d.).

**ELIGIBILITY DETERMINATION**

Broad Creek Farm was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Broad Creek Farm is associated with nineteenth and early-twentieth century farming in Queen Anne's County and the pre-suburbanization of Kent Island, as well as the settlement of Broad Creek and the history of Kent Island prior to the growth of Stevensville. The resource, however, was never a significant or notable farm and has lost its association with farming through the loss of its farmland, the alterations to the older buildings on the parcel, the construction of later resources, and the development of the residential subdivision to its south. Therefore, Broad Creek Farm is not eligible under Criterion A.

While James B. Bright and Dr. Theodore Cook owned the Broad Creek Farm, neither lived on the farm and, therefore, it is not associated with their accomplishments. Therefore, Broad Creek Farm is not eligible under Criterion B.

Broad Creek Farm does not embody the distinctive characteristics of a type, period, or method of construction. Although the house most likely dates from the mid- to late-nineteenth century, it has been heavily altered by additions dating from the late twentieth and early twenty-first centuries and no longer resembles dwellings from this era. Similarly, farm buildings dating from the early twentieth century have large additions from the 1970s through the twenty-first century. Later additions to the parcel were built from the 1970s through 1990s and the resource no longer has fields to convey its previous use as a farm. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Broad Creek Farm is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 13.06 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0056, Parcel 0294 (2024). Tax account is 04-052919.

**REFERENCES**

Bishop, Doug. 2021. "Restored Cemetery Continues Tradition of 'Remembrance.'" The Star-Democrat, July 18, 2021. https://www.newspapers.com/image/749827604/.

Chisman, Forrest P. 2013. "A Full Account of the British Landing on Kent Island in August 1813." My Eastern Shore MD. August 6, 2013. https://www.myeasternshoremd.com/community_voice/a-full-account-of-the-british-landing-on-kent-island-in-august-1813/article_aa463466-facc-11e2-a3fd-10604b9ffebe.html.

Christ Church Parish Kent Island. 2021. "Cemetery Brochure: Welcoming All Faith to Our Historic Site." https://www.ccpki.org/wp-content/uploads/2021/06/Cemetery-Brochure-2021.pdf.

Denton Journal. 1914. "Public Sale of Six Valuable Farms on Kent Island," May 23, 1914. Newspapers.com.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).
Jones, J. Calvert. 1977. "The Kent Island Heritage Society." Bay Times, January 5, 1977. https://queenannes.advantage-preservation.com/.

Ehle, Elinor D., and Catharine F. Black. 1972. "651-665 West Lexington Street." National Register of Historic Places Nomination. Washington, DC: National Park Service. https://npgallery.nps.gov/GetAsset/8e997f95-a6d3-445e-aefb-d4385ba27fa3/.

Jones, J. Calvert. 1977. "The Kent Island Heritage Society." Bay Times, January 5, 1977. https://queenannes.advantage-preservation.com/.

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/.

Maryland Department of Assessments and Taxation. 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

Nearmap. 2024. "Nearmap." 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed January 31, 2024. https://gis.qac.org/historic.

Queen Anne's County Circuit Court. 1861. "Deed, Colombus O'Donnell and Elianor O'Donnell to Charles Stevens." MB 2, p. 0454. Maryland State Archives.
———. 1873. "Deed, Charles E. Cockey and M. B. Cockey to Martha J. Roberts." JW 3, p. 0479. Maryland State Archives.
———. 1881. "Deed, John B. Brown, Trustee, to Stephen E. Ford." SCD 1, p. 0044. Maryland State Archives.
———. 1900. "Deed, Stephen E. Ford and Estalla G. Ford to Lillie A. Tolson." JEG 1, p. 0095. Maryland State Archives.
———. 1905. "Deed, Lillie A. Tolson and Theodore A. Tolson to James B. Bright." JEG 8, p. 0403. Maryland State Archives.
———. 1915. "Deed, Charles M. West, Assignee, to James T. Bright." WFW 6, p. 0586. Maryland State Archives.
———. 1916. "Deed, Thomas J. Keating, Assignee, to B. Harrison Bright." WFW 8, p. 0491. Maryland State Archives.
———. 1923. "Deed, Benjamin Harrison Bright and Annie G. Bright to James W. Marvel." JFR 11, p. 0185. Maryland State Archives.
———. 1928. "Deed, James W. Marvel and Mary E. Marvel to Henry P. Turner." BHT 8, p. 0398. Maryland State Archives.
———. 1929. "Deed, Henry P. Turner and Beatrice B. Turner to the Claiborne-Annapolis Ferry Company." BHT 9, p. 0341. Maryland State Archives.
———. 1952a. "Deed, Guaranteed Realty Corporation to the Bridgeside Company." TSP 5, p. 0119. Maryland State Archives.
———. 1952b. "Deed, Theordore C. Waters, Surviving Executor, to Guaranteed Realty Corporation." TSP 5, p. 0116. Maryland State Archives.
———. 1959. "Deed, The Bridgeside Company to James B. Carter and Katharine A. Carter." TSP 45, p. 0473. Maryland State Archives.
———. 1967. "Deed, James B. Carter and Katherine A. Carter to Charles A. Shreeve, Jr. and Elsie S. Shreeve." CWC 30, p. 0177. Maryland State Archives.
———. 1970. "Deed, Vachel A. Downes, Jr. to Elsie S. Shreeve." CWC 46, p. 0166. Maryland State Archives.

———. 1974. “Deed, Elsie S. Shreeve to Allen S. Roys and Eileen Roys.” CWC 86, p. 0291. Maryland State Archives.

Queen Anne’s Record-Observer. 1940. “Ferry Company Sells Broad Creek Farm,” June 27, 1940, sec. Second Section. https://queenannes.advantage-preservation.com/.

Ridout V, Orlando. 1981. “Broad Creek Farm.” Maryland Inventory of Historic Properties Form QA-355. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-355.pdf.

Roys, Eileen. 1999. “Eileen Roys.” Capital “Harpers” Autoharp Club (CHAC). http://autoharpclub.fattaleh.org/wp-content/uploads/2018/11/Eileen-Roys.pdf.

Speed, Bettye. 1987. “Kent Manor Inn Set to Reopen as Bed & Breakfast.” The Kent Island Bay Times, March 11, 1987. https://queenannes.advantage-preservation.com/.

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. http://slavery.msa.maryland.gov/html/mapped_images/qad4.html.

The Sun. 1910. “James T. Bright, Democrat,” December 24, 1910. Newspapers.com.
———. 1913. “Deaths,” September 11, 1913. Newspapers.com.

Tidal Wetlands Division, Water Management Administration. 3022. “Notice of Application for State Wetland Licenses...” Record Observer, October 27, 3022. https://queenannes.advantage-preservation.com/.

United States Army. 1920. “1920; Census Place: Kent, Queen Anne’s, Maryland; Roll: T625_675; Page: 1A; Enumeration District: 79.” National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/78989891:6061.

U.S. Geological Survey. 1898. “Choptank, MD 1898 (HTMC, 1898 Ed.).” Topographic Map. https://ngmdb.usgs.gov/topoview/viewer/.

**MAPS**

**Broad Creek Farm**

Location: 501 Irene Way
City: Stevensville

QA-355
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**Broad Creek Farm**

Location: 501 Irene Way
City: Stevensville

QA-355
Queen Annes County



**PHOTOGRAPHS**




Photo 1 of 6: Broad Creek Farm, looking northwest at property gate



Photo 2 of 6: Broad Creek Farm, overview, looking north, oblique aerial imagery from Nearmap

**PHOTOGRAPHS**



Photo 3 of 6: Broad Creek Farm, dwelling, southwest elevation and southeast façade, with pool in background, looking north, oblique aerial imagery from Nearmap



Photo 4 of 6: Broad Creek Farm, dwelling, northeast and northwest elevations, looking south, oblique aerial imagery from Nearmap

**PHOTOGRAPHS**



Photo 5 of 6: Broad Creek Farm, garage complex, northwest and southwest elevations, looking east, oblique aerial imagery from Nearmap



Photo 6 of 6: Broad Creek Farm, docks, dock shed, barn shed, and barn, looking west, oblique aerial imagery from Nearmap

NR-ELIGIBILITY REVIEW FORM

QA-355 Broad Creek Farm

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Francesa Maisano**
Date of Photographs: **2023-12-13**
Location of Original Digital File: **MHT**
File Format: **QA-355_2023-12-13_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-355_2023-12-13_01.tif
Photo 1 of 6: Broad Creek Farm, looking northwest at property gate

QA-355_2024-02-09_02.tif
Photo 2 of 6: Broad Creek Farm, overview, looking north, oblique aerial imagery from Nearmap

QA-355_2024-02-09_03.tif
Photo 3 of 6: Broad Creek Farm, dwelling, southwest elevation and southeast façade, with pool in background, looking north, oblique aerial imagery from Nearmap

QA-355_2024-02-09_04.tif
Photo 4 of 6: Broad Creek Farm, dwelling, northeast and northwest elevations, looking south, oblique aerial imagery from Nearmap

QA-355_2024-02-09_05.tif
Photo 5 of 6: Broad Creek Farm, garage complex, northwest and southwest elevations, looking east, oblique aerial imagery from Nearmap

QA-355_2024-02-09_06.tif
Photo 6 of 6: Broad Creek Farm, docks, dock shed, barn shed, and barn, looking west, oblique aerial imagery from Nearmap

**QA-355**
**Broad Creek Farm**
501 Irene Way
Stevensville, Queen Anne's County, Maryland




Historic Image 1: Map of Kent Island, 1866
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. http://slavery.msa.maryland.gov/html/mapped_images/qad4.html.

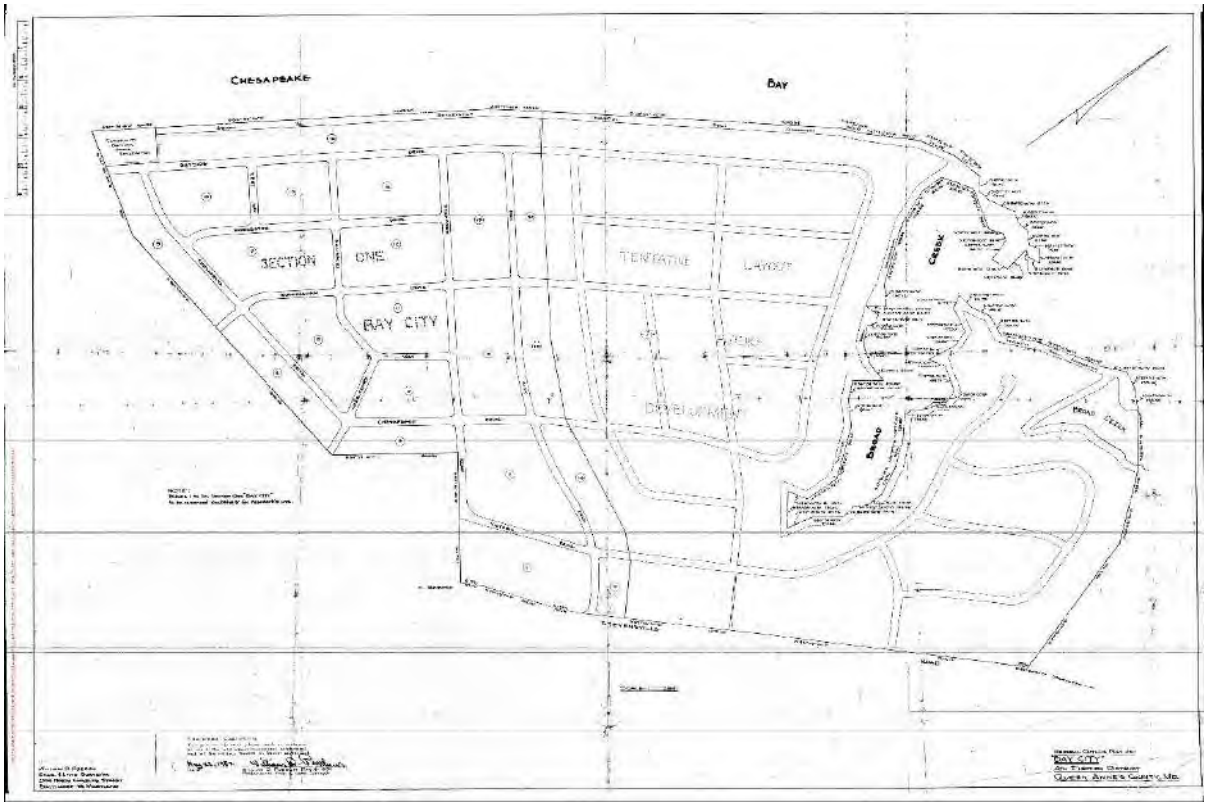
**QA-355**
**Broad Creek Farm**
501 Irene Way
Stevensville, Queen Anne's County, Maryland




Historic Image 2: Map of Kent Island, 1877
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/.

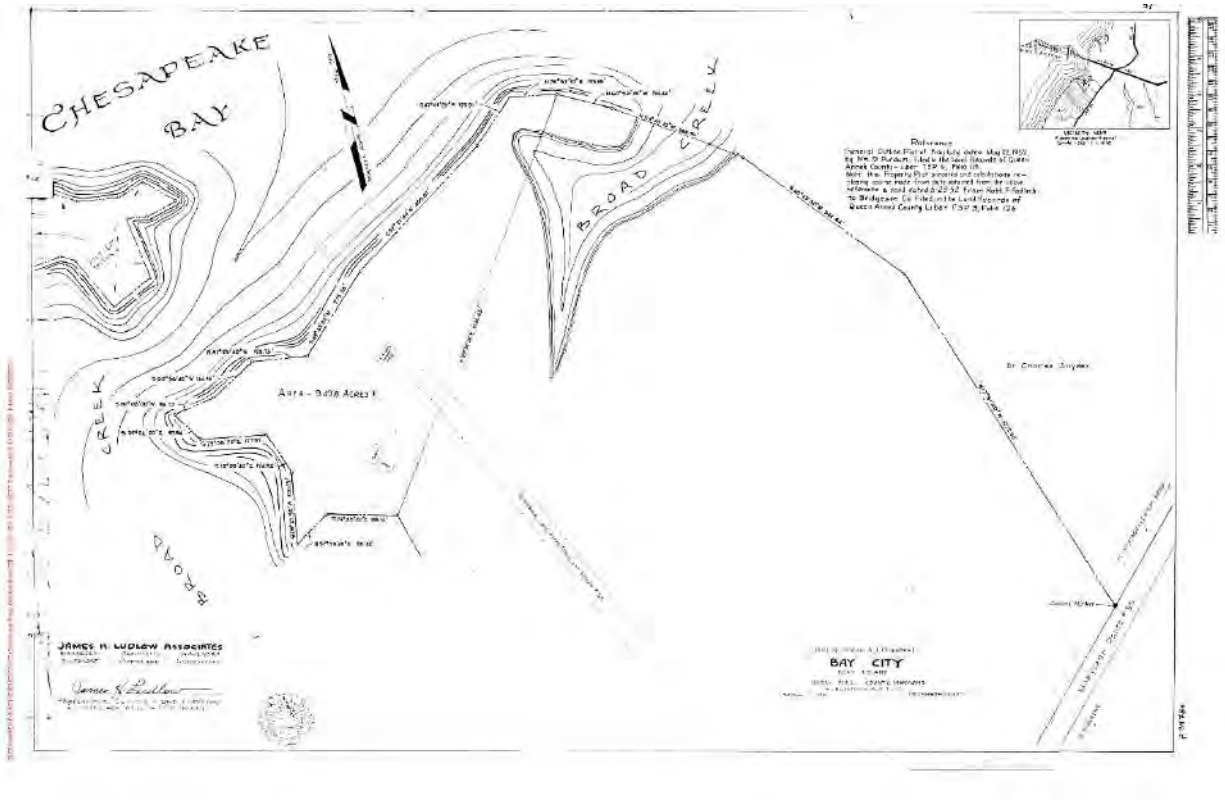


Historic Image 3: Aerial photograph of Broad Creek Farm, 1937.
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed September 3, 2024. https://gis.qac.org/historic.



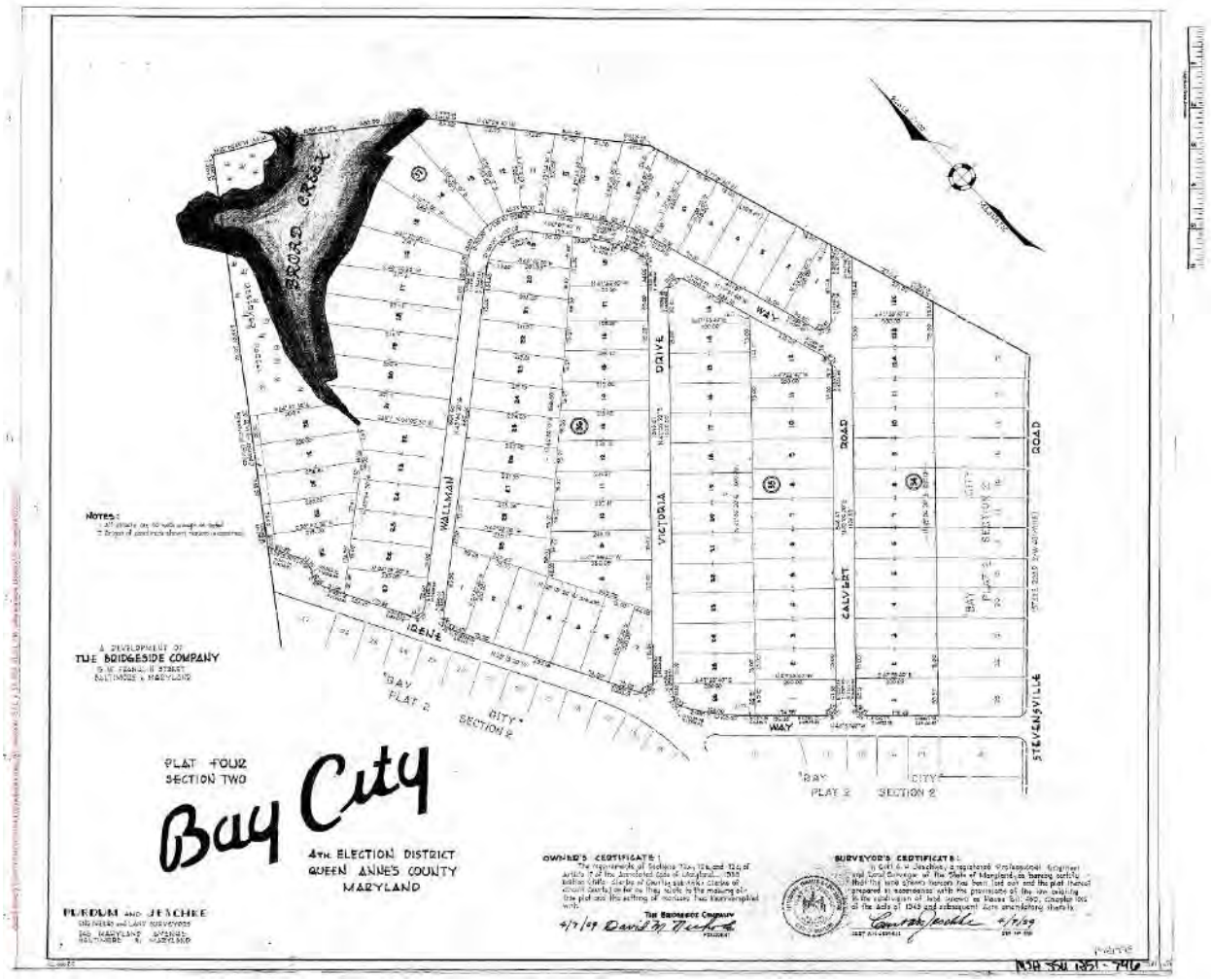

Historic Image 4: General Outline Plat of Bay City, 1952.
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. 1952/06/09. Bay City, oversize; Land Record TSP 5, folio 115. Plat Book TSP 1, p. 9. MSA S1251-740

**QA-355**
**Broad Creek Farm**
501 Irene Way
Stevensville, Queen Anne's County, Maryland



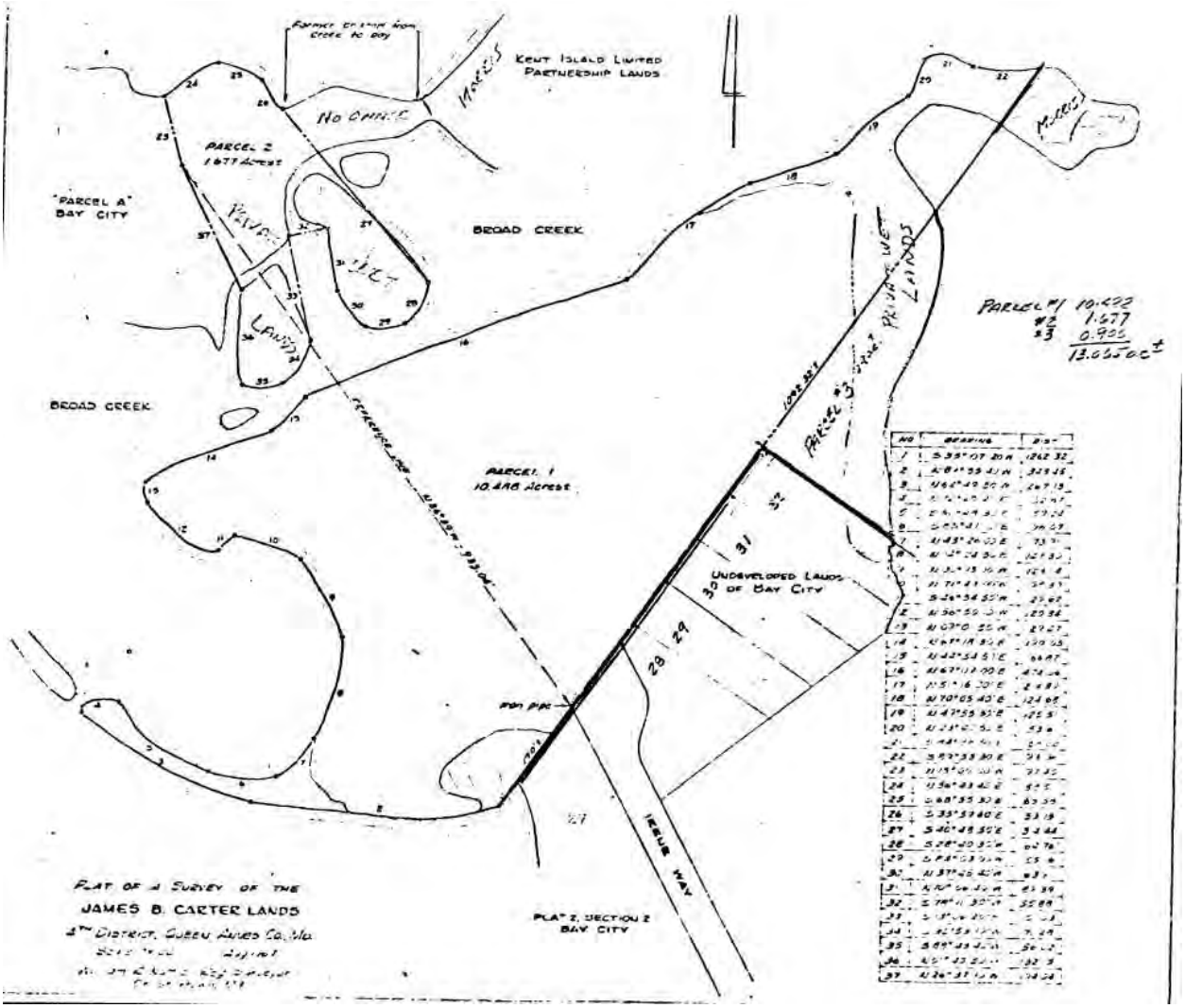

Historic Image 5: Part of Section 3 (proposed), Bay City, Kent Island, 1957
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. 1959/01/26, Land Record TSP 45, folio 478. Plat Book TSP 1, p. 51. MSA S1251-2077

**QA-355**
**Broad Creek Farm**
501 Irene Way
Stevensville, Queen Anne's County, Maryland




Historic Image 6: Plat Four, Section Two Bay City, 1959, showing the reserved land at the top-left that is part of Broad Creek Farm

Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. 1959/05/04. Land Record TSP 47, folio 420. Plat Book TSP 1, p. 57. MSA S1251-746.




Historic Image 7: Plat of a Survey of the James B. Carter Lands, 1967
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court. (Land Records). 1974-1974 CWC 86, pp. 0291-0294. MSA CE 58-300

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no ___**

Property Name: **Stevensville Historic District** Inventory Number: **QA-463**

Address: Multiple Historic District: Yes

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple 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: Francesca Maisano Date Prepared: January 4, 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: Stevensville Historic District

Inventory Number: QA-463 Eligible: Listed: Yes

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

Description of Property and Justification:

Previous Surveys
The Stevensville Historic District was listed on the National Register of Historic Places (NRHP) in 1986, significant under Criteria A and C for its association with the development of transportation and commerce on the Eastern Shore and for its architecture, with its period of significance being 1850 to 1930. Eighty-two buildings were found contributing, while thirteen were found noncontributing (Steuart, White, and Smith 1986). This DOE documents changes to the historic district since the original nomination, including the contributing/non-contributing resources list. It also provides additional information about character-defining features of the district.

SETTING/LOCATION

The Stevensville Historic District centers around the intersection of Love Point Road and East Main

**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***

Street, continuing northeast to the intersection of Love Point Road and Old Love Point Road; north on Cockey Lane to include the old train station; southeast on Love Point Road to Cable House Road; and southeast to the intersection of E Main and State Streets. The historic district also includes Main Street from the intersection of Main Street and Love Point Road through the 440-460-480 Main Street complex as well as the northwest half of Church Street. The areas around Stevensville remained predominately rural through the 1980s. Northwest of the historic district, on the west side of MD 18, is commercial and industrial development that dates primarily to the 1990s-2000s. To the northeast is Cloverfields; the subdivision's earliest houses date from the 1960s, but the majority of its houses—particularly those at the south end of the development closest to Stevensville—were constructed in the 1980s and later. US 50/301 has formed a physical boundary to the south since it was constructed in 1948, but tree planting south of the district since the 1980s and 1990s have visually screened the district from US 50/301 and subsequent development south of the highway.

The downtown, commercial areas of Love Point Road and East Main Street, as well as the north side of Main Street, have brick or concrete sidewalks. Historic photographs of Stevensville indicate that these areas had sidewalks during the period of significance, though the current materials are not original. The northwest residential section of Love Point Road and the southeastern residential section of East Main Street do not have sidewalks, nor does the industrial and commercial southwestern section of Love Point Road and Church and State Streets. The lack of streetscape features in these areas is typical of small-town residential areas in the nineteenth and early twentieth century. Some of the residential parcels are differentiated by fences, though most of these fences do not date from the period of significance. Similarly, gravel or paved driveways and concrete or brick walkways are characteristic of the residential areas but the materials themselves do not date from the period of significance.

The majority of buildings in the historic district, both commercial and residential, were built in the late nineteenth and early twentieth centuries and are one to two-and-a-half stories tall and frame with gable roofs and siding. The commercial buildings are closely spaced and have a minimal setback from the street, while the residential buildings are generally on larger lots and have a greater setback. The residential properties are generally vernacular I-house, foursquare, or bungalow houses on flat parcels.

Alterations

A number of properties have been altered since the 1986 nomination. When the properties have been changed, the most common form of alterations are design and materiality changes such as siding replacement, primarily from wood to vinyl or aluminum; roof replacement, primarily to asphalt-shingle roofs; window replacement; and either the addition or removal of shutters. Some properties have had their enclosed porches converted open porches but remain the same in terms of height and length. Some properties have also had their uses change since the 1986 survey, but their exterior integrity remains intact.
Some contributing properties have been more substantially changed:

- The storefront at 401 Love Point Road (QA-465), listed in the 1986 nomination as the country store, has since been bumped out and the windows replaced with twenty-first-century windows.

- 405 Main Street, the Dr. William T. Henry House, is no longer a dwelling but the location of Kent Island Federation of Art. The balustrades above the porch have been removed and the windows on the porch have been replaced and partially filled in.

- A large addition was constructed between 1998 and 2005 to the northeast elevation of 432 Love Point Road, the former Methodist Protestant parsonage (NETROnline, n.d.).

- The Gothic Revival Downes Memorial (Trinity) Methodist Episcopal Church at 500 Love Point Road was vacant when last documented. It is now a residence, and the stained-glass memorial windows have been removed, the large three-part pointed-arch windows filled in with siding and replaced with smaller modern windows, and an enclosed porch constructed on the front façade. All these changes diminish the property's integrity of design, materials, workmanship, feeling and association.

Demolition and New Construction

There has been some demolition of contributing buildings and the construction of new buildings, particularly on the southern edge of the district along Main Street and State Street, as well as dotted throughout the rest of district. In total, seven contributing resources have been demolished. Some of the new construction's overall massing is compatible with the existing character of the district. Although there are a few new buildings, such as 102 E. Main Street that are a larger scale, there are relatively few examples of incompatible design.

Main Street

• The circa-1870 contributing resource, the Charles Downes House, at 306 Main Street, was demolished between 1992 and 1998, based on aerial photography, and the lot since then has been undeveloped and become overgrown with foliage (NETROnline, n.d.; Google, n.d.).
• The contributing Edward Ringgold House at 314 Main Street was demolished between 2008 and 2009 and another two-and-a-half-story building with a cross gable roof was built in its place in 2009 (NETROnline, n.d.; Google, n.d.).

• A new two-story, two-bay dwelling with a full-width, one-story porch was constructed at 316 Main Street circa 2002.

• The contributing William Clay Hoxter House at 318 Main Street was demolished between 2009 and 2010 and a new one-story, three-bay dwelling with a recessed, partial-width porch was erected in its place.

• A circa-1870 contributing resource at 330 Main Street, the Henry Palmer House (parcel 105), was demolished between August 2019 and November 2021, based on Google Street View images, and two new residences were built on the land as 328 Main Street and 330 Main Street (Google, n.d.). These new residences lack the steeply pitched cross gable roof and portico of the original and generally are simpler and slightly smaller than the surrounding Victorian homes, but overall are of a similar materiality, size, and massing to the existing contributing resources.

• The dwelling between what is today 412 Main Street and 416 Main Street, the contributing circa-1890 John & William Brown House, was demolished between the 1986 survey and 1992, based on aerial photographs (NETROnline, n.d.). Where the dwelling was is now a circular gravel driveway in front of a one-car, concrete-block garage.

• A new dwelling was built in 1995 at 415 Main Street and did not replace any existing structure (Maryland Department of Assessments and Taxation 2023; NETROnline, n.d.).

• The Chesapeake Village Center complex at 440, 460 and 480 Main Street replaced the circa-1900 contributing Hugh A. Legg House (parcel 71). Based on Google Street View, construction on the complex began before August 2018, with the destruction of the dwelling and the replacement with the 480 Main Street building occurring between August 2019 and November 2021 (Google, n.d.). The complex's buildings, though featuring brick and siding seen throughout the historic district, dwarf the small mid-century buildings surrounding them.

State Street

• New dwellings were built at 101, 103, 105, 107, and 109 State Street in the 1990s within the historic district (Maryland Department of Assessments and Taxation 2023). These houses, on the western side of the southern terminus of State Street, are smaller than the historic district's primarily two-story contributing properties, but, except for the L-shaped 109 State Street dwelling with board and batten siding, are similar in size, style, roof type, and materiality to both contributing and noncontributing dwellings nearby on Main Street (Google, n.d.).

Love Point Road

• Two new buildings were built in 1996 at 207 Love Point Road; the property was the location of the

Stevensville (or Kent Island) M.E. Church site (QA-286) until the church burned down in the 1940s.
• The Dr. William E. Denny House at 415 Love Point Road was demolished between 1986 and 1998, based on the NRHP nomination and aerial photographs (NETROnline, n.d.), and by 2005 the section of Cockey Lane connecting Love Point Road and the other section of Cockey Lane runs through the property.

Market Place

• In 1989, construction occurred at the large parcel at 100 Market Place and two large commercial and residential buildings with gable roofs, balconies, and porches were built (Maryland Department of Assessments and Taxation 2023). This parcel also includes contributing resources the J. H. Tolson Store (QA-468) and the Marstellar House (QA-354).
East Main Street

• A new property, dating to 1988, is at 102 E Main Street (parcel 125-0 Main St), built in the heart of downtown Stevensville (Maryland Department of Assessments and Taxation 2023). Like Chesapeake Village Center and 100 Market Place, the building is of a similar materiality as surrounding buildings and has gable roofs, but it is also larger than the other surrounding buildings, has numerous front gables, and its substantial full-width, two-story porch contrasts with the largely one-story porches on the surrounding properties.

• Additional new dwellings were built at 507 Love Point Road, 525 Love Point Road, and 609 Love Point Road in the 1990s (Maryland Department of Assessments and Taxation 2023). All three of these buildings are one-story, unlike the two-story contributing resources around them, but are of similar materiality and setback.

INTEGRITY

The Stevensville Historic District has overall retained integrity since it was listed in the NRHP 1986.

The district retains its integrity of location since it remains in its original location.

The Stevensville Historic District also retains integrity of setting within the district, particularly the varying setback between residential and commercial properties and the open space associated with residential properties are character-defining features of the district. The setting outside of the district does not contribute to its significance. The construction of US 50/301; commercial areas to the south, west, and east; and Cloverfields to the north have replaced the rural agricultural fields that characterized the areas around Stevensville during the period of significance.

It retains integrity of design; there has not been road widening or intersection realignment and the circulation pattern of the district remains intact, as well as the overall streetscape, with sidewalks in the commercial area featuring and minimal streetscape features in residential areas. The circulation pattern, varying commercial and residential streetscapes, and presence of sidewalks in the commercial area are character-defining features of the district, though the materials of these features are not historic. The majority of buildings have retained their massing, overall design, and architectural style. Residential properties have continued to be on larger, grassy lots with varied setbacks and little landscaping, while buildings in the commercial area are more closely set.

The demolitions, new construction, and renovations that have occurred in the historic district since the 1986 nomination, as well as the continued development around the district, have diminished the integrity of materials and workmanship. Buildings in the core of downtown historic Stevensville at the intersection of Love Point Road and East Main Street retain integrity of materials and workmanship. But the edges of the district, such as on State Street and on Main Street, have been altered by the demolition of contributing resources, the construction of new buildings, or alterations to contributing resources to the point that they are no longer able to convey their important historical associations with

the district.

Stevensville Historic District retains its integrity of feeling and association as the area feels like a late-nineteenth and early-twentieth-century rural Eastern Shore crossroads town and retains an association with the Eastern Shore's commerce and transportation history.

EVALUATION

The Stevensville Historic District remains eligible for listing in the NRHP under Criteria A and C. The district remains a cohesive example of a late-nineteenth and early-twentieth-century rural Eastern Shore crossroads town and a significant association with the development of transportation and commerce on Maryland's rural Eastern Shore. It continues to convey this association, as it retains integrity of location, setting, design, feeling, and association.

There have been alterations to the district since it was listed in 1986, particularly from the demolition, construction, or unsympathetic alterations to contributing resources in the district. Because of these changes, this evaluation has included a re-evaluation of which resources are contributing or non-contributing in the district. A table listing the updated status of buildings in the district is attached to this form.

References:

"Community Plans." 2022. In PlanQAC, 2022 Queen Anne's County Comprehensive Plan. Queen Anne's County: County Commissioners of Queen Anne's County. https://www.qac.org/DocumentCenter/View/17397/2022-Queen-Annes-County-Comprehensive-Plan_FINAL_links.

"Economic Development & Tourism." 2022. In PlanQAC, 2022 Queen Anne's County Comprehensive Plan. Queen Anne's County: County Commissioners of Queen Anne's County. https://www.qac.org/DocumentCenter/View/17397/2022-Queen-Annes-County-Comprehensive-Plan_FINAL_links.

"Executive Summary." 2007. In Chester / Stevensville Community Plan, ES-1-ES-5. https://www.qac.org/DocumentCenter/View/559/Executive-Summary-PDF?bidId=.

Google. n.d. "Google Street View." Accessed December 19, 2023. https://www.google.com/maps.

"Historic Stevensville A&E District." n.d. Maryland State Arts Council. Accessed November 8, 2023. https://www.msac.org/directory/districts/historic-stevensville-ae-district.

LDR International, and Department of Planning and Zoning Queen Anne's County. 2002. "County Profile." In 2002 Comprehensive Plan Queen Anne's County, Maryland. Vol. 1. Queen Anne's County: Queen Anne's County Commissioners. https://planning.maryland.gov/Documents/OurWork/compplans/02_CMP_QueenAnne.pdf.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2023. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Siegal, Ann Cameron. 2000. "On Kent Island, Pride and History Run Deep." Washington Post, May 20, 2000. https://www.washingtonpost.com/archive/realestate/2000/05/20/on-kent-island-pride-and-history-run-deep/2825ce6e-5281-4916-b36d-43c80af66abc/.

Steuart, Mrs. Marion, Mrs. James B. White, and Bruce Smith. 1986. "Stevensville Historic District." National Register of Historic Places Nomination 86002333. Washington, DC: National Park Service. https://npgallery.nps.gov/AssetDetail/NRIS/86002333.

Suffness, Rita. 1998. "Stevensville Historic District, Queen Anne's County, MD." International NR-Eligibility Review Form. Maryland Historical Trust. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-463.pdf.

**MAPS**

**Stevensville Historic District**

Location: Multiple
City: Stevensville

QA-463
Queen Annes County

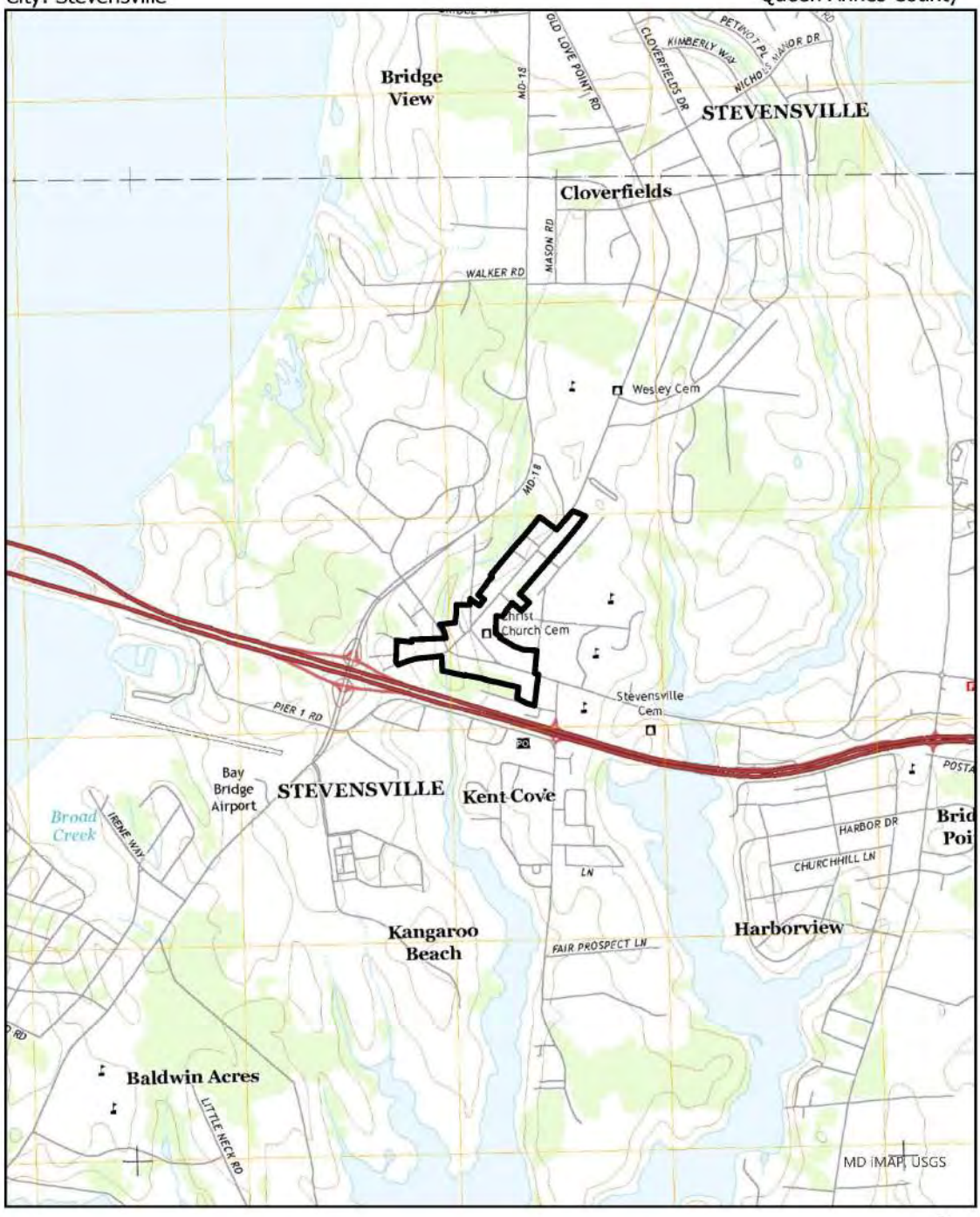


**MAPS**

**Stevensville Historic District**

Location: Multiple
City: Stevensville

QA-463
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**Stevensville Historic District (QA-463)**
**List of Contributing and Non-Contributing Resources**

| Map ID | Address | SDAT Parcel Number | NRHP Parcel Number | Contributing (C) or Non-Contributing (NC) | MIHP Number | Property Name | Date Constructed | Notes |
|---|---|---|---|---|---|---|---|---|
| 1 | 0 Cockey Ln | 309 | | C | | Stevensville Train Station | ca. 1902 | Not noted in NRHP |
| 2 | 0 Love Point Rd | 211 | | C | | | | Associated with Trinity Methodist Protestant Church at 426 Love Point Road (Map ID 68) and historically open space |
| 3 | 0 Main St | 125 | 125 | C and NC | QA-470 | Charles Stevens Store | ca. 1865; various | Multiple buildings; 314 Love Point Road, 104 East Main Street, and 309 Main Street are contributing |
| 4 | 0 Main St | 123 | | NC | | | | Vacant |
| 5 | 0 St Claire Pl | 325 | | NC | | | | Vacant |
| 6 | 100 Market Ct | 155 | 154, 152 | C and NC | QA-468, QA-354 | J.H. Tolson Store, Marstellar House | ca. 1865, ca. 1900; 1989 | Multiple buildings; 319 Love Point Road, 321 Love Point Road, and 111 Cockey Lane are contributing |
| 7 | 100 Old Love Point Rd | 32 | 73 | C | | | ca. 1913 | |
| 8 | 101 E Main Rd | 210 | 209 | C | | | ca. 1900 | |
| 9 | 101 State St | 93 | | NC | | | 1994 | |
| 10 | 103 E Main St | 207 | | C | QA-469 | Ford House and Garage | ca. 1892 | Not noted in NRHP |
| 11 | 103 Lowery Rd | 79 | | NC | | | 2004 | |
| 12 | 103 State St | 93 | | NC | | | 1995 | |
| 13 | 104 Old Love Point Rd | 105 | 72 | C | | | ca. 1910 | |
| 14 | 105 State St | 93 | | NC | | | 1996 | |
| 15 | 107 Church St | 197 | 197 | C | | | ca. 1910 | |
| 16 | 107 State St | 93 | | NC | | | 1995 | |
| 17 | 109 Cockey Ln | 146 | 152 | C | QA-259 | Cray House | ca. 1809 | |
| 18 | 109 State St | 93 | | NC | | | 1993 | |
| 19 | 121 E Main St | 186 | 186 | C | QA-212, QA-267 | Christ Church, Christ Church Rectory | ca. 1870 | Multiple buildings; both 121 and 123 East Main Street are contributing |
| 20 | 122 E Main St | 117 | 115 | C | QA-464 | Charles Downes Store | ca. 1880 | |
| 21 | 125 E Main St | 201 | 201 | C | | | ca. 1896 | |
| 22 | 126 E Main St | 116 | 116 | C | | | ca. 1881 | |
| 23 | 129 E Main St | 97 | | NC | | | 1966 | |
| 24 | 201 Love Point Rd | 220 | 220 | NC | QA-262 | Old Stevensville High School | ca. 1909 | Diminished integrity |
| 25 | 207 Love Point Rd | 181 | | NC | QA-286 | Stevensville (or Kent Island) M.E.Church, site | 1996 | |
| 26 | 211 Love Point Rd | 5 | 5 | C | QA-263 | John Benton House | ca. 1892 | |
| 27 | 239 Main St | 319 | | NC | QA-356 | Clarke House, site | 1986 | New buildings constructed on site |
| 28 | 302 Love Point Rd | 124 | | NC | | | 1951 | |
| 29 | 306 Love Point Rd | 241 | 241 | C | | | ca. 1896 | |
| 30 | 306 Main St | 114 | | NC | | | | Vacant |
| 31 | 307 Love Point Rd | 157 | | NC | | | 1979 | |
| 32 | 307 Main St | 122 | 122 | C | QA-467 | Gillis House | ca. 1885 | |
| 33 | 308 Main St | 113 | 113 | C | | | ca. 1882 | |
| 34 | 310 Love Point Rd | 249 | 249 | C | | | ca. 1900 | |

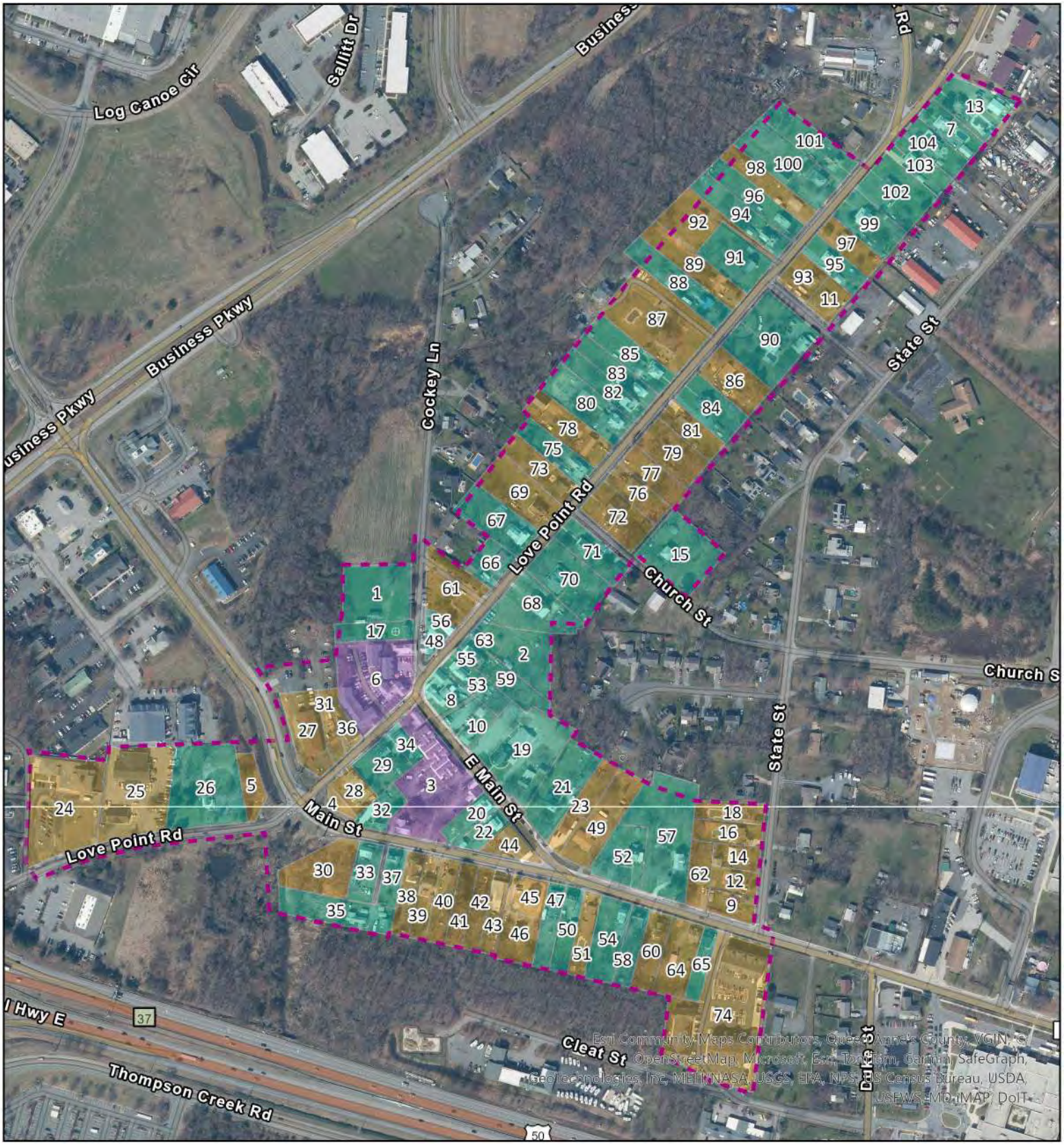
**Stevensville Historic District (QA-463)**
**List of Contributing and Non-Contributing Resources**

| Map ID | Address | SDAT Parcel Number | NRHP Parcel Number | Contributing (C) or Non-Contributing (NC) | MIHP Number | Property Name | Date Constructed | Notes |
|---|---|---|---|---|---|---|---|---|
| 35 | 310 Main St | 53 | 53 | C | | | ca. 1898 | |
| 36 | 311 Love Point Rd | 156 | | NC | | | ca. 1930 | |
| 37 | 312 Main St | 112 | 112 | C | | | ca. 1900 | |
| 38 | 314 Main St | 111 | 111 | NC | | | 2008 | Contributing building replaced |
| 39 | 316 Main St | 110 | | NC | | | 2002 | |
| 40 | 318 Main St | 109 | 109 | NC | | | 2009 | Contributing building replaced |
| 41 | 320 Main St | 108 | | NC | | | | Vacant |
| 42 | 322 Main St | 107 | | NC | | | 1970 | |
| 43 | 324 Main St | 106 | | NC | | | 1938 | |
| 44 | 325 Main St | 115 | | NC | | | 1970 | |
| 45 | 328 Main St | 105 | 105 | NC | | | 2022 | Contributing building replaced |
| 46 | 330 Main St | 105 | 105 | NC | | | 2022 | Contributing building replaced |
| 47 | 400 Main St | 104 | 104 | C | | | ca. 1890 | |
| 48 | 401 Love Point Rd | 144 | 145 | C | QA-465 | Stevensville Country Store | ca. 1886 | |
| 49 | 401 Main St | 96 | | NC | | | 1977 | |
| 50 | 402 Main St | 103 | 109 | C | | | ca. 1894 | |
| 51 | 404 Main St | 102 | | NC | | | 1999 | |
| 52 | 405 Main St | 95 | 95 | C | | | ca. 1925 | |
| 53 | 406 Love Point Rd | 218 | 218 | C | QA-471 | Turner House | ca. 1900 | |
| 54 | 408 Main St | 101 | 102 | C | | | ca. 1900 | |
| 55 | 408 Old Love Point Rd | 434 | 211 | C | QA-265 | Stevensville Post Office | ca. 1900 | |
| 56 | 409 Love Point Rd | 143 | 143 | C | QA-264 | Stevensville Bank | ca. 1910 | |
| 57 | 409 Main St | 94 | 94 | C | | | ca. 1925 | |
| 58 | 410 Main St | 242 | 101 | C | | | ca. 1870 | |
| 59 | 412 Love Point Rd | 212 | 212 | C | | | ca. 1900 | |
| 60 | 412 Main St | 100 | | NC | | | 1932 | |
| 61 | 415 Love Point Rd | 142 | | NC | | | | Vacant |
| 62 | 415 Main St | 93 | | NC | | | 1995 | |
| 63 | 416 Love Point Rd | 213 | 213 | C | | | ca. 1916 | |
| 64 | 416 Main St | 99 | 99 | NC | QA-658 | | ca. 1931 | Listed as NC in NRHP |
| 65 | 418 Main St | 98 | 98 | C | QA-659 | 418 Main Street | ca. 1919 | |
| 66 | 419 Love Point Rd | 56 | 141 | C | QA-266 | Lowery's Hotel | ca. 1886 | |
| 67 | 425 Love Point Rd | 140 | | C | | | ca. 1896 | Not in NRHP |
| 68 | 426 Love Point Rd | 216 | 182 | C | QA-217 | Trinity Methodist Protestant Church | ca. 1857 | |
| 69 | 429 Love Point Rd | 139 | 139 | NC | | | ca. 1890 | Diminished integrity |
| 70 | 432 Love Point Rd | 217 | 217 | C | | | ca. 1910 | |
| 71 | 436 Love Point Rd | 126 | 126 | C | | | ca. 1903 | |

**Stevensville Historic District (QA-463)**
**List of Contributing and Non-Contributing Resources**

| Map ID | Address | SDAT Parcel Number | NRHP Parcel Number | Contributing (C) or Non-Contributing (NC) | MIHP Number | Property Name | Date Constructed | Notes |
|---|---|---|---|---|---|---|---|---|
| 72 | 500 Love Point Rd | 308 | 182 | NC | | | ca. 1910 | Diminished integrity |
| 73 | 501 Love Point Rd | 138 | | NC | | | 1932 | |
| 74 | 502 Main St | 71 | 71 | NC | QA-661 | 502 Main Street | 2021 | Contributing building replaced |
| 75 | 503 Love Point Rd | 137 | 137 | C | | | ca. 1903 | |
| 76 | 504 Love Point Rd | 182 | | NC | | | ca. 1920 | |
| 77 | 506 Love Point Rd | 85 | | NC | | | 1970 | |
| 78 | 507 Love Point Rd | 136 | | NC | | | 1995 | |
| 79 | 508 Love Point Rd | 86 | | NC | | | 1934 | Parcel includes a discontiguous lot outside of the NRHP boundary |
| 80 | 511 Love Point Rd | 136 | 136 | C | | | ca. 1914 | |
| 81 | 512 Love Point Rd | 84 | | NC | | | 1949 | |
| 82 | 513 Love Point Rd | 135 | 135 | C | | | ca. 1892 | |
| 83 | 515 Love Point Rd | 134 | 134 | C | | | ca. 1913 | |
| 84 | 516 Love Point Rd | 83 | 83 | C | | | ca. 1910 | |
| 85 | 517 Love Point Rd | 133 | 133 | C | | | ca. 1916 | |
| 86 | 520 Love Point Rd | 82 | | NC | | | 1962 | |
| 87 | 521 Love Point Rd | 7 | | NC | | | ca. 1930 | |
| 88 | 523 Love Point Rd | 6 | 7 | C | | | ca. 1893 | |
| 89 | 525 Love Point Rd | 6 | | NC | | | 1991 | |
| 90 | 526 Love Point Rd | 80 | 80 | C | | | ca. 1883 | |
| 91 | 601 Love Point Rd | 132 | 132 | C | | | ca. 1907 | Not in NRHP |
| 92 | 601 Love Point Rd | 132 | | NC | | | ca. 1937 | |
| 93 | 602 Love Point Rd | 79 | | NC | | | 1931 | |
| 94 | 605 Love Point Rd | 131 | 7 | C | | | ca. 1890 | |
| 95 | 606 Love Point Rd | 78 | 78 | C | | | ca. 1921 | |
| 96 | 607 Love Point Rd | 130 | | C | | | ca. 1902 | Not in NRHP; Diminished integrity |
| 97 | 608 Love Point Rd | 295 | | NC | | | ca. 1954 | |
| 98 | 609 Love Point Rd | 129 | | NC | | | 1995 | |
| 99 | 610 Love Point Rd | 76 | 76 | C | | | ca. 1910 | |
| 100 | 611 Love Point Rd | 128 | 128 | C | | | ca. 1912 | |
| 101 | 613 Love Point Rd | 30 | | C | | | ca. 1923 | Not in NRHP |
| 102 | 614 Love Point Rd | 75 | 75 | C | | | ca. 1916 | |
| 103 | 618 Love Point Rd | 34 | 74 | C | | | ca. 1913 | |
| 104 | 620 Love Point Rd | 33 | | C | | | ca. 1926 | Not in NRHP |

**Stevensville Historic District (QA-463)**
**Queen Anne's County**
**Contributing and Non-Contributing Resource Map**




Stevensville Historic District Parcels

Contributing Status

- Contributing
- Contributing and Non-Contributing
- Non-Contributing

Stevensville Historic District NRHP Boundary

N

0 0.05 0.1 0.2 Miles

**PHOTOGRAPHS**




Overview of historic district, looking northwest on E. Main Street



Overview of historic district, looking north on Love Point Road

**PHOTOGRAPHS**



Overview of historic district, looking northwest on E. Main Street



412 Love Point Road (Kemp's Pharmacy) and Stevensville Post Office (QA-265), looking northeast

**PHOTOGRAPHS**




401 Love Point Road (Stevensville Country Store) (QA-465) and Stevensville Bank (QA-264), looking northwest



Christ Church (QA-212) and Christ Church Rectory (QA-267), looking southeast

**PHOTOGRAPHS**



426 Love Point Road (Trinity Methodist Protestant Church) (QA-217), looking east



419 Love Point Road (Lowery’s Hotel) (QA-266), looking northwest

**PHOTOGRAPHS**



Example of new development, 102 E. Main Street, looking north



Example of new construction next to a contributing resource, 38 Main Street and 400 Main Street (Henrietta Goodhand House), looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-463 Stevensville Historic District

**PHOTO LOG**

Number of Photos:
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File: **MHT**
File Format: **QA-463_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-463_2023-12-07_01
Overview of historic district, looking northwest on E. Main Street

QA-463_2023-12-07_02
Overview of historic district, looking north on Love Point Road

QA-463_2023-12-07_03
Overview of historic district, looking northwest on E. Main Street

QA-463_2023-12-07_04
412 Love Point Road (Kemp's Pharmacy) and Stevensville Post Office (QA-265), looking northeast

QA-463_2023-12-07_05
401 Love Point Road (Stevensville Country Store) (QA-465) and Stevensville Bank (QA-264), looking northwest

QA-463_2023-12-07_06
Christ Church (QA-212) and Christ Church Rectory (QA-267), looking southeast

QA-463_2023-12-07_07
426 Love Point Road (Trinity Methodist Protestant Church) (QA-217), looking east

QA-463_2023-12-07_08
419 Love Point Road (Lowery's Hotel) (QA-266), looking northwest

QA-463_2023-12-07_09
Example of new development, 102 E. Main Street, looking north

QA-463_2023-12-07_10
Example of new construction next to a contributing resource, 38 Main Street and 400 Main Street (Henrietta Goodhand House), looking southeast

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Queenstown Bridge** Inventory Number: **QA-523**

Address: US 50 over US 301 Historic District:

City: Queenstown Zip Code: County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: 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 15, 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 Queenstown Bridge was last surveyed in 1979 and a National Register of Historic Places (NRHP) Determination of Eligibility (DOE) form was completed. The DOE form recommended the bridge eligible as it was "the only brick-faced bridge in the state," and the State Historic Preservation Officer (Maryland Historical Trust [MHT]) concurred with this recommendation. The Secretary of the Interior conducted a federal DOE and found the bridge to be not eligible on February 22, 1980, as the bridge had not reached 50 years of age and the brick-faced construction did not give the bridge "sufficient technical or historical significance to qualify for the National Register."

In 1995, the Maryland Department of Transportation State Highway Administration (SHA) hired P.A.C. Spero & Company and Louis Berger & Associates to complete a historic context report for a wide variety of bridges in Maryland entitled "Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report." The report also includes character-defining features of each bridge type and NRHP evaluation criteria. SHA then evaluated the NRHP eligibility of SHA-owned bridges over the next several years, including the Queenstown Bridge. An MHT DOE form dated November 28, 2001, notes that MHT concurred with the 1980 federal determination. This form was completed to update the documentation on file for the bridge and to complete a formal NRHP evaluation based on the criteria in the bridge context.

**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 Queenstown Bridge is along westbound US 50 (Ocean Gateway Highway) where it crosses US 301 (Blue Star Memorial Highway). The bridge is set within a thickly forested area. The Queenstown Harbor Golf Course is north of the bridge. Southeast of the bridge is MD 18.

**RESOURCE DESCRIPTION**

The Queenstown Bridge is a 1950 steel-deck girder bridge with reinforced concrete abutments and a central pier. The double bridge has a 180-foot span with a 30-foot roadway. The substructure of the bridge is clad in Flemish-bond brick and is described below:

On each side, complete with beltcourse and coping, are two great brick faced retaining walls which are shouldered where they join precast white cement concrete abutment piers which have multiple pier caps. A shorter, intermediary pier supports the bridge in the median. The steel span carrying the roadway, painted white, has a sunken, square panel pattern which results from vertical stiffeners being applied to the web plate (MHT 2001).

The bridge was modified in 1972 when the metal railing along the top of the bridge was replaced by a concrete parapet with recessed paneling. The bridge retains a similar appearance today.

**HISTORIC CONTEXT**

Contextual information on metal deck girder bridges is available in the 1995 "Historic Highway Bridges in Maryland: 1631-1960, Historic Context" (Spero and Berger 1995) and the 2005 "Context for Common Historic Bridge Types" by Parson Brinckerhoff and Engineering and Industrial Heritage (Parsons Brinckerhoff 2005).

**ELIGIBILITY DETERMINATION**

The Queenstown Bridge was evaluated for significance using guidance for evaluating bridges in "Historic Highway Bridges in Maryland: 1631-1960, Historic Context." As a bridge, it was not evaluated under Criterion D.

Under Criterion A, a bridge should reflect trends in social, economic, industrial, and transportation development of the locality, state, region, or nations or should be associated with historical crossings. Under Criterion B, a bridge must be associated with the efforts of specific individuals or groups significant in the history of the locality, region, state, or nation. Under Criterion C, a bridge must be significant in its history of bridge engineering, in the history of bridge design principles, or in the development of bridge construction techniques; or, must be an example of bridges designed or built by renowned engineers, craftsmen, bridge companies, or contractors; or, must be a significant example of engineering solutions developed in response to conditions characteristic of the locality or region; or, must reflect traditional forms or construction techniques, or exemplifies innovation technological solutions; or retains sufficient integrity of design, materials, workmanship, association, setting, and location to stand as a representative example of a specific bridge type which may survive in substantial numbers; or, exemplifies a bridge type which is now rare, even though its integrity may be compromised to a greater degree; or, possess architectural or artistic distinction in overall design and detailing (Spero and Berger 1995, C-2).

The Queenstown Bridge is a typical example of a steel deck girder bridge constructed in the in the mid-twentieth century in Queen Anne's County. As a ubiquitous type, it is not reflective of trends in transportation development in the locality or state, nor is it associated with a historical crossing. Therefore, the Queenstown Bridge is not eligible under Criterion A.

Research has revealed no significant association with the efforts of specific individuals or groups significant in the history of the locality, region, state, or nation. Therefore, the Queenstown Bridge is not eligible under Criterion B.

Research on the Queenstown Bridge has found no association with a master and the bridge is not an example of a bridge designed or built by renowned engineers, craftsmen, bridge companies, or contractors. Though the design of the steel deck girder bridge was ubiquitous during the mid-twentieth century, the Flemish-bond brick cladding along the substructure was not. Though unusual, the brick façade and concrete pilasters and coping are not of high-artistic value; facing concrete in brick is not a new or unusual method of construction. While previous documentation notes Williamsburg, Virginia, as an influence on the bridge's design, the bridge's construction in 1951 was after the height of Colonial Williamsburg's influence on

American architecture. There are other examples of brick-faced bridges in Maryland, including Bridges 0215800, 0215900, and 216000 at the US 50/I-95 interchange. Therefore, the Queenstown Bridge is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The boundaries of the bridge are coterminous with its edges.

**REFERENCES**

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Maryland Historical Trust (MHT). 1979. "Queenstown Bridge." Maryland Inventory of Historic Properties Form QA-523, December 3, 1979. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-523.pdf

P.A.C. Spero & Company and Louis Berger & Associates (Spero and Berger). 1995. Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report. Prepared for Maryland State Highway Administration. https://roads.maryland.gov/.

Parsons Brinckerhoff and Engineering and Industrial Heritage (Parsons Brinckerhoff). 2005. A Context for Common Historic Bridge Types. Prepared for National Cooperative Highway Research Program Transportation Research Council, National Research Council. https://share.phmc.pa.gov/pashare/reports/view/112755.

**MAPS**

**Queenstown Bridge**

Location: US 50 over US 301 QA-523

City: Queenstown Queen Annes County

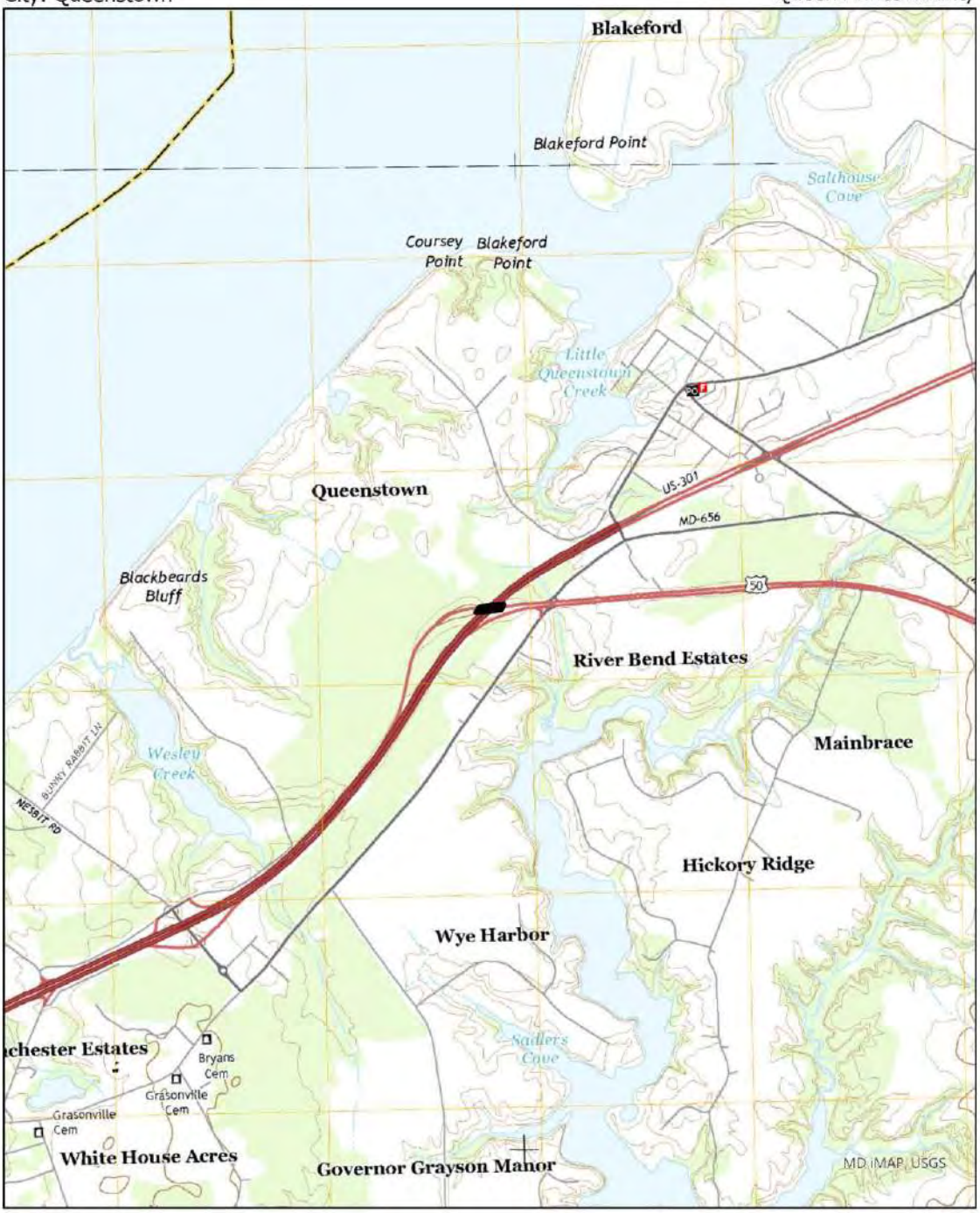


**MAPS**

**Queenstown Bridge**

Location: US 50 over US 301
City: Queenstown

QA-523
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles
Scale: 1:24,000

N

**PHOTOGRAPHS**




Photo 1 of 3: South elevation of the Queenstown Bridge, looking northeast




Photo 2 of 3: North elevation of the Queenstown Bridge, looking southwest

**PHOTOGRAPHS**



Photo 3 of 3: View of the Queenstown Bridge's deck, looking west

NR-ELIGIBILITY REVIEW FORM

QA-523 Queenstown Bridge

**PHOTO LOG**

Number of Photos: **3**
Name of Photographer: **Sarah Groesbeck**
Date of Photographs: **2023-11-27; 2024-03-14**
Location of Original Digital File: **MHT**
File Format: **QA-523_2023-11-27; 2024-03-14_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Filename: QA-523_2024-03-14_01.tif
Photo 1 of 3: South elevation of the Queenstown Bridge, looking northeast

Filename: QA_523_2024-03-14_02.tif
Photo 2 of 3: North elevation of the Queenstown Bridge, looking southwest

Filename: QA-523_2023-11-27_03.tif
Photo 3 of 3: View of the Queenstown Bridge's deck, looking west

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

**Inventory No. QA-549**


**Name of Property: Martin Jones Store (Jack's Place, Gardner Store)**
**Location: 1800 Main Street, Chester, MD 21619**

Martin Jones Store (Jack's Place, Gardner Store) was last surveyed in 2005. The store and its associated barn and garage were not evaluated for eligibility for inclusion in the National Register of Historic Places. According to aerial imagery, the Martin Jones Store was demolished between 2005 and 2006. Presently, the site is occupied by a circa-2010 commercial building (NETROnline 2005, 2006, 2010).

The circa 1875 store was once part of a small network of stores that served the Kent Island population until the commercialization of Kent Island in the mid-twentieth century. The store was operated out of a dwelling. A circa 1875 barn, later converted to a repair shop, also stood on the property. Under Martin Jones' operation, the store functioned as a general story with dry goods and notions. It was taken over by John Gardner in the 1930s. The store continued to operate until the construction of the Chesapeake Bay Bridge opened Kent Island to more commercial development in the 1950s. The exact year the Martin Jones Store closed is unknown. At the time of the previous survey, the store and the barn were noted as being in "deteriorated" condition (Darsie 2005).

Darsie, Julie. "Martin Hones Store." Maryland Inventory of Historic Property Form, May 2005. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-549.pdf.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Harbor View (subdivision)** Inventory Number: **QA-556**

Address: Multiple 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): Multiple Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christina Sabol Date Prepared: September 20, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (2019 Context Addendum; Manning et al. 2019) and the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024 Context Addendum; Diehlmann et al. 2024).

The Harbor View (subdivision) was last surveyed in September 2005 on a Maryland Inventory of Historic Properties (MIHP) Form. The surveyors identified 380 resources dating from circa 1940 to circa 2005, the majority of which were domestic. The surveyors identified most of the historic buildings as "small, 1-story, wood-frame ramblers with no basements (due to a high-water table) and flat or low-pitched roofs. Details include brick veneer water tables and picture or ribbon windows" (Darsie 2005, 4). Three religious resources were also identified, including St. Christopher's Roman Catholic Church, constructed in 1955, and Kent Island Methodist Church, constructed in 1965, which were described as brick Colonial Revival buildings. Galilee Evangelical Lutheran Church, constructed in 1968, was described as a contemporary brick building (Darsie 2005, 4). According to the 2005 survey, there were 44 "historic" buildings and 336 "non-historic" buildings, although the resource was not evaluated for eligibility for the National Register of Historic Places (NRHP). The historic buildings were concentrated

**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***

along Harbor Drive, in the southwest quadrant of the subdivision. The bulk of the non-historic buildings were north of Stevens Drive, with Sherman and Anchorage Drives among the last streets to be developed. The MIHP form indicated that the resources were in good condition with a note that "many of the 1950s houses, particularly those with water frontage, have been updated with vinyl siding, new windows, and shutters" (Darsie 2005, 4).

**LOCATION/SETTING**

The Harbor View subdivision in the vicinity of the Town of Chester, on Kent Island, in Queen Anne's County is approximately 217 acres and contains predominantly single-family dwellings. The subdivision is bounded to the north by US 50/301, known as the Blue Star Memorial Highway, to the east by Cox Neck Road, to the south by a residential development, and to the west by Cox Creek. Formerly farmland, Harbor View is flat with non-traversable drainage ditches along each side of the roads within the subdivision. The roads create an irregular grid street pattern, containing twelve streets with two lanes of travel and no curbs, sidewalks, streetlights, or markings. Harbor Drive is one of the major through streets beginning at the intersection with Cox Neck Road, traveling east, it curves south approximately 450 feet before reaching the bank of Cox Creek, the road continues south until approximately 300 feet before it reaches the northeastern inlet of Cox Creek, where the road then turns northeast. North of the intersection with Chester Drive, Harbor Drive is renamed Ellicott Drive, north of the intersection with Churchill Lane the road extends north to Sherman Drive. Sherman Drive, the northernmost street is connected to the southernmost streets, Keister and Roberta Drives, by Cecil Drive, running along a north to southwest axis in the eastern side of the subdivision. Harrington Road connects the western side of the subdivision from Anchorage Drive in the north to Chester Drive in the south. Sherman Drive, Sherman Way, Anchorage Drive, and Churchill Lane do not intersect with Cox Neck Road. Stevens Drive intersects Cox Neck Road and extends westward, then dead ends between Cecil and Ellicott Drives, where it then picks back up and continues running west. The subdivision contains deep lots measuring between one-fourth to one-half acre. The dwellings have a uniform setback with front yards covered in grass and shaded by various tree types. The trees were not planted in accordance with any landscape plan and the dwellings along the waterfront have small docks.

**RESOURCE DESCRIPTION**

The 2005 MIHP form states that there are a total of 380 properties, but it did not include each address, instead a map is included showing the decade each house was constructed. Field survey, Google Street View, and historic aerials were used to chart any changes along Cox Neck Road and Harbor Drive and secondary streets. The subdivision contains a mixture of one and two-story mostly frame dwellings and three religious properties. Most of the buildings were constructed between the mid-twentieth century and the early twenty-first century. The building forms and styles include one two-story Queen Anne dwelling, built prior to the neighborhood subdivision, two-story Colonial Revivals, and one-story, side gable Ranches, Cape Cods, and Minimal Traditional single-family dwellings. The buildings are clad in vinyl siding, aluminum siding, brick veneer, and shingle siding. They feature wood and vinyl windows, sometimes with inoperable shutters on the façade, and fiberglass, wood, and metal doors. Most roofs are clad in asphalt shingles. No dwellings or buildings rise to the high style examples of their forms and styles. The neighborhood is substantially similar to when surveyed with minor material alterations to the buildings. Overall, Harbor View no longer conveys David Nichol's original platted design intent with the addition of large church parcels and the apartment complex, the lack of club space, and lack of community recreational resources. The dwellings along the southern edge of the neighborhood are not reflective of the mid-twentieth housing forms and styles. Common modifications to the dwellings include replacement exterior cladding materials and vinyl windows. Some of the earlier built houses now feature side additions or carport enclosures and/or rear additions.

**HISTORIC CONTEXT**

The 2005 MIHP form provides a brief history and significance statement of the district; below is a summary with additional information added from the Suburban Development Patterns and Systems, David Nichols, and the Identification of Suburban Property Types sections from the 2024 Context Addendum (Diehlmann et al. 2024).

***History of Harbor View***

Harbor View sits on the site of William Tanner's former farm, dating back at least to circa 1860. The farm was sold to Carvell Toulson in 1898, who owned it for approximately thirty years, before he sold it to Dr. Theodore Cook[e] Jr. in 1928 [Various references spell the name inconsistently, sometimes with an 'e' and sometimes without]. Dr. Cooke's advocacy for a Bay Bridge Crossing anchored on Kent Island laid the groundwork for future development of the island. Upon Dr. Cooke's death, his executer Theodore C. Waters, transferred large plots of land to various land speculators (Darsie 2005, 5;

Diehlmann et al. 2024, 2-27 – 2-30). Section One of Harbor View was platted in 1952 by Chester Beach Inc., with David M. Nichols listed as the president (QACCC 1952). Nichols expanded upon the original design with the second section added to the south in November 1956 (QACCC 1956). The second section was redistributed and subdivided in May 1959, adding lots along Cox Neck Road, south of Stevens Drive (QACCC 1959). A small third section was added to the neighborhood in July 1960 with a "T" intersection combining Cox Neck Road, Stevens Drive, and Palm Drive (QACCC 1960).

Mr. Nichols advertised and sold empty lots, with individual dwellings that were constructed on speculation. In a 1959 advertisement from The Sun the Harbor View community was described as:

"a year round community of fine homes – with resort facilities. Gracious living in an easy tempo. Gently rising terrain … the perfect setting for that dream house. Just a few minutes away from modern Kent Island Shopping Center [TQA-0432]. For less than the normal cost of boat-pier rental alone … Harbor View affords you a choice home-site plus a safe, protected harbor for your boat. Yacht Club activities. Access to community beaches. All lot-owners must first be approved by Harbor View Club. Just a few minutes from over the Cheaspeake Bay Bridge" (The Sun 1959).

Despite being advertised this way there are no neighborhood/community amenities in the planned neighborhood. The 1952 plat map shows that a large property at the corner of Harrington Road and Anchorage Drive was to be reserved for the club, where a community beach and dock would be located (QACCC 1952). The club house was to be the ca. 1870 Queen Anne dwelling according to the original plans. The large lots where the churches stand, were originally designed to be smaller residential lots; however, when Nichols was tight for cash it is believed he sold off the residential lots to the churches. The neighborhood club or homeowners' association (HOA) never developed, and the large space reserved for the club, was further sub-divided into twelve additional residential lots, of which most were developed in the 1980s. The neighborhood, like most of the ones created by Nichols, developed over a 35-year period, with a significant development increase occurring after 1973 when the second span of the Bay Bridge was opened (Darsie 2005, 5; Diehlmann et al. 2024).

***David Nichols***

David Nichols was a Baltimore developer, who had the desire to develop Kent Island into a bedroom community for Annapolis, Baltimore, and Washington, DC. The vision to develop the land began when he was on a 1939 hunting trip to the Eastern Shore. Nichols anticipated the desire for families to move out of urban city environments with the growth of the automobile. In the mid- to late 1940s, when planning for the Chesapeake Bay Bridge was well underway, he rapidly acquired land on Kent Island and subsequently subdivided former farms for large suburban communities. Through various business companies David Nichols platted six suburban communities and one commercial center between 1949 and 1959 including: Kent Island Estates (1949), Bay City [QA-727] (1952), Harbor View (1952), Romancoke-on-the-Bay (1958), Cloverfields (1959), Chesapeake Estates (1960), and Kent Island Shopping Center [QA-730] (1952). Kent Island Shopping Center and Harbor View were built across US 50/301 from each other as the shopping center was intended to provide commercial resources for the new suburban communities on the island. By 1960, Nichols had developed his various properties into 4,681 lots. There was limited sewerage capacity on Kent Island at the time, and the small lots and low water table were not suitable for septic systems, leading to sewage spills and ultimately restrictions that rendered many of the lots unbuildable. Despite his vision for the island and intensive advertising campaigns, construction and development on Kent Island did not take off as quickly has he had anticipated. Financial losses forced him to file for bankruptcy in 1961. Shortly after in 1965, David Nichols died at the age of 55 (Darsie 2005, 5; Diehlmann et al. 2024).

Nichols' legacy was not favorable among the Kent Island residents that predated the Bay Bridge. He was remembered for being largest land speculator on Kent Island and the most notorious. A chapter of the book "Wye Island: The Shore Stiffens Against Growth," was published in 1977 in the Baltimore Sun and described him as standing six feet and two inches tall and weighing over 350 pounds. Descriptions paint him as rude to his staff, a potential hypochondriac as he "carried a small drugstore of medicines and pills wherever he went," excessive when it came to food "eat[ing] three huge steaks [in] a single sitting," luxury items, and modes of travel (Gibbons 1977, 23). The chapter states that "His aides drove him about the Shore in Cadillacs. In each car Nichols had a mobile phone ... His pilot flew him back and forth between Baltimore and his land office on Kent Island; Nichols also used the amphibious biplane to show Kent Island to prospective buyers," (Gibbons 1977, 23). Nichols' larger-than-life persona left a lasting imprint on Kent Island. While most of his subdivisions were not fully developed in his lifetime, his subdivision of the land laid the framework for future land use and development patterns and spurred the creation of land use policies in the county (Gibbons 1977, 23; Darsie 2005, 5; Diehlmann et al. 2024).

***Planning and Zoning Development in Queen Anne's County***

Kent Island residents had environmental concerns regarding Nichols' developments almost immediately as Kent Island did not have extensive public utilities and would not be able to accommodate the large quantity of dwellings intended to be constructed. Most farms and dwellings had their own well and septic tank and that method continued for the individual lots in Nichols' subdivisions and others; however, the small lots and low water table were not suited for this intense level of development. Within a year of construction of the Kent Island Shopping Center, raw sewage was "puddling about the shopping center and adjacent motel" (Gibbons 1977, 25). The sanitation/sewer spillage problems experienced by the Kent Island Shopping Center were also occurring in Nichols' planned residential neighborhoods. State law required real estate developers to file a plat map with the State Health Department, in advance of construction, to account for the expansion of utilities, such as water supply and sewage disposal; most real estate developers failed to file a plat map showing this information. In reaction to these sewage failures, the county Board of Health sought legal action through injunctions against twelve housing developments, including Harbor View, to enforce the state law (Darsie 2005, 5; Diehlmann et al. 2024, 3-57, 4-79 – 4-81; QACCC 1952).

A group of 14 businessmen within Queen Anne's County in 1951 recognized the potential onset of motels and other travel related businesses to develop on the island creating an "unsightly view," thereby the businessmen formed a group to prevent these businesses from being constructed directly next to the roadway. Continued concern over development in the 1950s and early 1960s, eventually led to the establishment of additional zoning laws and a comprehensive plan for the island. Queen Anne's County enacted interim zoning and subdivision ordinances in 1962, along with a planning committee to oversee the new ordinances, which included provisions such as ensuring that all lots for sale had access to the street. In 1965 the comprehensive plan and the first round of permanent ordinances were passed, but due to a lack of funding, the hiring of a full-time planning and zoning staff was not possible. Regardless, by 1965 most of Kent Island had been subdivided on paper (Diehlmann et al. 2024, 3-58 – 3-61).

The land speculators who bought David Nichols' undeveloped lots after his bankruptcy and death relisted the properties with notices stating that well and septic tanks were not permitted, a direct result of the newly created interim zoning and subdivision ordinances. By the end of the 1960s, development pressure increased, perhaps because of the pending construction of the second span of the Bay Bridge, but also likely due to the increasing cost of housing in Anne Arundel County. In the months leading up to the 1973 opening of the second span, several thousand acres in Queen Anne's County were purchased by developers for leisure-oriented communities. Officials were concerned the County's infrastructure could not support the growing number of residents. Faced with this looming development, Queen Anne's County halted the construction of any subdivision that contained more than five lots, while a new comprehensive plan and additional ordinances were created. The county began strongly enforcing its subdivision and zoning regulations and hiring professional staff to manage the growth. Between 1970 and 1980 the population on Kent Island increased by 113 percent, leading to overcrowding in schools and increase in taxes to accommodate the continued and rapid growth (Diehlmann et al. 2024, 3-57, 3-60).

A new comprehensive plan was passed by the county in 1987 with the goal to "preserve and protect the Chesapeake Bay and its tributaries and to maintain the rural character and protect large areas of the county for agricultural uses" (LDR International et al. 2002, 16). The comprehensive plan stated the desire of the county to practice "downzoning." Downzoning is defined as the act of assigning land or property a zoning grade under which the permitted density of housing and development is reduced (Oxford English Dictionary 2023). The new downzoning ordinances stated that agricultural areas inland were now restricted to one dwelling per every eight acres and only 15 percent of the site could be developed with an emphasis of the outbuilding being clustered closer to the house and the other 85 percent needed to be kept as agricultural land. The waterfront experienced similar criteria with only one dwelling permitted per every five acres of land (Diehlmann et al. 2024, 3-60 – 3-61). This change in zoning was an attempt to correct the years of rampant uncontrolled growth lead by early developers such as David Nichols.

***Comparative Analysis/Study of David Nichols Subdivisions***

David Nichols' neighborhoods are the earliest types of suburban development on Kent Island. These neighborhoods include Kent Island Estates, Harbor View, Bay City, Romancoke-on-the-Bay, Cloverfields, and Chesapeake Estates. These neighborhoods are considered waterfront planned residential neighborhoods according to the 2024 Context Addendum as a single developer, David Nichols, platted the developments and sold the subdivided lots; the purchaser was responsible for constructing the house, resulting in a wide variety of building types and styles (Diehlmann et al. 2024). Character-defining features of waterfront planned residential neighborhoods seen in Nichols's developments include lots organized in a grid or

curvilinear street pattern that maximizes the shoreline views and access; cohesive groupings of buildings by function; consistent lot sizes and building setbacks; landscape features such as entrance signs with landscaping; community amenities such as clubhouses, pavilions, pools, parks, and playgrounds; waterfront access, such as watercraft launch ramps, docks, and beaches; and a location along major transportation corridors (Diehlmann et al. 2024, 6-120 – 6-121).

The six neighborhoods have overlapping similarities regarding the planning, construction, and subsequent sewage management problems; however, each neighborhood has striking differences, for example, some are twice the size of others. Additionally, Harbor View is the only neighborhood without community amenities and Romancoke-on-the-Bay has about half of its parcels lying vacant. The largest factors that contribute to the differences include: the year the neighborhood was platted/filed, the number of parcels within the neighborhood, and Nichols' financial status at the time of development. The plans for the first section of Kent Island Estates were platted and filed in 1949, making it Nichols' earliest neighborhood, with a total of 948 parcels when the last section was added. Bay City's and Harbor View's first sections were platted and filed in 1952, just as the first span of the Bay Bridge opened. The final parcel count for each was 735 and 474 parcels, respectively. Romancoke-on-the-Bay was filed in 1958 with 314 parcels. Cloverfields as a neighborhood was platted and filed in 1959, although sections were sold as early as 1957; the last plat showed a total of 990 parcels. Cloverfields is the only community with a whole host of amenities, including a clubhouse, pool, playground, waterside pavilions, beach, and a marina. In the wake of David Nichols' 1961 bankruptcy filing, community residents established homeowner's associations to own the community recreational areas and generally manage growth and development in the neighborhood. The Cloverfields Property Owners Association and the Harbor View Homeowners Association were established in 1961. While David Nichols established the framework for these communities, such as establishing the street grids, lot sizes, and building setbacks, many of the recreational features established in the community open spaces were created later under the auspices of the homeowners associations (Diehlmann et al. 2024; CPOA; HVHOA). Cheaspeake Estates was platted and filed in 1960, making it the last of Nichol's neighborhoods, with a total of 140 parcels (Diehlmann et al. 2024).

The neighborhoods were established at different rates resulting in four distinct development periods. Table 1 (attached) shows the four periods of development and the percentage of parcels developed within that period for each neighborhood and as a total of all of Nichols' neighborhood parcels. The four periods of development include: pre-1952, 1952-1987, 1988-2007, 2008-Present (2024), a fifth line shows the number of parcels that have yet to be developed. Based on growth and development trends on Kent Island identified in the 2024 Context Addendum, the pre-1952 category should have the fewest resources included due to the island's more rural agricultural and maritime history prior to the opening of the bridge. The 1952-1987 period should be among the largest numbers as it includes a large population growth, a result of the construction of the Bay Bridges. The 1988-2007 period should have the second highest number of the percentage as land on the Western Shore, particularly in Anne Arundel County, was becoming scarcer, forcing construction further from the urban centers of Washington, DC, and Baltimore. The 2008-Present (2024) period should have lower percentages due to a variety of factors, such as the less desirable parcels available, the housing market crash in 2008, supply and demand issues, the national recession, and high inflation rates (Dietz 2020). The category Undeveloped/No Data, includes the percentage of parcels still available to be developed and may include lots that are unavailable to be developed due to environmental restrictions or due to lots being established as community parks. Overall, the collective trend in the neighborhoods reflect the expected results, but there is some variability among the neighborhoods.

Kent Island Estates was the first neighborhood to be established and the second largest of all Nichols' neighborhoods; however, it has the third largest percentage of undeveloped parcels, approximately 30 percent, leaving a significant number of undeveloped lots. This may be partially because of its location further from the Bay Bridge than Bay City and Harborview, which were developed at a similar time; but more likely because of development limitations imposed by the county in the mid-1960s. The county did not begin extending sewer service to the neighborhood until 2016 (Diehlmann et al. 2024; SDAT 2024; Queen Anne's County 2016).

Harbor View was the largest and most fully developed of Nichol's neighborhoods prior to 1988; however, it lacks one of the key character-defining features of a waterfront planned residential neighborhood in Queen Anne's County. Without the presence of a community/recreational area, beach, or boat ramps for all the neighbors to access; it fails to have a community recreational center and it is the only neighborhood of Nichols' that features an apartment complex and churches. These features alter the cohesive groupings of buildings by function, a key characteristic of these neighborhood types (Diehlmann et al. 2024). Nichols' work and impact on the Kent Island landscape is better represented in the Bay City neighborhood, as it retains more character-defining elements original to the neighborhood design and is among the earliest examples of suburbanization on Kent Island. Both Bay City and Harbor View benefitted from the county's construction of the Kent Narrows/Stevensville/Grasonville sewage system between 1979 and 1982, which provided county sewer service to properties with failing septic systems and allowed connections to undeveloped lots (Diehlmann et al. 2024, 2-30).

Nichols' later neighborhoods, Romancoke-on-the-Bay and Cloverfields, fail to follow the expected trends per the 2024 Context Addendum (Diehlmann et al. 2024). While Cloverfields does represent the trend of incorporating water-oriented recreational amenities in the community, about 50 percent of Cloverfields was developed after 1987. Cloverfields also has the lowest number of undeveloped parcels remaining within the neighborhood. This lack of development is likely due to development restrictions enacted by the county beginning in the mid-1960s. Much of the post-1987 development in Cloverfields is the result of expanded sewerage capacity added by the county in the early 1990s. Romancoke-on-the-Bay is only half developed with construction appearing to have almost halted after 1987, with only 46 dwellings constructed in the last 36 years, averaging about 1.28 dwellings per year. Like Romancoke-on-the-Bay, Chesapeake Estates has had no construction on the remaining vacant lots since 2007. Similar to Kent Island Estates, Romancoke-on-the-Bay and Chesapeake Estates are farther away from the Bay Bridge, which may have slowed the earliest phase of development. Development restrictions imposed by the county in the mid-1960s further limited development. County sewer service to lots in Romancoke-on-the-Bay was not initiated until 2016 (Queen Anne's County 2016).

**ELIGIBILITY DETERMINATION**

The Harbor View neighborhood was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

According to the 2024 Context Addendum, waterfront planned residential neighborhoods must represent the trend of incorporating nontraditional and water-oriented recreational amenities within the community. The most significant communities will retain their original water access, street plan, and all or most community facilities (Diehlmann et al. 2024). Harbor View is an example of a planned single-family residential neighborhood from the early 1950s that continued development into the 1980s. Harbor View is associated with the waterfront suburbanization trend in Queen Anne's County; however, Harbor View is not a significant example of the trend as it lacks character-defining elements identified in the 2024 Context Addendum that were intended to give residents the feel of resort living, notably a cohesive grouping of buildings by function and water-oriented recreational amenities within the community. Therefore, Harbor View is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Harbor View is not eligible under Criterion B.

According to the 2024 Context Addendum, planned waterfront neighborhoods considered under Criterion C must retain a majority of their character-defining elements originally present in the neighborhood. These features of waterfront planned residential neighborhoods were intended to give residents the feel of resort living. Harbor View is one of many planned waterfront residential neighborhoods in the county developed by David Nichols; however, Harbor View does not fully embody the character-defining elements of the property type. Most notably, Harbor View does not have a cohesive grouping of residential buildings with consistent lot sizes and setbacks. It also lacks water-based community recreational features such as parks, pavilions, or watercraft launches. Other waterfront planned residential communities, such as Bay City, better embody the characteristics of the type. Similarly, while Harbor View is associated with notable developer David Nichols, its development is not consistent with original plans for the neighborhood and Bay City is a better example of his residential neighborhood. Therefore, Harbor View is not eligible under Criterion C.

**INTEGRITY**

Harbor View retains its integrity of location since it remains in its original location.

The setting and feeling are retained as the neighborhood is generally reflective of a mid-twentieth century platted waterfront planned residential neighborhood with lots oriented to the maximize views of and access to the water; however, it lacks key features associated with resort-style living such as community recreational facilities and open space. In addition, the setting and feeling are diminished by the presence of several large churches and an apartment complex that break up the single-family residential character of the rest of the neighborhood.

Harbor View lacks integrity of community design as many of the original single family lots were consolidated for the construction of churches and an apartment complex. The neighborhood retains some association with David Nichols through its streetscape and spatial orientation to the water; however, later changes eroded his vision including the construction of churches and an apartment complex and lack of community recreational facilities.

The workmanship and materials of individual buildings are slightly diminished. Some dwellings from the period of significance have modifications like new siding, side additions, new doors and windows which impact the integrity of materials and workmanship of the individual dwellings. The replacement materials are consistent with those used during the establishment of the neighborhood and therefore do not affect the overall cohesive nature of the neighborhood's exterior materials. Some of the earlier built houses now feature side additions or carport enclosures and/or rear additions. In addition, the dwellings along the southern edge of the neighborhood are not reflective of the mid-twentieth housing forms and styles. The dwellings have altered materials and workmanship, as common modifications to the dwellings include replacement exterior cladding materials and vinyl windows.

Harbor View has diminished integrity of feeling and association. The neighborhood's location along the water and spatial organization contribute to Harbor View's expression of the aesthetic of a waterfront planned residential neighborhood. However, Harbor View fails to maintain David Nichol's original platted design with the large church parcels, apartment complex, lack of club space, and lack of community recreational resources.

**BOUNDARY DESCRIPTION**

The resource encompasses 217 acres. The subdivision is bounded to the north by US 50/301, known as the Blue Star Memorial Highway, to the east by Cox Neck Road, to the south by a residential development, and to the west by Cox Creek. Harbor View can be found on Queen Anne's County Tax Map 0057 (SDAT 2024). The boundaries are the original demarcation lines platted starting in 1952 and ending in 1960.

**REFERENCES**

Cloverfields Property Owners Association (CPOA). n.d. History. Accessed September 5, 2024. https://www.cloverfields.org/about-cloverfields/cloverfields-history/.

Darsie, Julie. 2005. "Harbor View." Maryland Inventory of Historic Properties Form QA-556. Crownsville, MD: Maryland Historical Trust. https://mht.maryland.gov/secure/Medusa/PDF/QueenAnnes/QA-556.pdf.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority)

Dietz, Robert. 2020. "A Decade of Home Building: The Long Recovery of the 2010s." National Association of Home Builders, January 6, 2020. Online, https://eyeonhousing.org/2020/01/a-decade-of-home-building-the-long-recovery-of-the-2010s/, accessed August 16, 2024.

Gibbons, Boyd. 1977. "Wye Island: The Shore Stiffens Against Growth." The Baltimore Sun, June 12, 1977.

Harbor View Home Owners Association (HCHOA). 2010. Bylaws. Accessed September 5, 2024. https://img1.wsimg.com/blobby/go/1e61db08-d1ed-4ab0-85aa-c3faf895bb14/downloads/20171202_-_hvia_by-laws.pdf?ver=1725125284914.

LDR International; Freilich, Leitner & Carlise; O'Brien & Gere Engineers, Inc.; and The Parsons Transportation Group. 2002. "Volume 1: County Profile. 2002 Comprehensive Plan, Queen Anne's County, Maryland." Queen Anne's County Planning and Zoning. May 21, 2002. Online, https://www.qac.org/DocumentCenter/View/719/Volume-1-Community-Profile-PDF?bidId=, accessed August 16, 2024.

Manning, Matt, Danae Peckler, Christeen Taniguchi, and Matthew Bray. 2019. "Suburbanization Historic Context Addendum (1961-1980), Montgomery County and Prince George's Counties, Maryland." Baltimore, MD: Maryland Department of Transportation, State Highway Administration.

Maryland Department of Assessments and Taxation [SDAT]. 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Oxford English Dictionary. 2023. “downzone (v.),” July 2023, https://doi.org/10.1093/OED/1021572323.

The Sun. 1959. "Advertisement (David M. Nichols & Co.)." The Sun, September 6,1959.

Queen Anne’s County. 2016. Southern Kent Island Sanitary Sewer Project—Phase I. Notice to residents. Accessed September 6, 2024. https://qac.org/DocumentCenter/View/6951/Fact-Sheet---Oct-Final--PDF?bidId=.

Queen Anne's County Circuit Court [QACCC]. 1952. “Plat, Harborview.” MSA S1251-816. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=816&page=adv1&id=1104837129

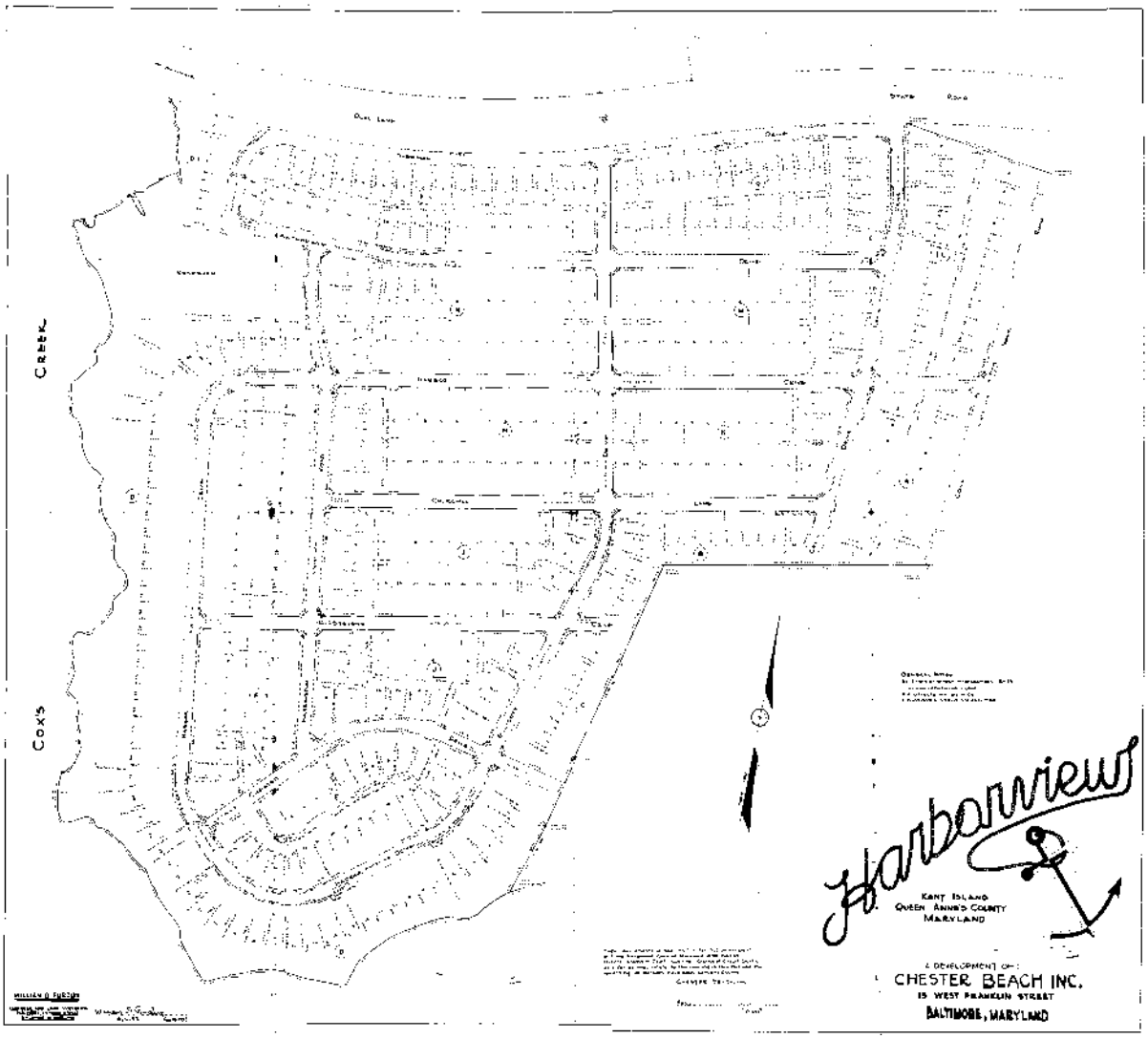
------. 1956. “Plat, Harbor View, Section 2A.” MSA SSU 1251-818. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=818&page=adv1&id=447822293

------. 1959. “Plat, Re-subdivision of Harborview, Section 2A.” MSA SSU 1251-822. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=822&page=adv1&id=767556543

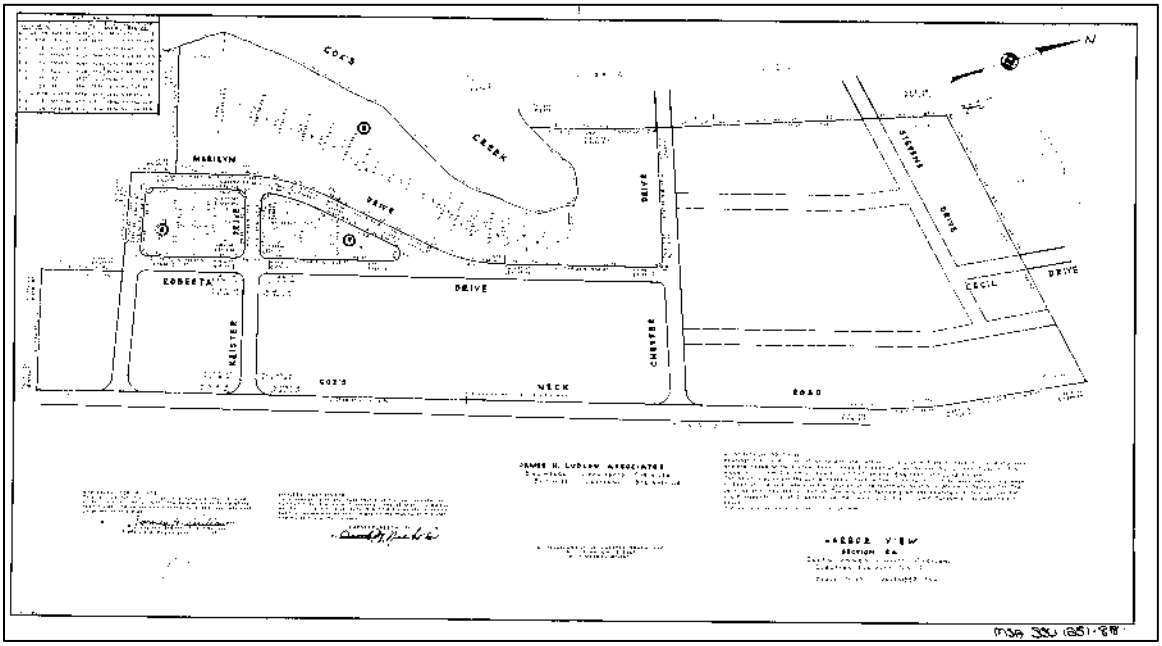
------. 1960. “Plat, Harborview, Section 3.” MSA SSU 1251-823. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=823&page=adv1&id=1389075728

Table 1: Percentage of construction on parcels within a neighborhood during a development period. The number of parcels included below in parentheses. Source: SDAT 2024

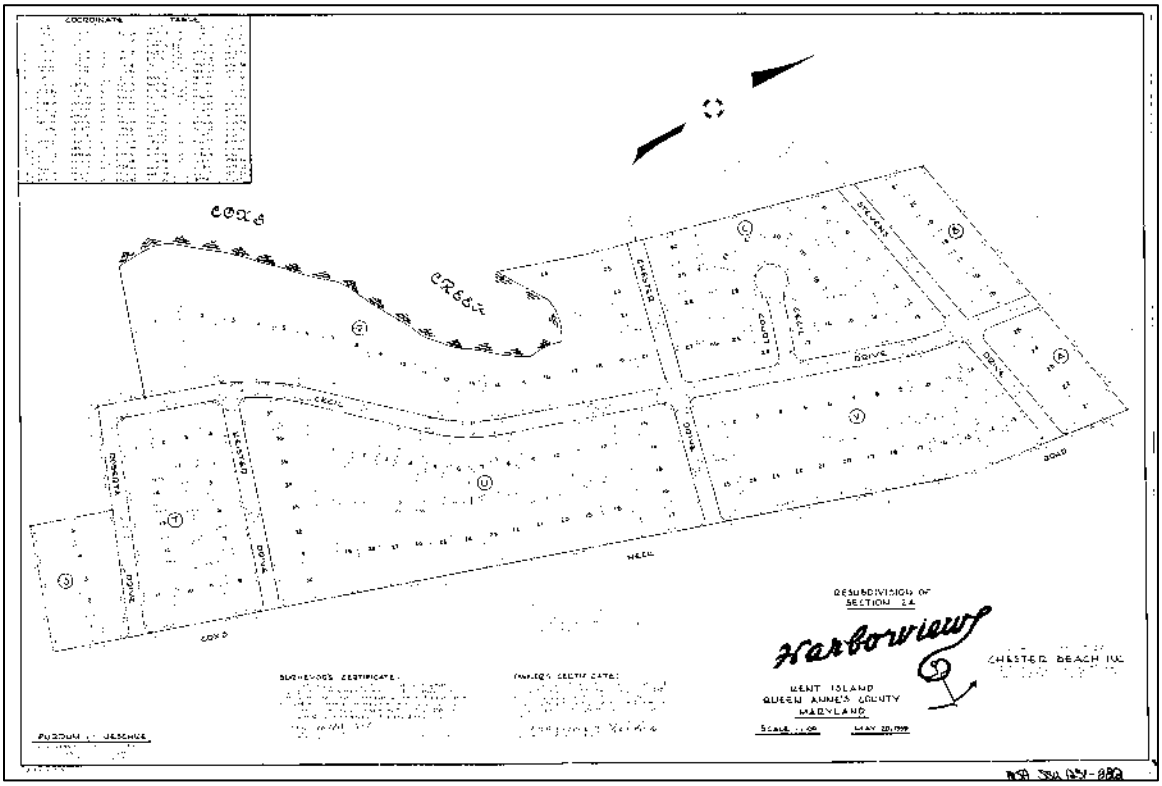
| | Kent Island Estates (1949) | Bay City (1952) | Harbor View (1952) | Romancoke-on-the-Bay (1958) | Cloverfields (1959) | Chesapeake Estates (1960) | All Neighborhoods |
|---|---|---|---|---|---|---|---|
| **Pre-1952** | 0.84% (8) | 0.27% (2) | 0.63% (3) | 0.00% (0) | 0.10% (1) | 0.00% (0) | 0.39% (14) |
| **1952-1987** | 51.27% (486) | 53.20% (391) | 65.40% (310) | 41.40% (130) | 46.26% (458) | 65.71% (92) | 51.85% (1,867) |
| **1988-2007** | 10.34% (98) | 39.05% (287) | 26.79% (127) | 8.28% (26) | 50.91% (504) | 4.29% (6) | 29.10% (1,048) |
| **2008-Present (2024)** | 8.44% (80) | 2.99% (22) | 3.17% (15) | 6.37% (20) | 1.42% (14) | 0.00% (0) | 4.19% (151) |
| **Undeveloped / No Data** | 29.11% (276) | 4.49% (33) | 4.01% (19) | 43.95% (138) | 1.31% (13) | 30.00% (42) | 14.47% (521) |
| **Total Parcels** | 948 | 735 | 474 | 314 | 990 | 140 | 3,601 |



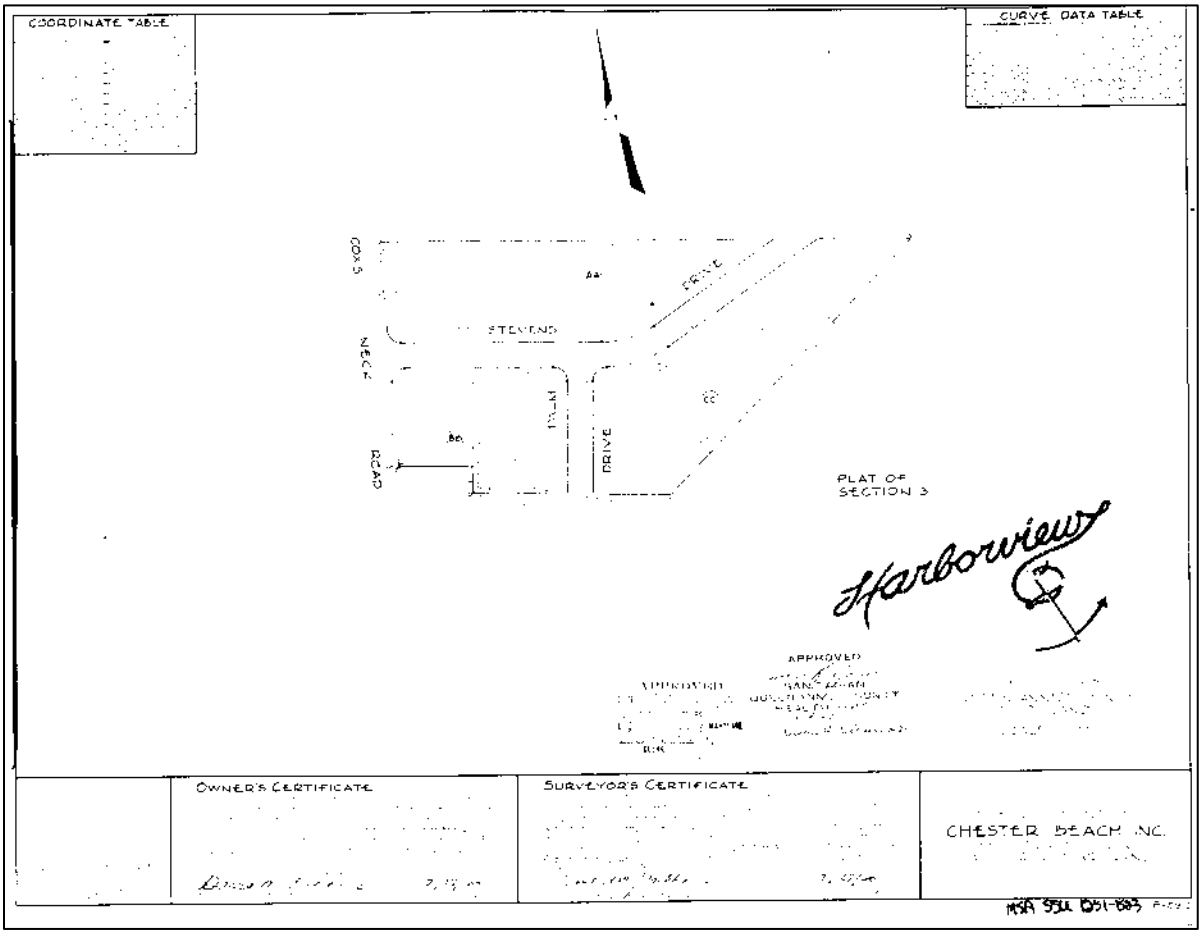

Historic Image 1: Plat map of the first section of the Harbor View Subdivision as recorded on August 8, 1952 (QACCC 1952).




Historic Image 2: Plat map of Section 2A of the Harbor View Subdivision as recorded on December 4, 1956 (QACCC 1956).




Historic Image 3: Plat map of the second section of the Harbor View Subdivision as recorded on May 27, 1959 (QACCC 1959).




Historic Image 4: Plat map of the third section of the Harborview Subdivision as recorded on October 27, 1960 (QACCC 1960).




Historic Image 5: Advertisement from *The Sun* in September 1959, describing David Nichols' three platted developments on Kent Island (*The Sun* 1959).

**Harbor View (Subdivision)**

Location: Bounded by Sherman Drive, Cox Neck Road, Roberta Drive, and Cox Creek
City: Chester

QA-0556
Queen Anne's County

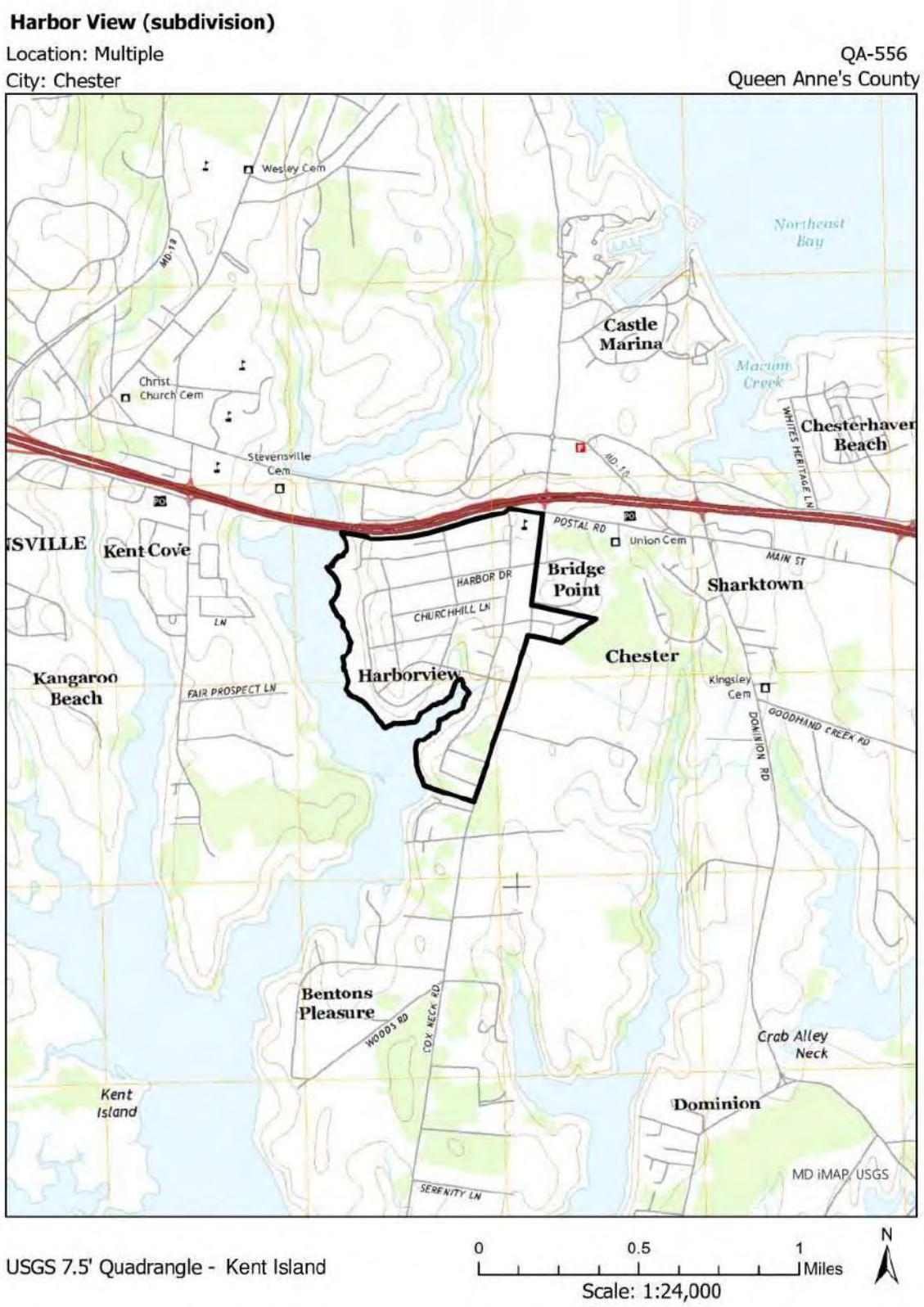



Construction Date
- No Data
- Pre-1952
- 1952-1987
- 1988-2007
- 2008-Present (2024)

0 0.13 0.25 0.5 Miles

N

**MAPS**


Harbor View (subdivision)
Location: Multiple
City: Chester
QA-556
Queen Anne's County
Wesley Cem
Northeast Bay
Castle Marina
Macum Creek
Christ Church Cem
Chesterhaven Beach
Stevensville Cem
MD 18
WHITES HERITAGE LN
POSTAL RD
Union Cem
MAIN ST
Kent Cove
HARBOR DR
Bridge Point
Sharktown
CHURCHHILL LN
Chester
Kangaroo Beach
FAIR PROSPECT LN
Harborview
Kingsley Cem
GOODHAND CREEK RD
DOMINION RD
Bentons Pleasure
WOODS RD
COX NECK RD
Crab Alley Neck
Kent Island
Dominion
SERENITY LN
MD iMAP, USGS
USGS 7.5' Quadrangle - Kent Island
0
0.5
1
Miles
Scale: 1:24,000
N

**MAPS**

**Harbor View (subdivision)**

Location: Multiple
City: Chester

QA-556
Queen Anne's County



**PHOTOGRAPHS**




Photo 1 of 22: View of the neighborhood entrance sign with planter, looking west-southwest.



Photo 2 of 22: North side of Anchorage Drive, looking northwest.

**PHOTOGRAPHS**



Photo 3 of 22: View of the Kent Island Village Apartments along Anchorage Drive, looking northwest.



Photo 4 of 22: View of the dwellings along Sherman Drive, north of Anchorage Drive, looking northwest.

**PHOTOGRAPHS**



Photo 5 of 22: View of the dwellings along the 1900 Block of Anchorage Drive, looking southeast.



Photo 6 of 22: View of house types after 1970, along Anchorage Drive, looking north.

**PHOTOGRAPHS**



Photo 7 of 22: View of house types along Anchorage Drive, looking north.



Photo 8 of 22: View of 2733 Harrington Road (ca.1870), looking south.

**PHOTOGRAPHS**



Photo 9 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.



Photo 10 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.

**PHOTOGRAPHS**



Photo 11 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.



Photo 12 of 22: View of the dwelling at 2603 Harrington Road, looking west.

**PHOTOGRAPHS**



Photo 13 of 22: View of the intersection of Harrington Road and Chester Drive, looking southwest.



Photo 14 of 22: View of the northwest corner of the intersection of Harbor Drive and Harrington Road, showing 1841 Harbor Drive, looking west.

**PHOTOGRAPHS**



Photo 15 of 22: View of the dwellings along the 2600 Block of Ellicott Drive, looking east.



Photo 16 of 22: View of the new circa. 2022 construction along the 2600 Block of Ellicott Drive, looking east.

**PHOTOGRAPHS**



Photo 17 of 22: View of the dwelling types along the 2700 Block of Ellicott Drive, looking east.



Photo 18 of 22: View of the dwellings at 1821 and 1823 Harbor Drive, looking northwest, towards the bay.

**PHOTOGRAPHS**



Photo 19 of 22: View of recent infill and 1810 Harbor Drive, looking west, towards the bay.



Photo 20 of 22: View of 1911 Harbor Drive, looking northwest.

**PHOTOGRAPHS**



Photo 21 of 22: View of St. Christopher's Roman Catholic Church, at the intersection of Ellicott and Harbor Drive, looking northwest.



Photo 22 of 22: View of Kent Island United Methodist Church, along Cox Neck Road, looking southwest.

NR-ELIGIBILITY REVIEW FORM

QA-556 Harbor View (subdivision)

**PHOTO LOG**

Number of Photos: **22**
Name of Photographer: **Sara Wilson**
Date of Photographs: **December 7, 2023**
Location of Original Digital File:
File Format: **QA-556_December 7, 2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0556_2023-12-07_01.tif
Photo 1 of 22: View of the neighborhood entrance sign with planter, looking west-southwest.

QA-0556_2023-12-07_02.tif
Photo 2 of 22: North side of Anchorage Drive, looking northwest.

QA-0556_2023-12-07_03.tif
Photo 3 of 22: View of the Kent Island Village Apartments along Anchorage Drive, looking northwest.

QA-0556_2023-12-07_04.tif
Photo 4 of 22: View of the dwellings along Sherman Drive, north of Anchorage Drive, looking northwest.

QA-0556_2023-12-07_05.tif
Photo 5 of 22: View of the dwellings along the 1900 Block of Anchorage Drive, looking southeast.

QA-0556_2023-12-07_06.tif
Photo 6 of 22: View of house types after 1970, along Anchorage Drive, looking north.

QA-0556_2023-12-07_07.tif
Photo 7 of 22: View of house types along Anchorage Drive, looking north.

QA-0556_2023-12-07_08.tif
Photo 8 of 22: View of 2733 Harrington Road (ca.1870), looking south.

QA-0556_2023-12-07_09.tif
Photo 9 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.

QA-0556_2023-12-07_10.tif
Photo 10 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.

QA-0556_2023-12-07_11.tif
Photo 11 of 22: View of the dwellings along the 2700 Block of Harrington Road, looking southwest.

QA-0556_2023-12-07_12.tif
Photo 12 of 22: View of the dwelling at 2603 Harrington Road, looking west.

QA-0556_2023-12-07_13.tif
Photo 13 of 22: View of the intersection of Harrington Road and Chester Drive, looking southwest.

QA-0556_2023-12-07_14.tif
Photo 14 of 22: View of the northwest corner of the intersection of Harbor Drive and Harrington Road, showing 1841 Harbor Drive, looking west.

QA-0556_2023-12-07_15.tif
Photo 15 of 22: View of the dwellings along the 2600 Block of Ellicott Drive, looking east.

QA-0556_2023-12-07_16.tif
Photo 16 of 22: View of the new circa. 2022 construction along the 2600 Block of Ellicott Drive, looking east.

**PHOTO LOG**

QA-0556_2023-12-07_17.tif
Photo 17 of 22: View of the dwelling types along the 2700 Block of Ellicott Drive, looking east.

QA-0556_2022-12-16_18.tif
Photo 18 of 22: View of the dwellings at 1821 and 1823 Harbor Drive, looking northwest, towards the bay.

QA-0556_2022-12-16_19.tif
Photo 19 of 22: View of recent infill and 1810 Harbor Drive, looking west, towards the bay.

QA-0556_2022-12-16_20.tif
Photo 20 of 22: View of 1911 Harbor Drive, looking northwest.

QA-0556_2022-12-16_21.tif
Photo 21 of 22: View of St. Christopher's Roman Catholic Church, at the intersection of Ellicott and Harbor Drive, looking northwest.

QA-0556_2022-12-16_22.tif
Photo 22 of 22: View of Kent Island United Methodist Church, along Cox Neck Road, looking southwest.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Winchester Creek Survey District** Inventory Number: **QA-570**

Address: Bounded by VFW Avenue, Winchester Creek Road, and Winchester Creek Historic District: Yes

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 058E

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: May 15, 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 Winchester Creek Survey District was previously surveyed in 2005 and a Maryland Inventory of Historic Places (MIHP) form was prepared. The survey identified 20 resources, eight resources built pre-1960 and 12 resources constructed post-1960. The form denotes the pre-1960 resources as "contributing" and the post-1960 resources as "non-contributing," although the district was not evaluated for eligibility for the National Register of Historic Places (NRHP).

The pre-1960 resources included a collection of late-nineteenth and early-twentieth-century dwellings and associated outbuildings. The pre-1960 resources include 301 VFW Avenue, 305 VFW Avenue, 111 Radcliffe Road, 113 Radcliffe Road, 130 Radcliffe Road, 404 Clevenger Lane, 210 Mousley Road, and 206 Mousley Road. They characterize a typical waterfront unplanned neighborhood of the late nineteenth century to early twentieth century (Darsie 2005).

The boundaries considered for the survey district in the 2005 MIHP form include two parcels on the west side of VFW Avenue across from Radcliffe Road and Clevenger Lane as well as the area bounded to the north and east by Winchester Creek, to the south by US 50/301, and the west by VFW Avenue. However, a conflicting topographical map in the form excludes the two VFW Avenue parcels. The boundary excluding the VFW Avenue parcels is the one mapped in Medusa,

**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***

Maryland's cultural resources information system, and is considered the boundary for this evaluation. The parcels, 301 and 305 VFW Avenue, each contain dwellings that did not fall into either of the two major periods of growth with the survey district. In addition, the southern boundary was refined to follow parcel boundaries along the north side of Winchester Creek Road.

**LOCATION/SETTING**

The Winchester Creek Survey District is between the west banks of Winchester Creek and VFW Avenue, north of US 50/301. As evaluated in this form, the survey district is bound to the north and east by Winchester Creek, to the south by Winchester Creek Road (MD 835), and to the west by VWF Avenue. Secondary roads include Radcliffe Road, Clevenger Road, Tiffany Way, Mousley Road, and Conrad Lane. The survey district is largely flat and contains mature trees between open lawns. The majority of the resources are along the banks of the creek.

**RESOURCE DESCRIPTION**

The Winchester Creek Survey District is a late-nineteenth to early-twentieth-century unplanned neighborhood interspersed with mid-twentieth-century dwellings. The 2005 MIHP form considers the survey district a significant example of water-oriented unplanned development. The majority of buildings are along west bank of Winchester Creek. On the whole, the dwellings are oriented towards the water and many lots contain outbuildings. Within the evaluated survey district's mapped boundaries, there are six dwellings built pre-1960 and 12 built post-1960. The MIHP form provides descriptions of the pre-1960 resources. They include Cape Cod forms, I-houses, and two-, three-, and four-bay dwellings (Darsie 2005). Pre-1960 houses are largely clad in vinyl siding and shingles. Windows tend to be simulated-divided-light vinyl hung sash windows and fixed vinyl windows. Single-leaf doors are wood, fiberglass, and composite. Roofs are clad in asphalt shingles.

The post-1960 resources are mostly grouped between Mousley Road and Clevenger Lane. These resources tend to be mid- to late-twentieth-century Ranch dwellings clad in brick and vinyl siding with vinyl hung sash windows. There are a few early-twenty-first-century dwellings interspersed in the survey district like 138 Radcliffe Road.

There are three commercial buildings in the survey district, all along VFW Avenue. They are concrete block, clad in 5V-crimped metal and vinyl siding. Side gable roofs are covered in 5V-crimped metal. They have vinyl and metal windows. Metal and composite single-leaf and paired doors are partially glazed.

Since 2005, change in the survey district has been minimal. One of the pre-1960 buildings was demolished, 113 Radcliffe Road, and 210 Mousley Road was altered by replacement cladding, windows, and roll-up doors. Solar panels were added to several dwellings. The survey district now only contains five pre-1960 resources interspersed between mid-twentieth-century and early-twenty-first-century resources.

**HISTORIC CONTEXT**

The 2005 MIHP form provides a brief history and significance statement of the district; below is a summary.

The Winchester Creek Survey District developed along Winchester Creek in the first decade of the twentieth century, generally pre-dating planned waterfront communities. The survey district appears to have been the outgrowth of the introduction of the Queen Anne's Railroad. The railroad was constructed in 1902 and ran across agricultural land between Grasonville and the Chester River (Darsie 2005). Railroad passenger service ceased in 1938 by the order of the Maryland Public Service Commission. Freight service stopped in 1958. The cancellation of rail service and subsequent removal of the tracks severed the community's connection to one of its growth factors.

Waterfront communities in Queen Anne's County fall into two types, planned neighborhoods and unplanned neighborhoods. The Winchester Creek Survey District is an unplanned community. The first settlers of the survey district were noted as oystermen, farmers, carpenters, and ship captains on censuses from 1900 to 1930. The survey district was characterized by long deep lots which appeared in maps between 1905 and 1907. These long narrow lots have been subdivided as growth occurred along Clevenger Lane. According to the MIHP form, "United States Geologic Survey [USGS] maps from 1935, 1950, and 1961 show clusters of dwellings in the survey district" (Darsie 2005). A 1942 USGS map of Queenstown shows a cluster of 16 buildings in the northmost section and three buildings farther south in the survey district (USGS 1942). Based on historic aerials, many of these dwellings had several associated outbuildings, which is a pattern still seen in later dwellings (Darise 2005).

The area contained only residential buildings until the construction of a circa 1956 commercial building at 216 VFW Avenue, near the center of the district. Research did not reveal the original function of this building. The 1957 aerial shows open land in the southwest of the survey district east of VFW Avenue. By 1982, the land had been filled with mature tree coverage (NETROnline 1957, 1982). North of 216 VFW Avenue, the warehouse building at 220 VFW Avenue was constructed circa 1988. The last commercial building in the survey district was built circa 1999 at 202 VFW Avenue (Maryland Department of Assessments and Taxation 2023).

The MIHP noted there was a trend of tearing down the older dwellings and erecting larger, newer dwellings, particularly on Clevenger Lane (Darsie 2005). In 2008, the dwelling at 113 Radcliffe Road was torn down and a new dwelling was built in its place (Maryland Department of Assessments and Taxation 2023).

**ELIGIBILITY DETERMINATION**

The Winchester Creek Survey District was evaluated for significance under NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Research has revealed no significant association with events or historic trends that made contributions to history. The growth of the Winchester Survey District was associated with the introduction of the Queen Anne's Railroad in 1902. The community was a direct outgrowth of the railroad's introduction to Kent Island, however, the Winchester Survey District is a typical of growth throughout Kent Island during this era and is not a significant example of a railroad community. Therefore, the Winchester Creek Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Winchester Creek Survey District is not eligible under Criterion B.

The Winchester Creek Survey District is not eligible under Criterion C. Research has found no association with a master, nor does the resource have high artistic value. Though the 2005 MIHP form considers the survey district a significant example of water-oriented unplanned development, the characteristic long narrow lots have largely been subdivided and new buildings constructed. Formerly, the long lots provided water access to most dwellings. The subdivision of the lots resulted in a loss of design integrity as the district's original development pattern has been obscured. The survey district is no longer a cohesive example of an early-twentieth-century unplanned waterfront community. The dwellings in the survey district encompass a variety of popular housing styles and forms seen in the county. There are I-houses, Cape Cod dwellings, and two-, three-, and four-bay dwellings. Therefore, the Winchester Creek Survey District is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 35.7 acres and runs along the northeast side of VFW Avenue to the west bank of Winchester Creek. The survey district encompasses parcels along Radcliffe Road, Clevenger Road, Tiffany Way, Mousley Road, Conrad Lane, and a portion of Winchester Creek Road. The survey district is found on Queen Anne's County Tax Map 058E (2023).

**REFERENCES**

Darsie, Julie. 2005. "Winchester Creek Survey District." Maryland Inventory of Historic Properties Form QA-570. Crownsville, Maryland: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-570.pdf.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. Accessed 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

United States Geological Survey (USGS). 1942. Queenstown, MD. Topographical 7.5-minute map.

**MAPS**

**Winchester Creek Survey District**

Location: Bounded by VFW Avenue, Winchester Creek Road, and Winchester Creek QA-570
City: Grasonville Queen Anne's County



**Winchester Creek Survey District**

Location: Bounded by VFW Avenue, Winchester Creek Road, and Winchester Creek QA-570
City: Grasonville Queen Anne's County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles
Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 11: View of the garage and late-nineteenth century dwelling at 206 Mousley Road, looking northeast



Photo 2 of 11: View of the mid-twentieth-century dwelling and outbuildings at 210 Mousley Road, looking northeast.

**PHOTOGRAPHS**



Photo 3 of 11: View of mid-twentieth-century dwellings at 213 Mousley Road (left) and 209 Mousley Road (right), looking southwest



Photo 4 of 11: View of mid-twentieth-century dwelling 224 Mousley Road, looking northeast

**PHOTOGRAPHS**




Photo 5 of 11: View of two of the three commercial buildings in the survey district, the mid-twentieth-century 216 VFW Road (right) and the late-twentieth-century 220 VFW Road (left), looking northeast



Photo 6 of 11: View along Clevenger Lane, looking northeast

**PHOTOGRAPHS**



Photo 7 of 11: View of 108 Radcliffe Road, looking east



Photo 8 of 11: View early-twentieth-first-century infill at 120 Radcliffe Road, looking southeast

**PHOTOGRAPHS**



Photo 9 of 11: View of the early-twentieth-century dwelling at 111 Radcliffe Road, looking northwest



Photo 10 of 11: View of the dwelling at 113 Radcliffe Road that replaced a circa-1935 dwelling, looking northeast

**PHOTOGRAPHS**



Photo 11 of 11: View of the early-twenty-first-century dwelling at 138 Radcliffe Road, looking east

NR-ELIGIBILITY REVIEW FORM

QA-570 Winchester Creek Survey District

**PHOTO LOG**

Number of Photos: **11**
Name of Photographer: **Rebecca Yousaf**
Date of Photographs: **2023-12-07**
Location of Original Digital File: **MHT**
File Format: **QA-570_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-0570_2023-12-7_01.tif
Photo 1 of 11: View of the garage and late-nineteenth century dwelling at 206 Mousley Road, looking northeast

Photo Name: QA-0570_2023-12-7_02.tif
Photo 2 of 11: View of the mid-twentieth-century dwelling and outbuildings at 210 Mousley Road, looking northeast.

Photo Name: QA-0570_2023-12-7_03.tif
Photo 3 of 11: View of mid-twentieth-century dwellings at 213 Mousley Road (left) and 209 Mousley Road (right), looking southwest

Photo Name: QA-0570_2023-12-7_04.tif
Photo 4 of 11: View of mid-twentieth-century dwelling 224 Mousley Road, looking northeast

Photo Name: QA-0570_2023-12-705.tif
Photo 5 of 11: View of two of the three commercial buildings in the survey district, the mid-twentieth-century 216 VFW Road (right) and the late-twentieth-century 220 VFW Road (left), looking northeast

Photo Name: QA-0570_2023-12-7_06.tif
Photo 6 of 11: View along Clevenger Lane, looking northeast

Photo Name: QA-0570_2023-12-7_07.tif
Photo 7 of 11: View of 108 Radcliffe Road, looking east

Photo Name: QA-0570_2023-12-7_08.tif
Photo 8 of 11: View early-twentieth-first-century infill at 120 Radcliffe Road, looking southeast

Photo Name: QA-0570_2023-12-7_09.tif
Photo 9 of 11: View of the early-twentieth-century dwelling at 111 Radcliffe Road, looking northwest

Photo Name: QA-0570_2023-12-7_10.tif
Photo 10 of 11: View of the dwelling at 113 Radcliffe Road that replaced a circa-1935 dwelling, looking northeast

Photo Name: QA-0570_2023-12-7_11.tif
Photo 11 of 11: View of the early-twenty-first-century dwelling at 138 Radcliffe Road, looking east

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **VFW Post No. 7464 (Grasonville Memorial Post 7464)** Inventory Number: **QA-571**

Address: 203 VFW Avenue Historic District: No

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Veterans of Foreign Wars Tax Account ID Number: 05-022932

Tax Map Parcel Number(s): 0477 Tax Map Number: 058E

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: October 22, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The resource at 203 VFW Avenue is on a 2.5-acre parcel with a circa-1949 meeting hall building and a circa-1980 pavilion on the southwest side of VFW Avenue in Grasonville. The parcel is bounded to the northeast by VFW Avenue, to the south and southwest by commercial properties, and to the northwest by heavily wooded residential parcels. The primary building and pavilion are both oriented to the northeast at the center of the parcel with the primary building on the east and the pavilion on the west. A gravel parking lot is northwest of the buildings, while a paved lot is to the southeast. Mature trees line the parcel's west and northwest boundaries. North and south of the parking lots the parcel is covered with grass. To the east of the primary building, facing VFW Avenue, are multiple memorial plaques, as well as a single mast flagpole. Two low brick walls and a free-standing digital sign mark the entrance to the south parking lot, while a wooden sign marks the north parking lot. An M60 tank is parked on a gravel pad with a wooden sign at the east end of the south lawn.

**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

***VFW Post No. 7464, circa 1949***

The Veterans of Foreign Wars (VFW) Post No. 7464 at 203 VFW Avenue is a one-story concrete-block building constructed in 1949 with an asphalt-shingle, front-gable roof and stucco cladding. The building has a circa-1970 front-gable vestibule addition on the east façade, a circa-1980 L-shaped flat-roof addition to the south and west elevations, and a circa-1990 shed-roof addition with vertical siding appended to the north and west elevations. Large letters supported by metal brackets connecting to the roof's ridgeline read "VFW" above the south slope of the building's roof. All windows are replacement vinyl, single-hung, one-over-one hung sash windows with fixed shutters and brick rowlock sills, unless otherwise noted. The east façade of the circa-1970 vestibule has two windows flanking a central single-leaf replacement fiberglass door with a fanlight. Above the door is a painted banner with the Cross of Malta at its center, bisecting lettering that reads "VFW POST 7464." The gable field is clad with vinyl siding and has a small round vent. A small cornerstone at the north end of the original east façade reads "V.F.W. IN MEMORIAM DEC 7 1949." The east façade of the circa-1980 addition has two windows. The north addition's east facade has a six-over-six vinyl hung sash window. The south elevation of the vestibule lacks fenestration. The south elevation of the circa-1980 addition has six windows, three on both side of a rectangular projection containing a single-leaf glass door and a painted banner that mirrors the banner on the building's façade. The original block's west elevation is visible above the additions and has single-leaf paneled fiberglass door and a metal louvered vent in the half-story. An exterior brick chimney is also on this elevation. The west elevation of the circa-1980 addition has a narrow fixed window at its south end and a glass door in its north end. The addition's north elevation has a small shed-roof addition to the lower half of the elevation. The west elevation of the circa-1990 northwest addition has a single door with a screen door near its center and a small asphalt-shingle shed-roof cellar entrance with paired screen doors to the lower half of the elevation's north end. The original block's north elevation has five fixed-pane windows with rowlock sills that are separated into individual bays by engaged concrete block columns. The northwest addition's north elevation has a door with a screen door at its center and a six-over-six window at its east end.

***Pavilion, circa 1980***

The pavilion consists of two rectangular sections, both with front-gable roofs. The west section's roof is clad in asphalt shingles, while the east section's is clad in standing seam metal. The east section is primarily open, with a wood frame and a poured concrete foundation; there is a partial wall along the north elevation at the east end. The west section is enclosed and has vinyl siding on the gable ends, and in vinyl, board-and-batten cladding on the rest of the building. Throughout the west section, the windows are picture windows flanked by casement windows unless otherwise noted. The west section's east elevation has two windows in the south half. The north half of the elevation is recessed under the east section and has an entrance. There is a vent in the roof's gable end. The south elevation has alternating picture windows and sliding sash windows, split into three sections by two glass doors. The west elevation was not accessible during survey, but aerial imagery shows a circa-1990 rectangular, one-story shed-roof addition centered on the elevation. The north elevation mirrors the south elevation.

## HISTORIC CONTEXT

According to the VFW, the organization "has its origins in the Spanish American War (1898) and the Philippines War (1899-1902). Two separate organizations, the American Veterans of Foreign Service in Columbus, Ohio and the National Society of the Army of the Philippines in Denver, Colorado were founded in 1899 to secure benefits for returning veterans. In 1914, the two organizations merged into the VFW, which received a charter from Congress in 1932" (VFW n.d.). These organizations were founded during the high point of fraternal organizations in the United States, in the decades around the turn of the twentieth century. In 1897, fraternal organizations had 5.5 million members when the total population of the United States numbered at 19 million (Moore 2011, vii).

In 1948, the VFW bought a rural parcel from Walter and Myrtle Jewell (AACCC NBW 2/141, 1948). According to a 2006 survey of the resource, "VFW Post No. 7464 was founded in Grasonville in 1946. The charter group included 61 members of the VFW and 22 members of the Ladies Auxiliary. Initial activities included daily lunches, weekend parties, and fish fries. The meeting hall was constructed in 1949 to hold 125 people… Current activities focus on community service, particularly fundraising for charitable projects" (Darsie 2006).

Multiple newspaper articles record monthly breakfast buffets, jukebox nights, weekly luncheons, and even a flea market, all being held at the post. A 2019 article in the Star Democrat noted that the VFW was the "Golf Ball Sponsor" for the

Chesapeake College golf tournament that benefitted student athletes with scholarships. Another article in the Star Democrat notified the public of a bingo night fundraiser, supported by the Lady Patriots (an organization that supports veterans and first responders). The proceeds were to purchase a trained K-9 for Talbot County Sheriff's Office.

**ELIGIBILITY DETERMINATION**

The resource 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.

VFW Post No. 7464 is associated with the trend of fraternal organizations throughout the United States. The post is not a significant example of this trend, since it was constructed after the height of these organizations and did not make any significant contributions to the trend. It is one of many fraternal organizations throughout the area and the United States that provided social events and charitable donations to the surrounding community. Therefore, the resource is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the resource is not eligible under Criterion B.

The VFW Post No. 7464 does not embody the distinctive characteristics of a type, period, or method of construction. The building is an example of a fraternal organization meeting hall, built in a form common to the mid-twentieth century. Research has found no association with a master, nor does the resource have high artistic value. Therefore, it is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 2.5 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 058E, Parcel 0477 (2025). Tax account is 05-022932.

**REFERENCES**

Anne Arundel County Circuit Court (AACCC), 1948. Deed. Walter and Myrtle Jewell to Veterans of Foreign Wars, NBW 2:141. www.Mdlandrec.net.

Darsie, Julie. 2006. "VFW Post No. 7464 (Grasonville Memorial Post 7464)." QA-571. Maryland Historical Trust. https://apps.mht.maryland.gov/medusa/PDF/QueenAnnes/QA-571.pdf.

Conversation between Julie Darsie and Commander and Mrs. James C. Sala. January 6, 2006. (Reference carried over from MIHP Architecture File #: QA 571).

Google Earth. 2024. Aerial imagery.

Maryland Department of Assessments and Taxation. 2025. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Moore, William D. Introduction to Secret Societies in America: Foundational Studies of Fraternalism, vii-xii. New Orleans: Cornerstone Book Publishers, 2011. Accessed December 3, 2024. https://web.archive.org/web/20160304121058/http://www.cornerstonepublishers.com/ssoc.pdf.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Record Observer. 2015. "Flea Market- March 28," "VFW Luncheon- March 28," and "Buffet Breakfast- April 25." Mar 27, 2015. March 27, 2015, page 10 – The Record Observer at Newspapers.com.

Star-Democrat. 2019. "Chesapeake College golf tourney to benefit student athletes" Sept 24, 2019. September 24, 2019, page A5 – The Star-Democrat at Newspapers.com.

Star-Democrat. 2019. “TGP Bingo Fundraiser” Oct 27, 2019. October 27, 2019, page C7 – The Star-Democrat at Newspapers.com.

Veterans of Foreign Wars (VFW), “Who We Are,” n.d. Accessed October 17, 2024. www.vfw.org

**MAPS**

**VFW Post No. 7464 (Grasonville Memorial Post 7464)**

Location: 203 VFW Avenue
City: Grasonville

QA-571
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**VFW Post No. 7464 (Grasonville Memorial Post 7464)**

Location: 203 VFW Avenue
City: Grasonville

QA-571
Queen Anne's County



**PHOTOGRAPHS**




Photo 1 of 4: Overview of resource, showing VFW Post primary building in the foreground and the pavilion in background, looking northwest



Photo 2 of 4: VFW Post No. 7464, primary building, east façade and north elevation, looking southwest

**PHOTOGRAPHS**




Photo 3 of 4: VFW Post No. 7464, primary building, west and south elevations, looking northeast



Photo 4 of 4: Pavilion, south and east elevations, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-571 VFW Post No. 7464 (Grasonville Memorial Post 7464)

**PHOTO LOG**

Number of Photos: **4**
Name of Photographer: **Becky Yousaf**
Date of Photographs: **2024-08-8**
Location of Original Digital File: **MHT**
File Format: **QA-571_2024-08-8_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-571_2024-08-08_1.tiff
Photo 1 of 4: Overview of resource, showing VFW Post primary building in the foreground and the pavilion in background, looking northwest

QA-571_2024-08-08_2.tiff
Photo 2 of 4: VFW Post No. 7464, primary building, east façade and north elevation, looking southwest

QA-571_2024-08-08_3.tiff
Photo 3 of 4: VFW Post No. 7464, primary building, west and south elevations, looking northeast

QA-571_2024-08-08_4.tiff
Photo 4 of 4: Pavilion, south and east elevations, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Dominion Road/Main Street Survey District** Inventory Number: **QA-583**

Address: Dominion Road south of Intersection with Main Street Historic District: Yes

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple Tax Account ID Number:

Tax Map Parcel Number(s): Multiple Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: May 13, 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 Dominion Road/Main Street Survey District was last surveyed in 2007 and a Maryland Inventory of Historic Properties Form (MIHP) was prepared. The survey identified approximately 100 properties, ranging from the late-nineteenth century to the mid-twentieth century. A variety of architectural forms were documented including I-houses, Cape Cod dwellings, and bungalows. The surveyor found that the buildings in the district "reflect periods of economic growth" within the survey district (Maready, Jr. 2007). The district was not evaluated for eligibility for the National Register of Historic Places (NRHP).

**LOCATION/SETTING**

The Dominion Road/Main Street Survey District primarily runs along Dominion Road. It begins at the south side of the Main Street (MD 18) and Dominion Road intersection and runs approximately 0.75 miles south along Dominion Road and along the south side of Main Street. The district encompasses properties on either side of Dominion Road and also includes secondary streets that intersect with Dominion Road, namely Lee Road, Price Road, Stacy Road, Wright's Road, Harley Lane, and Goodhand Creek Road. Through the district, Dominion Road is a paved two-lane road. The very north end of the survey district contains a few commercial buildings. There is one cemetery in the district survey, the Kingsley Methodist

**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***

Church Cemetery at 423 Dominion Road; the remaining resources are residential. The majority of dwellings have moderate setbacks from the road. At the south end of the district, the dwellings only appear on the west side of the road; on the east side is the Church of Jesus Christ of Latter-day Saints. The landscaping within the district is characterized by open lawns and patches of dense tree coverage.

**RESOURCE DESCRIPTION**

The 2007 MIHP form provides general descriptions of a selection of the resources within the district. Buildings in the survey district are a mixture of residential and commercial. Commercial buildings are largely located on Main Street. Commercial buildings are one and two stories and clad in thin-stone veneer, brick veneer, vinyl siding, and manufactured medium-density fiberboard paneling. They typically have vinyl and metal hung and fixed sash windows. Several have aluminum storefronts.

Residential buildings in the survey district take many forms and styles including I-houses, cross-gable dwellings, Cape Cod, Minimal Traditional, bungalows, and Ranch. Residential buildings are primarily located south of Main Street, though there are a few Cape Cod and Minimal Traditional dwellings on Main Street. Most dwellings are one- and two-story frame houses. Buildings are clad in vinyl siding, wood siding, aluminum siding, asbestos and cement fiber shingles, and brick. Wood and vinyl hung, sliding, and fixed sash windows are seen throughout. Many of the vinyl windows have simulated-divided-light. Paired windows are seen across the later dwellings. Quite a few dwellings have window surrounds and shutters. Roofs are clad in asphalt shingles, 5V-crimped metal, and standing seam metal. Full-width and partial-width porches are common, especially on I-houses. Many Cape Cod and Minimal Traditional dwellings have entry porches or stoops. Doors are metal, wood, and fiberglass. Storm doors are largely glazed metal.

Kingsley Methodist Cemetery is in the south of the survey district at the northeast corner of Dominion Road and Goodhand Creek Road. The cemetery is flat and open with a mixture of limestone, marble, and granite markers. The Kingsley Methodist Cemetery contains markers from 1870 and it is still in use, the latest marker dates to March 2023 (Bishop 2017; Find a Grave 2023).

Since the 2007 survey, there have been demolitions and additions along Main Street, Dominion Road, Lee Road, and Price Road. Three dwellings on Main Street, 1801, 1812, and 1820 Main Street were demolished and replaced by commercial buildings. Along Dominion Road, a dwelling at 207 was replaced by a commercial building, and dwellings at 235, 417, 419, 606, and 608 Dominion Road were demolished and replaced with new dwellings. Buildings at 512, 514, and 516 Dominion Road were added. Lee Road saw substantial growth with new dwellings added at 75, 79, 83, 87, 91, 95, 99, and 103 Lee Road. The dwelling at 109 Price Road was added to the survey district, and the dwelling at 205 Price Road was demolished. Since 2007, 10 resources within the district were demolished, totaling about 10 percent of the resources.

**HISTORIC CONTEXT**

The MIHP form provides a detailed history of the survey district ranging from the mid-nineteenth century to the mid-1950s. Below is a summary.

During the mid-nineteenth century, the survey district was part of Sharktown (later renamed Chester), a larger a community extending along Main Street from Cox Neck Road to Piney Creek Rd, and south along Dominion Road. Sharktown expanded to include schools, stores, taverns and was a popular stop along Main Street. There are no extant buildings from this era (Maready, Jr. 2007).

The first period of residential growth within the survey district occurred after the Methodist Episcopal Church was built along the east side of Dominion Road in 1879; its construction was followed by new dwellings around the church. Only the dwelling at 504 Dominion Road exists from the 1870s, though a 1996 dwelling was later constructed on the parcel. Growth occurred in the survey district during the 1880s and 1890s due to the boom in maritime industries. The survey district's proximity to Macum Creek to the north provided water access for the community. By 1904, dwellings ran along the east side of Dominion Road from Goodhand Creek Road south and on the west side from Prices Lane (Prices Road) south to Goodhand Creek Road. The dwelling at 405 Dominion Road was built during this time and is one of the oldest dwellings in the survey district (Maready, Jr. 2007).

As the district grew, a schoolhouse (no longer extant) was constructed near the southwest corner of Main Street and Dominion Road between 1895 and 1905. The Queen Anne Railroad built a station in Chester in 1905 and Dominion Road was extended to reach the rail line, further driving economic growth, though this station falls outside of the boundaries of the

survey district. Of the remaining dwellings from the late nineteenth century and early twentieth century, the I-house form is dominant (Maready, Jr. 2007).

The 1920s brought road improvements to the area, furthering continued growth. Route 18 (Main Street) was renamed Grasonville-Queenstown Pike in 1921 and was an improved concrete road. Several bungalow dwellings were constructed during this time, like the ones at 234 and 236 Dominion Road. As with many smaller towns, the Great Depression slowed growth in the survey district (Maready, Jr. 2007). Passenger service along the Queen Anne's Railroad was stopped in 1938 by order of the Maryland Public Service Commission, and freight service stopped in 1958 (Causey and Maready, Jr. 2007).

The completion of the Chesapeake Bay Bridge carrying US 50/301 in 1952 revived Chester and the nearby areas. US 50/301 ran north of the survey district, bypassing the area and removing its maritime connection with Macum Creek. Between the late 1940s and early 1950s residential growth nearly doubled. Much of this was due to the subdivision of the Martin Jones Property (QA-549), a 24-acre parcel east of Dominion Road and south of Main Street. Many of the dwellings took a modified Cape Cod form, like 207 and 209 Dominion Road (Maready, Jr. 2007).

The density of the buildings within the district has largely remained the same along Dominion Road. Along Main Street, commercial development on the north side came between 1982 and 1992, with the construction of the Kent Town Market (QA-721) strip center/medical offices. The growth ran concurrently with the construction of the 1987 bridge carrying Main Street northwestward over US 50/301, linking the survey district to Stevensville. In 1991, a Church of Jesus Christ of Latter-Day Saints chapel was constructed at 110 Goodhand Road, replacing a formerly open/agricultural land (NETROnline 1982).

Between 1998 and 2005, the residential development along Hanna Court and Cross Creek Court on the west side of Dominion Road was constructed replacing what had been thickly forested land (NETROnline 1998, 2005).

**ELIGIBILITY DETERMINATION**

The Dominion Road/Main Street Survey District 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 Dominion Road/Main Street Survey District is associated with commercial growth and maritime trade in Queen Anne's County. However, the cancellation of rail service and the introduction of US 50/301 during the early 1950s altered the community as it was no longer connected to either the railroad or Macum Creek. US 50/301 took the place of Main Street as a major inter-county thoroughfare. While the Dominion Road/Main Street Survey District is a typical example of growth in a linear community, its integrity of setting, feeling, and association with commercial growth and maritime trade has been diminished. Therefore, Dominion Road/Main Street Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Dominion Road/Main Street Survey District is not eligible under Criterion B.

Dominion Road/Main Street Survey District is not eligible under Criterion C. Though the MIHP form indicates the survey district as a "good" collection of late-nineteenth through mid-twentieth-century forms, the survey district has diminished integrity and no longer retains architectural significance as a rural linear community. The density of the survey district has been altered through additions and demolitions since 2005. Across the district, 10 buildings have been demolished and 21 buildings have been added post-2005. The 10 demolished buildings account for roughly 10 percent of the survey district as documented in 2005. The intrusion of post-2005 construction diminishes the design and feeling of the survey district. The addition of eight dwellings on Lee Road alters the setting of the survey district as the density of the new construction is greater than density of the rural linear community. Of the remaining buildings, there have been typical alternations to the dwellings like replacement windows and siding, diminishing the district's integrity of materials, workmanship, and design. Because of these alterations, the survey district does not represent a significant concentration of historically united buildings and structures. Therefore, Dominion Road/Main Street Survey District is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 63.3 acres and encompasses tax parcels along the east and west side of Dominion Road from the south side of the intersection with Main Street to 608 Dominion Road, including all parcels along Harley Lane, Price Road, Wright's Road, and Stacey Drive. Parcels along the south side of Main Street from the west side of Dominion Road to 1820 Main Street are also included in the survey district. The survey district is found on Queen Anne's County Tax Map 0057.

**REFERENCES**

Bishop, Doug. 2017. “Kingsley Cemetery Gets a Facelift.” Bay Times and Record Observer, April 5, 2017. https://www.myeasternshoremd.com/qa/spotlight/kingsley-cemetery-gets-a-facelift/article_7978975e-5576-542d-9fa5-13f519dd4c15.html.

Causey, Evelyn D., and Gerald M. Maready, Jr. 2007. “Grasonville Survey District.” Maryland Inventory of Historic Properties Form QA-611. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-611.pdf.

“Gerald Michael ‘Jerry’ Carter.” March 2023. Find a Grave. https://www.findagrave.com/cemetery/81127/memorial-search?orderby=dc&page=1&cemeteryName=Kingsley%20Cemetery.

Maready, Jr., Gerald M. 2007. “Dominion Road Survey District.” Maryland Inventory of Historic Properties Form QA-583. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-583.pdf

Maryland Department of Assessments and Taxation. 2023. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

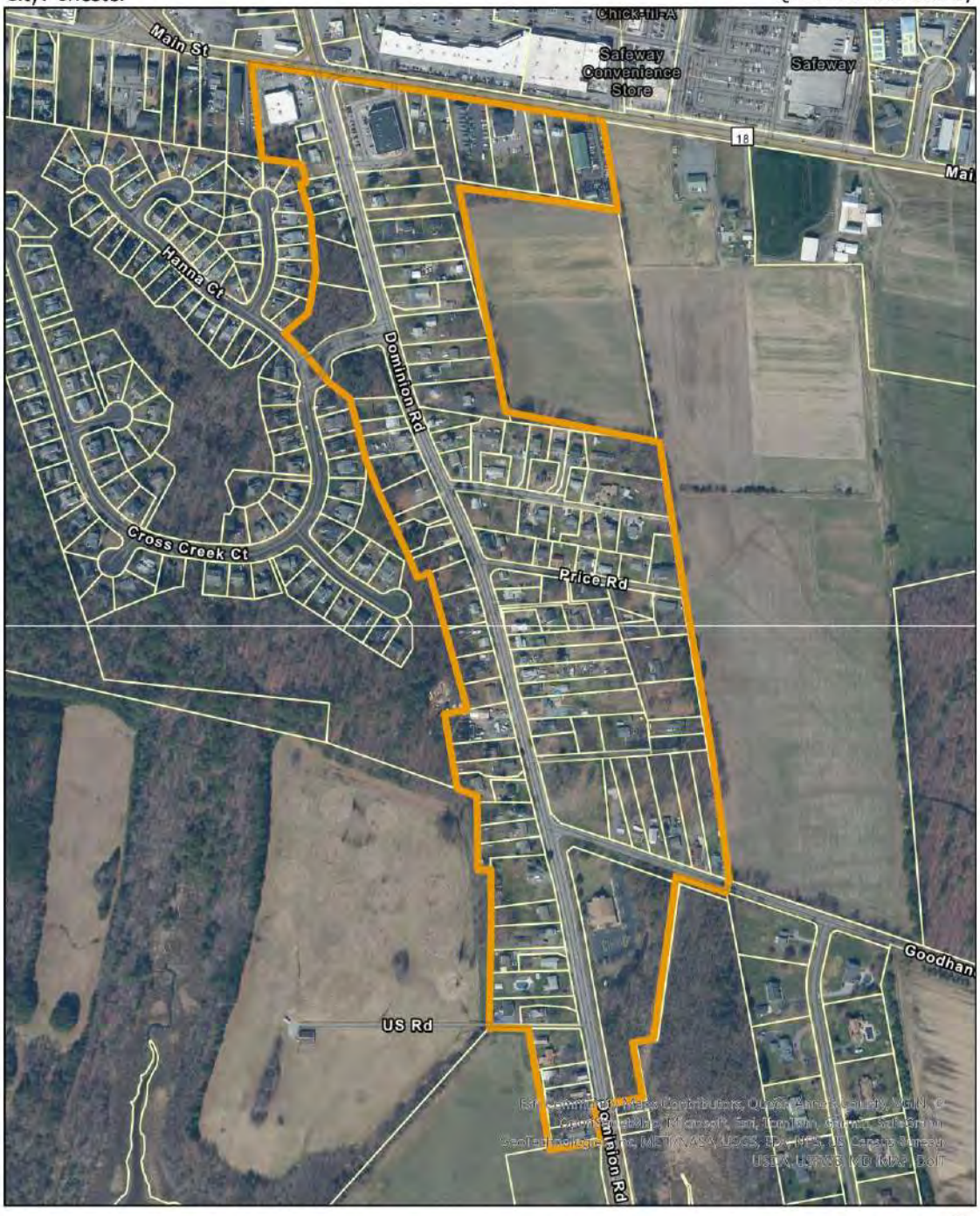
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**Dominion Road/Main Street Survey District**

Location: Dominion Road south of Intersection with Main Street
City: Chester

QA-583
Queen Annes County



**MAPS**

**Dominion Road/Main Street Survey District**

Location: Dominion Road south of Intersection with Main Street
City: Chester

QA-583
Queen Annes County




USGS 7.5' Quadrangle -

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 13: Mid-twentieth-century dwelling at 212 Dominion Road, looking southwest.



Photo 2 of 13: Example of a modified late-nineteenth-century, cross-gable dwelling at 216 Dominion Road, looking southwest.

**PHOTOGRAPHS**



Photo 3 of 13: Typical early-twentieth-century bungalow dwellings at 234 and 236 Dominion Road, looking southwest.



Photo 4 of 13: View along Dominion Road exhibiting typical mid-twentieth-century Cape Cod dwellings, looking northeast.

**PHOTOGRAPHS**



Photo 5 of 13: Early-twenty-first-century infill at 237 Dominion Road and 75 Lee Road, looking east.



Photo 6 of 13: Late-twentieth-century infill at 244 Dominion Road, looking southwest.

**PHOTOGRAPHS**



Photo 7 of 13: Altered example of an early-twentieth-century dwelling at 305 Dominion Road, looking northeast. This dwelling has been converted into apartments.



Photo 8 of 13: Typical late-twentieth-century dwelling at 306 Dominion Road, looking southwest.

**PHOTOGRAPHS**



Photo 9 of 13: Typical mid-twentieth-century Cape Cod Dwelling at 400 Dominion Road, looking southwest.



Photo 10 of 13: View along Dominion Road showing late-nineteenth and early-twentieth-century dwellings at 405, 407, and 409 Dominion Road, looking southeast.

**PHOTOGRAPHS**



Photo 11 of 13: Dwellings at 415 and 417 Dominion Road, looking northeast. The dwelling at 417 Dominion Road (right) is a typical example of early-twenty-first-century infill in the survey district.



Photo 12 of 13: Late-nineteenth-century modified two-bay dwelling at 422 Dominion Road, looking southwest.

**PHOTOGRAPHS**




Photo 13 of 13: View of the late-nineteenth-century Kingsley Methodist Church Cemetery at the northeast corner of Dominion Road and Goodhand Creek Road, looking northeast.

NR-ELIGIBILITY REVIEW FORM

QA-583 Dominion Road/Main Street Survey District

**PHOTO LOG**

Number of Photos: **13**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File: **MHT**
File Format: **QA-583_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo name: QA-0583_2023-12-7_01.tif
Photo 1 of 13: Mid-twentieth-century dwelling at 212 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_02.tif
Photo 2 of 13: Example of a modified late-nineteenth-century, cross-gable dwelling at 216 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_03.tif
Photo 3 of 13: Typical early-twentieth-century bungalow dwellings at 234 and 236 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_04.tif
Photo 4 of 13: View along Dominion Road exhibiting typical mid-twentieth-century Cape Cod dwellings, looking northeast.

Photo name: QA-0583_2023-12-7_05.tif
Photo 5 of 13: Early-twenty-first-century infill at 237 Dominion Road and 75 Lee Road, looking east.

Photo name: QA-0583_2023-12-7_06.tif
Photo 6 of 13: Late-twentieth-century infill at 244 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_07.tif
Photo 7 of 13: Altered example of an early-twentieth-century dwelling at 305 Dominion Road, looking northeast. This dwelling has been converted into apartments.

Photo name: QA-0583_2023-12-7_08.tif
Photo 8 of 13: Typical late-twentieth-century dwelling at 306 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_09.tif
Photo 9 of 13: Typical mid-twentieth-century Cape Cod Dwelling at 400 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_10.tif
Photo 10 of 13: View along Dominion Road showing late-nineteenth and early-twentieth-century dwellings at 405, 407, and 409 Dominion Road, looking southeast.

Photo name: QA-0583_2023-12-7_11.tif
Photo 11 of 13: Dwellings at 415 and 417 Dominion Road, looking northeast. The dwelling at 417 Dominion Road (right) is a typical example of early-twenty-first-century infill in the survey district.

Photo name: QA-0583_2023-12-7_12.tif
Photo 12 of 13: Late-nineteenth-century modified two-bay dwelling at 422 Dominion Road, looking southwest.

Photo name: QA-0583_2023-12-7_13.tif
Photo 13 of 13: View of the late-nineteenth-century Kingsley Methodist Church Cemetery at the northeast corner of Dominion Road and Goodhand Creek Road, looking northeast.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **2000 Block Main Street Survey District** Inventory Number: **QA-586**

Address: 2000 Block Main Street (MD 18), Chester Historic District: No

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Tax Account ID Number: multiple

Tax Map Parcel Number(s): multiple Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: May 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 2000 Block of Main Street Survey District was last surveyed in 2007 and a Maryland Inventory of Historic Places (MIHP) form was completed. The survey identified 14 resources that represented a collection of early-nineteenth-century to mid-twentieth-century buildings, mostly residential and some commercial. The MIHP indicated that the survey district represents a "good collection of early and mid-twentieth-century architectural forms and styles" and "the district's buildings reflect the economic growth in this area of Chester" (Smith and Maready, Jr. 2007). The district was not evaluated for eligibility for the National Register of Historic Places (NRHP).

**LOCATION/SETTING**

The 2000 Block of Main Street Survey District is located along Main Street in Chester, Maryland. The district runs from 2011 Main Street at the west end to 2109 Main Street at the east end. The flat survey district sits in a residential and commercial strip. The survey district includes a portion of S. Piney Creek Road. While the majority of resources are on the north side of Main Street, there is a small cluster of buildings along the south side of the Main Street, about center in the district, opposite S. Piney Creek Road. The survey district is largely free of trees and lawns are generally open.

**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**

The 2007 MIHP provides descriptions of the resources within the survey district. Within the district, several of the residential dwellings have been repurposed as commercial buildings. The resources encompass a variety of typical forms and styles seen within the county. They include I-houses, bungalows, Cape Cods, foursquares, and ranch houses. The MIHP provides a table of the resources with their address, estimated date of construction, brief physical description, and their contributing and non-contributing status (Smith and Maready, Jr. 2007). Throughout the district the majority of buildings are clad in vinyl siding and roofs are sheathed in asphalt shingles. Typical windows are vinyl hung sash, fixed, or casement windows and rarely, wood hung sash windows. Doors are mostly composite or metal. Few of the dwellings have rear and side additions, though some front porches have been in-filled (Nearmap 2024).

Since the 2007 survey, no resources have been demolished or majorly altered (Google Streetview; Maryland Department of Assessments and Taxation 2023).

**HISTORIC CONTEXT**

The 2007 MIHP form provides a historical narrative and contextual information regarding the 2000 Block of Main Street Survey District from the early twentieth century through the 1960s. Below is a summary.

In the mid-nineteenth century, the survey district was a part of Sharktown, a community running along Main Street from Piney Creek to the east to Cox Neck Road to the west. Though not in the survey district, by 1877, Sharktown had a schoolhouse and several stores. No buildings from this period survive (Smith and Maready, Jr. 2007).

Growth at the end of the nineteenth century was fueled by a boom in maritime industries, in particular crabbing and oystering. With the establishment of a post office, Sharktown became known as Chester. Just northeast of the survey district, an oyster house opened in 1890. Further driving economic growth, the Queen Anne Railroad built a station in Chester in 1905. During this time, the majority of dwellings in the survey district were along Piney Creek Road. Only two buildings stood on Main Street, one at the northeast corner of Piney Creek Road and Main Street and one west of the Piney Creek Road intersection on the north side of Main Street. The only dwelling from the early twentieth century is the 1906 I-house at 105 S. Piney Creek Road (Smith and Maready, Jr. 2007).

The 1920s brought road improvements to the area, continuing growth. Main Street (MD 18) was renamed Grasonville-Queenstown Pike in 1921 and was an improved concrete road. The survey district expanded in the 1920s and early 1930s with the addition of bungalow and foursquare dwellings like those at 2034, 2025, and 2029 Main Street (Smith and Maready, Jr. 2007).

As with many towns across the state and nation, the Great Depression slowed growth through the end of World War II. Passenger service along the Queen Anne's Railroad was stopped in 1938 by order of the Maryland Public Service Commission, and freight service stopped in 1958 (Causey and Maready, Jr. 2007).

Growth was spurred by the completion of the Chesapeake Bay Bridge in 1952 and the construction of US 50/301. Like many of the smaller communities on Kent Island and eastward, the construction of US 50/301 bypassed the town, running north of Main Street. This severed the town's place along the main road of the late-nineteenth and early-twentieth centuries. US 50/301 also physically blocked the town's access to waterways to the north like Piney Creek and Macum Creek; altering its previous association with maritime industry.

From the 1940s through the 1960s, new forms appeared in the survey district along the north side of Main Street, west of South Piney Creek Road. Ranch dwellings, Cape Cod dwellings, and no-style dwellings were constructed. Many of these were later re-purposed for commercial uses (Smith and Maready, Jr. 2007).

During the 1960s and 1970s, development occurred along S. Piney Creek Road. A commercial building was constructed on the west side on formerly open land and another small building was constructed on the east side. Between 1982 and 1992, the intersection of S. Piney Creek Road and eastbound US 50/301 was altered. In 1990, two large commercial centers were built at the northeast end of the district altering the setting.

Commercialization in and around the district continued to grow. The commercial building on the west side of S. Piney Creek Road was replaced with a drug store in 2006. A year later, the shopping center on the east side of S. Piney Creek Road was constructed, effectively severing the district in half (Maryland Department of Assessments and Taxation 2023; NETROnline var.). Many of the buildings have large garage or storage buildings on the lots behind the dwellings. On the whole, the survey district is a typical example of an early-twentieth-century linear residential district affected by late-twentieth-century to early-twenty-first-century commercialization.

**ELIGIBILITY DETERMINATION**

The 2000 Block of Main Street Survey District was evaluated for significance under NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The 2000 Block Main Street Survey District is associated with maritime trade and commercial growth in Queen Anne's County; however, the cancellation of rail service and the introduction of US 50/301 during the early 1950s altered the community as it was no longer connected to either the railroad or Piney Creek. US 50/301 took the place of Main Street as a major inter-county thoroughfare., While the 2000 Block of Main Street Survey District is a typical example of late nineteenth century to the mid-twentieth century growth in a linear community, its integrity of setting, feeling, and association with commercial growth and maritime trade has been diminished due to alterations and new construction in the district. Therefore, the 2000 Block of Main Street Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the 2000 Block of Main Street Survey District is not eligible under Criterion B.

The 2000 Block of Main Street Survey District does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. The dwellings in the survey district encompass a small variety of popular housing styles and forms seen in the county. There are I-houses, Cape Cod, foursquares, and ranch houses. While many of the buildings retain their integrity, they are modest examples of ubiquitous styles or forms. Therefore, the 2000 Block of Main Street Survey District is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The 2000 Block of Main Street Survey District encompasses 8.18 acres. The district runs along Main Street from 2011 Main Street to 2109 Main Street. The boundaries generally follow the rear property lines of the resources along the north side of Main Street and a cluster of buildings along the south side of Main Street near the center of the district at S. Piney Creek Road. The boundary runs north along S. Piney Creek Road to encompass the resource at 115 S. Piney Creek Road. The survey district is found on Queen Anne's County Tax Map 0057 (2023).

**REFERENCES**

Causey, Evelyn D., and Gerald M. Maready, Jr. 2007. "Grasonville Survey District." Maryland Inventory of Historic Properties Form QA-611. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-611.pdf.

Smith, Kathryn Gettings and Gerald M. Maready, Jr. 2007. "2000 Block of Main Street Survey District." Maryland Inventory of Historic Properties Form QA-586. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-586.pdf.

Google Streetview. var. Google Maps. https://www.google.com/maps/.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Nearmap. 2024. Nearmap. https://www.nearmap.com/us/en

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**2000 block Main Street Survey District**

Location: 2000 Block Main Street (MD 18) QA-586
City: Chester Queen Anne's County



**MAPS**

**2000 block Main Street Survey District**

Location: 2000 Block Main Street (MD 18)
City: Chester

QA-586
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 6: Early-twentieth-century dwelling at 2011 Main Street at the west end of the survey district, looking northwest



Photo 2 of 6: Early-twentieth-century dwelling at 2030 Main Street, looking southeast

**PHOTOGRAPHS**



Photo 3 of 6: Early-twentieth-century American Foursquare dwellings at 2025 Main Street (left) and 2029 Main Street (right), looking northwest



Photo 4 of 6: Late-twentieth-century dwelling 2032 Main Street, looking south

**PHOTOGRAPHS**



Photo 5 of 6: Early-twentieth-century converted bungalow at 2034 Main Street, looking south. Early-twenty-first-century garages are in the background.



Photo 6 of 6: Early-twentieth-century foursquare dwelling and garage at 2107 Main Street and new commercial infill at 110 S. Piney Creek Road looking north.

NR-ELIGIBILITY REVIEW FORM

QA-586 2000 Block Main Street Survey District

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File:
File Format: **QA-586_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-0586_2023-12-7_01.tif
Photo 1 of 6: Early-twentieth-century dwelling at 2011 Main Street at the west end of the survey district, looking northwest

Photo Name: QA-0586_2023-12-7_02.tif
Photo 2 of 6: Early-twentieth-century dwelling at 2030 Main Street, looking southeast

Photo Name: QA-0586_2023-12-7_03.tif
Photo 3 of 6: Early-twentieth-century American Foursquare dwellings at 2025 Main Street (left) and 2029 Main Street (right), looking northwest

Photo Name: QA-0586_2023-12-7_04.tif
Photo 4 of 6: Late-twentieth-century dwelling 2032 Main Street, looking south

Photo Name: QA-0586_2023-12-7_05.tif
Photo 5 of 6: Early-twentieth-century converted bungalow at 2034 Main Street, looking south. Early-twenty-first-century garages are in the background.

Photo Name: QA-0586_2023-12-7_06.tif
Photo 6 of 6: Early-twentieth-century foursquare dwelling and garage at 2107 Main Street and new commercial infill at 110 S. Piney Creek Road looking north.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Postal Road/Cox Neck Road Survey District** Inventory Number: **QA-587**

Address: Postal Road Historic District:

City: Chester Zip Code: County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Tax Account ID Number:

Tax Map Parcel Number(s): Multiple Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: February 19, 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:

PREVIOUS SURVEY

The Postal Road/Cox Neck Road Survey District was last surveyed in 2007. The Maryland Inventory of Historic Places (MIHP) form contained a historic narrative of the district, a table with construction dates, brief descriptions, and recommendations for contributing/non-contributing status. The form indicated that the survey district contained a "good" collection of resources from about 1890 to 1960 that demonstrated the linear growth of the survey district (Gettings and Maready, Jr. 2007).

LOCATION/SETTING

The Postal Road/Cox Neck Road Survey District is along Postal Road between its intersection at Cox Neck Road and Main Street in Chester. It is a linear district extending 0.35 miles east along Postal Road and 0.12 miles south along the east side of Cox Neck Road. Through the district, Postal and Cox Neck Roads are four-lane streets with concrete curbing. The survey district is set along a flat commercial strip of Postal Road. There are a few dwellings on Cox Neck Road. The commercial strip contains freestanding commercial buildings, repurposed residential dwellings, and strip malls with parking lots. Two circa-2021 apartment buildings sit

**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**

on the south side of Postal Road. Concrete sidewalks partially span the south side of Postal Road; there are no sidewalks along Cox Neck Road. Mature trees are located throughout the survey district.

RESOURCE DESCRIPTIONS

The 2007 MIHP form provided a table of all 31 resources (21 proposed contributing, 10 proposed non-contributing) with a brief description and contributing/non-contributing status.

Since the 2007 survey, several of the buildings in the district have been demolished. Most of the demolition has occurred on Postal Road. Dwellings at 1508, 1510, 1512, and 1514 Postal Road were demolished circa 2021 and replaced with two large apartment buildings, altering the streetscape's scale and appearance. The bungalow at 1600 Postal Road was also demolished circa 2021. Circa 2015 one dwelling on Cox Neck Road was demolished, 2738 Cox Neck Road. The lot was subdivided, and two new dwellings were constructed slightly increasing the density and altering the streetscape. These six buildings account for one-third of the contributing dwellings noted in the 2007 survey. The remaining 16 contributing buildings were either not altered or minimally altered since the 2007 survey.

HISTORIC CONTEXT

The history of the Postal Road/Cox Neck Road Survey District from the late nineteenth century to the mid-twentieth century is discussed in detail in the 2007 MIHP form. Below is a summary.

Postal Road was part of the road from Centreville to Broad Creek, later becoming Main Street. Main Street was the main cross-county throughfare leading from Queenstown to Annapolis. The survey district grew in the 1880s through 1890s with the boom in maritime industries like crabbing and oystering, which were supported by its proximity to Macum Creek, Piney Creek, The Kent Narrows, and Cox Creek. By 1888, a post office was established. The railroads came next. In 1902, Queen Anne Railroad built a railroad bridge across Kent Narrows. Tracks were laid from Queenstown to Love Point. In 1905, a railroad station was constructed north of Main Street in Chester and Dominion Road (east of the survey district) was extended north to reach the rail line. With these transportation improvements, the community grew (Gettings and Maready, Jr. 2007).

This historic connection to other Kent Island towns and waterways was severed when the Bay Bridge and US 50/301 were built in 1952. After the construction of the Bay Bridge, growth slowed slightly in the survey district as the major transportation route was shifted from Main Street (MD 18) to US 50/301 which ran north of the survey district. In addition, the historic alignment of Main Street shifted. Residential developments in the 1950s through the 1970s grew southwest and north of the survey district. The development to the southwest is known as the Harbor View subdivision (QA-556). The increase in population around the survey district may have encouraged the commercial growth along the north side of Postal Road. The Rainbow Plaza strip mall on the north side of Postal Road in the center of the survey district was constructed circa 1986.

ELIGIBILITY DETERMINATION

The Postal Road/Cox Neck Road Survey District 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.

Research has revealed no association with events or historic trends that made significant contributions to history. The Postal Road/Cox Neck Road Survey District is a typical example of a residential-turned commercial district from the late nineteenth century to the mid-twentieth century. The development of the district followed the usual pattern of linear communities, showing distinct periods of growth. The survey district is associated with the maritime booms of the late-nineteenth century given its proximity to various waterways. This connection and the survey district's connection to Main Street and inter-county railroads was severed with the advent of the 1952 Bay Bridge and the introduction of US 50/301 which bypassed the survey district. Further research has not shown the survey district to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the Postal Road/Cox Neck Road Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Postal Road/Cox Neck Road Survey District is not eligible under Criterion B.

The Postal Road/Cox Neck Road Survey District does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. While the survey district contains a mixture of residential and commercial buildings, all are commonplace examples of their types and forms. The alterations and infill to the survey district follows a typical pattern expected of an evolving commercial district. Seven of the resources, one-third of the total 21 contributing resources, were demolished since the last survey in 2007. Many of the dwellings

along Postal Road were converted to commercial use at an unknown time. The construction of US 50/301 altered the alignment of the Postal Road and Cox Neck Road intersection. Demolitions and alterations within the district have diminished its integrity of setting, feeling, association, design, materials and workmanship. Therefore, the Postal Road/Cox Neck Road Survey District is not eligible under Criterion C.

BOUNDARY DESCRIPTION

The survey district encompasses 31.6 acres and runs along the north and south sides of Postal Road, east of Cox Neck Road, for 0.35 miles and encompasses the parcels fronting the road. The survey district also runs 0.12 miles south along Cox Neck Road from the intersection with Postal Road. The district encompasses the parcels fronting the east side of Cox Neck Road. The district is found on Queen Anne's County Tax Map 0057.

REFERENCES

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Smith, Kathryn Gettings, and Gerlad M. Maready, Jr. 2007. "Postal Road/Cox Neck Road Survey District." Maryland Inventory of Historic Properties Form QA-587. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-587.pdf.

**MAPS**

**Postal Road/Cox Neck Road Survey District**

Location: Postal Road
City: Chester

QA-587
Queen Annes County



**MAPS**

**Postal Road/Cox Neck Road Survey District**

Location: Postal Road
City: Chester

QA-587
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 9: Example of a dwelling converted to commercial use at 1629 Postal Road, looking northwest



Photo 2 of 9: Commercial building at 1619 Postal Road, looking northwest

**PHOTOGRAPHS**



Photo 3 of 9: Former American Four-Square dwelling, now in commercial use, at 1617 Postal Road, looking northeast



Photo 4 of 9: Example of an altered dwelling, now in commercial use, at 1610 Postal Road, looking southeast

**PHOTOGRAPHS**



Photo 5 of 9: Commercial infill at 1608 Postal Road, looking southeast



Photo 6 of 9: View of Union Wesley United Methodist Church from Postal Road, looking south

**PHOTOGRAPHS**



Photo 7 of 9: Example of a converted dwelling at 1607 Postal Road, looking northwest. Left of 1607 Postal Road is the highly altered dwelling at 1603 Postal Road.



Photo 8 of 9: The converted dwelling at 1522 Postal Road, one of several cross-gable dwellings in the survey district, looking southeast

**PHOTOGRAPHS**



Photo 9 of 9: View along the south side of Postal Road, looking southwest. Pictured is the converted dwelling at 1518 Postal Road and the circa 2021 apartment building that replaced three contributing dwellings

NR-ELIGIBILITY REVIEW FORM

QA-587 Postal Road/Cox Neck Road Survey District

**PHOTO LOG**

Number of Photos: **9**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-07**
Location of Original Digital File: **MHT**
File Format: **QA-587_2023-12-07_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0587_2023-12-7_01
Photo 1 of 9: Example of a dwelling converted to commercial use at 1629 Postal Road, looking northwest

QA-0587_2023-12-7_02
Photo 2 of 9: Commercial building at 1619 Postal Road, looking northwest

QA-0587_2023-12-7_03
Photo 3 of 9: Former American Four-Square dwelling, now in commercial use, at 1617 Postal Road, looking northeast

QA-0587_2023-12-7_04
Photo 4 of 9: Example of an altered dwelling, now in commercial use, at 1610 Postal Road, looking southeast

QA-0587_2023-12-7_05
Photo 5 of 9: Commercial infill at 1608 Postal Road, looking southeast

QA-0587_2023-12-7_06
Photo 6 of 9: View of Union Wesley United Methodist Church from Postal Road, looking south

QA-0587_2023-12-7_07
Photo 7 of 9: Example of a converted dwelling at 1607 Postal Road, looking northwest. Left of 1607 Postal Road is the highly altered dwelling at 1603 Postal Road.

QA-0587_2023-12-7_08
Photo 8 of 9: The converted dwelling at 1522 Postal Road, one of several cross-gable dwellings in the survey district, looking southeast

QA-0587_2023-12-7_09
Photo 9 of 9: View along the south side of Postal Road, looking southwest. Pictured is the converted dwelling at 1518 Postal Road and the circa 2021 apartment building that replaced three contributing dwellings

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no ___**

Property Name: **Grasonville Survey District (Winchester, Grasonville)** Inventory Number: **QA-611**

Address: Multiple Historic District: Yes

City: Grasonville Zip Code: County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Tax Account ID Number:

Tax Map Parcel Number(s): Multiple Tax Map Number: 058D, 058H, 058I

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: March 11, 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 Grasonville Survey District was last surveyed in November 2007 on a Maryland Inventory of Historic Properties Form (MIHP). The surveyors identified 239 resources dating from circa-1850 to circa-1958, the majority of which were domestic. Identified forms and styles included, I-houses, bungalows, Late Victorian, Cape Cod, Craftsman-style bungalows, and a "large number displayed[ed] no identifiable style of form." Commercial and industrial resources were also identified. At the time of documentation, there were few non-historic buildings along Main Street, the primary thoroughfare. The side streets intersecting Main Street had a higher concentration of late-twentieth-century and early-twenty-first-century buildings. The survey mentioned "the historic buildings of Grasonville represent a good collection of late-nineteenth- and early-twentieth-century architectural forms and styles in Queen Ane's County" (Causey and Maready, Jr. 2007). The district was not evaluated for eligibility for the National

**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***

Register of Historic Places (NRHP).

LOCATION/SETTING

The Grasonville Survey District in Grasonville is along Main Street (MD 18) in the unincorporated town of Grasonville. The district is bound to the north by US 50/301, to the east by Grasonville Cemetery Road, to the south by wooded areas and a residential development, to the southwest by Marshy Creek, and to the west by Parks Way. Throughout the district, Main Street is a two-lane road with the occasional turning lane. The tree coverage is denser along the south side of the district than the north side. On the whole, buildings in the district are set back from the road and the density is typical of what would be expected along the main road in a linear community. Beginning east of Chester River Beach Road, concrete sidewalks run along the north side of Main Street. Smaller sidewalks run along the intersecting streets. The landscaping is largely open lots with grass cover and the occasional ornamental garden.

RESOURCE DESCRIPTION

The 2007 MIHP form includes a table of 239 properties (146 contributing and 93 non-contributing) with their address and contributing/non-contributing status. Field survey, Google Street View, and historic aerials were used to chart any changes along Main Street and secondary streets (where coverage was provided). The survey district contains a mixture of one- and two-story mostly frame buildings with the majority being dwellings. Most of the buildings were constructed between the late nineteenth century and the late twentieth century. Many of the dwellings along Main Street were converted to commercial use, but there are a few purpose-built commercial buildings. The majority of twentieth-century dwellings are seen in the western end of the district. Other buildings in the district include an industrial building, two government buildings, and a religious building. Building styles and forms include bungalows, Craftsman, I-Houses, and modified Cape Cods. The buildings are clad in vinyl siding, aluminum siding, brick, shingle siding, and wood siding. They feature wood and vinyl windows, and fiberglass, wood, and metal doors. Most roofs are clad in asphalt shingles.

The integrity of design and material in the survey district has been altered. The majority of buildings have had their doors, windows, and/or siding replaced. Many dwellings now feature rear or side additions, some nearly half the size of the original footprint. In dwellings converted to commercial use, some feature storefront configurations instead of the original openings.

Overall, there were minor changes to the density of the district and the setting/landscaping has not been changed. The contributing dwelling at 4139 Main Street was demolished circa 2019 and replaced with two dwellings. Contributing dwellings at 101 Kings Store Road and 4819 Main Street were also demolished and replaced with newer dwellings. The contributing building at 4905 Main Street was demolished circa 2021. Three circa- 2017 and 2018 buildings were constructed on previously empty lots. Overall, the collection of resources within the survey district remain an average collection of forms and styles typically found in Queen Anne’s County. No dwellings or buildings rise to the high style examples of their forms and styles.

HISTORIC CONTEXT

The 2007 MIHP form provides a detailed history of the survey district from the mid-nineteenth century through the mid-1950s. Below is a summary.

Main Street (MD 18), running through the center of Grasonville, made it a major hub. The eighteenth-century road led from Queenstown, the first Queen Anne’s County seat, to Annapolis. By 1858, the mail coach and frequent travelers ran through the community, then called Winchester. Two notable stores were established during this time, Rhode’s Store and Ford’ Store, both extant. By 1877, a post office was established in the community inside Ford’s Store at 5107-5113 Main Street (Causey and Maready, Jr. 2007).

The town grew through the late nineteenth century due to the boom in maritime industries given its location near Winchester and Jackson Creeks. By the last quarter of the nineteenth century, steamships came to Grasonville. A wharf was built on Jackson Creek in 1886. These steamships carried goods to and

from Queen Anne's County from Annapolis and Baltimore. The arrival of the steamships created a critical link to larger trade networks along the Chesapeake Bay (Causey and Maready, Jr. 2007).

The introduction of the Queen Anne Railroad in 1902 spurred more growth in the community. The line ran across the Kent Narrows connecting Queenstown to Love Point. The railroad station (no longer extant) was built on Station Lane, running north from Main Street. Now located at the crossroads of a major road, rail line, and steamship line, Winchester prospered. Roads continued to improve in the 1920s, and in 1921, Winchester was renamed Grasonville (Causey and Maready, Jr. 2007).

Through the 1920s and 1940s, the town grew with larger tracts subdivided to create more commercial and residential town lots. The density of Main Street increased. Some of the bungalow dwellings from this period remain along Main Street (Causey and Maready, Jr. 2007).

Railroad passenger service through the town ceased in 1938 by order of Maryland Public Service Commission. Freight service was cancelled in 1958. The first Chesapeake Bay Bridge opened in 1952 accessed by the new US 50/301 highway, which ran north of Grasonville following the former railroad alignment. With these changes in transportation routes, Grasonville was no longer at the crossroads of major transportation routes. US 50/301 physically cut off the community from those travelling through Queen Anne's County. The highway also physically cut off Grasonville from its former steamship routes and severed its connection to the creeks (Causey and Maready, Jr. 2007).

Since the mid-twentieth century, the population in Grasonville has grown slowly only reaching 2,500 people in 1990 from about 2,000 people in 1966 (Queen Anne's County 2011, 28; The Evening Sun 1966, 18). Seafood processing continued to be a key industry in the area through the 1960s with the United Shellfish Warehouse workers voting to unionize in 1965 (The Sun 1965, 154). Population growth in the Kent Narrows, Stevensville, and Grasonville areas due to suburbanization after the construction of the Chesapeake Bay Bridge spans in 1952 and 1973 strained the area's wastewater infrastructure and a new system was built between 1979 and 1982 (Emory 1983, 1). Within the survey district, Grasonville constructed a public housing development in 1994 to support the growing population of lower-income adults that needed to relocate during the construction of the Kent Narrows Bridge. Grasonville Terrace is located on the south side of Main Street between Schoolhouse Lane and Gravel Run Road (The Sun 1994, 134). Fisher Manor, on Grasonville Cemetery Road outside of the survey district, was also constructed to provide lower-income families with a place to relocate (Diehlmann et al. 2023, 2-26).

INTEGRITY

Grasonville Survey District retains integrity of location but does not retain integrity of setting. As it was established in the eighteenth century and flourished in the nineteenth century, Grasonville was connected to the Winchester and Jackson Creeks, which provided opportunities for maritime industries and access to steamship lines. The introduction of US 50/301 in the early 1950s, which ran north of Main Street, severed the community's connection with these water sources, altering a key component of its setting. Continuing through the 1950s, agricultural land north and south of Main Street has been infilled and patchwork cropland turned to residential development with lawns (NETROnline var.). In some instances, the formerly open land is now covered in mature trees. A major intrusion in the community was the addition of on/off ramps for US 50/301 along Chester River Beach Road between 1982 and 1992 (NETROnline var.).

Grasonville does not retain integrity of design, materials, and workmanship. The integrity has been diminished by infill development, the mid-twentieth-century addition of US 50/301, and prominent additions and alterations to existing dwellings and commercial buildings. Pockets of infill along Main Street and secondary streets changed the density of the community. Contributing to this change in density is the 1980s infill along Waterman Court; commercial development along Pullman Crossing and Knapp Road and fronting Main Street; commercial development along the south side of Main Street at the intersection of Chester River Beach Road; and early twenty-first century commercial and residential development on Gravel Run Road, some of which fronts Main Street. Many of the buildings in the survey district have been altered. The most common alterations include asphalt shingles, vinyl siding, replacement doors and windows, infilled porches, and side and rear additions. The Rhode's Store at 4805 Main Street, a key example of the community's mid-nineteenth century prominence, received a large,

one-story addition along its street-facing façade. Ford's Store, 5107 Main Street, was re-sided and replacement windows were added.

Given the lack of integrity of setting, design, materials, and workmanship, Grasonville does not retain integrity of feeling as a mid-nineteenth to mid-twentieth century linear community. Grasonville does not retain integrity of association. The community was established around the main inter-county thoroughfare (Main Street) and access to Winchester Creek and Jackson Creek. The introduction of US 50/301 cut off that immediate access to Winchester and Jackson Creeks and the new highway bypassed the town and became the new thoroughfare.

ELIGIBILITY DETERMINATION

The Grasonville Survey District was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Grasonville is associated with commercial growth and maritime trade in Queen Anne's County and was an important hub of major transportation routes in the mid-nineteenth century through the mid-twentieth century. However, the cancellation of rail service, halting of steamship service, and the introduction of US 50/301 during the early 1950s altered the community as it was longer connected to these important modes of transit. US 50/301 took the place of Main Street as a major inter-county throughfare diminishing Grasonville's association with transportation and trade. Alterations and additions within the district removed the district's ability to convey its association with commercial growth and maritime trade in the county. Therefore, the Grasonville Survey District is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Grasonville Survey District is not eligible under Criterion B.

The Grasonville Survey District is not eligible under Criterion C. Research has found no association with a master, nor does the resource have high artistic value. The collection of resources with the survey district constitutes the typical assemblage of those found in Queen Anne's County: I-houses, side gable and cross gable wood-framed dwellings, bungalows, and mid-twentieth century minimal traditional and ranch dwellings. The integrity of design, workmanship, and materials in the survey district has been compromised with side and rear additions to the majority dwellings and alterations to siding, windows, and doors. Infill development has diminished the district's integrity of setting, feeling, and association as a representative example of a nineteenth-twentieth century linear town in Queen Anne's County. Comparatively, there are better examples of linear towns in Queen Anne's County. Both the Stevensville Historic District (MIHP No. QA-463, NRHP listed in 1986) and the Centreville Historic District (MIHP No. QA-541, NRHP listed in 2004) are linear towns which grew in the nineteenth and early twentieth century as transportation hubs for water, railroad, and later automobiles. These two districts maintain large, intact, concentrations of dwellings and commercial buildings from the nineteenth and early twentieth centuries that are less altered than Grasonville.

BOUNDARY DESCRIPTION

The Grasonville Survey District encompasses 129 acres and runs along the north and south sides of Main Street (MD 18) from Parks Way at the west end to Grasonville Cemetery Road to the east. The survey district also includes portions of secondary streets intersecting Main Street. The survey district is found on Queen Anne's Country Tax Maps 058D, 058H, 058I.

REFERENCES

Causey, Evelyn D., and Gerald M. Maready, Jr. "The Grasonville Survey District." Maryland Inventory of Historic Properties Form, November 2007. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-611.pdf.

Emory, Peter. "Shanty Residents Hoping for a New Life." The Star-Democrat, June 23, 1983.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland

Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne’s County. “Queen Anne’s County 2011 Comprehensive Water and Sewerage Plan.” Departments of Public Works, Planning & Zoning, and Environmental Health, May 10, 2011. https://www.qac.org/DocumentCenter/View/9053/Comprehensive-Water--Sewer-Plan-FINAL?bidId=.

Stuart, Marion, James B. White, and Bruce Smith. 1986. “Stevensville.” National Register of Historic Places Inventory Nomination Form. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-969.pdf

The Evening Sun (Baltimore, Maryland). 1966. “Shore Area Gets Clinic, Doctor.” July 25, 1966.

The Sun (Baltimore, Maryland). 1965. “Union Wins Vote in Seafood Plant,” February 20, 1965.

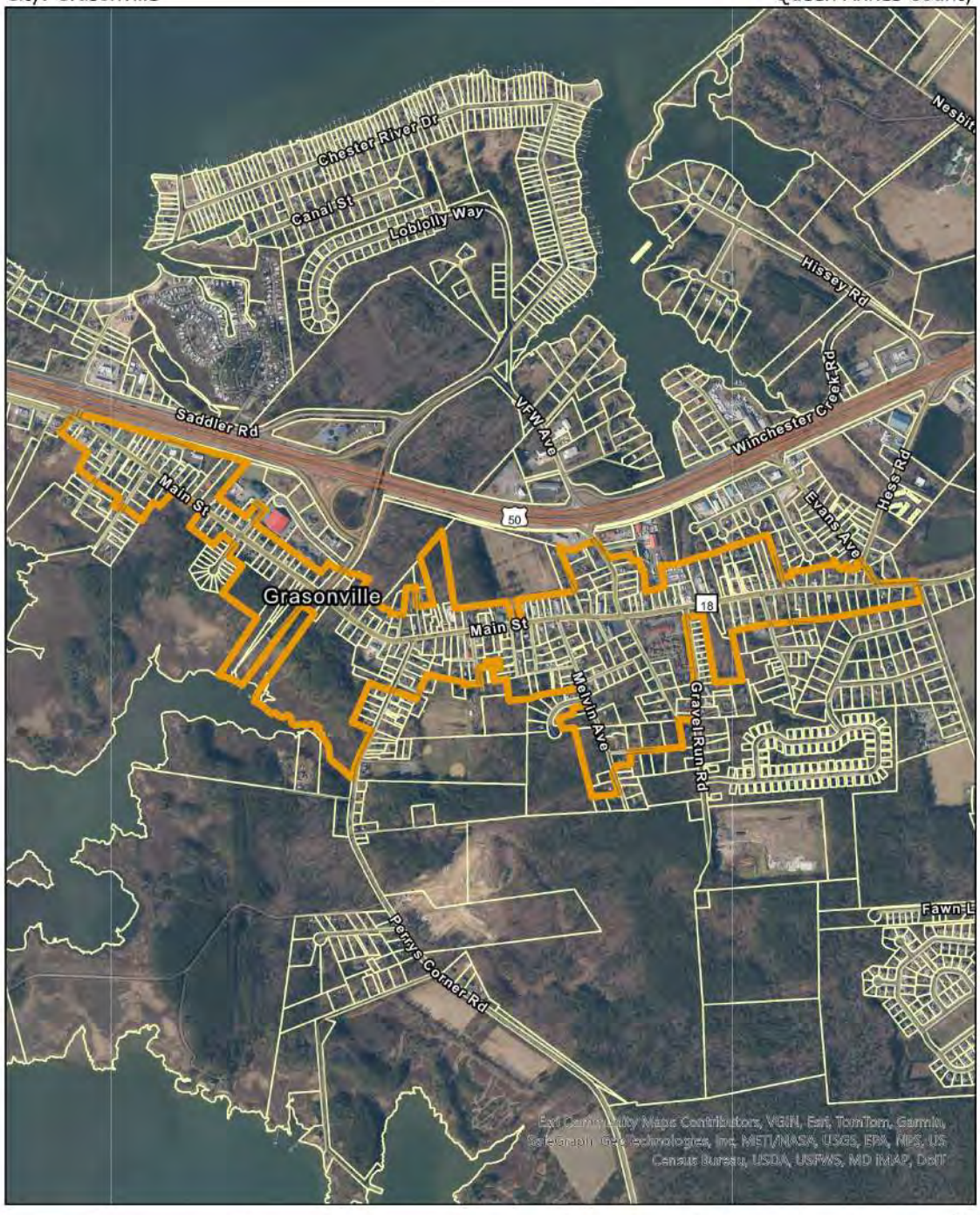
Touart, Paul Baker and Mary T. McCarthy. 2004. “Centreville.” National Register of Historic Places Inventory Nomination Form. https://apps.mht.maryland.gov/medusa/PDF/NR_PDFs/NR-1385.pdf

**MAPS**

**Grasonville Survey District (Winchester, Grasonville)**

Location: Multiple
City: Grasonville

QA-611
Queen Annes County



**MAPS**

**Grasonville Survey District (Winchester, Grasonville)**

Location: Multiple
City: Grasonville

QA-611
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 12: An example of infill at 5121 Main Street, looking north



Photo 2 of 12: Typical bungalow-style dwelling at 5101 Main Street, looking northwest

**PHOTOGRAPHS**



Photo 3 of 12: Typical dwellings at 4922 and 4918 Main Street, looking south.



Photo 4 of 12: View looking along Main Street at Schoolhouse Road, looking northeast. The circa 1900 commercial building at 4805 Main Street is one of the few commercial buildings in the survey district

**PHOTOGRAPHS**



Photo 5 of 12: Typical early-twentieth-century dwelling at 4607 Main Street, looking northwest



Photo 6 of 12: Example of altered cross-gable dwellings at 4217 and 4221 Main Street, looking northwest

**PHOTOGRAPHS**



Photo 7 of 12: Example of early-twentieth-first century infill at 4139 Main Street, looking north



Photo 8 of 12: Typical altered I-house at 4115 Main Street, looking northwest

**PHOTOGRAPHS**



Photo 9 of 12: Mid-twentieth-century Volunteer Fire Station at 4128 Main Street, looking southeast



Photo 10 of 12: Typical mid-twentieth-century dwellings at 4100 and 4036 Main Street, looking southeast

**PHOTOGRAPHS**



Photo 11 of 12: Minimal Traditional dwellings at 4001 and 4003 Main Street, looking northwest



Photo 12 of 12: View along Main Street showing a typical bungalow-style dwelling at 3706 Main Street and a commercial building at 3704 Main Street, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-611 Grasonville Survey District (Winchester, Grasonville)

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Sara Wilson**
Date of Photographs: **12/7/2023**
Location of Original Digital File: **MHT**
File Format: **QA-611_12/7/2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0611_2023-12-7_01
Photo 1 of 12: An example of infill at 5121 Main Street, looking north

QA-0611_2023-12-7_02
Photo 2 of 12: Typical bungalow-style dwelling at 5101 Main Street, looking northwest

QA-0611_2023-12-7_03
Photo 3 of 12: Typical dwellings at 4922 and 4918 Main Street, looking south.

QA-0611_2023-12-7_04
Photo 4 of 12: View looking along Main Street at Schoolhouse Road, looking northeast. The circa 1900 commercial building at 4805 Main Street is one of the few commercial buildings in the survey district

QA-0611_2023-12-7_05
Photo 5 of 12: Typical early-twentieth-century dwelling at 4607 Main Street, looking northwest

QA-0611_2023-12-7_06
Photo 6 of 12: Example of altered cross-gable dwellings at 4217 and 4221 Main Street, looking northwest

QA-0611_2023-12-7_07
Photo 7 of 12: Example of early-twentieth-first century infill at 4139 Main Street, looking north

QA-0611_2023-12-7_08
Photo 8 of 12: Typical altered I-house at 4115 Main Street, looking northwest

QA-0611_2023-12-7_09
Photo 9 of 12: Mid-twentieth-century Volunteer Fire Station at 4128 Main Street, looking southeast

QA-0611_2023-12-7_10
Photo 10 of 12: Typical mid-twentieth-century dwellings at 4100 and 4036 Main Street, looking southeast

QA-0611_2023-12-7_11
Photo 11 of 12: Minimal Traditional dwellings at 4001 and 4003 Main Street, looking northwest

QA-0611_2023-12-7_12
Photo 12 of 12: View along Main Street showing a typical bungalow-style dwelling at 3706 Main Street and a commercial building at 3704 Main Street, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Chamberlin Property** Inventory Number: **QA-645**

Address: 401 Chamberlin Lane Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Love Point

Property Owner: Sonneveldt, Steffan Ross and Sonneveldt, Juliet Elizabeth Tax Account ID Number: 04-094905

Tax Map Parcel Number(s): 0129 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: August 1, 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: 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 Chamberlin Property was previously surveyed but not evaluated in 2010. The survey noted a two-story, five-bay dwelling that was identified as being built circa 1900, a barn (referred to in this report as a garage), and a Quonset hut. The form described the dwelling as "significant as an example of the Neoclassical style architecture that was popular from the late 1800's through the middle of the 1900's;" and noted that "the survival of the dwelling in this highly developed and very valuable water front area is also significant" (Bohm 2010). The parcel has not changed significantly since 2010. However, research for the current survey reveals that the dwelling was built circa 1987. The current survey seeks to update the documentation of the parcel.

**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 Chamberlin property is a 21.81-acre residential parcel with a circa-1987 dwelling, a circa-1987 garage, a Quonset hut built between 1997 and 2005, and a pier built in 2016-2017. It is on the west side of Love Point Road and is bounded by Love Point Road to the east, residential properties to the north and south, and the Chesapeake Bay to the west. The majority of the parcel is covered in woods. The westernmost portion of the property along the Chesapeake Bay, where the dwelling is, is cleared lawn. The Quonset hut is north of the dwelling. The garage is east of the dwelling at the edge of the wooded section. The wooden pier is by the southwest corner of the parcel and extends west into the Chesapeake Bay. Stone rip-rap lines the shore of the Chesapeake Bay. Chamberlin Lane, a meandering driveway that connects the buildings to Love Point Road, is mostly oriented east-west, but ends in a circle that loops between the house and garage.

## RESOURCE DESCRIPTION

### *Dwelling, circa-1987*

The dwelling is a circa-1987, two-and-a-half story, frame Neoclassical Revival dwelling covered in siding on a continuous brick-clad foundation with an asphalt-shingle, gable-on-hipped roof (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.b). Attached to the east façade is a two- story, front-gable portico supported by ionic columns. In the gable are dentils and a semicircular, fixed window. The first story of the façade has a central single-leaf door covered by a storm door with a pedimented door surround and sidelights. On either side are two vinyl, one-over-one, double-hung, sash windows. The second story has five vinyl, one-over-one, double-hung, sash windows. In the roofline is a brick, interior, slope chimney with an arched hood. The south elevation has two vinyl, one-over-one, double-hung, sash windows and a single-leaf paneled door with nine lights and a brick stoop in the first story, and two vinyl, one-over-one, double-hung, sash windows in the second story. Attached to the west elevation is a wood, two-story, full-width porch incorporated under the hipped roof supported by square posts. The porch's first story has brick flooring while the second story has wood flooring and is lined by square post railings. The majority of the west elevation, except the north and south corner, slightly project out. The first story has a central single-leaf door with single-light sidelights and two vinyl, one-over-one, double-hung, sash windows on either side. The second story is similar to the first except the door surround is slightly smaller. The north elevation has no fenestration or ornamentation.

### *Garage, circa 1987*

The garage was built circa 1987 (Queen Anne's County, n.d.b; Maryland Department of Assessments and Taxation 2024). It is one-story, frame, and covered in vertical wood siding with a steep, front-gable, standing-seam metal roof. The west façade has two rectangular openings. The south elevation has a metal, shed-roof overhang with exposed rafter tails. The east elevation was not visible at the time of survey. The north elevation has no fenestration ornamentation.

### *Quonset Hut, between 1997 and 2005*

The Quonset hut was built between 1997 and 2005 (Queen Anne's County, n.d.b.; NETROnline, n.d.). It is one-story, made of corrugated galvanized steel, and has a rounded roof. The east elevation has one roll-up door. The south elevation has no fenestration or ornamentation except exposed steel arches. The west elevation has a single-leaf door. The north elevation has no fenestration or ornamentation except exposed steel arches.

### *Pier, 2016-2017*

The pier was not visible at the time of survey. According to aerial imagery the pier is wood, L-shaped, and was built between 2016 and 2017 (NETROnline, n.d.; Queen Anne's County, n.d.b.).

## HISTORIC CONTEXT

Prior to the construction of the extant resources, the property was part of the Sarah V. Porter Farm (Queen Anne's County Circuit Court 1986). By 1937, a farmhouse was located just north of the current garage and southwest of the dwelling were outbuildings (Queen Anne's County, n.d.b.). After Sarah Porter died in 1950, the 100-acre farm changed hands a few times in the mid-twentieth century (Queen Anne's County Circuit Court 1955; 1960; 1963). While most of the property remained farm fields, by 1978 the area around the farmhouse became forested, while all the outbuildings southwest of it were demolished (Queen Anne's County, n.d.b.). In 1985, the farm was subdivided into lots; the parcel for the surveyed property is

lot 4, comprising 21.8149 acres (Queen Anne's County Circuit Court 1985). The lots were sold to John V. Chamberlin and Gloria Chamberlin in April 1986. The purchase also included a 0.4-acre parcel of land formerly owned by Albert H. McCoubrey that was between lot 4 and Love Point Road (Queen Anne's County Circuit Court 1986; 1994b). Around 1987 the extant dwelling and garage were built on lot 4 and the old farmhouse was demolished (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.b.). Three of the other four lots also had dwellings constructed on them in the late 1980s and 1990s (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.a). The subdivision of the old farm and the construction of the dwellings occurred during the rapid growth and suburbanization that Queen Anne's County experienced in the second half of the twentieth century with the construction of the two spans of the Chesapeake Bay Bridge (Diehlmann et al. 2024, 2-10, 3-60, 6-116).

Lot 4 and the 0.4-acre parcel were sold in 1994 to Ali Mokhtari Majdi (Queen Anne's County Circuit Court 1994a; 1994b). The Quonset hut was built between 1997 and 2005 (NETROnline, n.d.; Queen Anne's County, n.d.b.). After Mokhtari died in 2007, the parcel was sold in 2012 to the current property owners. The pier was built between 2016 and 2017 (Queen Anne's County, n.d.b.; NETROnline, n.d.).

**ELIGIBILITY DETERMINATION**

The Chamberlin Property 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.

Research has revealed no association with events or historic trends that made significant contributions to history. The dwelling at the Chamberlin Property is one of many that were built during Queen Anne's County's growth and suburbanization in the 1980s. Therefore, the Chamberlin Property is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Chamberlin Property is not eligible under Criterion B.

The Chamberlin Property does not embody the distinctive characteristics of a type, period, or method of construction. The dwelling is a common example of a late-twentieth-century Neoclassical Revival dwelling commonly built throughout the United States during this period. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Chamberlin Property is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 21.81 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0129 (2024). Tax account is 04-094905.

**REFERENCES**

Bohm, Rochelle. 2010. “401 Chamberlin Lane.” Maryland Inventory of Historic Properties Form QA-645. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-645.pdf.

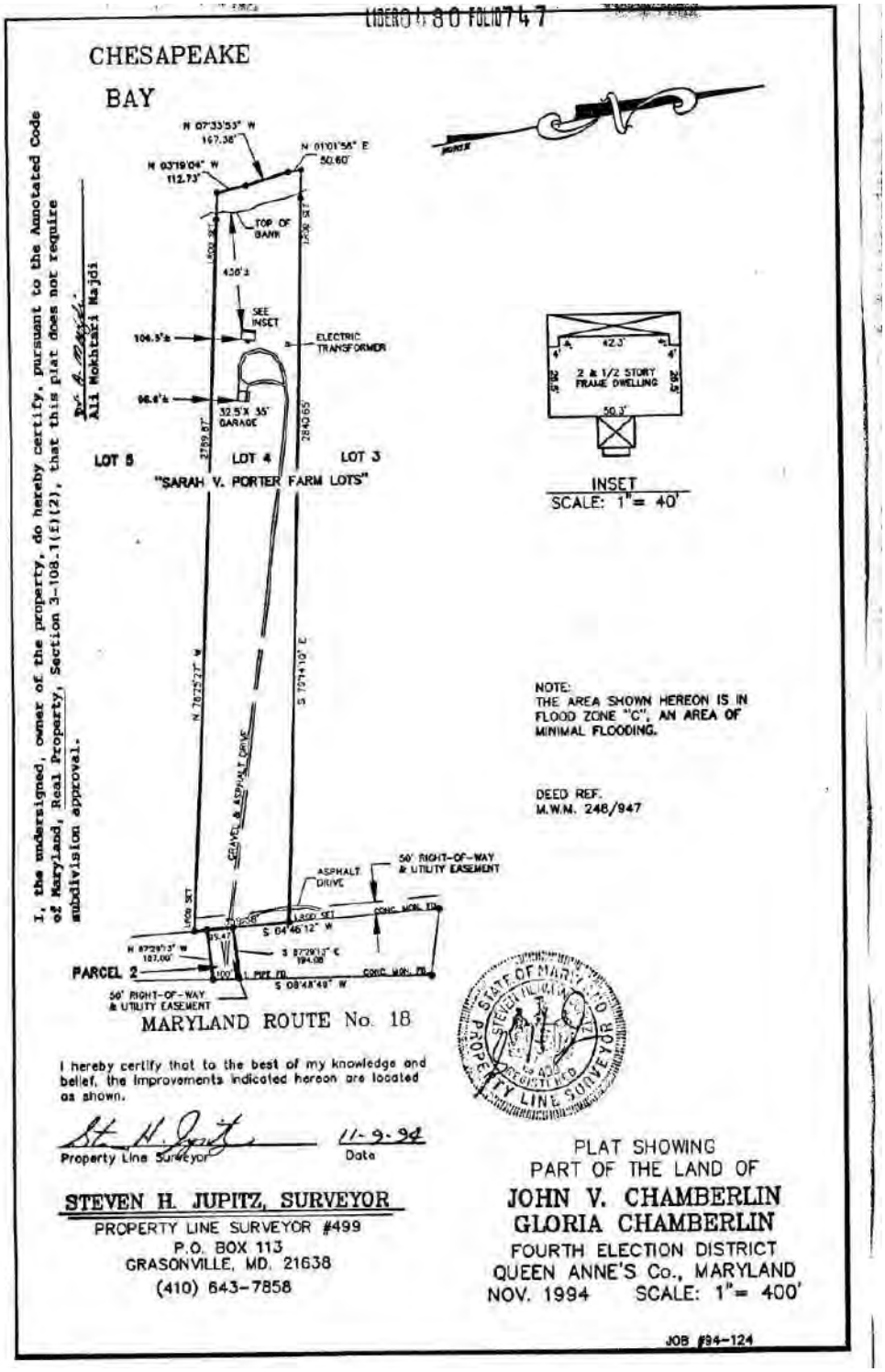
Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne’s Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Maryland Department of Assessments and Taxation. 2024. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne’s County. n.d.a. “QAC Property Viewer.” Accessed June 20, 2024. https://gis.qac.org/qac272/index.html?viewer=QAC_Property_Viewer.QAC_Property_Viewer.
———. n.d.b. “Queen Anne’s County Historic Image Viewer.” Accessed January 31, 2024. https://gis.qac.org/historic.

Queen Anne’s County Circuit Court. 1955. “Deed, Thomas J. Keating, Jr. and John Palmer Smith, Trustees, to Charles M. Bright et Al.” TSP 25, p. 0001. Maryland State Archives.
———. 1960. “Deed, Charles M. Bright et al. to Village Green, Incorporated.” TSP 53, p. 0097. Maryland State Archives.
———. 1963. “Deed, Village Green, Incorporated to Elizabeth Chase Lewis et Al.” TSP 70, p. 0460. Maryland State Archives.
———. 1985. “Plat of Sarah V. Porter Farms Lots Love Point Road Kent Island.” Plat 126288. Maryland State Archives.
———. 1986. “Deed, Charles E. Lewis et al to John V. Chamberlin and Gloria Chamberlin.” MWM 248, p. 0947. Maryland State Archives.
———. 1994a. “Deed, John V. Chamberlin and Gloria Chamberlin to Ali Mohktari Majdi.” MWM 480, p. 0745. Maryland State Archives.
———. 1994b. “Plat Showing Part of the Land of John V. Chamberlin and Gloria Chamberlin.” MWM 480, p. 0747. Maryland State Archives.




Historic Image 1: Plat showing part of the Land of John V. Chamberlin and Gloria Chamberlin, 1994. Photo Source: Queen Anne's County Circuit Court. Land Records 1994-1994. MWM 480, p. 0747 MSA CE 58-654.

**MAPS**

**Chamberlin Property**

Location: 401 Chamberlin Lane
City: Stevensville

QA-645
Queen Anne's County




USGS 7.5' Quadrangle - Love Point

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Chamberlin Property**

Location: 401 Chamberlin Lane
City: Stevensville

QA-645
Queen Anne's County



**PHOTOGRAPHS**



Photo 1 of 8: Chamberlin Lane, looking west near Love Point Road towards dwelling



Photo 2 of 8: Overview of property, looking west

**PHOTOGRAPHS**



Photo 3 of 8: Dwelling, south elevation and east façade, looking northwest



Photo 4 of 8: Dwelling, west and south elevations, looking northeast

**PHOTOGRAPHS**



Photo 5 of 8: Dwelling, north and west elevations, looking southeast



Photo 6 of 8: Dwelling, east façade and north elevation, looking southwest

**PHOTOGRAPHS**



Photo 7 of 8: Garage, west façade and south elevation, looking northeast



Photo 8 of 8: Quonset hut, west and south elevations, looking northeast

NR-ELIGIBILITY REVIEW FORM

QA-645 Chamberlin Property

**PHOTO LOG**

Number of Photos: **8**
Name of Photographer: **Sara Wilson; Becky Yousaf**
Date of Photographs: **2023-12-06; 2024-07-11**
Location of Original Digital File: **MHT**
File Format: **QA-645_2023-12-06; 2024-07-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

AA-0654_2023-12-06_01.tif
Photo 1 of 8: Chamberlin Lane, looking west near Love Point Road towards dwelling

AA-0645_2023-12-06_02.tif
Photo 2 of 8: Overview of property, looking west

AA-0645_2024-07-11_03.tif
Photo 3 of 8: Dwelling, south elevation and east façade, looking northwest

AA-0645_2024-07-11_04.tif
Photo 4 of 8: Dwelling, west and south elevations, looking northeast

AA-0645_2024-07-11_06.tif
Photo 5 of 8: Dwelling, north and west elevations, looking southeast

AA-0645_2024-07-11_06.tif
Photo 6 of 8: Dwelling, east façade and north elevation, looking southwest

AA-0645_2024-07-11_07.tif
Photo 7 of 8: Garage, west façade and south elevation, looking northeast

AA-0645_2024-07-11_08.tif
Photo 8 of 8: Quonset hut, west and south elevations, looking northeast

**Name of Property: 502 Main Street**
**Location: 502 Main Street, Stevensville, Maryland 21666**

502 Main Street was first surveyed in 1986 as a contributing resource to the Stevensville Historic District (QA-463). In the nomination it was one of two houses called the "Hugh A. Legg House," being the one on the south side of "Old Route 18" (MD 18/Main Street) on parcel 71. It received its name from the first owners: undertaker Hugh A. Legg and his wife Margaret Thompson Legg, a schoolteacher (Steuart, White, and Smith 1986, 9). The property was last surveyed in 2010, at which point in time it was used as an apartment building rather than a single-family dwelling (Bohm 2010, 4). When it was surveyed in 1986, the property had a two-story porch, which was removed by the 2010 survey.

The 502 Main Street property was slowly altered over the early twenty-first century. Between 2009 and 2010 a two-story commercial building addressed as 440 Main Street replaced a mid-twentieth century building that was west of 502 Main Street (NETROnline, n.d.). By 2018, a three-and-a-half-story mixed-use building addressed as 460 Main Street was built between the 502 Main Street building and Main Street. The building at 502 Main Street was demolished between August 2019 and November 2021 (Google, n.d.) Upon demolition of the 502 Main Street dwelling, a larger, four-story, mixed-use building addressed as 480 Main Street was erected in its place. The rest of the parcel is paved asphalt driveways and parking lots. The 440-460-480 Main Street Building complex is now known as the Chesapeake Village Center.

**References**

Bohm, Rochelle. 2010. "502 Main Street." Maryland Inventory of Historic Properties Form QA-661. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-661.pdf.

Google. n.d. "Google StreetView." Accessed December 19, 2023. https://www.google.com/maps.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Steuart, Mrs. Marion, Mrs. James B. White, and Bruce Smith. 1986. "Stevensville Historic District." National Register of Historic Places Nomination 86002333. Washington, DC: National Park Service. https://npgallery.nps.gov/AssetDetail/NRIS/86002333.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **House, 400 McLeod Lane** Inventory Number: **QA-666**

Address: 400 McLeod Lane Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Love Point

Property Owner: Shan K and Derek Chien Tax Account ID Number: 04-041992

Tax Map Parcel Number(s): 0078 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: October 21, 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: 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).

**LOCATION/SETTING**

The resource at 400 McLeod Lane is on a 27.77-acre parcel roughly bounded to the north by McLeod Lane, to the east by Love Point Road, to the south by Simmons Lane, and to the west by the Chesapeake Bay. The circa 1962 house is at the west end of the parcel at the end of McLeod Lane, which runs west from Love Point Road and terminates in a gravel circle drive between the house and the circa-2000 garage east of the house. There are bushes and small trees lining the perimeter of the house and rock gardens around the circle drive. A fountain is west of the house. Most of the parcel consists of corn fields separated by a marshy area at the center, while the west end of the parcel is covered in grass and with mature trees.

**RESOURCE DESCRIPTIONS**

**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***

***Dwelling, circa 1962***

The resource is a three-story Split-Level dwelling on a concrete foundation. The one-story south half of the house is on a raised foundation while the two-story north half is at grade. The house is clad with brick veneer on the first stories and vinyl siding on the second story.; the one-story section has a side-gable terracotta tiles roof, and the two-story section has a front-gable terracotta tile roof. The house has deep canted eaves. Throughout the house windows are one-over-one vinyl hung sash windows unless otherwise noted, and the windows set in the brick story have rowlock sills. The south façade contains a single-leaf glazed door with a vinyl storm door flanked by two windows. This elevation is sheltered by a full-width incised porch supported by wooden posts on a brick floor accessed by two semicircular brick steps. The gable field is clad in vinyl siding. The east elevation has a window and a sliding-sash window in the south half, while the north half has two windows and a glazed single-leaf wood door with an aluminum storm door on the first story and two windows on the second story. The north elevation has two windows on both the first and second stories. The west elevation was not accessible during survey.

***Garage, 2000***

The garage is one-and-one-half-stories built in a dogtrot form, with two one-bay garage bays flanking an open central passage. It has a concrete-block foundation, vinyl siding, and an asphalt-shingle gambrel roof. The west elevation has two roll-up fiberglass garage doors and two skylights in the roof plane. The north elevation has two, one-over-one hung sash windows on the first and half stories. On the east elevation are two one-over-one hung sash windows on either side of the central passage and two skylights centered in the roof plane. The south elevation was not accessible at the time of survey. Single-leaf paneled fiberglass doors are in the north and south walls of the central passage.

**HISTORIC CONTEXT**

In May 1959, James and Gladys McLeod purchased three parcels totaling approximately 93 acres, including the current 27.77-acre parcel (QACCC 47/577, 1959). The property likely contained an earlier farmstead, which was present in 1957 east of the current dwelling (NETROnline, 1957). However, the McLeods do not appear to have occupied the farmstead, instead building the current house closer to the waterfront circa 1962 (SDAT; NETROnline, 1982). The garage was constructed circa 2000 (NETROnline, 2000). The earlier dwelling appears to have been demolished by 2005 (NETROnline, 2005). Over the years, the original 93 acres owned by the McLeods were subdivided, and in August 1995, Gladys McLeod combined three smaller parcels of her land to create the current 27.77-acre parcel (QACCC 506/147, 1995), which she sold to Kent Island Consulting, LLC in February of 2000 (QACCC 729/559, 2000). In 2022, Kent Island Consulting sold the parcel and house to Shan and Derek Chien, who are the current owners (QACCC 4080:268, 2022).

Following the construction of the first Chesapeake Bay Bridge span in 1952, residential development of Queen Anne's County increased, as the connection to cities like Annapolis and Baltimore was made more convenient (Diehlmann et al. 2024, 2-28). Suburbanization of Queen Anne's County in the period following the construction of the first span showed development consistent in type and style of residential resources in other suburban areas of the state. The house at 400 McLeod Lane is an example of a common type constructed in the mid-to-late-twentieth century, a three-story Split-Level house, but has an unusual orientation with the primary entrance on a side elevation.

**ELIGIBILITY DETERMINATION**

The house at 400 McLeod Lane was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Research has revealed no association with events or historic trends that made significant contributions to history. The resource is one of a number of mid-twentieth-century single-family dwellings constructed on Love Point and throughout Queen Anne's County following the construction of the Chesapeake Bay Bridge. It displays the character-defining elements of a Split-level house from the Suburban Diversification Period, but it is not a significant example. Therefore, House, 400 McLeod Lane is not eligible under Criterion A.

It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the NRHP under Criterion B.

The resource is an undistinguished example of a mid-twentieth-century Split-Level house that lacks high artistic value, and research has found no association with a master. Therefore, House, 400 McLeod Lane is not eligible for the NRHP under Criterion C.

**BOUNDARY DESCRIPTION**

The resource encompasses 27.77 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0078 (2024).

**REFERENCES**

Google Earth. 2024. Aerial imagery.

Maryland Department of Assessments and Taxation. 2025. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County Circuit Court (QACCC). 1959. Deed. J. William and Matilda Sause to James and Gladys McLeod, TSP 47:577. www.Mdlandrec.net.
------. 1995. Deed of gift. Gladys E. McLeod to Gladys E. McLeod, Trustee, 506:147. www.Mdlandrec.net.
------. 2000. Deed. Gladys E. McLeod, Trustee to Kent Island Consulting, LLC, 729:559. www.Mdlandrec.net.
------. 2022. Deed. Kent Island Consulting, LLC to Shan and Derek Chien, 4080:268. www.Mdlandrec.net.

**House, 400 McLeod Lane**

Location: 400 McLeod Lane
City: Stevensville

QA-666
Queen Annes County




USGS 7.5' Quadrangle - Love Point

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**House, 400 McLeod Lane**

Location: 400 McLeod Lane
City: Stevensville

QA-666
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 5: Overview of parcel, showing McLeod Lane and the garage, looking west



Photo 2 of 5: Overview of resources, showing garage (left) and house (right), looking southwest

**PHOTOGRAPHS**



Photo 3 of 5: House, south façade and east elevation, looking northwest



Photo 4 of 5: House, east and north elevations, looking southwest

**PHOTOGRAPHS**



Photo 5 of 5: Garage, west elevation, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-666 House, 400 McLeod Lane

**PHOTO LOG**

Number of Photos: **5**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-06**
Location of Original Digital File: **MHT**
File Format: **QA-666_2023-12-06_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0666_2023-12-6_01.tif
Photo 1 of 5: Overview of parcel, showing McLeod Lane and the garage, looking west

QA-0666_2023-12-6_02.tif
Photo 2 of 5: Overview of resources, showing garage (left) and house (right), looking southwest

QA-0666_2023-12-6_03.tif
Photo 3 of 5: House, south façade and east elevation, looking northwest

QA-0666_2023-12-6_04.tif
Photo 4 of 5: House, east and north elevations, looking southwest

QA-0666_2023-12-6_05.tif
Photo 5 of 5: Garage, west elevation, looking southeast

**Name of Property: 206 Duke Street**
**Location: 206 Duke Street, Stevensville, Maryland 21666**

206 Duke Street was surveyed in 2010, where it was argued in a Maryland Inventory of Historic Properties Form that the dwelling was significant as it was a gable-front-and-wing style dwelling that was common in the late 1800s and early 1900s, evoking the past amongst the smaller, modern buildings around it, and demonstrating through its additions and use as apartments the adaption of historic buildings for use in the twenty-first century (Bohm 2010). The changes to the site documented in this addendum change this finding as the property has not retained this significance.

According to aerial imagery, the dwelling at 206 Duke Street was demolished between 2011 and 2023 (NETROnline, n.d.). In 2017 a one-story, brick-veneer and vinyl-siding orthodontist office with a large, covered patio was built on the site, along with a parking lot (Maryland Department of Assessments and Taxation 2023; Google, n.d.).

**References**

Bohm, Rochelle. 2010. "206 Duke Street." Maryland Inventory of Historic Properties Form QA-672. Maryland Historical Trust. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-672.pdf.

Google. n.d. "Google StreetView." Accessed November 9, 2023. https://www.google.com/maps.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2023. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Baycroft** Inventory Number: **QA-673**

Address: 251 Guyton Lane Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Guyton Family Limited Partnership Tax Account ID Number: 04-021398

Tax Map Parcel Number(s): 0012 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: August 26, 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: 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).

Baycroft was previously surveyed but not evaluated in 2010. According to the survey the property contained a frame dwelling built in the late 1800s or early 1900s and a water pump; the front-gable shed is visible in the associated photographs but was not mentioned in the form (Bohm 2010).

**LOCATION/SETTING**

Baycroft is a 38.074-acre agricultural property with a circa-1911 dwelling and five mid-twentieth through twenty-first century outbuildings. It is on the south side of Walker Lane and is bounded by Walker Lane and residential and agricultural parcels to the north; Guyton Lane and residential parcels to the east; parkland, a residential parcel, and a business park to the south; and the Chesapeake Bay to the west. The east two-thirds of the parcel are fields with some trees, while the west third is wetlands and a small, sandy beach along the bay. Trees line the north, east, and south parcel boundaries. The dwelling is in the middle of the fields.

**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**

Guyton Lane lines the east parcel boundary and curves to connect the dwelling with Walker Lane. Near the northeast corner of the dwelling is a concrete water pump. Southwest of the dwelling is the saltbox-roof shed. North of the dwelling across Guyton Lane is the collection of other outbuildings. The garage is the east-most structure. The shed-roof shed abuts the east elevation of the garage. The front-gable shed is west of the garage. Another gable-roof outbuilding is north of the front-gable shed. Lawn with trees surround the dwelling and the outbuildings. A rectangular section of planted trees and lawn is north of the outbuilding complex.

**RESOURCE DESCRIPTIONS**

***Dwelling, circa-1911***

The dwelling at Baycroft was constructed circa-1911 (Maryland Department of Assessments and Taxation 2024). It is a one-and-one-half story frame dwelling covered with vinyl siding on raised brick pier foundation that has since been infilled with concrete blocks to create a continuous foundation. It has a side-gable, asphalt-shingle roof. Attached to south elevation is a small, partial-width, one-story addition with an asphalt-shingle hipped roof. Windows throughout are one-over-one hung sash unless otherwise noted; most have louvered inoperable shutters.

The four-bay west façade has an off-center single-leaf door with storm door; to the south are paired windows and to the north two windows. The entrance and paired window bays are covered by a partial-width shed-roof porch supported by square posts set on a concrete foundation. Above, the half story has a shed-roof dormer containing two windows. The addition's west façade has a single window bay.

The south elevation was partially obscured at the time of survey. The survey and aerial imagery from 2024 depicts the elevation as having a single-leaf door with a stoop in the addition that covers the north half of the original section's first story; the south half of the original section has one window in the first story. The half story has two windows and a concrete-block chimney (Nearmap 2024).

The east elevation has a full-width, one-story, screened-in porch, a single-leaf door, and three windows in the original section. Above, the half story shed-roof dormer has two windows. Aerial imagery depicts that the addition's east elevation has a two-over-two window (Nearmap 2024).

The north elevation has two windows in the first and half-stories.

The dwelling does not appear to have changed significantly since the 2010 survey.

***Water Pump, circa-1911***

The water pump was likely built around the same time as the dwelling, circa-1911 (Maryland Department of Assessments and Taxation 2024; Bohm 2010). It consists of a tall concrete basin on a slab concrete pad with a concrete spout.

The water pump does not appear to have changed significantly since the 2010 survey.

***Garage, between 1957 and 1963***

The garage was built between 1957 and 1963 (Queen Anne's County, n.d.). It is a one-story concrete-block and wood-frame building covered in corrugated metal sheets with a corrugated metal roof. The south façade has a roll-up door on the east side and a metal barn star in the gable. The east elevation has no fenestration or ornamentation. The north and west elevations were not visible at the time of survey.

***Front-Gable Shed, between 2008 and 2010***

The front-gable shed was built between 2008 and 2010 (Queen Anne's County, n.d.). It is a one-story wood-frame building with a front-gable, asphalt-shingle, roof. The south façade has an open doorway. The east elevation has a metal fixed, single-light window. The north and west elevations were not visible at the time of survey. The building is in deteriorated condition.

***Gable-Roof Outbuilding, between 2008 and 2010***

The gable-roof outbuilding was built between 2008 and 2010 (Queen Anne's County, n.d.). It was not visible at the time of survey. According to 2024 aerial imagery, the outbuilding has a deteriorating gable roof. A single-leaf doorway is on the north elevation (Nearmap 2024).

***Shed-Roof Shed¬, between 2013 and 2016***

The prefabricated shed-roof shed was added to the property between 2013 and 2016 (Queen Anne's County, n.d.). It is one story and made of resin with a shed roof. The east elevation has paired resin doors. The south elevation has no fenestration or ornamentation. The west elevation abuts the garage. The north elevation was not visible at the time of survey.

***Saltbox-Roof Shed, between 2019 and 2021***

The saltbox-roof shed was built between 2019 and 2021 (NETROnline, n.d.; Queen Anne's County, n.d.). It is a one-story plywood shed with a metal and asphalt-shingle saltbox roof. The north façade has a single-leaf plywood door. The west elevation has a vinyl one-over-one, double-hung sash window. the south and east elevations lack fenestration or ornamentation.

**HISTORIC CONTEXT**

The house at Baycroft is on an agricultural parcel in a historically agricultural area. A number of large farms dotted the landscape of Love Point in the nineteenth and early twentieth centuries (Lake, Griffing and Stevenson 1877; U.S. Geological Survey 1898; 1918). John Herbert Cook purchased 40 acres of a larger farm in 1906 (Queen Anne's County Circuit Court 1901). The dwelling at Baycroft was constructed on this land circa 1911 (Maryland Department of Assessments and Taxation 2024). Although the Cooks owned the farm, it is unknown if they ever lived in the house on the property. According to the 1910 census the Cooks lived in Baltimore, with John as a life insurance agent (United States Census Bureau 1910). From 1917 to his retirement, in 1936, John worked as a manager of the Metropolitan Life Insurance Company in Petersburg, Virginia (Richmond Times-Dispatch 1951). Newspaper records mention John Herbert Cook and his family visiting his uncle Robert Cook and his wife at Robert's property called "Baycroft" near the town of Stevensville from the mid-1930s into late 1940 (Queen Anne's Record-Observer 1935; Queen Anne's Record-Observer 1937; Queen Anne's Record-Observer 1939; Queen Anne's Record-Observer 1940). According to the 1940 census Robert Cook was a farmer who rented the farm he lived on, which is assumed to be Baycroft, at 251 Guyton Lane (United States Census Bureau 1940). Mr. and Mrs. Robert Cook moved away from Baycroft in January 1941, after having "resided for a number of years" there. John and Mary Cook sold the farm on Guyton Lane later the same year (Queen Anne's Record-Observer 1941; Queen Anne's County Circuit Court 1941). A newspaper advertisement for the sale of a waterfront farm on the Chesapeake Bay called Baycroft was listed in August 1941 by a J. H. Cook (Cook 1940). In the 1930s, the farm consisted of the dwelling, at least two outbuildings northwest of the dwelling, and at least one outbuilding southwest of the dwelling (Queen Anne's County, n.d.). A small, square patch of lawn surrounded the dwelling. The extant orchard north of the dwelling had fewer trees than it does at present, and grew apples (Queen Anne's County, n.d.; Queen Anne's Record-Observer 1938). The location of the fields and wetlands were largely similar to the parcel at the time of the current survey, though no trees grew along the north and south parcel boundaries and the coast along the Chesapeake Bay extended farther west (Queen Anne's County, n.d.).

John and Mary Cook, still living in Petersburg, sold the farm in September 1941 to Henry C. Preston and Mildred B. Preston (Queen Anne's County Circuit Court 1941). By 1957, according to aerial imagery, three more outbuildings may have been constructed south of the orchard, while trees lined the southern boundary. In the setting around the farm, Walker Road, which is the north boundary of the parcel, was constructed and dwellings had begun to be built along the road (Queen Anne's County, n.d.). Their construction corresponded to the suburbanization in Queen Anne's County that began after the construction of the first span of the Chesapeake Bay Bridge in 1952 (Diehlmann et al. 2024, 6-116).

The farm was sold in 1959 to Emmart R. Guyton and Marion P. Guyton (Queen Anne's County Circuit Court 1959). Neither of the new owners were farmers, nor did they live at the property when they purchased it. The Guytons lived in Govans, Baltimore and did not to Stevensville until 1962 or 1963 (The Sun 1991; The Kent Island Bay Times 2005). Emmart Guyton was an employee at Baltimorean steel company, Steel Specialties Inc. (The Sun 1991; The Star-Democrat 1991). Dororthy Marion worked as a telephone operator for the American Rolling Mill Company (ARMCO) Steel (The Kent Island Bay Times 2005).

The garage at Baycroft was built between 1957 and 1963, along with non-extant additional outbuildings north and south of the dwelling. The lawn around the dwelling was also expanded in an irregular shape to the east (Queen Anne's County, n.d.). Around 1968 a dwelling and a pool located on a circular driveway were built southwest of the circa-1911 dwelling (Maryland Department of Assessments and Taxation 2024; Queen Anne's County, n.d.). In 1977 a 1.926-acre parcel of land containing the 1968 dwelling and pool was divided from the rest of the farm and conveyed separately to Emmart R. Guyton (Queen Anne's County Circuit Court 2005). This parcel is now known as 260 Guyton Lane and is described in a separate DOE form (QA-698). By 1978, most if not all, of the early-to-mid twentieth-century outbuildings, with the exception of the garage, were demolished. The lawn around the dwelling continued to expand at an irregular shape, while the borders of the orchard became slightly wider and less strongly defined (Queen Anne's County, n.d.). Most of the property at Baycroft remained fields, but Love Point as a whole was becoming less agricultural and rural, and increasingly developed after the construction of the second span of the Chesapeake Bay Bridge in 1973

(Diehlmann et al. 2024, 6-116). This development affected the surroundings of the farm. For example, what had previously been farmland that abutted Baycroft's south property boundary became Terrapin Nature Park (QA-724), which opened in 1990, and the 1980s Chesapeake Bay Business Park(The Star-Democrat 1990; Queen Anne's County, n.d.; NETROnline, n.d.; Maryland Department of Assessments and Taxation 2024). In addition, the wooded land that abutted Baycroft's east parcel boundary began to be developed with housing along the newly created Whispering Pines Court in the 1980s, which continued development into the 2000s (Queen Anne's County, n.d.; NETROnline, n.d.).

Emmart R. Guyton died at the property in September 1991 (The Star-Democrat 1991; The Sun 1991). Marion Guyton conveyed the property to the Guyton Family Limited Partnership, the current property owner, in 1992, though the deed was not received by the county's circuit court until 2005 (Queen Anne's County Circuit Court 2005). The front-gable shed and the gable-roof outbuilding were built between 2008 and 2010 (Queen Anne's County, n.d.). The shed-roof shed was added between 2013 and 2016 (Queen Anne's County, n.d.). The saltbox-roof shed was built between 2019 and 2021 (Queen Anne's County, n.d.; NETROnline, n.d.).

**ELIGIBILITY DETERMINATION**

Baycroft 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.

Baycroft is associated with farming on Kent Island during the early twentieth century, however, the resource was one of many farms and was not a significant example of early-twentieth century farming on the island. Therefore, Baycroft is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. The original owners, John Herbert and Mary Cook, were not important on a local, state, or national level. Therefore, Baycroft is not eligible under Criterion B.

Baycroft does not embody the distinctive characteristics of a type, period, or method of construction. The resource was an early twentieth century farm, but the majority of the early- to mid-twentieth century outbuildings were demolished by 1978. The remaining house and garage are unremarkable examples of early twentieth century building types. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Baycroft is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 38.074 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0012 (2024). Tax account is 04-021398.

**REFERENCES**

Bohm, Rochelle. 2010. "251 Guyton Lane." Maryland Inventory of Historic Properties Form QA-673. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-673.pdf.

Cook, J. H. 1940. "For Sale-"Baycroft"." The Sun: Sunday Morning (Baltimore, MD), August 18, 1940. Newspapers.com.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

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/.

Maryland Department of Assessments and Taxation. 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

Nearmap. 2024. "Nearmap." 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed January 31, 2024. https://gis.qac.org/historic.

Queen Anne's County Circuit Court. 1901. "Deed, Edwin H. Brown, Trustee, to John Herbert Cook." JEG 2, p. 0219. Maryland State Archives.
———. 1941. "Deed, John Herbert Cook and Mary C. Cook to Henry C. Preston and Mildred B. Preston." ASG 5, p. 0115. Maryland State Archives.
———. 1959. "Deed, Mildred B. Preston to Emmart R. Guyton and Marion P. Guyton." TSP 48, p. 0392. Maryland State Archives.
———. 2005. "Deed, Marion P. Guyton to Guyton Family Limited Partnership." SM 1481, p. 0081. Maryland State Archives.

Queen Anne's Record-Observer (Centreville, MD). 1935. "Queen Anne's County Social Register: Stevensville," July 4, 1935. https://queenannes.advantage-preservation.com/.
———. 1937. "Queen Anne's County Social Register: Stevensville," February 18, 1937. https://queenannes.advantage-preservation.com/.
———. 1938. "Kent Island Oddments," September 29, 1938. https://queenannes.advantage-preservation.com/.
———. 1939. "The Queen Anne's County Social Register: Stevensville," April 27, 1939. https://queenannes.advantage-preservation.com/.
———. 1940. "Stevensville," October 31, 1940, sec. Second Second. https://queenannes.advantage-preservation.com/.
———. 1941. "Stevensville," January 9, 1941. https://queenannes.advantage-preservation.com/.

Richmond Times-Dispatch (Richmond, VA). 1951. "John H Cook," December 13, 1951.

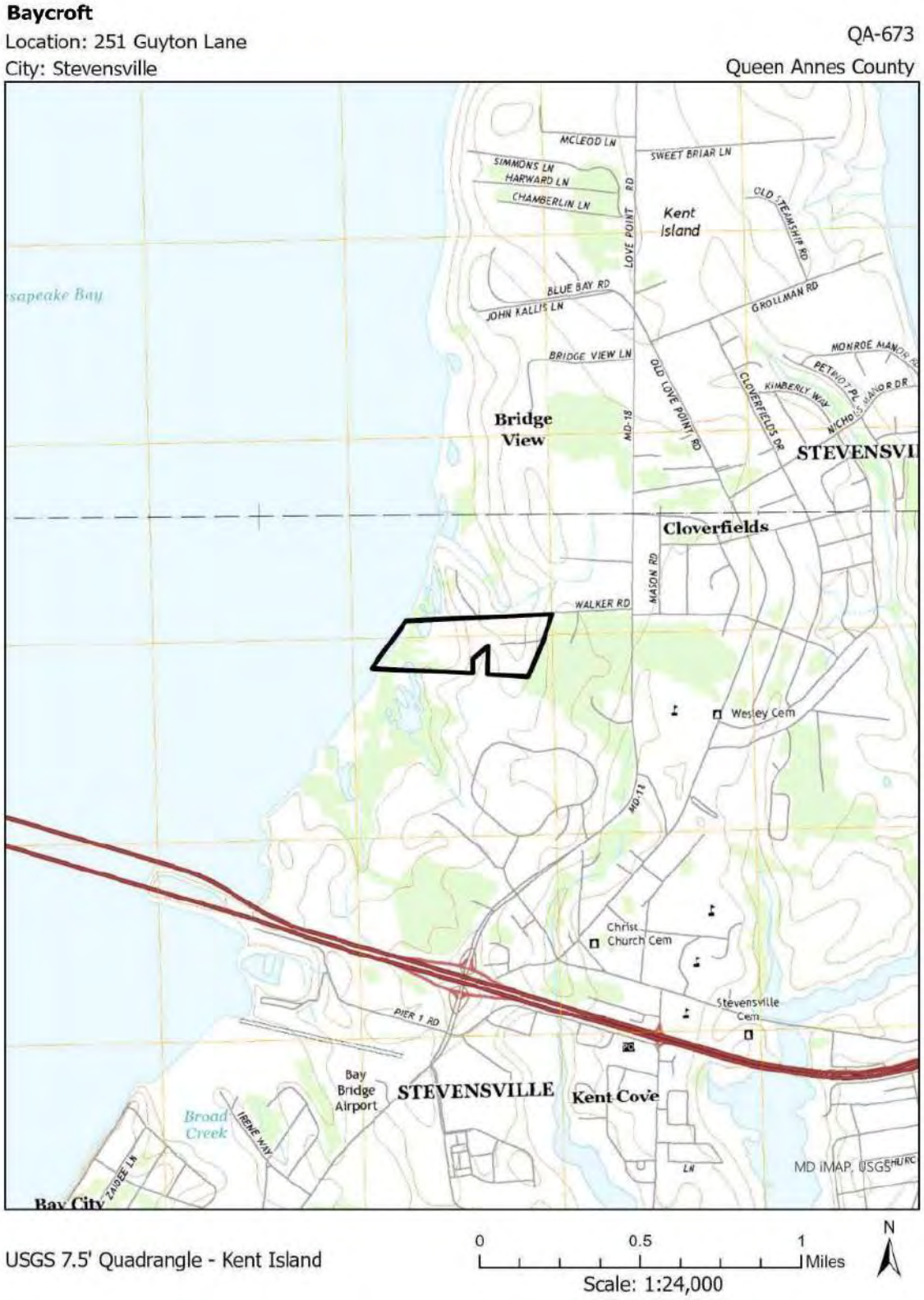
The Kent Island Bay Times (Stevensville, MD). 2005. "Dorothy M. Guyton," April 6, 2005. https://queenannes.advantage-preservation.com/.

The Star-Democrat (Easton, MD). 1990. "Celebration of the Outdoors," April 20, 1990. Newspapers.com.
———. 1991. "Emmart Guyton," September 2, 1991. Newspapers.com.

The Sun (Baltimore, MD). 1991. "Emmart R. Guyton," September 3, 1991. Newspapers.com.

United States Census Bureau. 1910. "Election District 9, Baltimore, Maryland; Roll: T624_551; Page: 3b; Enumeration District: 0030; FHL Microfilm: 1374564." National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/10216419:7884.
———. 1940. "1940; Census Place: Queen Anne´S, Maryland; Roll: M-T0627-01559; Page: 1A; Enumeration District: 18-9." National Archives and Records Administration. https://www.ancestry.com/discoveryui-content/view/149253905:2442.
U.S. Geological Survey. 1898. "Choptank, MD 1898 (HTMC, 1898 Ed.)." Topographic Map. https://ngmdb.usgs.gov/topoview/viewer/.
———. 1918. "Choptank, MD 1908 (HTMC, 1918 Ed.)." Topographic Map. https://ngmdb.usgs.gov/topoview/viewer/.

**MAPS**


Baycroft
Location: 251 Guyton Lane
City: Stevensville
QA-673
Queen Annes County
MCLEOD LN
SWEET BRIAR LN
SIMMONS LN
HARWARD LN
CHAMBERLIN LN
LOVE POINT RD
Kent Island
OLD STEAMSHIP RD
BLUE BAY RD
JOHN KALLIS LN
GROLLMAN RD
BRIDGE VIEW LN
MONROE MANOR RD
PETRIOT PL
KIMBERLY WAY
NICHOLS MANOR DR
OLD LOVE POINT RD
CLOVERFIELDS DR
Bridge View
MD-18
STEVENSVI
Cloverfields
MASON RD
WALKER RD
Wesley Cem
MD-11
Christ Church Cem
Stevensville Cem
PIER 1 RD
Bay Bridge Airport
STEVENSVILLE
Kent Cove
Broad Creek
IRENE WAY
ZABEE LN
Bay City
MD iMAP, USGS
USGS 7.5' Quadrangle - Kent Island
0
0.5
1
Miles
Scale: 1:24,000
N

**Baycroft**
Location: 251 Guyton Lane
City: Stevensville

QA-673
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 5: Overview of parcel, with saltbox-roof shed, dwelling, and front-gable shed, looking southwest



Photo 2 of 5: Dwelling, north elevation and west façade, water pump, and saltbox-roof shed, looking southeast

**PHOTOGRAPHS**



Photo 3 of 5: Dwelling, west façade and south elevation, and saltbox-roof shed, looking northeast



Photo 4 of 5: Dwelling, east and north elevations, and saltbox-roof shed, looking southwest

**PHOTOGRAPHS**



Photo 5 of 5: Front-gable shed, garage, and shed-roof shed, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-673 Baycroft

**PHOTO LOG**

Number of Photos: **5**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-06**
Location of Original Digital File: **MHT**
File Format: **QA-673_2023-12-06_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-673_2023-12-06_01.tif
Photo 1 of 5: Overview of parcel, with saltbox-roof shed, dwelling, and front-gable shed, looking southwest

QA-673_2023-12-06_02.tif
Photo 2 of 5: Dwelling, north elevation and west façade, water pump, and saltbox-roof shed, looking southeast

QA-673_2023-12-06_03.tif
Photo 3 of 5: Dwelling, west façade and south elevation, and saltbox-roof shed, looking northeast

QA-673_2023-12-06_04.tif
Photo 4 of 5: Dwelling, east and north elevations, and saltbox-roof shed, looking southwest

QA-673_2023-12-06_05.tif
Photo 5 of 5: Front-gable shed, garage, and shed-roof shed, looking northwest

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **House, 260 Guyton Lane** Inventory Number: **QA-698**

Address: 260 Guyton Lane Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Christine Marion and William Melvin Clark Tax Account ID Number: 04-076931

Tax Map Parcel Number(s): 0031 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rachel Wilson Date Prepared: October 11, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The house at 260 Guyton Lane is on a 1.92-acre parcel at the southern terminus of Guyton Lane. The parcel is bounded to the north, east, and west by an agricultural property (251 Guyton Lane), and to the south by Terrapin Nature Park. The 1968 dwelling is centered in the parcel and oriented north-south. It is accessed by Guyton Lane, a single-lane road running south and west from Walker Road through the parcel and terminating in a paved teardrop-shaped driveway. A chain-link fence creates a small yard south of the dwelling. West of the dwelling is a pre-1982 in-ground pool and a circa-2015 gazebo. Southwest of the dwelling is a post-1982 front-gable shed. A pre-2008 side-gable shed is near the southwest corner of the parcel. North of the pool is a 2010 shed-roof building.

**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**

***Dwelling, 1968***

The one-story, brick Ranch dwelling is rectangular in shape and has a side-gable roof covered in asphalt shingles. The building is composed of three parts: the original three-bay 1968 main block at the center; a pre-1978 attached garage, located at the north end of the main block; and , on the south end of the main block, a pre-1982 front-gable addition which projects beyond the main block's east façade and gives the house a slight L-shape plan. Windows throughout are one-over-one vinyl hung-sash windows unless otherwise noted. Interior brick chimneys are located at the north and south ends of the main block.

The east façade contains, from south to north, two windows with louvered inoperable shutters in the addition; a window with louvered inoperable shutters, paired nine-light wood doors with crossbucks and louvered inoperable shutters, and a ribbon of six one-light vinyl casement windows all under an arcaded incised porch with square wood supports and a concrete floor; and two windows with louvered inoperable shutters in the attached garage. The section under the incised porch is clad in board and batten siding. There is a louvered metal vent in the gable peak of the addition.

The south elevation contains four windows, of which the central two are smaller than those on the outside bays. In the basement level are two two-light metal windows.

The west elevation is dominated by a central, pre-1998 board-and-batten and screened-in porch under an asphalt shingle shed roof that spans the length of the main block. The porch contains four screened bays one with a glazed metal door. North of the porch, on the attached garage, are two windows. South of the porch, the addition contains a ribbon of three windows and two single windows and, above, a louvered metal vent in the gable peak.

The north elevation of the attached garage contains two 16-panel metal roll-up doors. The north elevation of the addition contains a window with louvered inoperable shutters.

***Front-Gable Shed, post-1982***

Due to tree coverage in the historic aerials, a more specific date of construction could not be ascertained. The one-story, frame and plywood-clad building sits on concrete block piers. The front-gable roof is clad in plywood. A door opening is cut into the west façade. A gabled dormer with no window is on the north elevation. The gable peak on the east elevation is open and there is no fenestration. The south elevations lacks fenestration.

***Side-Gable Shed, pre-2008***

The one-story building is clad in plywood and the side-gable roof is covered in asphalt shingles. The west façade has a central plywood door and flanking openings covered with plywood panels hung from hinges on the top edges. The north and east elevations each contain two openings covered with plywood panels hung from hinges on the top edges. The south elevation was not accessible during survey.

***Shed-Roof Shed, 2010***

The frame and plywood-clad one-story building has a shed roof. The building rests on wood beams. The east façade contains a framed door opening. There is an opening with a hinged wood screen on the south elevation. The west and north elevations lack fenestration.

***Gazebo, circa 2015***

The eight-sided wood gazebo has screened openings and an asphalt-shingle hipped roof with a broken wood cupola. A screened wood door is centered along the north façade. The gazebo rests on a concrete slab.

***Other Features***

A concrete, pre-1982, in-ground pool is west of the dwelling. It is surrounded by a concrete deck and ornamental landscaping surrounded by a low masonry wall to the east.

## HISTORIC CONTEXT

The parcel at 260 Guyton Lane was part of a larger agricultural parcel at 251 Guyton Lane (QA-673) (Queen Anne's County Circuit Court 2005). The 1968 dwelling on the property predates this subdivision and was built by Emmart R. Guyton. Emmart and his wife, Dorothy Marion P. Guyton, bought the farm in 1959, though they did not live on the property until about 1962 or 1963 when they moved from Baltimore (Queen Anne's County Circuit Court 1959; The Sun 1991; The Kent Island Bay Times 2005). Dororthy Marion worked as a telephone operator for the American Rolling Mill Company (ARMCO) Steel (The Kent Island Bay Times 2005). Emmart Guyton was an employee at Steel Specialties Inc. in Baltimore (The Sun 1991; The Star-Democrat 1991).

They constructed the dwelling in 1968 south of another dwelling on the present 251 Guyton Lane property (QA-673). In 1977, the Guytons subdivided the property and created a 1.92-acre parcel with the 1968 dwelling (Queen Anne's County Circuit Court 2005). It is unknown if Emmart, Dorothy Marion, and their son, Emmart A., lived in this dwelling or the dwelling on 251 Guyton Lane.

Emmart A. died in 1983. Emmart R. passed away in 1991 and Dorothy Marion in 2005 (The Sun 1991; Record-Observer 2005a). The property at 260 Guyton was inherited by Emmart A.'s wife, Nancy Marie Guyton. A newspaper article from 2005 indicates that Nancy and likely Emmart A. lived in the dwelling at 251 Guyton (Record-Observer 2005b, 26). Nancy died in March 29, 2005, and the property was conveyed to Christine Marion Clark (Queen Anne's County Recorder of Deeds 1528/437).

At the time of documentation, the parcel was owned by Christine Marion Clark and William Melvin Clark (SDAT 2024).

## ELIGIBILITY DETERMINATION

The house at 260 Guyton Lane 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.

Research has revealed no association with events or historic trends that made significant contributions to history. Therefore, the house at 260 Guyton Lane is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the house at 260 Guyton Lane is not eligible under Criterion B.

The house at 260 Guyton Lane does not embody the distinctive characteristics of a type, period, or method of construction. The house at 260 Guyton Lane is a typical example of a mid-twentieth-century Ranch dwelling. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the house at 260 Guyton Lane is not eligible under Criterion C.

## BOUNDARY DESCRIPTION

The property encompasses 1.92 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0031 (2024). Tax account is 04-076931.

## REFERENCES

Maryland Department of Assessments and Taxation (SDAT). 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County. N.d. "Queen Anne's County Historic Image Viewer." Accessed August 2024, https://gis.qac.org/historic.

Queen Anne's County Circuit Court. 1959. "Deed, Mildred B. Preston to Emmart R. Guyton and Marion P. Guyton." TSP 48, p. 0392. Maryland State Archives.

------. 2005. "Deed, Marion P. Guyton to Guyton Family Limited Partnership." SM 1481, p. 0081. Maryland State Archives.

Record Observer (Centreville, MD). 2005a. “D. Marion Guyton.” April 8, 2005. https://queenannes.advantage-preservation.com/viewer/?k=%22emmart%20guyton%22&i=f&d=01011901-12312019&m=between&ord=k1&fn=record_observer_usa_maryland_centreville_20050408_english_13&df=1&dt=7.

------. 2005b. “Estate No. 8849.” July 8, 2005. queenannes.advantage-preservation.com/viewer/?k="emmart guyton"&i=f&d=01011901-12312019&m=between&ord=k1&fn=record_observer_usa_maryland_centreville_20050408_english_13&df=1&dt=7

The Kent Island Bay Times (Stevensville, MD). 2005. “Dorothy M. Guyton,” April 6, 2005. https://queenannes.advantage-preservation.com/.

The Star-Democrat (Easton, MD). 1991. “Emmart Guyton,” September 2, 1991.

The Sun (Baltimore, MD). 1991. “Emmart R. Guyton.” September 3, 1991. https://www.newspapers.com/image/375932810/?match=1&terms=%22emmart%20guyton%22.

**MAPS**

**House, 260 Guyton Lane**

Location: 260 Guyton Lane
City: Stevensville

QA-698
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**House, 260 Guyton Lane**

Location: 260 Guyton Lane
City: Stevensville

QA-698
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 10: House, east façade, looking west



Photo 2 of 10: House, south elevation, looking northwest

**PHOTOGRAPHS**



Photo 3 of 10: House, west and south elevations, looking northeast



Photo 4 of 10: House, north and partial west elevations, looking southeast

**PHOTOGRAPHS**



Photo 5 of 10: Front-Gable Shed, west façade and south elevation, looking northeast



Photo 6 of 10: Front-Gable Shed, east and north elevations, looking southwest

**PHOTOGRAPHS**



Photo 7 of 10: Side-Gable Shed, west façade and north elevation, looking southeast



Photo 8 of 10: Shed-Roof Shed, south elevation and east façade, looking northwest

**PHOTOGRAPHS**



Photo 9 of 10: Gazebo, west elevation and north façade, looking southwest

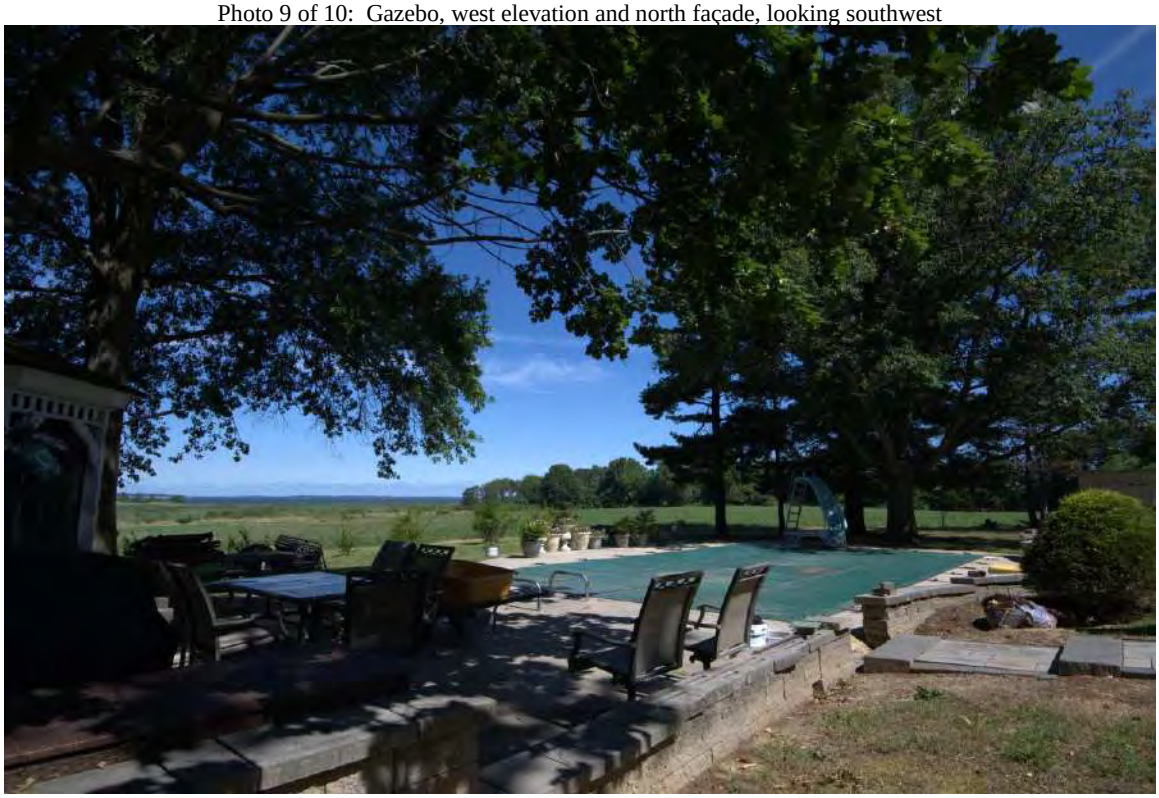


Photo 10 of 10: In-ground pool, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-698 House, 260 Guyton Lane

**PHOTO LOG**

Number of Photos: **10**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2024-06-19**
Location of Original Digital File: **MHT**
File Format: **QA-698_2024-06-19_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0260_2024-06-19_01.tif
Photo 1 of 10: House, east façade, looking west

QA-0260_2024-06-19_02.tif
Photo 2 of 10: House, south elevation, looking northwest

QA-0260_2024-06-19_03.tif
Photo 3 of 10: House, west and south elevations, looking northeast

QA-0260_2024-06-19_04.tif
Photo 4 of 10: House, north and partial west elevations, looking southeast

QA-0260_2024-06-19_05.tif
Photo 5 of 10: Front-Gable Shed, west façade and south elevation, looking northeast

QA-0260_2024-06-19_06.tif
Photo 6 of 10: Front-Gable Shed, east and north elevations, looking southwest

QA-0260_2024-06-19_07.tif
Photo 7 of 10: Side-Gable Shed, west façade and north elevation, looking southeast

QA-0260_2024-06-19_08.tif
Photo 8 of 10: Shed-Roof Shed, south elevation and east façade, looking northwest

QA-0260_2024-06-19_09.tif
Photo 9 of 10: Gazebo, west elevation and north façade, looking southwest

QA-0260_2024-06-19_10.tif
Photo 10 of 10: In-ground pool, looking northwest

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no ___**

Property Name: **Stevensville Cemetery** Inventory Number: **QA-718**

Address: 818 Main Street Historic District: No

City: Chester, MD Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Stevensville Cemetery Inc. Tax Account ID Number: 069722, 003373

Tax Map Parcel Number(s): 0060, 0063 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: November 8, 2023

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:

LOCATION/SETTING

The 15.73 Stevensville Cemetery is on an irregularly shaped parcel south of Main Street/MD-18. It is bordered to the south by US 50/301, to the east by Cox Creek, to the north by Main Street/MD-18 and to the west by a commercial property. It lies on level ground and is accessed by a gravel driveway from Main Street. A wooden sign is southeast of the entrance. A 1996 crematorium is at the southwest corner. A 1996 veterans memorial feature is at the southeast corner. The 2015 GriefShare Memorial Garden is in the northwest section of the cemetery. Trees line the western and southern property lines and trees and grass line the eastern edge along Cox Creek.

RESOURCE DESCRIPTION

**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***

Burial Area

The burial areas are accessed by gravel paths set in a gridded pattern. The driveway from MD-18 runs north-south through the cemetery and a second north-south path is east of and parallel to the driveway. Three east-west paths run through the cemetery, increasing in length from north to south. The northernmost path runs between the driveway and the eastern north-south path. The middle east-west path extends west from the driveway and east of the eastern north-south path, connecting to two smaller north-south paths. The southernmost east-west path parallels the middle path but extends west to the crematorium. These gravel paths divide the cemetery into approximately twelve sections covered in grass mixed with cypress trees, deciduous trees, and shrubbery.

Burials are placed throughout the property. The graves are placed in rows running approximately north south in all the sections. There are over 3,000 graves with markers of various styles and materials dating from the early nineteenth century through to present day. Markers are predominantly granite, but marble markers are also present. Monument-style markers are the most common, but there are also a few more elaborate markers with obelisks, crosses, or other sculpture. There are also many flush-mounted markers that are stone or a combination of stone with applied metal plaques. The land around the Veterans Memorial is reserved for veterans' graves (Eubank 1996). One section, southwest of the entrance, has a collection of markers moved from various family cemeteries in the county.

Crematorium, 1996

The 1996 crematorium has a front-gable, asphalt-shingle roof with four metal pipes of varying diameters sticking out the top. It is clad in vinyl siding. The entrance is through a small, partial-width enclosed front-gabled porch on the south façade. North of the north elevation is a gravel parking lot (Google, nd.).

Veterans Memorial, 1996

The 1996 Veterans Memorial is roughly circular-shaped with a rectangular entrance on the northwest side. It is surrounded by short stone brick walls and stone brick flooring (Eubank 1996). At the east side of the memorial is a post mimicking a wooden ship's mast that also serves as a flagpole. Other flag poles line the curved sides of the memorial. In front of the mast is a granite monument in the shape of an open book. Two stone benches flank the monument (Eubank 1996).

Griefshare Memorial Garden, 2015

The 2015 Griefshare Memorial is a rectangular enclosure with concave corners composed of short, stacked stone walls and a stone paver floor. Simple metal benches line the south and north sides. At the west side of the memorial is a marble statue of an angel weeping over a tomb (Record Observer 2015; GriefShare-Memorial Garden 2015).

HISTORIC CONTEXT

Stevensville Cemetery

The Stevensville Cemetery, also historically known as Kent Island Cemetery, is on farmland formerly known as "Sudler's Purchase," "Sudler's Fortune," and "Sudler's Forest." The land was the site of a former steam mill near a public landing on Cox Creek (Crook 1998). Around 1890, the Stevensville Cemetery was established, and in 1894, the Kent Island Cemetery Company was incorporated, the trustees being J. B. Bright, J. E. Lewis, G. E. Calloway, Charles B. Downs, and William Denny (Conley 2022). James B. Bright and Charles B. Downs purchased the cemetery property from the trustees of the White family in 1901. The land at that time was "52 acres and 2 perches of land, more or less" and had become "commonly known as the 'Cemirtry [sic] Property'," indicating that the property had been used for burials prior to the transfer (Queen Anne's County Circuit Court 1901). In 1912, Charles B. Bright conveyed his one-half interest in the cemetery property, as well as the surrounding land not used as a cemetery, to John R. Benton. At this time, the land stretched down from what is now Main Street south to Cox Creek (Queen Anne's County Circuit Court 1912). The property changed hands several times in the early twentieth century, but it mostly remained in the control of the Benton family (Queen Anne's County

Circuit Court 1917, 1925, 1940).

In 1951, the State Road Commission of Maryland acquired empty land through the cemetery parcel for what is now US 50/301 as part of road improvements associated with construction of the Bay Bridge (Queen Anne's County Circuit Court 1951). A 1951 State Roads Commission plat for the right-of-way purchase for what is now US 50/301 indicates that the active portion of the cemetery was north of the road right-of-way (State Roads Commission 1951). Aerial photography from 1937 indicates that no graves appear present near the area that would become US 50/301 (Queen Anne's County, n.d.). In 1957, after the State Roads Commission purchase and construction of the highway, graves were placed closer the road right-of-way (NETROnline 1957). In 1965, George R. Benton and Elizabeth B. Benton sold the land that was now south of US 50/301 (Queen Anne's County Circuit Court 1965). At that point, the cemetery reached its current size. In 1977, George R. Benton sold the remaining portion of the Stevensville Cemetery, now bordered to the south by US 50/301 to the current property owners, Stevensville Cemetery Inc. (Queen Anne's Circuit Court 1977).

Between 1982 and 1992, the shape of the gravel paths within the cemetery reached its current appearance (NETROnline, n.d.). Since 1991, in memory of Miriam Price Steuart, the founder of the Kent Island Heritage Society, a small gravel section towards the front of the cemetery has been reserved for monuments removed from family cemeteries on Kent Island (The Baltimore Sun 1991; Kent Island Heritage Society 1991, 226–27). A crematorium was built in the southwest corner of the cemetery in 1996. That same year, a Veterans Monument was erected in the southeast corner (MDAT n.d.; Eubank 1996). The GriefShare Memorial Garden was completed in December 2015 using funds solicited by the GriefShare Ministry at Kent Island United Methodist Church as a place "to honor the lives of children who have left us too soon (Record Observer 2015; GriefShare-Memorial Garden 2015).

Nineteenth and Early-Twentieth Century Lawn Cemeteries

As a reaction against the cluttered rural cemeteries that were popular in the middle of the nineteenth century, the landscape lawn plan, first instituted by Cincinnati, Ohio's Spring Grove Cemetery superintendent Adolph Strauch in the 1850s, became popular in the last few decades of the nineteenth century. Instead of the rural cemetery movement's romanticism of the naturalistic landscapes, the lawn plan cemeteries were based more on pastoral vision and science. The plans emphasized "open, well-manicured lawns" on "gently rolling hills" that were "carefully framed by masses of trees and shrubs." There were fewer avenues than with rural cemeteries, so the cemetery as a whole was less divided, creating "a visually integrated whole." As such, enclosures and grave furniture were not allowed (Cothran and Danylchak 2018, 150).

The Stevensville Cemetery is typical of the movement toward lawn cemeteries; however, its current appearance more closely reflects that of a late-twentieth-century cemetery.

ELIGIBILITY DETERMINATION

The Stevensville Cemetery 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 Stevensville Cemetery is not significantly associated with events or trends that have made a significant contribution to history and is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Stevensville Cemetery is not eligible under Criterion B.

The Stevensville Cemetery originated as a turn of the twentieth century lawn cemetery and is associated with the shift in cemetery design trends from rural cemeteries to more open lawn cemeteries. The cemetery is not an early or significant example of a lawn cemetery and has been altered by many turn-of-the-twenty-first-century alterations and additions to the overall cemetery landscape. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Stevensville Cemetery is not eligible under Criterion C.

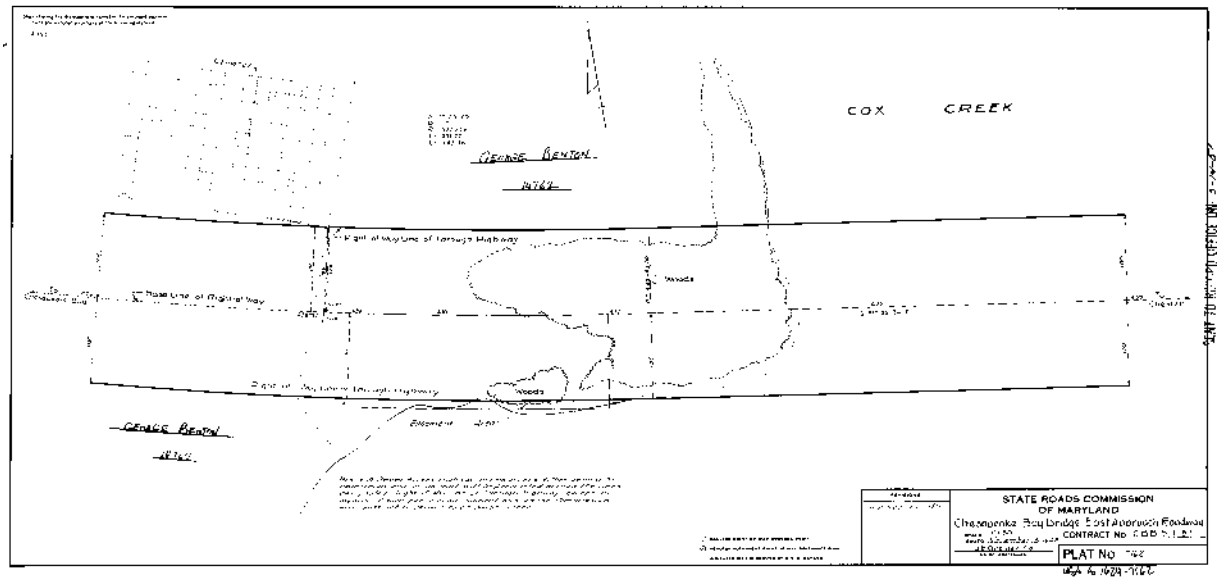
PROPERTY DESCRIPTION

The property encompasses 15.73 acres and is confined to two tax parcels, which are found on Queen Anne's County Tax Map 0056, Parcels 0060 and 0063 (2023). Tax accounts are 069722 and 003373.

REFERENCES

Conley, John L. 2022. "Postcard from Kent Island: Steam Mill Bridge." Isle of Kent 1631, Winter 2022.
Cothran, James R., and Erica Danylchak. 2018. Grave Landscapes: The Nineteenth-Century Rural Cemetery Movement. Columbia, South Carolina: The University of South Carolina Press.
Crook, Leslie. 1998. "Cox Creek Bridge Has History as Steam Mill Bridge." The Star-Democrat, December 30, 1998. Newspapers.com.
Eubank, Mimi. 1996. "Kent Island Vets Dedicate Memorial," The Capitol (Annapolis, MD), November 13, 1996. Newspapers.com.
Google. n.d. "Google Street View." Accessed March 19, 2024. https://www.google.com/maps.
GriefShare-Memorial Garden. 2015. Facebook. The Initial Phase of Our Garden Is Complete... (blog). December 29, 2015. https://www.facebook.com/permalink.php?story_fbid=460049354192404&id=386396444891029.
Kent Island Heritage Society. 1991. "Cemetery Commemorative," Isle of Kent 1631. Summer 1991. https://kentislandheritagesociety.org/wp-content/uploads/2020/08/Summer-1991.pdf.
Maryland Department of Assessments and Taxation. n.d. "Real Property Data Search: District - 04 Account Number - 069722." Accessed October 26, 2023. https://sdat.dat.maryland.gov/RealProperty/Pages/viewdetails.aspx?County=18&SearchType=ACCT&District=04&AccountNumber=069722.
NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed March 26, 2024. https://gis.qac.org/historic.
Queen Anne's County Circuit Court. 1869. "Deed, Samuel Ringgold and Mary E. Ringgold to Y. T. White." JW 1, p. 0203. Maryland State Archives.
———. 1901. "Deed, Thomas J. Keating Jr. and James T. Bright, Trustees, to James B. Bright and Charles B. Downs." JEG 2, p. 0393. Maryland State Archives.
———. 1908. "Mortgage, Arthur B. Wheeler and Ethel F. Wheeler to Elizabeth E. Lowery." SS 5, p. 0351. Maryland State Archives.
———. 1912. "Deed, Charles B. Downs to Dr. John R. Benton." WFW 2, p. 0108. Maryland State Archives.
———. 1917. "Deed, James T. Bright, Thomas J. Keating, and J. Frank Harper, Trustees, to John R. Benton." WFW 10, p. 0245. Maryland State Archives.
———. 1925. "Deed, John R. Benton to T. Elliott Tolson." BHT 3, p. 0301. Maryland State Archives.
———. 1940. "Deed, John C. Benton to George R. Benton." ASG 2, p. 0407. Maryland State Archives.
———. 1951. "Deed, George R. Benton and Elizabeth Benton to the State Roads Commission of Maryland." TSP 2, p. 0438. Maryland State Archives.
———. 1965. "Deed, George R. Benton and Elizabeth B. Benton to Thomas Edward Lane." CWC 15, p. 0260. Maryland State Archives.
———. 1977. "Deed, George R. Benton to Stevensville Cemetery, Inc." 1977. CWC 122, p. 0326. Maryland State Archives.
———. 2006. "Deed, Joel A. Levin to Phoenicia Properties." SM 1512, p. 0232. Maryland State Archives.
Record Observer (Easton, MD). 2015. "Donations Sought for Bereaved Parents Memorial Garden," September 11, 2015. Newspapers.com.
State Roads Commission. 1951. Chesapeake Bay Bridge-East Approach Roadway. State Road Plats. Recorded March 14, 1951. MSA S1624-7162. https://plats.msa.maryland.gov/pages/unit.aspx?cid=MD&qualifier=S&series=1624&unit=7162&page=adv2&id=1918072151
The Baltimore Sun (Baltimore, MD). 1991. "Marian Steuart Retired State Worker," February 11, 1991. https://www.baltimoresun.com/news/bs-xpm-1991-02-11-1991042063-story.html.
United States Census Bureau. 1870. "1870 United States Federal Census, District 4, Queen Annes, Maryland; Roll: M593_593; Page: 461A." Ancestry.com. https://www.ancestry.com/discoveryui-content/view/23627201:7163.

**QA-718**
**Stevensville Cemetery**
818 Main Street
Stevensville, Queen Anne's County, Maryland




Historic Image 1: State Roads Commission. State Roads Plat: Chesapeake Bay Bridge - East Approach Roadway. Date Issued: 11/15/1948.
Photo Source: State Roads Commission (State Road Plats). MSA S1624-7162. Recorded March 14, 1951.

**MAPS**

**Stevensville Cemetery**
Location: 818 Main Street
City: Chester, MD

QA-718
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles
Scale: 1:24,000

N

**MAPS**

**Stevensville Cemetery**

Location: 818 Main Street
City: Chester, MD

QA-718
Queen Annes County




Parcel Boundaries

0 0.04 0.07 Miles

Scale: 1:2,000

N

**PHOTOGRAPHS**




Photo 1 of 8: General cemetery overview, looking southeast from cemetery sign



Photo 2 of 8: General cemetery overview, looking south from gravel path

**PHOTOGRAPHS**




Photo 3 of 8: General cemetery overview, looking southwest towards Griefshare Memorial Garden




Photo 4 of 8: General cemetery overview, looking southeast from southwest section of cemetery

**PHOTOGRAPHS**




Photo 5 of 8: General cemetery overview, looking southeast towards Veterans Memorial



Photo 6 of 8: General cemetery overview, looking northeast from northeast section of the cemetery

**PHOTOGRAPHS**



Photo 7 of 8: Family Cemetery Monuments section, looking southwest




Photo 8 of 8: Closeup of gravestones, looking southwest

NR-ELIGIBILITY REVIEW FORM

QA-718 Stevensville Cemetery

**PHOTO LOG**

Number of Photos: **8**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-05**
Location of Original Digital File: **MHT**
File Format: **QA-718_2023-12-05_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-718_2023-12-05_01.tif
Photo 1 of 8: General cemetery overview, looking southeast from cemetery sign

QA-718_2023-12-05_02.tif
Photo 2 of 8: General cemetery overview, looking south from gravel path

QA-718_2023-12-05_03.tif
Photo 3 of 8: General cemetery overview, looking southwest towards Griefshare Memorial Garden

QA-718_2023-12-05_04.tif
Photo 4 of 8: General cemetery overview, looking southeast from southwest section of cemetery

QA-718_2023-12-05_05.tif
Photo 5 of 8: General cemetery overview, looking southeast towards Veterans Memorial

QA-718_2023-12-05_06.tif
Photo 6 of 8: General cemetery overview, looking northeast from northeast section of the cemetery

QA-718_2023-12-05_07.tif
Photo 7 of 8: Family Cemetery Monuments section, looking southwest

QA-718_2023-12-05_08.tif
Photo 8 of 8: Closeup of gravestones, looking southwest

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

**NR Eligible: yes ___**
**no ___**

Property Name: **Stevensville Middle School** Inventory Number: **QA-719**

Address: 610 Main Street Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Board of Education for Queen Anne's County Tax Account ID Number: 04-069625

Tax Map Parcel Number(s): 0056 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: November 7, 2023

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:

LOCATION/SETTING

The Stevensville Middle School is on the south side of Main Street (MD 18) in a mixed commercial and residential area on a relatively flat and grassy irregular shaped lot. The lot is bordered by Main Street to the north, residential lots and Duke Street to the west, US 50/301 to the south, and residential and commercial lots to the east. The school is in the northern portion of the parcel along Main Street. Asphalt parking lots are west of the school and accessed by Duke Street and Main Street. An access road runs north of and parallel to Main Street, with driveways at either end. The southern and eastern portions of the lot contain grass fields with trees at the edges. Southwest of the school are two basketball courts.

DESCRIPTION

**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***

The circa-1952 Stevensville Middle School with later additions is an irregular-shaped amalgamation of additions to the 1950s core, constructed from the second half of the twentieth century through the 2010s. The original building is almost completely enclosed by these later additions on the north, west, and south elevations. The building is American bond brick and is topped with flat roofs on all sections. A concrete courtyard is south of the center of the school. The sections of the school vary in height from one story to two stories tall. The main entrance, located on the north façade, is two-stories tall and primarily glass, with three doors on the first floor and a shed roof. A secondary entrance is east of the main entrance in the north façade. Two entries with paired metal doors are west of the main entrance. The east elevation has two entrances, both glass and metal construction with a flat overhanging roof. The south elevation features five-light asymmetrical fixed windows, along with three metal doors—two paired and one single. The west elevation has a glass and metal section on the southwest side, in which is a set of double doors and a single door, as well as two other sets of paired metal doors farther northeast. This elevation also features three-light vertical windows.

HISTORIC CONTEXT

Queen Anne County High Schools

Stevensville Middle School is now housed in a building that was originally constructed as Stevensville High School in 1952. That building was the third high school constructed in the county. The first Stevensville High School was in the 1909 building known as the “Old Stevensville High School” (QA-262) at 201 Love Point Road. In 1930, the second Stevensville High School building was constructed in a more central location on the east side of town, south of Main Street (demolished) (Crook 1998; Islander Staff 1961). A third Stevensville High School building was constructed around 1952 southeast of the second high school building, on land purchased by the Board of Education of Queen Anne’s County in 1950 (Queen Anne’s County Circuit Court 1950; Islander Staff 1961). This brick building was long and irregularly shaped, with four one-story tall sections varying slightly in height with flat roofs (Islander Staff 1955; NETROnline, n.d.). Due to increasing enrollment, additions were constructed in 1961 and 1965 (Baldwin 2013). There was a covered, open corridor between the second and third high school buildings in the 1950s (Islander Staff 1956; NETROnline, n.d.).

The Stevensville High School was originally a segregated school for white students. Before desegregation there were three white high schools in Queen Anne's County--in Centreville, Sudlersville, and Stevensville--while there was only Kennard High School for Black high school students (Thompson 2012). In 1966, when Queen Anne’s County became fully integrated, a new high school for all races was built in Centreville named Queen Anne’s County High School, located at 125 Ruthsburg Road. The three white high schools became middle schools and Kennard became an elementary school (Thompson 2012).

Property History

Since 1966, what was the third Stevensville High School became the core of Stevensville Middle School, with additions from the mid-to-late twentieth century through the 2010s on all sides enclosing most of the original building except for a bit on the northwestern elevation (NETROnline, n.d.). Due to the expansion of Stevensville Middle School, the second Stevensville High School building was demolished in the mid-1960s (The Star-Democrat 1998).

Stevensville Middle School underwent an expansion program in 1981-1982 to increase the school’s capacity due to projected population growth and the potential to outgrow the existing school building by 1995 (Patricia Emory 1981a; 1981b; Pat Emory 1981; The Star-Democrat 1982). This expansion involved renovating the original 1952 core, as well as the 1961 and 1965 additions (Queen Anne’s County Public Schools 2022b). Additional renovations occurred in 1992 (Baldwin 2013). The school’s roof, except for the 1992 addition, was replaced in 2001 (Queen Anne’s County Public Schools 2022b). By 2004, the middle school was facing capacity issues, necessitating the construction of a new additional middle school for the county called Matapeake Middle School (Stafford 2004).

From 2013 through 2016, Stevensville Middle School, one of the oldest schools in the county, underwent a renovation to optimize space and meet current health and safety codes (Price 2014). The project

began with the drilling of geothermal wells in August 2013 (Price 2014; Shaum 2014), and continued in January 2014, with the construction of a new mechanical room, entrance vestibules, a new front entrance, and a different service drive and loading area, as well as the expansion of the cafeteria, the infilling of a service corridor, reconfiguration of the parking lot, and renovations to the gymnasium and the stage (Davis 2015). The last four items in the project--a basketball court, crawl space, gymnasium equipment, and additional drainage--were completed by the end of 2016 (Davis 2016; Queen Anne's County Public Schools 2022a, 133).

Since the 2013-2016 project, the roof was partially replaced and exterior doors were replaced in fiscal year 2019. As of June 2022, Stevensville Middle School remains in a high growth area and is extensively used by the community (Queen Anne's County Public Schools 2022b).

Mid-Twentieth-Century School Architecture

After World War II, the number of students surged, leading to the construction of new educational facilities. These new schools embraced the modern design of the era, being one-story in height with flat roofs. Exterior cladding contained either glass-and-metal window wall or brick and concrete wall systems. Many also had full-height ribbon windows. The schools of the mid-twentieth century were seen as more practical and functional than previous school designs, as they were cheaper and easier to construct, their shorter height meant that evacuations were easier, and the popular finger-plan configuration let more light and air into classrooms and gave access to the outside. Finger-plan schools consisted of wings of classrooms attached to each other through corridors, in which the front of the classroom was connected to the wing while the rear of the classroom looked out and sometimes let out to the outside (Baker 2012, 10–12; California Department of Education 2000). The original 1952 section of the Stevensville Middle School was typical of this era of school buildings, being one-story tall, of brick and concrete construction, and having a flat roof. Though not possessing a perfect finger-plan configuration, its irregular shape with multiple sections echoes the design and its benefits.

ELIGIBILITY DETERMINATION

The Stevensville Middle School 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.

Stevensville Middle School, though associated with the centralization of the Queen Anne's County school system and one of the older school properties on Kent Island, no longer conveys this association due to the major late twentieth-century additions to the 1952 building. The property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Stevensville Middle School is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Stevensville Middle School is not eligible under Criterion B.

Stevensville Middle School does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Due to the many alterations, the building's current appearance more closely reflects that of an early twenty-first century school, than a mid-twentieth-century school. Therefore, Stevensville Middle School is not eligible under Criterion C.

PROPERTY DESCRIPTION

The property encompasses 9.53 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0056, Parcel 0056 (2024). Tax account is 04-069625.

REFERENCES

Baker, Lindsay. 2012. "A History of School Design and Its Indoor Environmental Standards, 1900 to Today." Washington, DC: National Clearinghouse for Educational Facilities. https://architecturalnetworks.research.mcgill.ca/assets/nationalinstituteofbuildingsciences-min.pdf.

Baldwin, Dan. 2013. “BOE Names Architect for Stevensville Middle Work.” The Star-Democrat, January 23, 2013. https://www.stardem.com/news/local_news/boe-names-architect-for-stevensville-middle-work/article_eb55141a-65d8-11e2-9cc0-0019bb2963f4.html.
California Department of Education. 2000. “Guide to School Site Analysis and Development.” https://www.cde.ca.gov/ls/fa/sf/guideschoolsite.asp.
Crook, Leslie. 1998. “Antiques, Memories for Sale.” The Capital, March 4, 1998. Newspapers.com.
Davis, Mike. 2015. “Stevensville Middle School Ready for Students.” Record Observer, August 28, 2015. Newspapers.com.
———. 2016. “BOE Transfers Funds to Complete STMS Renovation.” Record Observer, October 7, 2016. Newspapers.com.
Emory, Pat. 1981. “Queen Anne’s Seeks $13.2 Million for School Construction, Renovation.” The Star-Democrat, November 6, 1981. Newspapers.com.
Emory, Patricia. 1981a. “Queen Anne’s Board of Education Faces Tough Questions.” The Star-Democrat, March 3, 1981. Newspapers.com.
———. 1981b. “QA Enrollment Dwindling.” The Star-Democrat, April 3, 1981. Newspapers.com.
Islander Staff. 1951. The Islander: Stevensville High School. Stevensville, MD: Stevensville High School. https://www.ancestry.com/imageviewer/collections/1265/images/sid_8169_1951_0005.
———. 1955. The Islander: Stevensville High School. Stevensville, MD: Stevensville High School. https://www.ancestry.com/imageviewer/collections/1265/images/sid_8169_1955_0005?pId=429224685.
———. 1956. The Islander: Stevensville High School. Stevensville, MD: Stevensville High School. https://www.ancestry.com/imageviewer/collections/1265/images/sid_8169_1956_0007.
———. 1957. The Islander: Stevensville High School. Stevensville, MD: Stevensville High School. https://www.ancestry.com/imageviewer/collections/1265/images/sid_8169_1957_0040.
———. 1961. The Islander: Stevensville High School. Stevensville, MD: Stevensville High School. https://www.ancestry.com/imageviewer/collections/1265/images/sid_8169_1961_0008.
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Ortiz, Flora Ida. 1994. Schoolhousing: Planning and Designing Educational Facilities. Albany, New York: State University of New York Press. https://books.google.com/books?id=1t5Sm0ijWFwC&q.
Price, Angela. 2014. “Stevensville Middle Takes next Step in Renovation.” The Star-Democrat, January 12, 2014. Newspapers.com.
Queen Anne’s County Circuit Court. 1950. “Deed, Elizabeth Lane Potts and W. E. Denny Jr., and Ida G. Denny to the Board of Education of Queen Anne’s County.” NBW 6, p. 0275. Maryland State Archives.
Queen Anne’s County Public Schools. 2022a. Educational Facilities Master Plan. Centerville, MD. https://www.qacps.org/wp-content/uploads/2023/02/QACPS-2022-EFMP-FINAL-REVISED-8-19-22.pdf.
———. 2022b. Facilities Inventory AC/PSCP FORM 101.1: Stevensville Middle School.” Queen Anne’s County Public Schools. https://www.qacps.org/wp-content/uploads/2023/02/QACPS-2022-EFMP-FINAL-REVISED-8-19-22.pdf.
Shaum, Jack. 2014. “Legislators, Tragedy Top 2013 News in QA’s.” The Star-Democrat, January 8, 2014. Newspapers.com.
Stafford, Tammy. 2004. “Centreville School Redistricting Topic of NAACP Meeting.” Record Observer, June 11, 2004. Newspapers.com.
The Star-Democrat. 1982. “Re-Dedication Is Held Today,” September 8, 1982. Newspapers.com.
———. 1998. “Stevensville High Alumni Scholarships,” June 17, 1998. Newspapers.com.
Thompson, Shauna. 2012. “QA’s Desegregation Examined 57 Years Later.” The Star-Democrat, March 11, 2012. Newspapers.com.

**MAPS**

**Stevensville Middle School**

Location: 610 Main Street
City: Stevensville

QA-719
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Stevensville Middle School**

Location: 610 Main Street
City: Stevensville

QA-719
Queen Annes County



**PHOTOGRAPHS**




Photo 1 of 11: Stevensville Middle School, northwest half of northeast façade, looking southwest




Photo 2 of 11: Stevensville Middle School, southeast half of northeast façade, looking southeast

**PHOTOGRAPHS**



Photo 3 of 11: Stevensville Middle School, southeast elevation, looking northwest



Photo 4 of 11: Stevensville Middle School, northeast entrance on southeast elevation, looking northwest

**PHOTOGRAPHS**



Photo 5 of 11: Stevensville Middle School, southwest entrance on southeast elevation, looking southwest



Photo 6 of 11: Stevensville Middle School, southwest and southeast elevations, looking northwest

**PHOTOGRAPHS**



Photo 7 of 11: Stevensville Middle School, southwest elevation, looking north



Photo 8 of 11: Stevensville Middle School, southwest elevation, looking northeast

**PHOTOGRAPHS**




Photo 9 of 11: Stevensville Middle School, northeast and southwest elevations, looking northeast



Photo 10 of 11: Stevensville Middle School, northwest elevation, looking southeast

**PHOTOGRAPHS**



Photo 11 of 11: Stevensville Middle School, northwest elevation and northeast façade, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-719 Stevensville Middle School

**PHOTO LOG**

Number of Photos: **11**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-06**
Location of Original Digital File: **MHT**
File Format: **QA-719_2023-12-06_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-719_2023-12-06_01.tif
Photo 1 of 11: Stevensville Middle School, northwest half of northeast façade, looking southwest

QA-719_2023-12-06_02.tif
Photo 2 of 11: Stevensville Middle School, southeast half of northeast façade, looking southeast

QA-719_2023-12-06_03.tif
Photo 3 of 11: Stevensville Middle School, southeast elevation, looking northwest

QA-719_2023-12-06_04.tif
Photo 4 of 11: Stevensville Middle School, northeast entrance on southeast elevation, looking northwest

QA-719_2023-12-06_05.tif
Photo 5 of 11: Stevensville Middle School, southwest entrance on southeast elevation, looking southwest

QA-719_2023-12-06_06.tif
Photo 6 of 11: Stevensville Middle School, southwest and southeast elevations, looking northwest

QA-719_2023-12-06_07.tif
Photo 7 of 11: Stevensville Middle School, southwest elevation, looking north

QA-719_2023-12-06_08.tif
Photo 8 of 11: Stevensville Middle School, southwest elevation, looking northeast

QA-719_2023-12-06_09.tif
Photo 9 of 11: Stevensville Middle School, northeast and southwest elevations, looking northeast

QA-719_2023-12-06_10.tif
Photo 10 of 11: Stevensville Middle School, northwest elevation, looking southeast

QA-719_2023-12-06_11.tif
Photo 11 of 11: Stevensville Middle School, northwest elevation and northeast façade, looking southeast

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Bay Bridge Airport** Inventory Number: **QA-720**

Address: 200 Airport Rd Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: County Commissioners of Queen Anne's County Tax Account ID Number: 04-080394 and 04-104803

Tax Map Parcel Number(s): 0299 and 0349 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: March 15, 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:

**LOCATION/SETTING**

The 75.33-acre Bay Bridge Airport is a general aviation airport is on two parcels of land on the northwest side of Romancoke Road. It is bounded southeast by Romancoke Road, south by commercial properties and Christ Church Cemetery (QA-162), southwest by residential development, west by the Chesapeake Bay, northwest by Chesapeake Bay Beach Club and the Bay Bridge Marina, and northeast by a vacant parcel also owned by the County Commissioners of Queen Anne's County. A curvilinear asphalt driveway leads from Romancoke Road to parking lots on the southside of the property. The 67.55-acre parcel contains an asphalt-paved runway, oriented roughly east-west; two taxiways that parallel the runway to the north and south; three hangars, oriented northwest-southeast, on an apron south of the runway; two hangars, oriented approximately north-south, on the east side of the property; and two connected commercial buildings, one of which serves as the airport administration building and the other as a lounge. The 7.78-acre parcel is northeast of the runway and contains an apron and three hangars, oriented northwest-southeast.

A metal fence wraps around most of the property. The southwest corner of the parcel has, from west to east, Hangar B, Hangar A

**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***

and Hangar C behind it, the Chesapeake Sport Pilot Hangar and parking lot, the administration building, the pilot's lounge, another parking lot, and the blue maintenance hangar. North of the Chesapeake Pilot Hangar through the maintenance hangar is the south asphalt airport apron. smaller parcel contains an asphalt airport apron over three-quarters of the parcel, with Hangars, D, E, and F from west to east over the west half of the apron.

**RESOURCE DESCRIPTION**

*Runway, circa 1967*

The asphalt runway was originally paved in 1967 and remains in its original location (Lewis 1967). A crack seal and seal coat surface treatment was applied in 2011, while the runway safety area (RSA) was stabilized in 2012-2013 (AECOM 2021, 29; Shaum 2013). The runway is currently about 2,714 feet long by 60 feet wide, a decrease from the original 2,903 feet, as part of the runway is currently unusable due to safety concerns (AECOM 2023, 1–7; Mcney 2005, 30). The RSA at the northwest side, constructed out of reclaimed land, extends into the Chesapeake Bay.

*Blue Maintenance Hangar, 1967*

Known as the "blue maintenance hangar," it was built in 1967 and is a two story tall prefabricated steel 8,800-square-foot building with a front-gable metal roof (Board of County Commissioners of Queen Anne's County 2024, 6). On the north two-thirds of the west elevation is a one-story addition. The west elevation has a two-light sliding window, one metal door with one light, another solid metal door with a sign that says "200" above it, and a pair of sliding doors, all in the addition. The south elevation has no fenestration. The east elevation has a sign that says "Queen Anne's County Bay Bridge Airport" with an illustration of a small plane. Most of the north elevation is taken up by a two-story sliding hangar door that opens to the south apron.

*Administration Building, between 1967 and 1973*

The administration building was built between 1967 and 1973 and is a one-story, cross-gable building clad with vinyl siding on a concrete-block foundation and capped with an asphalt-shingle roof (Brashears, Jr. 1967; Lewis 1967; Thurston 1969). The north façade has two pairs of one-over-one, double-hung sash windows, a single-leaf door, and then three pairs of one-over-one, double-hung sash windows. In the gable is a sign that says "BAY BRIDGE AIRPORT." The west elevation has a set of three one-over-one, double-hung sash windows in a large surround, then two pairs of one-over-one, double-hung sash windows and a vent in the gable. The south elevation has a pair of one-over-one double-hung sash windows, a sign that says "Welcome to Queen Anne's County Bay Bridge Airport 410-643-4364" with the county seal, and another one-over-one, double-hung sash window. In front of the elevation are three cylindrical concrete bollards and a gravel flowerbed. The east elevation has a one-over-one, double-hung sash window, a utility box, another one-over-one, double-hung sash window, and a door with sidelights. A covered walkway goes from the door at the northeast corner of the administration building to the door at the northwest corner of the lounge building.

*Hangar A (1993)*

Hangar A was built in 1993 (NETROnline, n.d.; Record Observer 2018). It is a prefabricated steel nested T-hangar building with a side-gable metal roof. It is composed of nine sections. The northwest elevation has no fenestration and a letter "A" sign. The southwest elevation, from northwest to southeast, has a shorter section with a roll-up metal door, seven identical hangars with bifold hangar doors as well as a single-leaf door apiece, and a final taller and longer hangar section with no fenestration. The northeast elevation, from southeast to northwest, has a taller and longer section with bifold hangar doors and a single-leaf door, a shorter section with a roll-up metal door, and seven identical sections with bifold hangar doors as well as a single-leaf door apiece. The southeast elevation was not visible at the time of survey.

*Hangar B (1993)*

Hangar B was built in 1993 (NETROnline, n.d.; Record Observer 2018). It is a prefabricated steel nested T-hangar building with side-gable metal roof. The northwest elevation has no fenestration and a letter "B" sign. The northeast elevation, from southeast to northwest, has a shorter section with a roll-up metal door and then four sections of hangars with bifold doors and a single-leaf metal door apiece. The southwest elevation, from northwest to southeast, has a shorter section with a roll-up metal door and then four sections of hangars with bifold doors and a single-leaf metal door apiece. The southeast elevation was not visible at the time of survey.

*Hangar C (1997)*

Hangar C was built in 1997 and is a prefabricated steel nested T-hangar building with side-gable metal roof (Winslow 1997). The northwest elevation has a letter "C" sign and no fenestration. The southeast elevation, from northwest to southeast, has five hangar sections with bifold doors and a single-leaf metal door apiece and another section at the south end with a roll-up door. The northeast elevation, from southeast to northwest, has five hangar sections with bifold hangar doors as well as a single-leaf door apiece and another section at the northwest end with a roll-up door. The southeast elevation was not visible at the time of survey.

*Pilot's Lounge (circa 1995)*

The pilot's lounge at 206 Airport Road was built in the mid-1990s and is a four bay, vinyl-siding clad rectangular building on a concrete-block foundation with a front-gable, asphalt-shingle roof (NETROnline, n.d.; County Commissioners of Queen Anne's County 2010). The south façade has a nine-light paneled single-leaf fiberglass door on the far west side with a concrete stoop and wood railing. East of the door is a one-over-one, double-hung vinyl sash window, another fiberglass single-leaf paneled door with one light, and another one-over-one, double-hung vinyl sash window. The west elevation has a door by the northwest corner as well as a covered walkway from this door to the door at the northeast corner of the administration building. The north elevation has one large, fixed window taking up most of the wall. Standing by the northeast corner of the building is a pole sign that says "Titan" with a logo of a white T in a blue circle.

*Chesapeake Sport Pilot Hangar (2009)*

The Chesapeake Sport Pilot hangar was built in 2009 and is a prefabricated two-story corrugated steel 6,000-square-foot hangar with a side-gable standing-seam metal roof (Shaum 2009). The east façade has a metal-and-glass, single-leaf door with a single-light side in the center, sheltered by a barrel-arched fabric canopy supported by metal posts. South of the door are two one-over-one, double-hung sash windows while north is a one-over-one, double-hung sash window and a sign that says "ROTAX." In the second story above the two windows are three signs, one for Chesapeake Sport Pilot, one for Auto Gyro, and one about Van's Aircraft RV12. In the second story above the single north one-over-one window is a six-over-six, double-hung sash window.

The north elevation has two one-over-one, double-hung sash windows and two metal doors in the eastern third of the first story. Surrounding these windows and doors are an assortment of signs. Above these bays in the second story are two six-over-six, double-hung sash windows. Most of the western two-thirds of the elevation is taken up by a two-story metal hangar door. The west elevation has no fenestration. The south elevation has in the first story a door on the west side and two one-over-one, double-hung sash windows on the east side. In the second story is a pair of casement windows and a rectangular vent.

*Hangars D, E, and F, 2016*

Hangars D, E, and F were built in 2016. They are identical 42-foot-wide prefabricated steel nested T-hangar buildings composed of 8 units (AECOM 2021, 27, 30). Each southeast elevation has a sign that says "D," "E," or "F". Each southwest elevation, from northwest to southeast, has a smaller section with just a metal single-leaf door and then four hangar sections with bifold doors and a metal single-leaf door each. Each northeast elevation, from southeast to northwest, has four hangar sections with bifold doors and a metal single-leaf door each then a smaller section with just a metal single-leaf door at the north end. The northwest elevations were not visible at the time of survey.

**HISTORIC CONTEXT**

Prior to the development of the airport, the land that this airport sits on was used as farmland. For a detailed description of that history, see the DOE form for the Eareckson House (QA-125).

In 1958, six years after the opening of the first span of the Chesapeake Bay Bridge, the last owner of the farm, Dr. Charles E. Snyder, sold a portion of the farmland to the Bay Park Development Company (Queen Anne's County Circuit Court 1958). In 1963, the Kent Island Limited Partnership, consisting of Nathan Morris, Allen I. Morris, and Allen Berenter, purchased the remaining farmland south of US 50/301 with the intention of developing an industrial center on the property (Queen Anne's County Circuit Court 1963). Nathan "Bill" Morris was a local aviator who established the Kentmorr community in Stevensville in the 1940s, a residential neighborhood oriented around a private airstrip (Shaum 2006).

Located within the approximately 190-acre Bay Bridge Industrial Center, the Bay Bridge Airport was constructed in 1967 with

an approximately-3,500-foot runway (about 3,000 of it paved). Morris envisioned constructing a 6,000-square-foot, -foot two-story administration building, as well as hangar space and facilities for pilots, but the large, two-story administration building was never constructed. The airport was one of several projects planned for the industrial center, including a marina, motel, and other commercial buildings (Brashears, Jr. 1967; Lewis 1967).

In the 1970s, much of the airport was cleared land, except for the runway, which included the runway safety area at the northwest end, as well as the south taxiway, two-story blue maintenance hangar, a one-story trailer, and the current one-story administration building. The only airport apron was south of the runway and north of the buildings, with space northwest of the buildings for tying down airplanes on grass. This grass tie-down space was where most of the airplanes were located (Thurston 1969; Queen Anne's County, n.d.). The airport was sold to Bay Bridge Airpark Limited Partnership in January 1981 (Queen Anne's County Circuit Court 1981).

By June 1983 most of the plans for the industrial park never materialized, and the airport was operating at a deficit (Emory 1983). Due to high overhead costs, small general aviation airports throughout the country were struggling in the 1980s, with some closing. By 1987 the owners of Bay Bridge Airport started looking into redeveloping it, leading the Queen Anne's County Commissioners to consider buying the airport (Bowman 1987). Though the commission originally voted no, a second vote in September 1987 approved the purchase. Despite some controversy over noise and safety concerns as the area around the airport had become more developed, the County Commissioners bought the property in July 1988 (McKeel 1988; Queen Anne's County Circuit Court 1988). The airport was described in July 1988 as 58 acres with a 10-plane hangar, an administrative building, and a maintenance building (Ruderman 1988).

Since the purchase by the county, the airport has been further developed. Between 1989 and 1991 the south airport apron was extended over the grass tie-down area to its current extent, while Airport Road from Romancoke Road was paved and an asphalt parking lot was constructed where the Chesapeake Sport Pilot Hangar and its parking lot is today (Queen Anne's County, n.d.). Hangars A and B were built in 1993, and the pilot's lounge building was built in the mid-1990s (NETROnline, n.d.; Record Observer 2018). In 1995, the County Commissioners purchased a 7.78-acre parcel of land immediately north of the airport (Queen Anne's County Circuit Court 1995). Hangar C, south of the runway, was built in 1997, while a new taxiway was constructed northeast of the runway between 1997 and1998 (Winslow 1997; Evans 1998; NETROnline, n.d.; Queen Anne's County, n.d.). By 1998, with the growth of the Bay Bridge Marina, nearby Chesapeake Bay Business Park, and other attractions, the Bay Bridge Airport was the fastest growing general aviation airport in the state of Maryland and the third busiest general aviation airport in the state (Winslow 1997). While Bay Bridge Airport was doing well, other airports, especially small rural community airports, throughout the country, including in Maryland, were being closed due to increased financial pressure, such as high property taxes, as well as suburban sprawl and homeowners concerned about noise and safety (Leung 1995; AP 1995).

From the mid-1990s to the mid-2000s, Bay Bridge Airport was also home to flight school Lynn Aviation, run by world and nationally known flight instructor and aerobatic competitor Nancy Lynn and her husband and fellow pilot Scott E. Muntean (Pelton, n.d.; Rasmussen 2000; Mitchell 2006). Only seven percent of all pilots were women and Nancy Lynn was one of the few women on the air show circuit. She appeared several times in segments on the Discovery Wings television cable channel, mentored younger female pilots, and worked as an inspirational speaker (Valentine 2004; Johnson 2006; The Kent Island Bay Times 2006). She was also one of the women featured in the film Above & Beyond: 100 Years of Women in Aviation, which premiered in a 2003 screening at the Women in Military Service for America Memorial in Arlington National Cemetery hosted by the Women in Military Service for America Memorial Foundation, Air Force Centennial of Flight Office, and the film producer's Art Reach International (Lopez 2003; U.S. Centennial of Flight Commission, n.d.; Williams 2003). Muntean died in 2000, while Lynn died from a plane crash in 2006; both of their memorial services were held in their hangar at Bay Bridge Airport (Rasmussen 2000; Johnson 2006; Mitchell 2006). Lynn was later commemorated in a 2007 exhibit titled Nancy Lynn: Inspiration Was Her Mission at the International Women's Air & Space Museum in Burke Lakefront Airport in Cleveland (Aero News Network 2008).

Since 2009, the Bay Bridge Airport has been undergoing a multi-phase renovation project (Shaum 2009). The northeast taxiway was extended southeast to its current end at the east terminal of the runway between 2008 and 2011 (NETROnline, n.d.; Queen Anne's County, n.d.). The Chesapeake Sport Pilot Hangar was constructed in 2009, while the administration building was also renovated (Shaum 2009). By 2011, the airport was described as having a 2,900-foot runway with a "full-length parallel taxiway" and "24 forty-two-foot hangars, 3 forty-four-foot hangars, 5 forty-eight-foot hangars and another large hangar classified as A-1," along with "62 tie downs on pavement and grass" (Knauss 2011). In 2013, the northeast airport apron was paved (Shaum 2013). Pier One Road was relocated northeastward in 2014 to its current location to allow for future airport expansion including apron space (Shaum 2014). Hangars D, E, and F were constructed on the northwest half of the north apron in 2016 as Phase V of the multi-phase project (AECOM 2021, 27, 30). By 2021, phase VI of the project, the expansion of the north apron, and phase VII,

constructing more hangars on the expansion and relocating the airport offices and Fixed Based Operator (FBO) areas to the north side of the airport by Pier One Road, were planned, but as of the time of survey had not been constructed (AECOM 2021, 27).

*Mid-to-late Twentieth Century Annapolis, Mid-Shore, and Eastern Shore Airports*

Starting in the 1940s, airports, including small community ones in rural areas as well as military installations, began to be constructed throughout the state of Maryland as more and more Americans explored aviation (AP 1995). Bay Bridge Airport is one of several of airports on the Mid-Shore of Maryland built in the mid-to-late twentieth century. Mid-shore airports include Cambridge-Dorchester Airport and Easton Airport (Mcney 2005, 29). Cambridge-Dorchester Airport was built in 1954 and run by the city of Cambridge until Dorchester County purchased the airport in 1979 (Mcney 2005, 31). Easton Airport was built in 1942 as an auxiliary airfield. Since the end of World War II, it has been owned by Talbot County (Mcney 2005, 31–32; Talbot County Chamber of Commerce 2011, 12). Other airports nearby include the private Lee Airport in Edgewater and Tipton Airport at Fort George G. Meade in Odenton, both in Anne Arundel County. Lee Airport was founded around 1939 on an old tobacco field and continued to grow even as the area around it became developed (Sarris 1987; Dress 2019). Tipton Airport, originally the location of an airfield at Fort Meade, opened in 1960 as an airport for the fort. Closed in 1995, it reopened as a public use airport in 1999 (Breiseth 2007, 1).

In terms of design and setting, Bay Bridge Airport, Cambridge-Dorchester Airport, Lee Airport, and Tipton Airport all have one runway, while Easton Airport has two. Each airport has one or two taxiways per runway, and all have an assortment of commercial buildings and hangars. While the area around Bay Bridge Airport is heavily developed, there is still some open space around the other airports, though Easton and Lee Airports have less than Cambridge-Dorchester and Tipton (NETROnline, n.d.). Bay Bridge Airport has a smaller runway than either Cambridge-Dorchester Airport or Easton Airport, restricting the type of planes that can be used there (Mcney 2005, 39).

**ELIGIBILITY DETERMINATION**

The Bay Bridge Airport 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.

Bay Bridge Airport was part of the trend of small, rural airport construction in the mid-to-late twentieth century in the Mid-Shore of Maryland and is an example of a community airport that survived the airport closures of the late twentieth century. However, the airport, as well as the land around it, has developed significantly since its construction, making the Bay Bridge Airport no longer appear as a small, rural airport. In addition, the airport's existing buildings and landscape are much more reflective of a late-twentieth and early-twenty-first-century airport. Therefore, Bay Bridge Airport is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Though the airport is associated with Nathan Morris, a local aviator and developer, the airport has been developed significantly since he and the rest of the partners of the Kent Island Bay Partnership owned it. Kentmorr subdivision and airpark may also better represent his life and significance. While Nancy Lynn was a well-known woman aviator during her lifetime, she did not make any significant contributions to aviation history or the history of Kent Island. Therefore, Bay Bridge Airport is not eligible under Criterion B.

Bay Bridge Airport, with its one runway and assortment of commercial buildings, hangars, and asphalt and grass tie-down space, is a typical example of a small general aviation airport. Research has found no association with a master, nor does the resource have high artistic value. Though it retains its original runway configuration and the majority of the original buildings, most of the airport's buildings, as well as taxiways and aprons, are less than fifty years old. Therefore, Bay Bridge Airport is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 75.33 acres and is confined to the current property tax parcels, which are found on Queen Anne's County Tax Map 0056, Parcels 0299 and 0349 (2024). Tax accounts are 04-080394 and 04-104803.

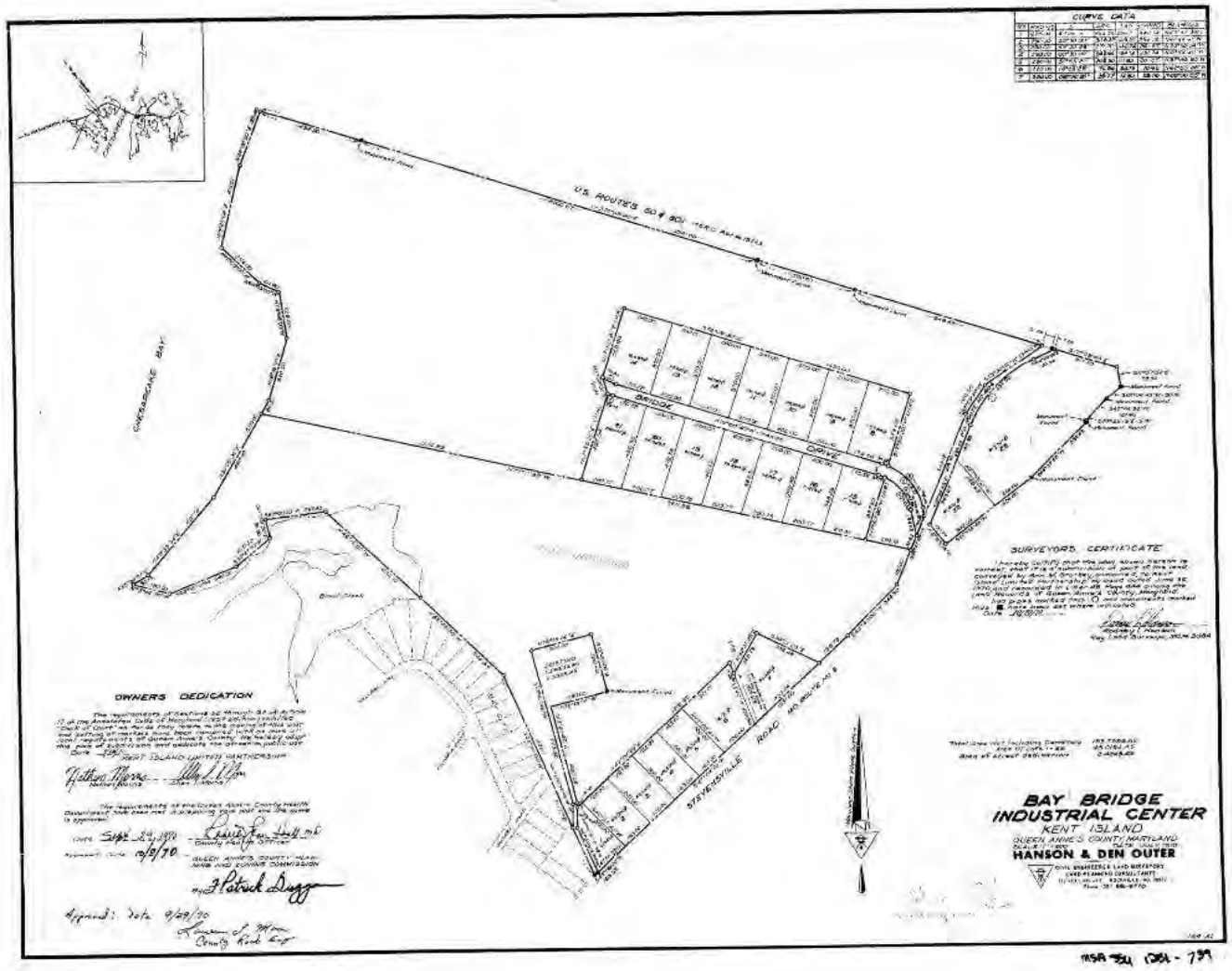
**REFERENCES**

AECOM. 2021. "Bay Bridge Airport Aviation Consulting Services." Statement of Qualifications. https://qac.org/AgendaCenter/ViewFile/Agenda/_06222021-1159?packet=true.

———. 2023. “2023 Maryland Aviation System Plan Interim Update – Technical Report.” Final Report. Maryland Department of Transportation Maryland Aviation Administration. https://marylandregionalaviation.aero/wp-content/uploads/2023/04/2023-MASP-Technical-Report.pdf.
Aero News Network. 2008. “IWASM Reflects On 2007 Achievements, Looks Ahead To 2008.” January 3, 2008. https://www.aero-news.net/index.cfm?do=main.textpost&id=99A96F07-217B-4488-ADE5-60C94AF31D46.
AP. 1995. “Civilization Endangering State’s Small Airports.” The Star-Democrat (Easton, MD), March 22, 1995. Newspapers.com.
Board of County Commissioners of Queen Anne’s County. 2024. “Minutes, Board of County Commissioners Meeting.” https://www.qac.org/AgendaCenter/ViewFile/Minutes/_02132024-1746.
Bowman, Rex. 1987. “QA’s Reconsiders Airport Decision.” The Star-Democrat (Easton, MD), September 23, 1987. Newspapers.com.
Brashears, Jr., A. Davis. 1967. “190-Acre Industrial Center Planned Near Bay Bridge.” The Sun (Baltimore, MD), February 1, 1967. Newspapers.com.
Breiseth, Elizabeth. 2007. “Tipton Airport.” Maryland Historical Trust Determination of Eligibility Form AA-2380. Maryland State Archives. https://apps.mht.maryland.gov/Medusa/PDF/AnneArundel/AA-2380.pdf.
County Commissioners of Queen Anne’s County. 2010. “Invitation to Bid.” The Kent Island Bay Times (Chester, MD), December 15, 2010. Newspapers.com.
Dress, Brad. 2019. “Lee Airport Flies On.” CBM Bay Weekly. October 31, 2019. https://bayweekly.com/lee-airport-flies-on/.
Emory, Pat. 1983. “Kent Island Developer Asks Zoning Change.” The Star-Democrat (Easton, MD), June 8, 1983. Newspapers.com.
Evans, Bill. 1998. “Winstead Tours Bay Bridge Airport.” The Star-Democrat (Easton, MD), March 4, 1998. Newspapers.com.
Johnson, Caitlin. 2006. “A Son Mourns His Stunt-Pilot Mother.” CBS News. November 12, 2006. https://www.cbsnews.com/news/a-son-mourns-his-stunt-pilot-mother/.
Knauss, Chris. 2011. “County Commissioners Consider Future of Bay Bridge Airport.” The Star-Democrat (Easton, MD), October 10, 2011. Newspapers.com.
Leung, Shirley. 1995. “Community Airports Are Disappearing.” The Sun (Baltimore, MD), March 5, 1995, sec. C: Carroll County and Maryland. Newspapers.com.
Lewis, Jack. 1967. “Industrial Center on Kent Island Plans Airport.” The Sun (Baltimore, MD), June 4, 1967. https://www.newspapers.com/image/377090243/?terms=%22Nathan%20morris%22%20%22kent%20island%22&match=1.
Lopez, C. Todd. 2003. “Women Aviators Gather for Film Premier.” Air Force Print News. March 12, 2003. https://www.af.mil/News/Article-Display/Article/139866/women-aviators-gather-for-film-premier/.
McKeel, Stuart. 1988. “Residents Say Airport Is Threat.” The Star-Democrat (Easton, MD), March 23, 1988. Newspapers.com.
Mcney, Richard. 2005. “Mid-Shore Airports Look to Improve.” Chesapeake Business Ledger, December 2005. Newspapers.com.
Mitchell, Liz. 2006. “Inspiration Was Her Mission.” Culpeper Star-Exponent (Culpeper, VA), October 30, 2006. Newspapers.com.
NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.
Pelton, Tom. n.d. “Teaching the ‘Ballet of the Sky.’” The Sun (Baltimore, MD), sec. Section B: Maryland & Carroll County. Newspapers.com. Accessed March 21, 2024.
Queen Anne’s County. n.d. “Queen Anne’s County Historic Image Viewer.” Accessed January 31, 2024. https://gis.qac.org/historic.
Queen Anne’s County Circuit Court. 1958. “Deed, Charles E. Snyder and Margaret S. Snyder to Bay Park Development Company.” TSP 42, p. 0009. Maryland State Archives.
———. 1963. “Deed, Bay Park Development Company to Nathan Morris, Allen I. Morris, and Allen Berenter.” TSP 71, p. 0429. Maryland State Archives.
———. 1981. “Deed, Kent Island Limited Partnership to Bay Bridge Airpark Limited Partnership.” MWM 171, p. 0625. Maryland State Archives.
———. 1988. “Deed, Bay Bridge Airpark Limited to the County Commissioners of Queen Anne’s County.” MWM 308, p. 0396. Maryland State Archives.
———. 1995. “Deed, PVD Limited Partnership to the County Commissioners of Queen Anne’s County.” SM 497, p. 0545. Maryland State Archives.
Rasmussen, Frederick N. 2000. “Scott E. Muntean, 45. Co-Owned Lynn Aviation.” The Sun (Baltimore, MD), August 22, 2000, sec. Maryland & Howard County. Newspapers.com.
Record Observer (Easton, MD). 2018. “From the Past,” February 16, 2018. Newspapers.com.
Ruderman, Kurt. 1988. “Advisory Committee Tours Airport.” The Star-Democrat (Easton, MD), July 29, 1988. Newspapers.com.

Sarris, Marina. 1987. “Expansion Plans Land Lee Airport in Residents’ Storm.” Anne Arundel County Sun (Baltimore, MD), July 12, 1987.
Shaum, Jack. 2006. “Morris Remembered as Aviation Pioneer, Adventurer.” The Kent Island Bay Times (Chester, MD), February 8, 2006. Newspapers.com. https://www.newspapers.com/image/116039136/.
———. 2007. “Restricted Airspace Rules Change.” Record Observer (Easton, MD), September 7, 2007. Newspapers.com.
———. 2009. “Airport Construction Projects under Way.” The Kent Island Bay Times (Chester, MD), September 23, 2009. Newspapers.com.
———. 2013. “Airport Expansion Moves Ahead.” Record Observer (Easton, MD), February 22, 2013. Newspapers.com.
———. 2014. “Pier One Road Relocation Nearly Finished.” The Bay Times (Chester, MD), October 8, 2014. Newspapers.com.
Talbot County Chamber of Commerce. 2011. “Welcome to Easton Airport, Aviation Gateway to the Eastern Shore.” Tradewinds 2011 Business & Community Directory, 2011. Newspapers.com.
The Kent Island Bay Times (Stevensville, MD). 2006. “Nancy Lynn (Obituary),” October 18, 2006. Newspapers.com.
Thurston, Walter, C., Jr. 1969. Aerial View of the Bay Bridge Airport. Photograph. Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University. https://collections.digitalmaryland.org/digital/collection/p17340coll8/id/101/rec/1.
U.S. Centennial of Flight Commission. n.d. “Movies: ‘ABOVE & BEYOND: 100 Years of Women in Aviation.’” Welcome to Sights and Sounds of Aviation. Accessed March 21, 2024. https://www.centennialofflight.net/sights/movie_media6.htm.
Valentine, Daniel. 2004. “Aerobatics School Takes to Region’s Skies Again.” The Star-Democrat (Easton, MD), August 9, 2004. Newspapers.com.
Williams, Rudi. 2003. “WASPs Gather for Commemorative Film.” Aero News Network. March 13, 2003. https://www.aero-news.net/subsite.cfm?do=main.textpost&id=0A81EED3-7138-4098-93F9-2A2E38783722.
Winslow, Theresa. 1997. “Airport Upgrades May Be in Works.” The Capital (Annapolis, MD), December 17, 1997, sec. Kent Island. Newspapers.com.

**QA-720**
**Bay Bridge Airport**
200 Airport Road
Stevensville, Queen Anne's County, Maryland

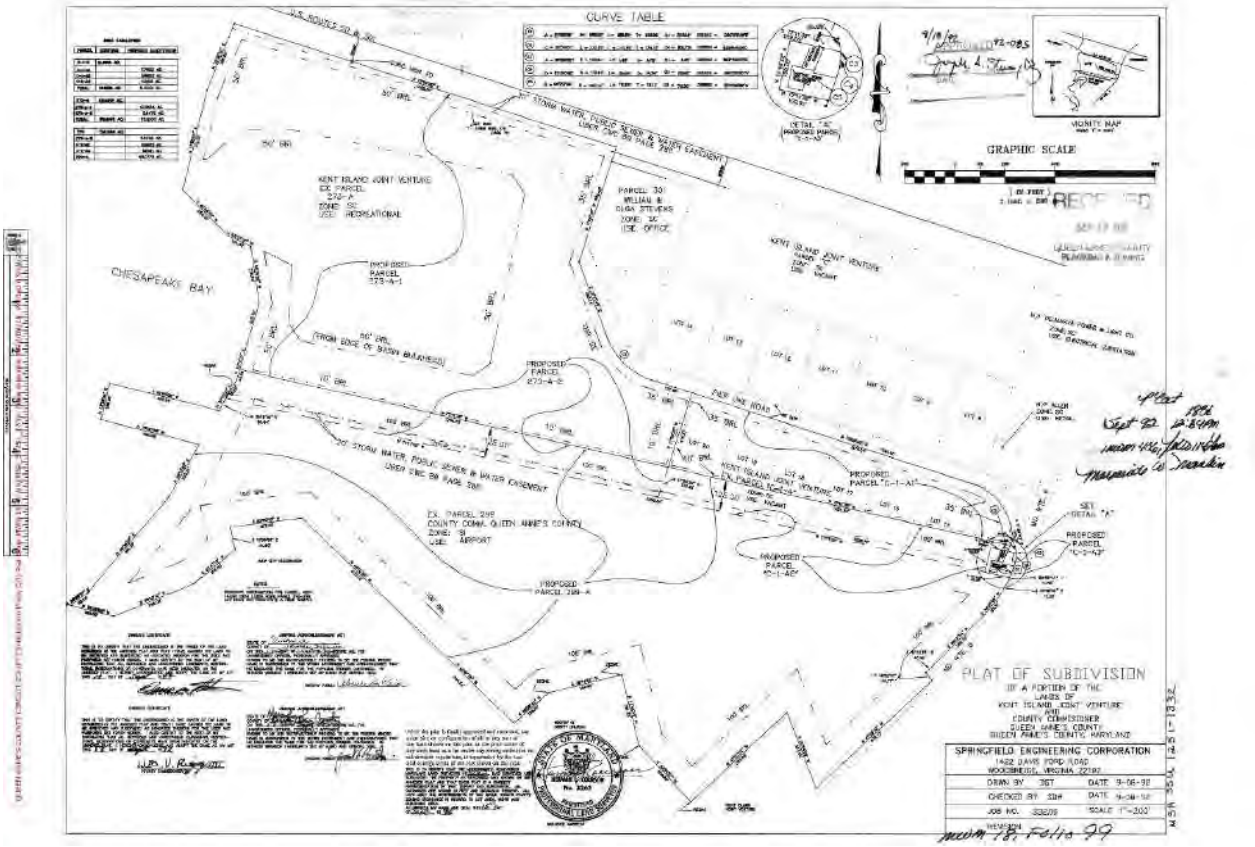



Historic Image 1: Plat of the Bay Bridge Industrial Center, excluding the airport, 1970
Photo Source: Queen Anne's County Circuit Court (Subdivision Plats, QA), 1970,
Bay Bridge Industrial Center, Plat Book CWC 1, p. 32, MSA S1251-739



Historic Image 2: Aerial view of the Bay Bridge Airport, likely taken between 1969 and 1973
Photo Source: Edward H. Nabb Research Center for Delmarva History and Culture at Salisbury University.
Creative Commons Attribution-NoDerivs 3.0 Unported License.
https://collections.digitalmaryland.org/digital/collection/p17340coll8/id/101/rec/1.

**QA-720**
**Bay Bridge Airport**
200 Airport Road
Stevensville, Queen Anne's County, Maryland




Historic Image 3: Plat of Subdivision of a Part of the Lands of the Kent Island Joint Venture and County Commissioner of Queen Anne's County
Photo Source: Queen Anne's County Circuit Court (Subdivision Plats, QA), 1992/09/18, Kent Island Joint Venture and County Commissioners Queen Annes County, Plat Book MWM 18, p. 99, MSA S1251-1332

**MAPS**

**Bay Bridge Airport**

Location: 200 Airport Rd
City: Stevensville

QA-720
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Bay Bridge Airport**

Location: 200 Airport Rd
City: Stevensville

QA-720
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 20: Overview of airport, looking southeast from south apron



Photo 2 of 20: Overview of airport, looking northeast southwest of Chesapeake Sport Pilot Hangar

**PHOTOGRAPHS**



Photo 3 of 20: Overview of airport, looking southwest from north taxiway



Photo 4 of 20: Overview of airport, hangars A, B, C, looking southwest from north apron

**PHOTOGRAPHS**



Photo 5 of 20: Overview of airport, hangars D, E, F looking northwest from north apron



Photo 6 of 20: Runway, looking west

**PHOTOGRAPHS**




Photo 7 of 20: Runway, runway safety area, looking northwest from south taxiway



Photo 8 of 20: Blue maintenance hangar, west elevation looking east

**PHOTOGRAPHS**




Photo 9 of 20: Blue maintenance hangar, south and east elevations, looking northwest




Photo 10 of 20: Administration building, west and south elevations, looking northeast

**PHOTOGRAPHS**




Photo 11 of 20: Administration building, south and east elevations, looking northwest




Photo 12 of 20: Pilot's lounge, west elevation and south façade, looking northeast

**PHOTOGRAPHS**



Photo 13 of 20: Pilot's lounge, south façade and east elevation, looking northwest



Photo 14 of 20: Hangar A, northwest and southwest elevations, looking southeast

**PHOTOGRAPHS**




Photo 15 of 20: Hangar B, northwest and southwest elevations, looking southeast



Photo 16 of 20: Hangar C, northwest and southwest elevations, looking southeast

**PHOTOGRAPHS**




Photo 17 of 20: Chesapeake Sport Pilot Hangar, east façade and north elevation, looking southwest




Photo 18 of 20: Chesapeake Sport Pilot Hangar, south elevation and east façade, looking northwest

**PHOTOGRAPHS**



Photo 19 of 20: Hangar E, southwest and southeast elevations, looking northeast



Photo 20 of 20: Hangar F, southeast and northeast elevations, looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-720 Bay Bridge Airport

**PHOTO LOG**

Number of Photos: **20**
Name of Photographer: **Sara Wilson**
Date of Photographs: **12/07/2023**
Location of Original Digital File: **MHT**
File Format: **QA-720_12/07/2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-720_2023-12-07_01.tif
Photo 1 of 20: Overview of airport, looking southeast from south apron

QA-720_2023-12-07_02.tif
Photo 2 of 20: Overview of airport, looking northeast southwest of Chesapeake Sport Pilot Hangar

QA-720_2023-12-07_03.tif
Photo 3 of 20: Overview of airport, looking southwest from north taxiway

QA-720_2023-12-07_04
Photo 4 of 20: Overview of airport, hangars A, B, C, looking southwest from north apron

QA-720_2023-12-07_05.tif
Photo 5 of 20: Overview of airport, hangars D, E, F looking northwest from north apron

QA-720_2023-12-07_06.tif
Photo 6 of 20: Runway, looking west

QA-720_2023-12-07_07.tif
Photo 7 of 20: Runway, runway safety area, looking northwest from south taxiway

QA-720_2023-12-07_08.tif
Photo 8 of 20: Blue maintenance hangar, west elevation looking east

QA-720_2023-12-07_09.tif
Photo 9 of 20: Blue maintenance hangar, south and east elevations, looking northwest

QA-720_2023-12-07_10.tif
Photo 10 of 20: Administration building, west and south elevations, looking northeast

QA-720_2023-12-07_11.tif
Photo 11 of 20: Administration building, south and east elevations, looking northwest

QA-720_2023-12-07_12.tif
Photo 12 of 20: Pilot’s lounge, west elevation and south façade, looking northeast

QA-720_2023-12-07_13.tif
Photo 13 of 20: Pilot’s lounge, south façade and east elevation, looking northwest

QA-720_2023-12-07_14.tif
Photo 14 of 20: Hangar A, northwest and southwest elevations, looking southeast

QA-720_2023-12-07_15.tif
Photo 15 of 20: Hangar B, northwest and southwest elevations, looking southeast

QA-720_2023-12-07_16.tif
Photo 16 of 20: Hangar C, northwest and southwest elevations, looking southeast

**PHOTO LOG**

QA-720_2023-12-07_17.tif
Photo 17 of 20: Chesapeake Sport Pilot Hangar, east façade and north elevation, looking southwest

QA-720_2023-12-07_18.tif
Photo 18 of 20: Chesapeake Sport Pilot Hangar, south elevation and east façade, looking northwest

QA-720_2023-12-07_19.tif
Photo 19 of 20: Hangar E, southwest and southeast elevations, looking northeast

QA-720_2023-12-07_20.tif
Photo 20 of 20: Hangar F, southeast and northeast elevations, looking northwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Kent Towne Market Shopping Center** Inventory Number: **QA-721**

Address: 0 Main St Historic District: No

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Tax Account ID Number: 038770; 096517

Tax Map Parcel Number(s): 0468 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: May 15, 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:

Description of Property and Justification:

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

**LOCATION/SETTING**

The Kent Towne Market spans two parcels totaling 9.61 acres on the north side of Main Street in Chester. The property is bound to the north by US 50/301, to the east by commercial properties, to the south by Main Street, and to the west by Dominion Road (MD 552). The parcels are almost entirely paved except for grass-covered islands with trees running around the north parcel line and interspersed in the parking lot north of the 1985 strip center. The strip center runs nearly the width of the south parcel line and is oriented east-west. Concrete sidewalks run along the entire façade. There are five buildings in the parking lot north of the strip center, described as follows in west to east order. The circa-1986 Building 1 is at the northwest corner of the property. Buildings 2 through 5 were constructed between 1986 and 1997 and are north of the strip center.

**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***

Concrete sidewalks surround the buildings. A tall metal sign naming the Kent Towne Market occupants is approximately centered along the north parcel line. A metal and brick sign advertising the occupants of the standalone buildings is along the north parcel line at the west end.

**RESOURCE DESCRIPTIONS**

*Strip Center, 1985-6*

The one-story strip center is composed of two blocks, a 1985 long rectilinear block to the west (west block) and a larger, circa-1986 rectangular block to the east (east block). The concrete-block strip center has a flat roof and is clad in a veneer of running bond brick.

The north façade of the west block contains 22 storefronts most often composed of paired glazed metal doors flanked by one-light fixed metal windows with transoms covered by either full-width or half-width fabric awnings. A few storefronts are composed of just paired glazed metal doors with awnings or fixed one-light ribbon windows. One section near the east block contains five unequally sized one-light fixed metal windows flanking paired glazed doors. Occasionally a parapet roof sits above a storefront. There are four, stucco-clad, stepped-roof freestanding signage fascia on concrete-block piers with three-dimensional letters spelling store names in front of the storefronts. At the northwest corner and at the junction between the blocks, there are two freestanding, stucco-clad, stepped roof towers supported by stucco-covered pillars on concrete-block piers. The square tower at the junction covers a single-leaf glazed door.

The north façade of the east block contains three sections; the first (from the east) contains a ribbon window with three one-light fixed metal sash with transoms, two storefronts with paired glazed metal doors and flanking one-light fixed metal windows with transoms, and a ribbon window comprising three one-light fixed metal sash with transoms. A stucco-clad stepped-roof freestanding signage fascia with concrete-block piers and three-dimensional letters spelling “Kent Island True Value” spans the northeast corner. A shallow stepped cornice wraps the façade on this section. The three-bay second section is taller than the first and contains a central storefront with paired glazed metal doors, sidelights, and flanking one-light fixed metal windows and transoms. On either side of the central bay is a pair of one-light fixed metal windows with transoms. Awnings cover each bay. Above the central bay are three-dimensional letters spelling “University of Maryland Urgent Care.” The third section contains a central parapet. Below the parapet is a seven-bay projecting brick and stucco-clad section with a metal-clad shed roof and round posts dividing the bays; the eastern five bays are enclosed and have five ribbons of three fixed one-light metal windows. On the east and west sides of the enclosed area are storefronts with paired glazed metal doors with flanking fixed metal windows with transoms. The two western bays are open and cover a single-leaf metal door. In the parapet, three-dimensional letters spell out “BigLots!” There is no fenestration between the third section and the square tower at the junction of the east and west blocks.

The north half of the east elevation contains a single-leaf metal door and two enclosed openings; the southern enclosed opening is under a stucco-clad, flat-roof projecting bay. A recessed single loading dock is at the southeast corner of the center. North of the loading dock are two sets of paired metal doors. A shallow stepped cornice wraps the east elevation.

The south elevation is brick with a series of single and paired metal doors. A concrete-block wall encloses the south side of the loading dock.

The west elevation lacks fenestration, but a shallow stepped cornice is along the roofline.

*Building 1 (Burger King), 1986*

The one-story building has a flat roof and is clad in running bond brick in the bottom half, synthetic stucco in the top half, and thin stone veneer in sections throughout. A ribbed metal cornice wraps the building. The three-bay east elevation contains a four-light fixed metal window, a glazed metal door with a flanking two-light fixed metal window; and a two-light fixed metal window. The section containing the two-light window has a parapet that wraps around the north elevation. A raised metal sign sits in the parapet. Metal awnings cover each bay. The south elevation contains two two-light sliding windows with sidelights and transoms set in slightly projecting thin-stone-clad bays in the west half of the elevation that provide drive-through service; the east half contains two bays, one with a ribbon comprising three one-light fixed metal sash and the other with a four unit ribbon window. Awnings cover each bay. The west elevation has a single metal door. The north elevation contains a two-light fixed metal window, two three-light metal windows, and paired, glazed metal doors with a partial sidelight on the west side; metal canopies are over the windows and doors.

*Building 2 (Taco Bell), 1986-1988*

The one-story building has a flat roof and is clad in synthetic stucco. Thin-stone veneer clads the bottom third. Parapets run around the building interrupted by metal arches set onto projecting bays on the north, east, and west elevations. The three-bay north façade contains a central entrance with a glazed door with a two-light sidelight and transom, the side bays contain one-light fixed metal windows. Metal awnings cover the side bays. The entrance is covered by a metal awning surrounded by a flat roof stucco-clad arch on stone piers. Three-dimensional metal letters on the awning spell out "TACO BELL." The east elevation contains two trimmed blind openings, one covered by a rounded metal awning, and in a slightly shorter projecting section, a projecting metal sliding window with sidelights and a transom for drive-through service covered by a flat metal awning. At the north end of the east elevation is a one-light metal fixed window covered by a flat metal awning. The south elevation lacks fenestration and contains a metal-clad shed-roof projection at the west end. The three-bay west elevation contains a ribbon of three fixed metal windows covered by a flat metal awning; a glazed metal door with a two-light sidelight and a transom covered by a flat metal awning surmounted by a flat-roof stucco-clad arch on stone piers; and a single-leaf metal door at the south end. A trimmed blind opening covered by a rounded metal awning is between the storefront and the single-leaf doors.

*Building 3 (Dairy Queen), 1986-1992*

The one-story, flat-roof building is clad in running bond brick painted white. A wide section of metal wraps the east elevation and part of the north and south elevations. A band of soldier bricks wraps the building near the roofline. The north elevation contains a storefront bay at the northeast corner. It is composed of a glazed metal door with a transom and two one-light fixed metal windows. A flat metal awning covers the bay. Above it are two three-dimensional signs. The three-bay east elevation contains a central projecting glazed bay with glazed metal doors with sidelights and transoms. Flanking the central bay on either side are ribbons of two one-light fixed metal windows. A continuous metal awning spans the entire elevation and a portion of the south elevation. The south elevation contains a projecting section near the west end. It contains a bay with a metal sliding window with a transom and flanking one-light fixed metal windows. The sides of the projecting section contain one-light fixed metal windows. A projecting sign is mounted above the bay. The west elevation lacks fenestration. A wood privacy fence extends partially along the elevation.

*Building 4 (Sherwin Williams/Verizon), 1986-1992*

The one-story building is clad in running bond brick, painted white, and has a flat roof. The west façade contains seven bays. Bays one, three, five, six, and seven (from the north) contain six one-light fixed metal windows. The second bay contains a glazed metal door with a transom and four one-light fixed metal windows. The fourth bay contains two glazed metal doors each with sidelights and transoms. The north elevation contains two bays with six-light fixed metal windows at the west end; the elevation contains a central stucco-clad parapet and three-dimensional signage. The east elevation contains two single-leaf metal doors. The south elevation contains a bay with a six-light fixed metal window and a bay with a single-leaf metal door.

*Building 5 (M&T Bank), 1986*

The one-story running-bond brick building, painted white, has a shallow-hipped roof with a wide metal cornice that extends beyond the line of the building. The east façade contains six bays. The first bay (from the south) contains paired glazed doors with a transom. The remaining bays contain one-light fixed metal windows. All window bays are marked by projecting stucco-clad walls. A metal automated teller machine is south of the paired doors. The south elevation contains a one-light fixed metal window marked by projecting stucco-clad walls. The west elevation has a flat-roof metal canopy with brick supports at the south end covering two drive-through service lanes. Under the canopy is a projecting bay with a two-light canted tinted fixed metal window, a metal service drawer, and an inset metal deposit box. The north end has an automatic teller machine with a metal awning. The north elevation has a single-leaf metal door marked by stucco-clad projecting walls.

**HISTORIC CONTEXT**

The Kent Towne Market was constructed on formerly open land. The west block was constructed in 1985 and the east block was constructed in 1986. Robert A. Pascal, a former Anne Arundel County businessman/politician, and unnamed partners bought the land for the strip center. The project was estimated to cost $2.5 million (Clark 1984, 47).
When Kent Towne Market was constructed, strip centers were an established feature along US 50/301 in Queen Anne's

County. Before Kent Towne Market, the western section of Queen Anne's County was served by the 1953 Kent Island Shopping Center (now Chester Place) in Chester, the 1965 Island Plaza in Stevensville, and the 1983 Chesapeake Outlet Village, now known as Queenstown Premium Outlets (Commercial Café n.d.; Emory 1983; Bowie 1983).

The Kent Towne Market officially opened on Saturday, November 1, 1986, with a parade. On its opening day, about 80 percent of the 29 retail units were occupied. Some of the first tenants included a Safeway grocery store and an Anne Arundel General Hospital Walk-In clinic (now occupied by BigLots! and the University of Maryland Urgent Care, respectively). The strip center had parking for up to 500 cars (The Star-Democrat 1986c, 41).

Building No. 1 and Building No. 5 were constructed in 1986. Burger King was the original tenant and remains the current occupant of Building No. 1 (The Star-Democrat 1986b, 10). A branch of the First National Bank of Maryland occupied Building No. 5 (The Star-Democrat 1986a, 64). At time of survey, Building No. 5 was occupied by M&T Bank.

Building No. 2 was built between 1986 and 1988. The Star-Democrat references Taco Bell occupying the building in 1988 (The Star-Democrat 1988, 14). Taco Bell remained the occupant at time of survey.

Based on aerial imagery, Building No. 4 was constructed between 1986 and 1992 (NETROnline var.). In 2001, Blockbuster was the tenant of Building No. 4 (The Star-Democrat 2001, 47). At time of survey, the building was occupied by Verizon Wireless and Sherwin Williams.

Building No. 3 was likely constructed in 1997 when Dunkin' Donuts applied for a building permit with Queen Anne's County (The Star-Democrat 1997, 28). Donut Connection occupied the building from November 1998 to February 1999. Then the building sat empty for two years, until Dairy Queen moved in in 2001 (Bay Time 2001, 5). Dairy Queen occupied the building at time of survey.

No records could be located to indicate how the strip center was performing financially, but ads for the Market ran consistently in The Star-Democrat through the late 1980s and into the early twenty-first century.

In 2012, the east block underwent unspecified renovations in advance of BigLots! retailer moving into the space that was previously occupied by Safeway from 1986 to 2007. A 2010 photograph in the Bay Times newspaper shows the strip center before its brick was painted, the parapets roofs added, and the stucco-clad towers and freestanding arches constructed (Bay Times 2012a, 8; 2012b, 9). At time of survey, the strip center and all associated buildings were occupied.

**ELIGIBILITY DETERMINATION**

The Kent Towne Market 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.

Research has revealed no association with events or historic trends that made significant contributions to history. The Kent Towne Market was not the first strip center in Queen Anne's County and it did not influence the design or development of subsequent strip centers. Therefore, Kent Towne Market is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Kent Towne Market is not eligible under Criterion B.

Kent Towne Market is not eligible under Criterion C. Kent Towne Market does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. When constructed, the Kent Towne Market Place may have resembled a typical late-twentieth-century strip center; however, as it stands currently, it resembles a typical early-twenty-first-century strip center. Therefore, Kent Towne Market is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 9.61 acres and is confined to the two current property tax parcels, which are found on Queen Anne's County Tax Map 0057, Parcels 0468, 1 and 2 (2024). Tax accounts are 04-038770 and 04-096517.

**REFERENCES**

Bay Times. 2001. “Kent Island Welcomes Dairy Queen.” June 13, 2001. Jun 13, 2001, page 19 - The Kent Island Bay Times at Newspapers.com.

-----. 2012a. “Big Lots Coming to KI.” August 1, 2012. Aug 01, 2012, page 8 - The Kent Island Bay Times at Newspapers.com.

-----. 2012b. “Big Lots Opens on KI.” November 7, 2012. Nov 07, 2012, page 9 - The Kent Island Bay Times at Newspapers.com.

Bowie, Jack. 1983. “Hardy Doubles Outlet Complex.” The Star-Democrat (Easton, Maryland), June 3, 1983.

Clark, Michael J. 1984. “Pascal Has Plans for Two Malls.” The Sun (Baltimore, MD), April 15, 1984.
Commercial Cafe. n.d. “Jemal’s Bay 50 Shopping Center.” Commercial Cafe. n.d.
https://www.commercialcafe.com/commercial-property/us/md/annapolis/jemal-s-bay-50-shopping-center-1/.

Emory, Pat. 1983. “How Long Can Kent Island Survive Its Love Affair?” The Star-Democrat, December 27, 1983.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George’s Counties, Maryland. Maryland Department of Transportation State Highway Administration. May 2019.
https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf

Maryland Department of Assessments and Taxation. 2024. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Star-Democrat (Easton, MD). 1986a. “Legal Notices.” January 29, 1986. Jan 29, 1986, page 64 - The Evening Sun at Newspapers.com.

-----. 1986b. “Patrol.” May 12, 1986. 12 May 1986, Page 10 - The Star-Democrat at Newspapers.com

-----. 1986c. “Kent Town Market Opens Saturday.” October 29, 1986. 29 Oct 1986, Page 41 - The Star-Democrat at Newspapers.com.

-----. 1988. “Advertisement, Taco Bell.” October 23, 1988. 23 Oct 1988, Page 14 - The Star-Democrat at Newspapers.com.

-----. 1997. “QA’s Wins Some, Loses Some Business.” January 26, 1997. Jan 26, 1997, page 28 - The Star-Democrat at Newspapers.com.

-----. 2001. “Advertisement, Blockbuster Management Positions.” August 31, 2001. Aug 31, 2001, page 47 - The Star-Democrat at Newspapers.com.



Page 8 The Bay Times August 1, 2012

PHOTO BY SHAUNA THOMPSON

Big Lots coming to KI

Construction is finally under way at the old Safeway location at Kent Town Market in Chester July 26. According to public records, Big Lots and possibly another smaller retailer may be coming soon.

Historic Image 1: View of the east block of the Kent Towne Market before 2012 renovations.
*Bay Times.* 2012a. "Big Lots Coming to KI." August 1, 2012.

**MAPS**

**Kent Towne Market Shopping Center**

Location: 0 Main St
City: Chester

QA-721
Queen Annes County



**MAPS**

**Kent Towne Market Shopping Center**

Location: 0 Main St
City: Chester

QA-721
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 11: East elevation and north façade of the strip center's east block, looking southwest

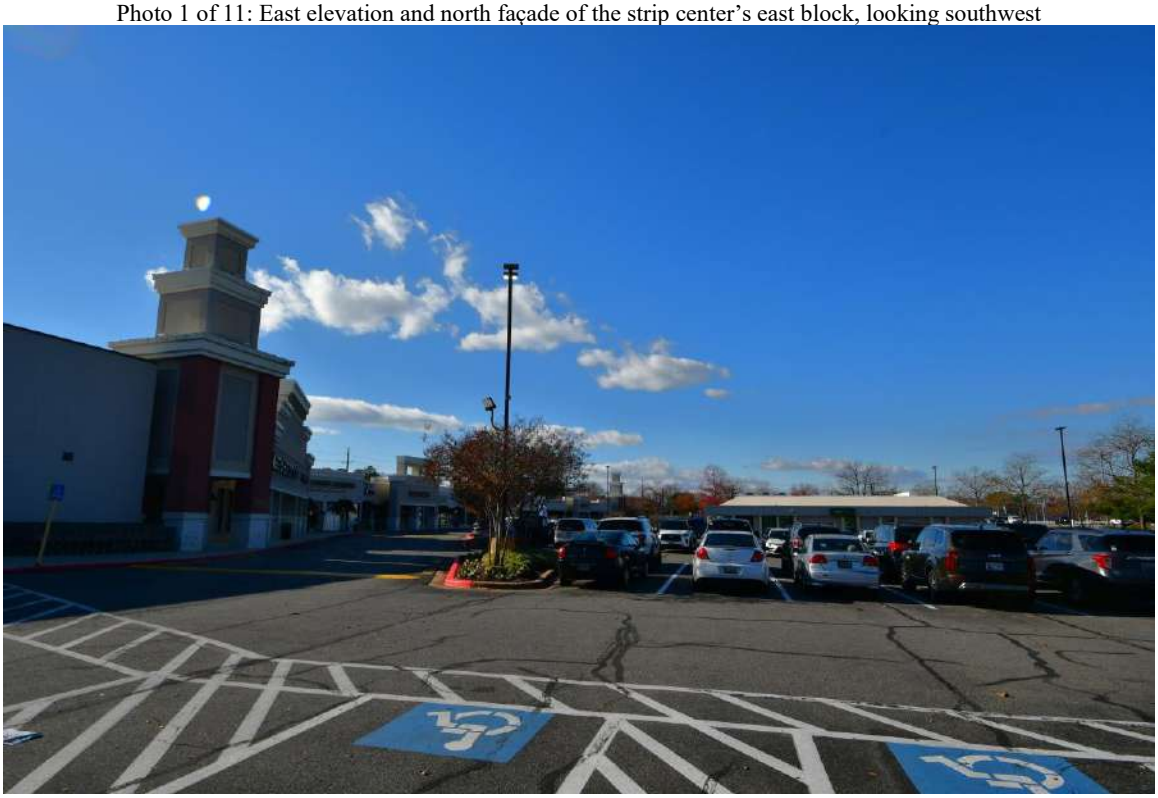


Photo 2 of 11: View along the north façade, looking west

**PHOTOGRAPHS**




Photo 3 of 11: View along the north façade, looking east




Photo 4 of 11: Close-up view of the north façade of the west block, looking east

**PHOTOGRAPHS**




Photo 5 of 11: View along the north façade, looking east



Photo 6 of 11: North façade and west elevation of the strip center's west block, looking southeast

**PHOTOGRAPHS**




Photo 7 of 11: Kent Towne Market sign along US 50/301, looking northwest




Photo 8 of 11: East façade of Building No. 1, looking west

**PHOTOGRAPHS**



Photo 9 of 11: North elevations of Building No. 4 (left), Building No. 3 (center), and Building No. 2 (right), looking east




Photo 10 of 11: North elevation and west façade of Building No. 4, looking southeast

**PHOTOGRAPHS**



Photo 11 of 11: North and west elevation of Building No. 5, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-721 Kent Towne Market Shopping Center

**PHOTO LOG**

Number of Photos: **11**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **2023-11-27**
Location of Original Digital File: **MHT**
File Format: **QA-721_2023-11-27_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-0721_2023-11-27_01.tif
Photo 1 of 11: East elevation and north façade of the strip center's east block, looking southwest

Photo Name: QA-0721_2023-11-27_02.tif
Photo 2 of 11: View along the north façade, looking west

Photo Name: QA-0721_2023-11-27_03.tif
Photo 3 of 11: View along the north façade, looking east

Photo Name: QA-0721_2023-11-27_04.tif
Photo 4 of 11: Close-up view of the north façade of the west block, looking east

Photo Name: QA-0721_2023-11-27_05.tif
Photo 5 of 11: View along the north façade, looking east

Photo Name: QA-0721_2023-11-27_06.tif
Photo 6 of 11: North façade and west elevation of the strip center's west block, looking southeast

Photo Name: QA_0721_2023-11-27_07.tif
Photo 7 of 11: Kent Towne Market sign along US 50/301, looking northwest

Photo Name: QA-0721_2023-11-27_08.tif
Photo 8 of 11: East façade of Building No. 1, looking west

Photo Name: QA-0721_2023-11-27_09.tif
Photo 9 of 11: North elevations of Building No. 4 (left), Building No. 3 (center), and Building No. 2 (right), looking east

Photo Name: QA-0721_2023-11-27_10.tif
Photo 10 of 11: North elevation and west façade of Building No. 4, looking southeast

Photo Name: QA-0721_2023-11-27_11.tif
Photo 11 of 11: North and west elevation of Building No. 5, looking southeast

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Grasonville Seventh-Day Adventist Church** Inventory Number: **QA-722**

Address: 204 and 205 Medical Center Road Historic District:

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Chesapeake Conference Associates of Seventh-Day Adventists Tax Account ID Number: 05-022568

Tax Map Parcel Number(s): 058E Tax Map Number: 0501, 0504

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: July 30, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al. 2019).

**LOCATION/SETTING**

The Grasonville Seventh Day Adventist Church at 204 and 205 Medical Center Road is a 2.27-acre property at the east terminus of the road consisting of two tax parcels. The property is bounded to the north by state road right-of-way for US 50/301, to the east by a residential parcel, to the south by six residential parcels, and to the west by Medical Center Road. The 1962 church is centered along the north property line and is oriented east-west. A circa-2004 Community Service Center, oriented north-south, is southeast of the church and a pre-1982 Fellowship Hall, oriented east-west, is southwest of the church in the southwest corner of the parcel. Northwest of the Fellowship Hall is the 1966 Medical Center. A paved parking lot extends west and south of the church with a grass-covered oval island west of the church. A small grass-covered strip spans the west and south elevations of the church. The area east of the church is open and covered in grass and some mature trees. Concrete walkways provide access to the church from the parking lot. A wood fence runs along a portion of

**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 south property line. A paved parking lot west of the Medical Center is accessed from Medical Center Road. A concrete walkway extends from the parking lot to the north façade of the building. Grouped together at the southwest corner of the Medical Center's parking lot are a vinyl sign for the church and a metal sign reading "Grasonville Medical Center."

**RESOURCE DESCRIPTIONS**

***Church, 1962***

The church is composed of a central asphalt-shingle, A-frame block (A-frame block) surrounded to the west and south by a one-story flat-roof block (one-story-block) laid in running bond brick. The one-story block extends north of the A-frame block. A circa-1998, one-story addition (circa-1998 addition) extends off the east elevation spanning the south part of the A-frame block and all of the one-story block. An interior brick chimney is at the east end of the A-frame block. The west façade of the church contains a central projecting entrance bay with metal paired glazed doors with sidelights and a transom. The west gable field is partially filled with vertical vinyl siding and "Seventh-Day Adventist Church" in applied lettering. The perimeter of the gable contains screened openings. The north elevation of the one-story block contains a two-light vinyl window. One-light metal windows, one-light metal windows atop shorter awning windows, and metal glazed sliding doors span the north elevation of the A-frame block. Approximately 10 feet north of the north elevation, a pierced brick screening wall, tied to the A-frame block via metal beams, extends east from the one-story block. The north elevation of the circa-1998 addition contains a two-light fixed vinyl window. The east elevation of the circa-1998 addition contains two two-light fixed vinyl windows. The east elevation of the A-frame block lacks fenestration. The east gable field is filled with vertical vinyl siding and applied lettering spelling "Seventh Day Adventist Church." The south elevation of the one-story block contains, from west to east, four two-light fixed vinyl windows, a nine-light, two-panel metal door, a one-light fixed vinyl window, and four two-light fixed vinyl windows. The circa-1998 addition contains a single-leaf door and a two-light fixed vinyl window.

***Medical Center, 1966***

The one-story, flat-roof Medical Center is laid in running bond brick. The north façade contains a central primary entrance with a single-leaf wood door with a glazed metal storm door covered by an asphalt-shingle, front-gable entry porch with scrolled wrought iron supports. West of the door is a one-light fixed wood window and east is a ribbon of four one-light fixed metal windows. The east elevation contains sliding vinyl windows at the north and south ends and a nine-light, two-panel composite single-leaf door. The south elevation was not accessible during survey. The west elevation has sliding vinyl windows at either end and a one-light, two-panel composite single-leaf door.

***Fellowship Hall (Former Community Services Building), pre-1982***

The flat-roof building is laid in common bond brick. The north façade contains two paired metal doors at the east and west ends. Flat-roof entry porches with scrolled iron supports cover the doors and concrete stoops. Three two-light fixed vinyl windows are between the doors. The east and south elevations were not accessible during survey. The west elevation contains two window screened window openings and a one-story flat-roof brick projection at the south end.

***Community Service Center, circa 2004***

The one-and-one-half story building is clad in vinyl siding, has an asphalt-shingle, side-gable roof, and a concrete foundation. A wood pergola on brick supports connects the north elevation of the building to the church. The four-bay west façade is composed of two paired nine-light metal doors at the north and south ends and two central two-light fixed vinyl windows. The doors at the north end have concrete steps with metal railings and the doors on the south end have a concrete accessibility ramp. The north elevation lacks fenestration. The east elevation has three two-light fixed vinyl windows and a nine-light metal door. Aerial imagery shows a two-light fixed vinyl window and paired metal doors on the first story of the south elevation. A window is in the half-story.

***Shed, circa 2008***

The one-story, T1-11-clad shed has an asphalt-shingle gambrel roof. The west elevation has a wood awning. The north, east, and south elevations were inaccessible during survey.

## HISTORIC CONTEXT

### *Property History*

Seventh-Day Adventists came to Grasonville in 1892 when it was known as Winchester. In 1894 the congregation built their first church with a school in 1894 (location unknown), which was damaged by a wind storm and rebuilt in 1913. The new church served the community until the late 1950s and a new church was needed. Construction on the current church began in 1960. The $125,000 church was funded through donations of time, money, architectural design, and labor (Record Observer 1965, 1).

On June 3, 1965, ground was broken for the church's Medical Center. It was funded by a $30,000 loan. In 1966, the Center opened and was designed to serve the Grasonville community. The building contained an X-ray machine, a laboratory, an emergency room, and a physical therapy facility. The Medical Center was run by the church board of directors and Dr. Ralph Libby served as the center's doctor (Record Observer 1965, 1).

The fellowship hall was constructed before 1982 by the congregation. The Community Building was built circa 2004.

### *Mid-Twentieth Century Churches*

The mid-twentieth century in Maryland saw a massive shift in demographics, the population grew to 3,100,689 in 1960 and that population was moving to the suburbs. This placed demands on housing, education, recreation, and social life (Gournay 2002, 37). The opening of the 1952 span of the Chesapeake Bay Bridge spurred suburbanization in Queen Anne's County as former farmland was quickly developed and existing communities grew. As suburban life moved into full swing, new churches were constructed that served as worship places and hubs for social activities.

During the advent of the automobile age, the need for parking was a design feature to be reckoned with. This need "revealed an interesting tension over how religious buildings would be oriented on the site, necessitating a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented lifestyle. The tension was expressed in the way sanctuaries were situated to face large, busy roads when congregants would process toward them mostly from back parking lots," (Gournay 2002, 59). In the case of the Grasonville Seventh-Day Adventist Church, the church was oriented towards the parking lot.

Just like commercial and residential architecture was seeing a shift towards Modern styles, religious architecture was also embracing the Modern movement. The swooping rooflines and glass expanses favored by Modern architects lent themselves well to spiritual expression. These new Modern churches were designed to appeal to suburban residents. For many, the form was still readable as a church, but the Modern styles indicated a fresh take on religion and ensured the church-going public that the institution was looking toward the future. While some congregations kept traditional forms, opting to add Modern accents like stylized steeples, other congregations opted for entirely Modern designs. Old materials like brick and stone took on new life as they could be arranged to create visual texture. Newer materials like concrete were often used as formwork could be designed to create both rigid and expressive organic shapes. A variety of windows were used to illuminate the interiors. Rows of clerestory windows, fixed windows, and stained glass were common (Gournay 2002, 60).

A-frames and dominant front gables were common design features as they were dramatic and economical to build. A-frames could be architect-designed or prefabricated to cut down on building costs. The A-frame church allowed for an expansive-feeling sanctuary and gave plenty of room to include windows (Buggeln 2015, 85).

The Grasonville Seventh-Day Adventist church is defined by its large A-frame central block. A 1962 photograph on the Grasonville Seventh-Day Adventist website shows the A-frame's west gable field filled with evenly spaced wood battens. A triangular section of the gable fields was covered with board and batten siding at an unknown date. Also seen in the 1962 photograph is the original primary entrance along the west façade. The primary entrance was originally located along the one-story block and consisted of paired doors with sidelights covered by an entry porch with an M-shaped, asphalt-shingle roof with metal supports (Grasonville Seventh-Day Adventist 1962). This entrance was encapsulated or replaced by the projecting entrance bay between 1962 and 1982.

**ELIGIBILITY DETERMINATION**

Grasonville Seventh-Day Adventist Church at 204 and 205 Medical Center Road 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.

Research has revealed no association with events or historic trends that made significant contributions to history. While the Seventh-Day Adventist congregation has its origins in the county's first Seventh-Day Adventist congregation, their current church was built after the original was demolished. No research could connect the congregation or the church to significant events in the county's history. Therefore, the Grasonville Seventh-Day Adventist Church is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Grasonville Seventh-Day Adventist Church is not eligible under Criterion B.

Grasonville Seventh-Day Adventist Church does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. While the church retains character-defining features of religious facilities set forth in the Historic Context Addendum, the church is a modified example of a typical mid-twentieth-century Modern suburban church found across Queen Anne's County. Therefore, Grasonville Seventh-Day Adventist Church is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 2.27 acres and is confined to the current property tax parcels, which are found on Queen Anne's County Tax Map 058E, Parcels 0501 and 0504 (2022). Tax accounts are 05-022991 and 05-022568.

**REFERENCES**

Seventh-Day Adventist. 2024. "The Sabbath—Then and Now." Seventh-Day Adventist Church. https://www.adventist.org/the-sabbath/the-sabbath-then-and-now/

Buggeln, Gretchen. 2015. The Suburban Church: Modernism and Community in Postwar America. Minneapolis, MN: University of Minnesota Press, 2015.

Gournay, I. 2002. "Context Essay Modern movement in Maryland: Year One." Crownsville, MD: Maryland Historical Trust, 2002. https://mht.maryland.gov/Documents/research/contexts/FRRMary19A.pdf

Grasonville Seventh-Day Adventist Church. 1962. Photograph. http://www.grasonville-sda.org/

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Record Observer (Centreville, Maryland), 1965. "In Grasonville: Break Ground for Medical Center." June 10, 1965.

Shaum, Jack. 2004. "Community Services Building Almost Done." The Kent Island Bay Times (Chester, Maryland), July 21, 2004.



Historic Image 1: 1962 photograph of Grasonville Seventh-Day Adventist Church. The "M" shaped entry porch has been removed.
Grasonville Seventh-Day Adventist 1962



Shown here (left to right) at the ground breaking ceremony for the new Seventh Day Adventist Medical Center are W. M. Nosworthy, former Gov. Carvel, Elliott Risley, and Cyril Miller, who took the first shovelful. In the background is the church which will run the Medical Center through the board of directors.

Historic Image 2: Groundbreaking for the 1966 Medical Center. The 1962 church is visible in the background.
*Record Observer* 1965, 1.

**Grasonville Seventh-Day Adventist Church**

Location: 204 and 205 Medical Center Road
City: Grasonville

QA-722
Queen Annes County




Parcel Boundaries

0 105 210 US Feet

N

Scale: 1:1,100

**Grasonville Seventh-Day Adventist Church**

Location: 204 and 205 Medical Center Road
City: Grasonville

QA-722
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.2 0.4 Miles
Scale: 1:10,000

N

**PHOTOGRAPHS**




Photo 1 of 12: Church, west façade, looking east.




Photo 2 of 12: Church, north elevation and west façade, looking southeast.

**PHOTOGRAPHS**



Photo 3 of 12: Church, north elevation, looking south.




Photo 4 of 12: Church, east elevation, looking southwest.

**PHOTOGRAPHS**



Photo 5 of 12: Church, east elevation of the A-frame block, looking west.



Photo 6 of 12: Church, south elevation, looking north.

**PHOTOGRAPHS**



Photo 7 of 12: Fellowship Building, north façade, looking southeast.



Photo 8 of 12: Medical Center, north façade and west elevation, looking southeast.

**PHOTOGRAPHS**



Photo 9 of 12: Medical Center, east elevation, looking northwest.



Photo 10 of 12: Community Service Center, west façade, looking southeast.

**PHOTOGRAPHS**



Photo 11 of 12: Community Service Center, east and north elevations, looking southwest.




Photo 12 of 12: Signs for the church and the Medical Center, looking southwest.

NR-ELIGIBILITY REVIEW FORM

QA-722 Grasonville Seventh-Day Adventist Church

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Sara Wilson; Rachel Wilson**
Date of Photographs: **2023-12-5; 2024-06-19**
Location of Original Digital File:
File Format: **QA-722_2023-12-5; 2024-06-19_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-0722_2023-12-05_01.tif
Photo 1 of 12: Church, west façade, looking east.

Photo Name: QA-0722_2023-12-05_02.tif
Photo 2 of 12: Church, north elevation and west façade, looking southeast.

Photo Name: QA-0722_2023-12-05_03.tif
Photo 3 of 12: Church, north elevation, looking south.

Photo Name: QA-0722_2023-12-05_04.tif
Photo 4 of 12: Church, east elevation, looking southwest.

Photo Name: QA-0722_2023-12-05_05.tif
Photo 5 of 12: Church, east elevation of the A-frame block, looking west.

Photo Name: QA-0722_2023-12-05_06.tif
Photo 6 of 12: Church, south elevation, looking north.

Photo Name: QA-0722_2023-12-05_07.tif
Photo 7 of 12: Fellowship Building, north façade, looking southeast.

Photo Name: QA-0722_2024-06-19_08.tif
Photo 8 of 12: Medical Center, north façade and west elevation, looking southeast.

Photo Name: QA-0722_2024-06-19_09.tif
Photo 9 of 12: Medical Center, east elevation, looking northwest.

Photo Name: QA-0722_2023-12-05_10.tif
Photo 10 of 12: Community Service Center, west façade, looking southeast.

Photo Name: QA-0722_2023-12-05_11.tif
Photo 11 of 12: Community Service Center, east and north elevations, looking southwest.

Photo Name: QA-0722_2024-06-19_12.tif
Photo 12 of 12: Signs for the church and the Medical Center, looking southwest.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Terrapin Nature Park** Inventory Number: **QA-724**

Address: 191 Log Canoe Circle Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Queen Anne's County Tax Account ID Number: 04-002814

Tax Map Parcel Number(s): 0111 Tax Map Number: 0048

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: May 6, 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: 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).

**LOCATION/SETTING**

Terrapin Nature Park is a 269-acre nature park with a nineteenth-century cemetery, a pre-1978 gazebo, 2021 ranger station, two 2021 comfort stations, two observation blinds, and an observation deck. It is on the north side of US 50/301 and is bounded by US 50/301 to the south, the Chesapeake Bay to the west, agricultural land to the north, and a business park to the east. The park wraps around the Queen Anne's County Sanitary District property at the center of its eastern border. Running through park are trails and scattered throughout are signs. On the western boundary is a beach. The park is divided into three sections from north to south as seen in the supplemental image sheet: A/Blue, B/Red, and C/Yellow (Department of Parks and Public Landings 2016). Section A comprises the northern section of the park and has the gazebo at the northwestern corner the Ringgold Family Cemetery near the northeastern corner, and a lake in the north-center of the section. A circular driveway access from Log Canoe Circle is in the center of the eastern boundary line. Parking areas are

**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***

along the circular driveway; at the west end is a stone path leads to a stone plaza. At the plaza are the ranger station (195 Log Canoe Circle) with the men's comfort station (193 Log Canoe Circle) southeast of it and the women's comfort station (197 Log Canoe Circle) northeast of it on the plaza. Northwest of the plaza and buildings is the observation deck. At the southeast corner of Section A is the Terrapin Park Maintenance Complex and the access road to it from Bateau Drive. Other than the lake, Section A is woodland and fields on the eastern side, marshland west of the lake, and the beach along the western boundary. Section B is at the center of the park and has another lake in the center with woodlands and marshland to the east and south, fields to the south, and the beach along the western boundary. Section C is the southernmost portion of the park and has mostly fields and woodlands, with a small lake on the southwestern side and the beach along the western boundary. In the northeast part of this section is a path from the Queen Anne's County Sanitary District property.

**RESOURCE DESCRIPTIONS**

***Ringgold Family Cemetery, Nineteenth Century***

The small family cemetery is surrounded by partially toppled wrought iron fencing and has two large trees growing through the cemetery. Inside the cemetery are three known burials; the marble gravestones are in worn and broken condition. One headstone, sunken into the ground, reads "In Memory of James B Ringgold Born June 4th 1806 Died February 8th 1866" with other illegible text and has a relief of a willow tree. His footstone has the initials "J B R." Another footstone at the cemetery has the initials "R H R" while a third footstone has the initials "W T R". There is a second extant broken headstone leaning against a tree that is worn, illegible, and is missing the top where the name likely would have been. Other pieces of marble are scattered over the ground.

***Gazebo, pre-1978***

According to aerial imagery, the gazebo was constructed by 1978 (Queen Anne's County, n.d.). Made of wood, it is pentagonal in shape on a raised wood post foundation that is covered in latticework. A wood staircase with railing is on the eastern side, while the rest of the gazebo has wood post railing. The roof is pentagonal with rolled asphalt-shingle siding and is supported by wood posts.

***Terrapin Nature Park Maintenance Complex, 1988-1989***

The Terrapin Nature Park Maintenance complex at 410 Bateau Drive includes a 3,901-square-foot, one-story maintenance building with a 725-square-foot, one-story office building attached to the southeast elevation and a one-story, 1,377-square-foot maintenance lean-to on the northwest elevation (Department of Recreation & Parks of Queen Anne's County 1988). All three were built between 1988 and1989 (Department of Recreation & Parks of Queen Anne's County 1988; Queen Anne's County, n.d.).

The lean-to is a metal building with a 5V metal salt-box roof. On its southwest façade are four openings (Nearmap, n.d.). The maintenance building is a metal prefabricated building with a 5V metal side-gable roof. The southwest façade has five irregularly spaced bays. The office building is covered in siding and has a 5V metal side-gable roof. On the southwest façade is a front full-width porch with a concrete floor that is incorporated under the same roof with metal posts. On the southwestern façade are two one-over-one double-hung sash windows with a single-leaf metal door with a small rectangular light in-between. (Nearmap, n.d.).

Southwest of the other structures is a circa-2022 to 2023 outbuilding. According to aerial imagery it is a rectangular metal building with a side-gable metal roof. (Nearmap, n.d.).

***Wildlife Observation Blinds, circa 1990s***

The wildlife observation blinds were built in the early 1990s, prior to July 1994 (Effingham 1994). The Central Observation Pont is a flat-roofed wood structure on the east side of the pond in Section A near the center. The other is an elevated, ramped platform at the southeast edge of the pond in Section A. Prior to 2019 the Southeast Observation Blind was also a flat-roof structure (Queen Anne's County. n.d.)

***Observation Deck, circa-2008***

The observation deck was built around 2008 (NETROnline, n.d.). It is a wood, L-shaped ramped deck a wider platform at its west terminus.

***Men's Comfort Station, 2021***

The men's comfort station was constructed in 2021 (The Update 2021; NETROnline, n.d.; Queen Anne's County, n.d.). It is a roughly square one-story, rusticated concrete-block building with a front-gable standing seam metal roof.

***Ranger Station, 2021***

The ranger station was constructed in 2021 (The Update 2021; NETROnline, n.d.; Queen Anne's County, n.d.). It is a roughly square one-story rusticated concrete-block building with a front-gable standing seam metal roof.

***Women's Comfort Station, 2021***

The women's comfort station was constructed in 2021 (The Update 2021; NETROnline, n.d.; Queen Anne's County, n.d.). It is a roughly square one-story, rusticated concrete-block building with a front-gable standing seam metal roof.

**HISTORIC CONTEXT**

Terrapin Nature Park is part of a tract of land called Broad Creek that was laid out in the seventeenth century and was formally patented in 1711 (Dinnel 1990, 9). It was historically farmland, whose shoreline has changed significantly over the centuries due to erosion (Dinnel 1990, 11). Some of the Broad Creek land that today makes up Terrapin Nature Park was purchased by Edward Ringgold in 1807 (Queen Anne's County Circuit Court 1807). Between 1807 and 1842, when Reuben Jeffers purchased the land from Edward Ringgold, who by that time lived in Kent County, a graveyard was established on the land. The deed to Reuben Jeffers mentioned ingress and egress for cemetery access for the Ringgolds (Queen Anne's County Circuit Court 1842). Though the Jeffers family owned the land, Ringgold family members were still buried in the cemetery. James B. Ringgold, one of Edward's sons and a farmer in the Broad Creek area, was buried in the cemetery in 1866 and James' wife Rebecca was buried in the cemetery in 1876 (Dunn 2002; Findagrave.com, n.d.; kellersohn, n.d.; United States Census Bureau 1860). The willow motif on James' headstone and the ornate iron fencing are typical features of nineteenth-century cemeteries. Family cemeteries on farms and plantations were common in rural, agricultural areas, especially in the South, and often faced neglect (Cothran and Danylchak 2018, 144, 173; Giguere 2018, 860–61).

The property which included the cemetery, as well as other land, passed through several owners until it was sold to the W. Evans Buchanan Company in December 1972 (Queen Anne's County Circuit Court 1972a). That same month Buchanan Company also purchased 71.373 acres of land of the former Arthur C. Cockney Sr. Farm (Queen Anne's County Circuit Court 1972b). The next year, the W. Evans Buchanan Company merged with the Bay Bridge Development Company, which had acquired about 155.95 acres of the Eareckson Farm (QA-125) north of US 50/301 (Queen Anne's County Circuit Court 1973; 1965). Kent Island was facing a great real estate demand in the 1970s, with the 1952 construction of the Bay Bridge and the 1973 opening of the second span. This demand was causing infrastructure challenges, such as a lack of sewer facilities. The W. Evans Buchanan Company planned to use the land to create a $40 million development, first known as "Gateway" and later known as "Terrapin Beach," with condos, houses, and a golf course called "Gateway" that would greatly increase the population of Kent Island. In reaction to the island's infrastructure struggles, the plan also included a sewer treatment plant (Willis 2023).

After a mortgage default in 1978, the approximately 467-acre Terrapin Beach property was sold to the First Union National Bank of South Carolina (Dinnel 1990, 10). The bank sold the parcels in December 1980 to the Terrapin Beach Limited Partnership (Queen Anne's County Circuit Court 1980).

In November 1983, Terrapin Beach Limited Partnership's land was platted into five sections (Queen Anne's County Circuit Court 1983b). That same month, the County Commissioners of Queen Anne's County purchased the property with restrictions requiring that portions of the land be used for outdoor public recreation or open space (Queen Anne's County Circuit Court 1983a). When the county purchased the land, there was an early-to-mid twentieth century farm complex of about six buildings at and northwest of where 193-197 Log Canoe Circle is today (Queen Anne's County, n.d.). The portion

that would be used for the park was noted as Parcel 3 and Parcel 3-B on the November 1983 plat. The property was described in 1986 as having "old farm buildings, 60 acres of leased farmland, a small cemetery, and a gazebo," as well as the Kent Island Wastewater Treatment Plant (now the Sanitation District) (Sarhaddi 1986). Two of the farm buildings were described in 1988 as a "large 36-by-65-foot and a smaller shed." Development of the park was planned in stages, with the lake by the park entrance graded and planted with grass by August 1988. By the gazebo was an undeveloped camping area with no utilities or structures (Scheuerman 1988). The Terrapin Nature Park Maintenance complex was built in 1988-1989 (Department of Recreation & Parks of Queen Anne's County 1988; Queen Anne's County, n.d.). Other portions of the property acquired by the county were redeveloped into an industrial park.

The park's opening dedication ceremony occurred on April 21, 1990 (The Star-Democrat 1990). Marsh grasses were planted along the shoreline to prevent erosion (Moulton 1990). By the mid-1990s, a one-mile trail, a boardwalk, and two observation blinds were built in the park (Effingham 1994). In April 2000, the Queen Anne's County Department of Parks and Recreation received the "Planning and Design Award with Environmental Protection in Mind" from the Maryland Recreation and Parks Association for the design and construction of the three-mile Terrapin Nature Trail (The Star-Democrat 2000). The Cross Island Trail, a 5.8-mile trail from Terrapin Nature Park to Kent Narrows was opened in September 2001 (Maryland Department of Natural Resources, n.d.). Between the 1990s and 2010s, the old farm buildings were gradually demolished while the old farm fields became woodland (Queen Anne's County, n.d.). The two comfort stations and the ranger building built were built in 2021 (The Update 2021; NETROnline, n.d.; Queen Anne's County, n.d.).

**ELIGIBILITY DETERMINATION**

The Terrapin Nature 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. This evaluation uses the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024).

According to the Suburbanization Historic Context Addendum, to be eligible under Criterion A for planning, parks with public beaches "should have a strong, demonstrated connection to community planning initiatives," while to be eligible under Criterion A for recreation "a public beach should be able to strongly demonstrate its ties to the increased growth of recreational activities in the counties." Waterfront parks also have to "retain a majority of the character-defining elements" (CDEs) including passive areas, active areas, entrance and directional signs, surface parking areas, public water access, man-made containment features, and a beach area with amenities (Diehlmann et al. 2024, 6-124). Research has revealed no association with events or historic trends that made significant contributions to history. It was not significant in the history and development of nature parks in Queen Anne's County. Therefore, Terrapin Nature Park is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Though W. Evans "Buck" Buchanan was involved in development on Kent Island, the planned development at this location never materialized. Therefore, Terrapin Nature Park is not eligible under Criterion B.

According to the Suburbanization Historic Context Addendum, "given their ubiquity, public beaches are unlikely to be eligible under Criterion C" (Diehlmann et al. 2024, 6-124). Terrapin Nature Park does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. It is an undistinguished example of a nature park, with many of the extant resources dating to 1990 and later. Therefore, Terrapin Nature Park is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 269.8010 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0048, Parcel 0111 (2024). Tax account is 04-002814.

**REFERENCES**

Cothran, James R., and Erica Danylchak. 2018. Grave Landscapes: The Nineteenth-Century Rural Cemetery Movement. Columbia, South Carolina: The University of South Carolina Press.

Department of Parks and Public Landings. 2016. "Terrapin Nature Park Emergency Trail Marker System." Queen Anne's

County. https://www.qac.org/DocumentCenter/View/9076/Terrapin-Nature-Park-Emergency-Trail-Marker-System?bidId=.

Department of Recreation & Parks of Queen Anne's County. 1988. "Notice To Bid." The Star-Democrat, June 15, 1988. Newspapers.com.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland. Baltimore, MD: Maryland Transportation Authority, 2024.

Dinnel, Katherine J. 1990. "Phase Ib Intensive Archeological Survey of the Proposed Chesapeake Bay Environmental Educational Visitors Center Kent Island, Queen Annes County, Maryland." QU 18. Greenhorne & O'Mara, Inc. Maryland State Archives.

Dunn, Gil. 2002. "The Grave Site At Terrapin Park." Isle of Kent 1631, Spring 2002. The Kent Island Heritage Society, Inc. https://kentislandheritagesociety.org/wp-content/uploads/2018/12/Spring-2002.pdf.

Effingham, Sara. 1994. "Site of State's Oldest English Settlement Unknown to Many (Island)." The Sunday-Star, July 31, 1994. Newspapers.com.

Findagrave.com. n.d. "Terrapin Park Memorials." Accessed May 6, 2024. https://www.findagrave.com/cemetery/2603644/memorial-search?cemeteryName=Terrapin%20Park&page=1#sr-197443336.

Giguere, Joy M. 2018. "Localism and Nationalism in the City of the Dead: The Rural Cemetery Movement in the Antebellum South." The Southern Historical Association 84 (4): 845–82. https://doi.org/10.1353/soh.2018.0244.

Kellersohn. n.d. "James B. Ringgold." Ancestry.Com. Accessed May 6, 2024. https://www.ancestry.com/family-tree/person/tree/192355788/person/162528466940/facts.

Maryland Department of Natural Resources. n.d. "Cross Island Trail." Maryland.Gov. Accessed May 6, 2024. https://dnr.maryland.gov/mdtrails/Pages/Cross-Island-Trail.aspx.

Moulton, Chris. 1990. "Thousands Take Part in Activities." The Sunday-Star, April 22, 1990. Newspapers.com.
Nearmap. n.d. "Nearmap." Accessed April 16, 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed January 31, 2024. https://gis.qac.org/historic.

Queen Anne's County Circuit Court. 1807. "Deed, Peregrine Emory to Edward Ringgold." STW 10, p. 0033. Maryland State Archives.
———. 1842. "Deed, Edward and Rebecca Ringgold to Reuben Jeffries (Jeffers)." JT 3, p. 0488. Maryland State Archives.
———. 1965. "Contract of Sale, Bay Park Development Company to Bay Bridge Development Company." CWC 31, p. 0305. Maryland State Archives.
———. 1972a. "Deed, Eugene Oliver Legg, Sr. et al to W. Evans Buchanan Company." CWC 69, p. 0654. Maryland State Archives.
———. 1972b. "Deed, Pelczar Land Company, Inc. to W. Evans Buchanan Company." CWC 69, p. 0658. Maryland State Archives.
———. 1973. "Certificate of Merger, Bay Bridge Development Company into W. Evans Buchanan Company." CWC 76, p. 0464. Maryland State Archives.
———. 1980. "Deed, First Union National Bank of North Carolina to Terrapin Beach Limited Partnership." MWM 171, p. 0177. Maryland State Archives.
———. 1983a. "Deed, Terrapin Beach Limited Partnership to the County Commissioners of Queen Anne's County." MWM 205, p. 0156. Maryland State Archives.
———. 1983b. "Plat, Redivision of the Lands of Terrapin Beach Limited Partnership." Plat Book MWM 6, p. 13. Maryland State Archives.

Sarhaddi, Soraya. 1986. “Residents’ Fears Put to Rest.” The Star-Democrat, February 7, 1986. Newspapers.com.

Scheuerman, Jane. 1988. “Terrapin Park Remains ‘best Kept Secret’ (Park).” The Star-Democrat, August 2, 1988. Newspapers.com.

The Star-Democrat. 1990. “Celebration of the Outdoors,” April 20, 1990. Newspapers.com.
———. 2000. “Parks & Recreation Wins Two Awards,” April 6, 2000. Newspapers.com.

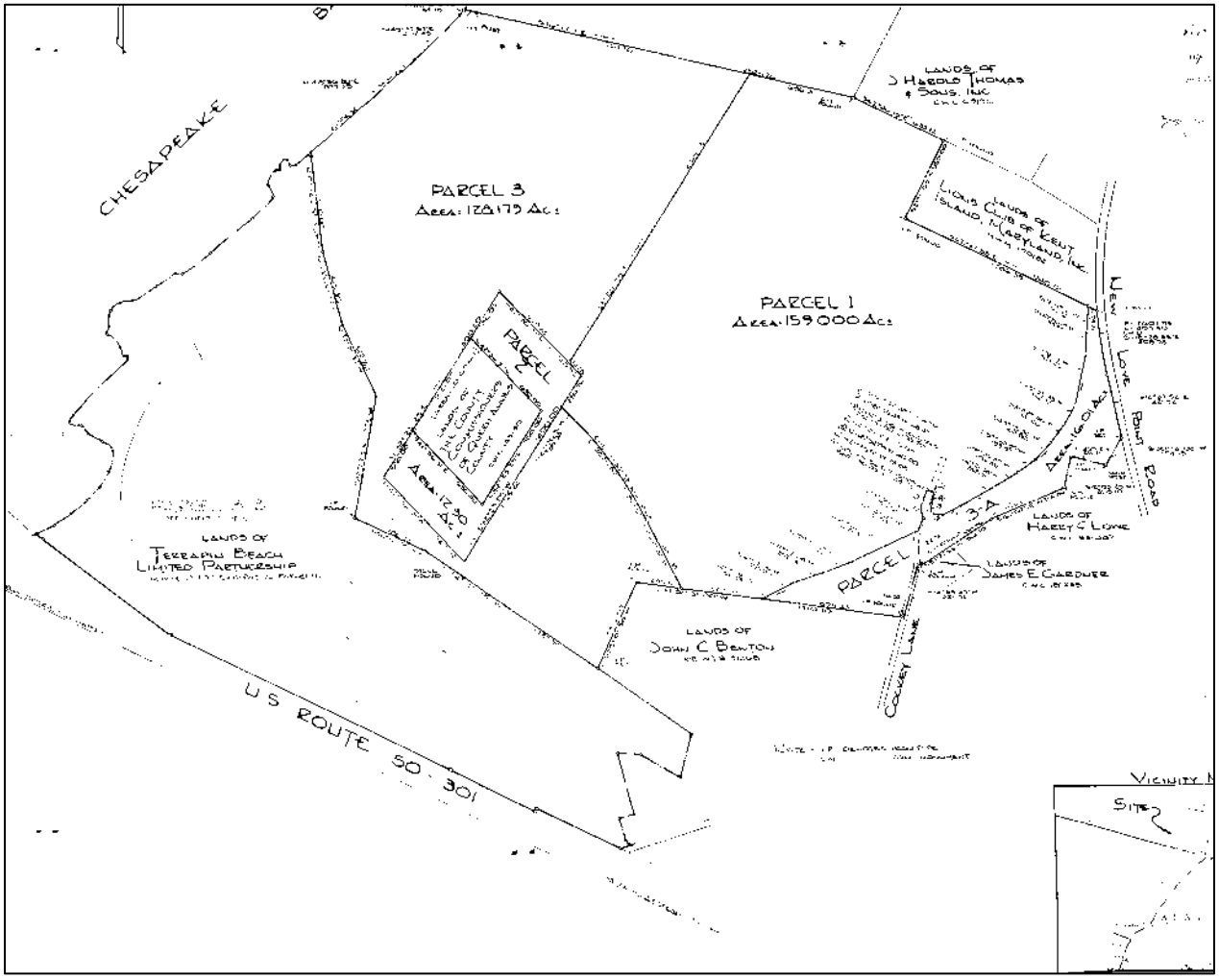
The Update. 2021. “Terrapin Nature Park and Portion of Cross Island Trail Closed Oct18-Nov 3.” Facebook.Com. October 20, 2021. https://m.facebook.com/theshoreupdate/photos/a.138504962841426/6684248774933646/?type=3.

United States Census Bureau. 1860. “Records of the Bureau of the Census; Record Group Number: 29; Series Number: M653; Residence Date: 1860; Home in 1860: District 4, Queen Anne’s County, Maryland; Roll: M653_479; Page: 19; Family History Library Film: 803479.” The National Archive in Washington DC; Ancestry.com. https://www.ancestry.com/discoveryui-content/view/54012928:7667?ssrc=pt&tid=192355788&pid=162528466940.

Willis, J. Coursey. 2023. “The Terrapin Saga: Defying Development.” Historic Kent Island. July 14, 2023. https://historickentisland.org/the-terrapin-saga-defying-development/.




Historic Image 1: Detail of Map of Kent Island, 1866.
Photo Source: J. G. Stong's Map of Queen Anne's County, 1866, MSA SC 5080-1.
Courtesy of the Queen Anne's County Historical Society.
http://slavery.msa.maryland.gov/html/mapped_images/qad4.html.




Historic Image 2: Plat, Redivision of the Lands of Terrapin Beach Limited Partnership, 1983. Photo Source: Queen Anne's County Circuit Court. 1983. Plat Book MWM 6, p. 13. Maryland State Archives.



Historic Image 3: Detail of Aerial photograph of what is now Terrapin Nature Park, 1978, farm complex near modern location of 193-195 Log Canoe Circle. Under the tree in the field in the north-center of the photo is the Ringgold Family Cemetery
Photo Source: Queen Anne's County. n.d. "Queen Anne's County Historic Image Viewer." Accessed May 6, 2024. https://gis.qac.org/historic.



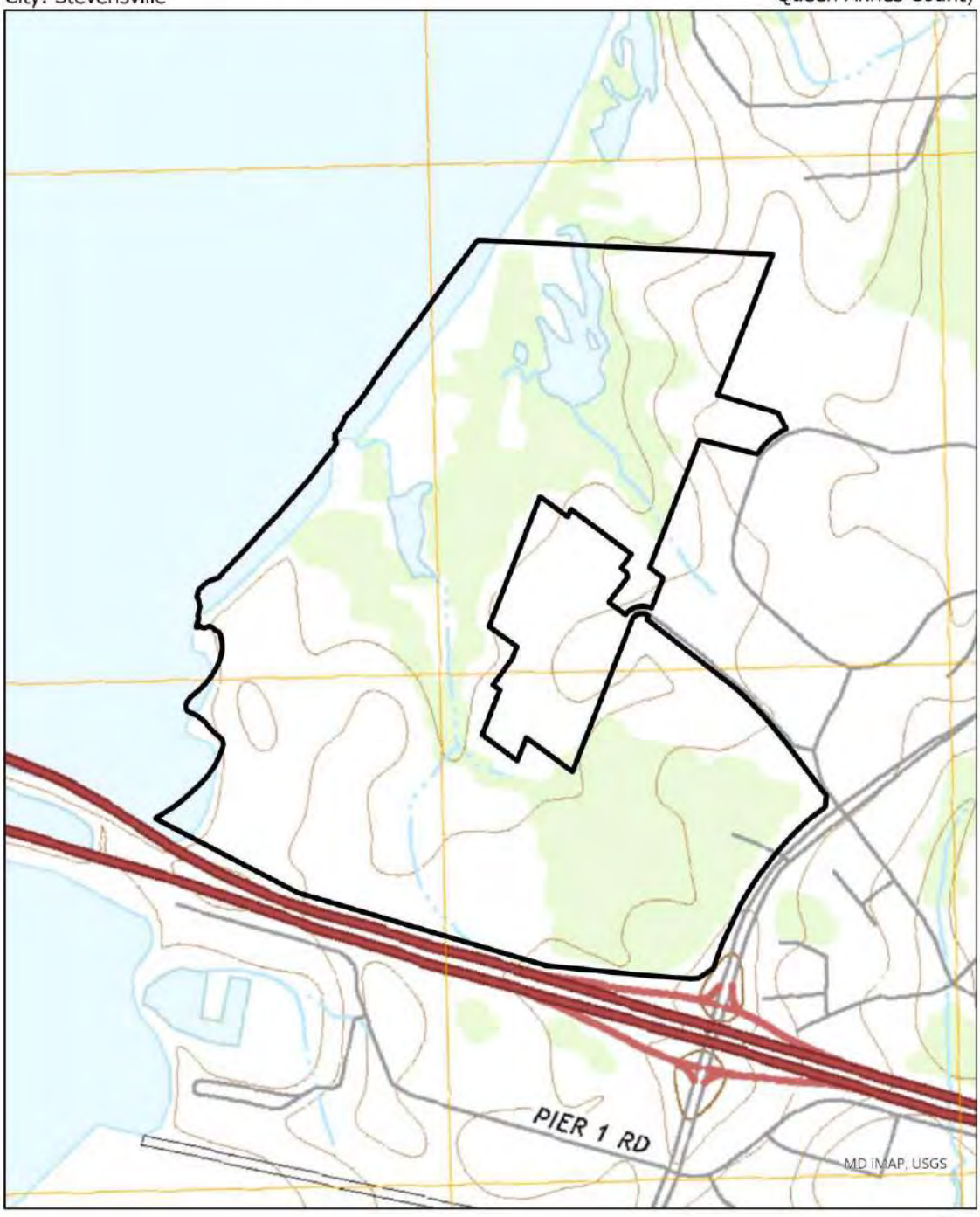

Historic Image 4: Terrapin Nature Park Trail Marker System
Photo Source: Department of Parks and Public Landings. 2016. "Terrapin Nature Park Emergency Trail Marker System." Queen Anne's County. https://www.qac.org/DocumentCenter/View/9076/Terrapin-Nature-Park-Emergency-Trail-Marker-System?bidId=

**MAPS**

**Terrapin Nature Park**

Location: 191 Log Canoe Circle
City: Stevensville

QA-724
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.2 0.4 Miles
Scale: 1:10,000

N

**MAPS**

**Terrapin Nature Park**

Location: 191 Log Canoe Circle
City: Stevensville

QA-724
Queen Annes County



**PHOTOGRAPHS**




Photo 1 of 16: Entrance Sign at Parking Lot on Log Canoe Circle, looking north



Photo 2 of 16: Comfort Stations and Ranger Station, looking southwest

**PHOTOGRAPHS**



Photo 3 of 16: Comfort Stations and Ranger Station, looking northwest



Photo 4 of 16: Entrance to trails, looking north

**PHOTOGRAPHS**



Photo 5 of 16: Central Observation Blind, looking northwest



Photo 6 of 16: Southeast Observation Blind, looking northwest

**PHOTOGRAPHS**



Photo 7 of 16: Observation deck, looking northwest



Photo 8 of 16: Ringgold Family Cemetery, looking west

**PHOTOGRAPHS**



Photo 9 of 16: Trail, looking west to Chesapeake Bay



Photo 10 of 16: Gazebo, looking west

**PHOTOGRAPHS**



Photo 11 of 16: Beach, looking southwest near gazebo



Photo 12 of 16: Trail in marshland, looking southwest

**PHOTOGRAPHS**



Photo 13 of 16: Lake, looking southeast



Photo 14 of 16: Trail in woods, looking south

**PHOTOGRAPHS**



Photo 15 of 16: Trail and wood bridge, looking southwest



Photo 16 of 16: Terrapin Park Maintenance, southwest façade and southeast elevation, looking north

**PHOTO LOG**

Number of Photos: **16**
Name of Photographer: **Sara Wilson; Becky Yousaf**
Date of Photographs: **2023-12-06; 2024-07-11**
Location of Original Digital File: **MHT**
File Format: **QA-724_2023-12-06; 2024-07-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-724_2023-12-06_01.tif
Photo 1 of 16: Entrance Sign at Parking Lot on Log Canoe Circle, looking north

QA-724_2023-12-06_02.tif
Photo 2 of 16: Comfort Stations and Ranger Station, looking southwest

QA-724_2023-12-06_03.tif
Photo 3 of 16: Comfort Stations and Ranger Station, looking northwest

QA-724_2023-12-06_04.tif
Photo 4 of 16: Entrance to trails, looking north

QA-724_2023-12-06_05.tif
Photo 5 of 16: Central Observation Blind, looking northwest

QA-724_2023-12-06_06.tif
Photo 6 of 16: Southeast Observation Blind, looking northwest

QA-724_2023-12-06_07.tif
Photo 7 of 16: Observation deck, looking northwest

QA-724_2024-07-11_08.tif
Photo 8 of 16: Ringgold Family Cemetery, looking west

QA-724_2023-12-06_09.tif
Photo 9 of 16: Trail, looking west to Chesapeake Bay

QA-724_2023-12-06_10.tif
Photo 10 of 16: Gazebo, looking west

Photo Name: QA-724_2023-12-06_11.tif
Photo 11 of 16: Beach, looking southwest near gazebo

QA-724_2023-12-06_12.tif
Photo 12 of 16: Trail in marshland, looking southwest

QA-724_2023-12-06_13.tif
Photo 13 of 16: Lake, looking southeast

QA-724_2023-12-06_14.tif
Photo 14 of 16: Trail in woods, looking south

QA-724_2023-12-06_15.tif
Photo 15 of 16: Trail and wood bridge, looking southwest

QA-724_2023-12-06_16.tif
Photo 16 of 16: Terrapin Park Maintenance, southwest façade and southeast elevation, looking north

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Eastern Shore Factory Stores (Kent Island Factory Stores)** Inventory Number: **QA-726**

Address: 59 Piney Narrows Rd Historic District: No

City: Chester Zip Code: 21619 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Jemal's Kent Narrows LLC Tax Account ID Number: 04-067436

Tax Map Parcel Number(s): 0428 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: June 28, 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: 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) (2024 Suburbanization Historic Context Addendum) and the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Manning et al. 2019) (2019 Context Addendum).

**LOCATION/SETTING**

The former Eastern Shore Factory Stores outlet mall is a 13.98-acre, irregularly shaped commercial parcel with two 1986 commercial buildings and a 2003 office. It is on the west side of Piney Narrows Road and is bounded by Piney Narrows Road to the east, the Cross Island Trail to the south, Piney Creek to the west, and wetlands to the north. Trees line the boundaries of the parcel. The northeast building is by the northeast parcel boundary, while the southwest building is by the west parcel boundary. Abutting the northeast building's northwest elevation is the office. The rest of the parcel is paved asphalt driveways and parking lots. Between the northeast and southwest buildings is a parking lot with grassy islands with trees. Additional parking lots with islands are northwest and southeast of the southwest building and southeast of the northeast building.

**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**

***Southwest building, 1986***

The one-story southwest commercial building was constructed in 1986 and has a cross-gable, 5V metal roof. The L-shaped building is composed of a northwest-southeast wing and a southwest-northeast wing that join in the eastern corner. Unless otherwise noted, the building is clad in wood siding with a band of stone veneer at the bottom of the wall and windows are fixed with simulated muntins.

The southeast elevation of the southwest-northeast section has a full-width, one-story, integral porch supported by square wood posts on stone pillars. The elevation has five paired glass-and-metal doors, four groups of three windows with 12 lights each, and three single windows with 12 lights. In the roof is a wall dormer with a six-light fanlight. The southeast elevation of the northwest-southeast section has paired glass-and-metal doors with a three-light transom and 12-light sidelights, and two groups of three 12-light windows each with single-light transoms. In the gable is a six-light fanlight.

The northeast elevation of the northwest-southeast section has a full-width, one-story, integral porch supported by square wood posts on stone pillars. The elevation has approximately five paired glass-and-metal doors, four groups of three fixed windows with 12 lights each, and three single windows with 12 lights.

The northwest elevation of the northwest-southeast section was not visible at the time of survey. The northwest elevation of the southwest-northeast section is clad in vertical metal siding and has seven paired metal single-leaf doors and two single-leaf metal doors. Rising from the roofline are seven rectangular vents.

The southwest elevation of the northwest-southeast section is clad in vertical metal siding and has four paired metal single-leaf doors and two single-leaf metal doors. Rising from the roof are five rectangular vents. The southwest elevation of the southwest-northeast section has three groups of three windows. The outer two groups of windows have three 12-light windows each with a single-light transom while the middle group of windows has two 12-light windows and a central 21-light window, each with a single-light transom. Above this window is a six-light fanlight. In the gable is a boarded-up triangular vent.

***Northeast building, 1986***

The northeast commercial building was constructed in 1986 and is a zigzag shaped, one-story building composed of four sections on slab concrete foundation. The northwest section (Section 1), the second-most northwest section (Section 2), and the southeast-most section (Section 4) have a gable 5V metal roof oriented northwest-southeast. The second-most southeast section (Section 3) has a gable 5V metal roof oriented southwest-northeast. The southwest and southeast elevations are clad in wood siding with a band of stone veneer at the bottom of the wall, while the northwest and northeast elevations are clad in vertical metal ribbed panels. Unless otherwise noted, windows are fixed with simulated muntins.

The southwest elevation of Section 1 has a full-width, one-story integral porch supported by square wood posts on stone pillars. The elevation has four paired glass-and-metal doors with 12-light sidelights, three groups of three fixed windows with 16 lights each, and five single windows with 12 lights. In the roof is a wall dormer with a six-light fanlight. The southwest elevation of Section 2 has a full-width, one-story integral porch supported by square wood posts on stone pillars. The elevation has three paired glass-and-metal doors with 12-light sidelights, three groups of three fixed windows with 12 lights each, and two single windows with 12 lights. In the roof is a wall dormer with a six-light fanlight. The southwest elevation of Section 3 has three groups of three windows. The outer two groups of windows, each a 12-light window with a single-light transom. In the center are paired of glass-and-metal doors with 12-light sidelights and one-light transom. Above this door, separated by a vertical wood board panel, is a six-light fanlight. In the gable is a triangular vent. The southwest elevation of Section 4 was partially obscured at the time of survey. It has a full-width, one-story integral porch supported by square wood posts on stone pillars. The elevation has at least one pair of glass-and-metal doors with 12-light sidelights, one group of three fixed windows with 12 lights each, and one large single-light window.

The southeast elevation of Section 1 has one group of three fixed windows with 12 lights topped by a single-light transom. The southeast elevation of Section 3 was partially obscured at the time of survey. It has a full-width, one-story integral porch supported by square wood posts on stone pillars. The elevation has at least one pair of glass-and-metal doors with sidelights and one large window. The southeast elevation of Section 4 has a single central glass-and-metal door with 12-

light sidelights. Above this door, separated by a vertical wood board panel, is a six-light fanlight. In the gable is a triangular vent.

The northeast elevation of Section 4 has three paired metal doors. The northeast elevation of Section 2 has seven paired of metal doors. The northeast elevation of Section 1 has two paired metal doors and one tall roll-up garage door.

The northwest elevation of Section 4 has two paired metal doors. The northwest elevation of Section 3 has one paired metal doors. The northwest elevation of Section 2 has no fenestration or ornamentation except a triangular vent in the gable. The northwest elevation of Section 1 was not visible at the time of survey.

***Leasing office, 2003***

The leasing office was built in 2003 and is a two-story building clad in faux log siding on a raised basement with a side-gable roof. A two-story, full-width wood porch with a shed roof supported by square posts is on the northeast façade and northwest and southwest elevations. The northeast façade has two pairs of wood one-over-one, double-hung sash windows and a single-leaf door in the first story and two pairs of wood one-over-one, double-hung sash windows and a single-leaf door in the second. The northwest elevation was not visible at the time of survey but according to aerial imagery has a two-light window in the second story (Nearmap, n.d.). The southwest elevation was not visible at the time of survey but according to aerial imagery has two windows and a door in the second story (Nearmap, n.d.). The southeast elevation has no fenestration or ornamentation except for faux log end at the southwest and northeast corners.

**HISTORIC CONTEXT**

***Eastern Shore Factory Stores***

The parcel, prior to its development as an outlet mall, was part of Gardner's Purchase, a still-extant farm owned since 1809 by the Gardner family. For more information on the farm see Gardner's Purchase (Jane E. Wright Farm) (QA-214).

In 1966, John Alfred Gardner Jr. and his wife Doris Catherine Gardner sold 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). Afterwards, the corporation divided the land and sold it for development.

In June 1986, EHW & Associates purchased several parcels of undeveloped land on Piney Creek (Queen Anne's County Circuit Court 1986c; 1986b). The company developed 13.98 acres as the Eastern Shore Factory Stores outlet mall, and then sold 12.82 acres north of the outlet mall in December 1986 to Chesapeake Wildlife Heritage Inc. as a designated wetlands area (Queen Anne's County Circuit Court 1986a; Maryland Department of Assessments and Taxation 2024). The location for the outlet mall was chosen not for its waterfront location but for the sewer allocation (Jensen 1987).

The groundbreaking for the outlet center, then called the Eastern Shore Outlet Center, occurred in summer 1986. EHW & Associates and Willey Creek Development Center led the $7 million development. Dutton and Garfield of Manchester, New Hampshire, designed the project and Tejay Inc. of Easton, Maryland, managed construction. The buildings, covering 98,000 square feet, were Butler Manufacturing warehouse buildings pre-engineered by McCrone Engineers of Centreville, Maryland (Jensen 1987; The Star-Democrat 1986).

The grand opening of the outlet mall, with 26 factory outlets stores, was on June 19-21, 1987 (Eastern Shore Factory Stores 1987). It was the second outlet mall to open in Queen Anne's County, following the Chesapeake Outlet Village, the first phase of which opened in 1983 (Leung 1994; Diehlmann et al. 1994, 4-99). In the early 1990s, the Eastern Shore Factory Stores was advertised not just for its merchandise and bargains but also its proximity to Washington, DC, Annapolis, Baltimore, and the Chesapeake Bay Bridge and its location on the Eastern Shore, with the advertisements mentioning the local landscape's natural beauty and sightseeing potential (Eastern Shore Factory Stores 1987; Kent Narrows Factory Stores 1991). The mall was initially successful; however, it suffered a series of problems in the 1990s. In 1990 summer business suffered when the construction of the new Kent Narrows Bridge and work on US 50/301 blocked the outlet mall from view on the highway and made access difficult (Ruderman 1990). As one of the changes made to try and help the outlet mall "bounce back" from the difficulties, it was renamed the Kent Narrows Factory Stores in January 1991 to associate the mall with the bridge, whose location was well-known (Joseph 1991). Though the bridge was finished by May 1991, access to the mall was still difficult, the economy was doing poorly, and almost a third of the 28-store space in the

mall was vacant (Sullivan 1991). Business was slow at the mall into the mid-1990s (Leung 1994). In addition to the previously-mentioned problems, the outlet mall also had to compete with the "highly successful Chesapeake Village Outlet Center" in Queenstown (now known as the Queenstown Premium Outlets) (Spik 1997). After being "plagued by financial trouble" and EWH declaring bankruptcy, the property was acquired by the Federal Deposit Insurance Corporation as the receiver for New Bank of New England, N.A. in December 1996 (Queen Anne's County Circuit Court 1996; Spik 1997). By early 1997, Kent Narrows Factory Stores was vacant (Spik 1998).

The outlet mall was sold to current property owner Jemal's Kent Narrows LLC, part of the Douglas Development Corporation, in December 1998 (Queen Anne's County Circuit Court 1998; Maryland Department of Assessments and Taxation 2024; Spik 1998). Douglas Development Corporation continues to own more than 80 properties in the Washington, DC, area and was involved in other outlet mall redevelopments, such as Jemal's Bay 50 (AA-2589) in Anne Arundel County (Spik 1998). Several plans for redevelopment have been proposed since the late 1990s, with the latest in 2019. However, none of the plans have yet come to fruition, and though the property has intermittently been used by short-staying businesses, the property is currently vacant (Parker 2022; Shaum 2003; Bishop 2005; Tolbert 2006). The most significant changes to and near the property since the 1990s are the construction of Cross Island Trail by the southern property line, which was dedicated in 2001 in the outlet mall's parking lot, and the cabin-style leasing office on the property, built in 2003 and replacing the north-most corner of the northeast building (Bishop 2001; Spik 2003).

***Outlet Malls in Queen Anne's County***

Outlet malls have their origins in the early twentieth century when factories on the East Coast of the United States would sell damaged or excess goods to employees and consumers at lower prices at the factory. Beginning in the 1930s factory stores, single-store buildings selling a specific factory's merchandise, began to be built away from the factories themselves (Coughlan and Soberman 2004, 2). These shops became very popular in the 1950s (Outlet Shoppers, n.d.). The first outlet center with multiple shops opened in the 1970s in Reading, Pennsylvania (Coughlan and Soberman 2004, 2). These multi-shop establishments became popular throughout the country and their popularity continued into the 1980s and 1990s. They were typically located outside of the city center, where there was a greater amount of inexpensive land and were also built in tourist destinations. The malls often became popular tourism attractions in their own right (Outlet Shoppers, n.d.; Coughlan and Soberman 2004, 2–3).

High volumes of traffic on US 50/301 and tourism spurred the construction of commercial enterprises in Queen Anne's County in the mid-to-late twentieth century. As such, the development primary occurred along the highway. The first shopping mall in the county was the Kent Island Shopping Center, now known as "Chester Place," which was built in 1953. Other malls, including outlet malls, were built throughout the rest of the century. In addition to the Eastern Shore Factory Stores, another strip mall built in the county was the Chesapeake Outlet Village (Queenstown Premium Outlets), the first phase of which opened in 1983 with two stores; the outlet mall with additional stores opened in 1989 (Diehlmann et al. 2024; Leung 1994). Though outlet malls were continuously popular in the United States as a whole in the 1990s, the construction of commercial centers and outlet malls, as well as rental of them by shop owners, faltered on the Eastern Shore in the early 1990s due to a flagging economy (Sullivan 1991; Coughlan and Soberman 2004, 2–3). The earlier proliferation of outlet malls had also led to the competition between them. Smaller malls in less-accessible locations had trouble competing with the larger, more popular malls (Leung 1994).

**ELIGIBILITY DETERMINATION**

Eastern Shore Factory Stores 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 2024 Suburbanization Historic Context Addendum2019 Context Addendum. While the property post-dates the 2019 Historic Context Addendum, according to the 2024 Suburbanization Historic Context Addendum "the Suburban Diversification period, defined as 1961 to 1980 in the 2019 Context Addendum, is applicable to development trends in Anne Arundel and Queen Anne's Counties through 1990" and "all property types, character-defining elements, and significance identified in the [1999 Suburbanization Historic Context and Survey Methodology, 1-495/1-95 Capital Beltway Corridor Transportation Study] and 2019 Context Addendum (Manning et al. 2019) contexts apply and should be used to evaluate suburban resources in Anne Arundel and Queen Anne's Counties for inclusion in the NRHP" (Diehlmann et al. 2024, 6-116, 6-117).

According to the 2019 Context Addendum, "to be considered under Criterion A, commercial buildings of the Suburban Diversification Period must have significant associations with historical trends such as transportation improvements, demographic changes, or the environmental movement" (Manning et al. 2019, F-33). Research has revealed no significant

association with events or historic trends that made significant contributions to history. Though the Eastern Shore Factory Stores was an early part of the mid-to-late twentieth-century outlet mall trend in Queen Anne's County, it was not an influential outlet mall. In fact, the Eastern Shore Factory Stores has been vacant for a much longer amount of time than it was open as a functioning outlet mall. Other malls, such as Queenstown Premium Outlets, may better represent the outlet mall trend in Queen Anne's County. Therefore, Eastern Shore Factory Store is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Though the outlet mall is associated with Douglas Development Corporation, a large property owner and redeveloper, the corporation purchased the property at the tail-end of the property's time as a functioning outlet mall and it does not represent the firm's significance in property redevelopment. Therefore, Eastern Shore Factory Stores is not eligible under Criterion B.

According to the 2019 Context Addendum, to be significant under Criterion C shopping centers "must be intact, excellent examples of the type and should retain all character-defining elements," and "those that derive significance under Criterion C will most often be the work of a master or possess high artistic value" (Manning et al. 2019, F-33). Eastern Shore Factory Stores does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Eastern Shore Factory Stores is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 13.98 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0057, Parcel 0428 (2024). Tax account is 04-067436.

**REFERENCES**

Bishop, Doug. 2001. "Cross Island Trail Proves a Hit with Residents." The Kent Island Bay Times (Stevensville, MD), September 12, 2001. Newspapers.com.
———. 2005. "ARF Holds Grand Opening." The Kent Island Bay Times, May 11, 2005. Newspapers.com.

Coughlan, Anne T., and David A. Soberman. 2004. "A Survey of Outlet Mall Retailing: Past, Present, and Future." INSEAD. https://flora.insead.edu/fichiersti_wp/inseadwp2004/2004-36.pdf.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Eastern Shore Factory Stores. 1987. "26 Fabulous Ways to Stop Paying Full Retail Price." The Star-Democrat (Easton, MD), June 17, 1987. Newspapers.com.

Jensen, Peter. 1987. "Kent Island May Be Ready for Some Growth Controls." The Sun (Baltimore, MD), February 22, 1987.
https://www.newspapers.com/image/378009146/?terms=%22Kent%20Island%22%20AND%20%22National%20Security%22.

Joseph, Colleen. 1991. "Store Offers Joseph New Challenge." The Sunday-Star (Baltimore, MD), February 24, 1991, sec. Women in Business. Newspapers.com.

Kent Narrows Factory Stores. 1991. "Kent Narrows Factory Stores. A Great Place To Spend The Day." The Star-Democrat (Easton, MD), November 5, 1991. Newspapers.com.

Leung, Shirley. 1994. "Ailing Bay Bridge Outlet Mall to Receive $1 Million Face Lift." The Sun (Baltimore, MD), December 25, 1994. Newspapers.com.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019).
https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2024. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/URL_TO_THIS_PAGE.

Outlet Shoppers. n.d. “The History Of Outlet Malls: From Factory Outlets To Shopping Destinations.” Accessed July 2, 2024. https://www.outletshoppers.com/the-history-of-outlet-malls/.

Parker, Luke. 2022. “Text Amendment to Jumpstart Jemal’s Project Receives Favorable Recommendation.” The Star-Democrat (Baltimore, MD), August 29, 2022. Newspapers.com.

Queen Anne’s County Circuit Court. 1966. “Deed, John Alfred Gardner, Jr. and Doris Catherine Gardner to The Piney-Narrows Corporation.” CWC 24, p. 0247. Maryland State Archives.
———. 1986a. “Deed, E.W.H. & Associates to The Chesapeake Wildlife Heritage, Inc.” MWM 287, p. 0352. Maryland State Archives.
———. 1986b. “Deed, Platinum Associates, LTD to EWH & Associates.” MWM 253, p. 0600. Maryland State Archives.
———. 1986c. “Deed, Ralph Lubow and Barry L. Dahne, Trustees, to EWH & Associates.” MWM 253, p. 0590. Maryland State Archives.
———. 1996. “Deed, EWH & Associates to the Federal Deposit Insurance Corporation.” SM 560, p. 0111. Maryland State Archives.
———. 1998. “Deed, Federal Deposit Insurance Corporation to Jemal’s Kent Narrows, L.L.C.” SM 670, p. 0417. Maryland State Archives.

Ruderman, Kurt. 1990. “Work on Rt. 50 Helps One Mall, Hurts Another.” The Star-Democrat (Easton MD), January 28, 1990. Newspapers.com.

Shaum, Jack. 2003. “New Proposal on Table for Narrows Outlet Mall.” The Kent Island Bay Times (Stevensville, MD), January 22, 2003. Newspapers.com.

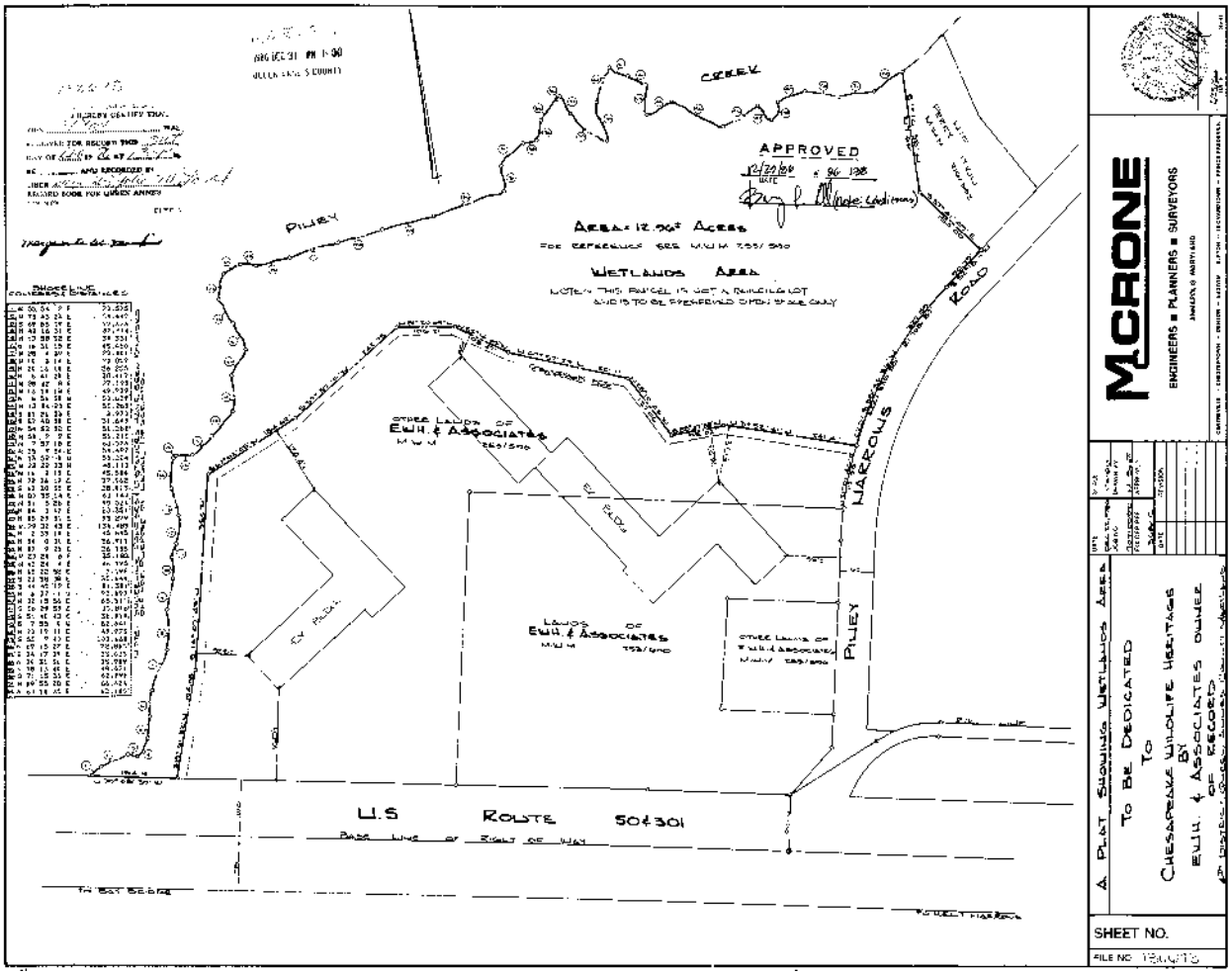
Spik, Rose G. 1997. “Factory Stores Site Offered for $3.4 Million.” The Star-Democrat (Easton, MD), November 5, 1997. Newspapers.com.
———. 1998. “Douglas Development Corp. Buys Kent Narrows Stores.” The Star-Democrat (Easton, MD), December 11, 1998. Newspapers.com.
———. 2003. “Work Has Been Temporarily Halted...” The Kent Island Bay Times (Stevensville, MD), June 11, 2003. Newspapers.com.

Sullivan, Dennis. 1991. “High Rents, Economy, Governor All Blamed for High Vacancy Rate.” The Star-Democrat (Easton, MD), May 8, 1991. Newspapers.com.

The Star-Democrat (Easton, MD). 1986. “Outlet Center Breaks Ground,” August 6, 1986. Newspapers.com.

Tolbert, Jeff. 2006. “Furniture Store Opens at Narrows.” The Kent Island Bay Times (Stevensville, MD), May 24, 2006. Newspapers.com.

**QA-726**
**Eastern Shore Factory Store**
59 Piney Narrows Road
Chester, Queen Anne's County, Maryland




Historic Image 1: Plat showing the lands of E.W.H. & Associates, December 1986
Photo Source: Maryland State Archives. Queen Anne's County Circuit Court (Plats from Land Records). 1986/12/31. E. W. H. and Associates; Land Records MWM 268, folio 711 Plat 134673. MSA C2149-1575

**QA-726**
**Eastern Shore Factory Store**
59 Piney Narrows Road
Chester, Queen Anne's County, Maryland




Historic Image 2: Advertisement for Eastern Shore Factory Stores, June 1991
Photo Source: *The Star-Democrat* (Easton, MD), June 10, 1987, page 8.

**QA-726**
**Eastern Shore Factory Store**
59 Piney Narrows Road
Chester, Queen Anne's County, Maryland




Historic Image 3: Advertisement for Kent Narrows Factory Stores, November 1991
Photo Source: *The Star-Democrat* (Easton, MD), November 5, 1991, page 40.

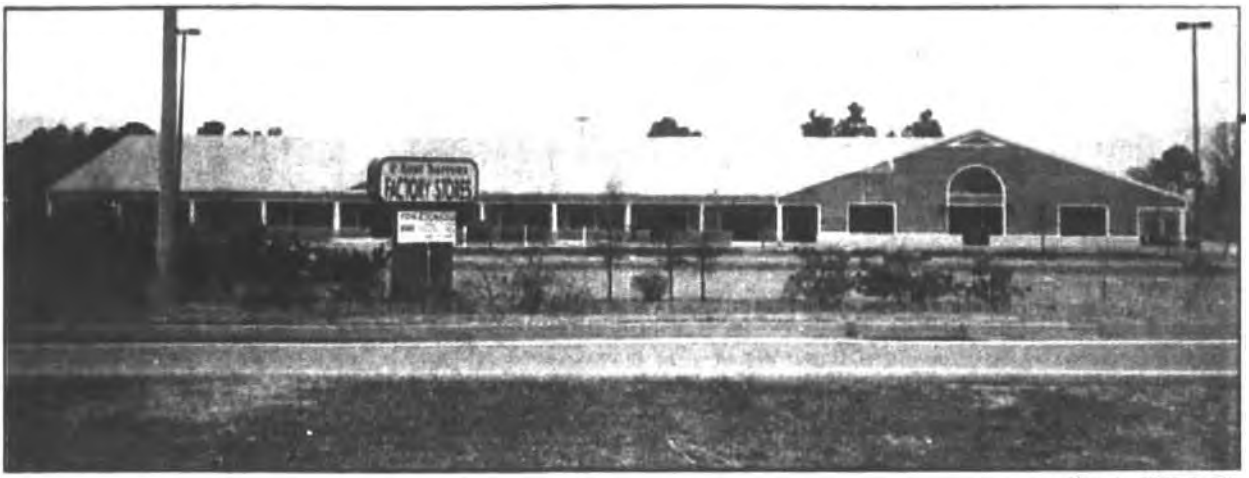


Photo by ROSE G. SPIK

**The Kent Narrows Factory Stores have been sitting vacant since early 1997. In 30 to 45 days, the property will officially belong to Jemal's Douglas Development Corporation of Bethesda.**

Historic Image 4: Photograph of vacant Kent Narrows Factory Store, 1997
Photo Source: Spik, Rose G. In Spik, Rose G., "Douglas Development Corp. buys Kent Narrows store, *The Star-Democrat* (Easton, MD), December 11, 1998, page 1C.



*Photo by CAINE CORTELLINO*

**The former outlet mall buildings located north of U.S. Route 50 near the Kent Narrows bridge in Chester are the site of a planned development that would include apartments, stores and a parking structure that would incorporate a number of innovative, environmentally friendly stormwater management and energy conservation technologies.**

Historic Image 5: Photograph of former outlet mall, 2008
Photo Source: Cortellino, Caine. In Cortellino, Caine. "Narrows proposals take new approaches," *The Kent Island Bay Times* (Stevensville, MD), March 12, 2008, page 3.




Photo by **LESLIE CROOK**

**New owner Douglas Jamal plans to change the vacant Kent Narrows Factory buildings into a retail and conference center offering everything from boats to weddings.**

Historic Image 6: Photograph of vacant Kent Narrows Factory buildings, 1999
Photo Source: Crook, Leslie. In Crook, Leslie, "'Sportsmans center' promoted," *The Star-Democrat* (Easton, MD), November 5, 1999, page 1C.

**MAPS**

**Eastern Shore Factory Stores (Kent Island Factory Stores)**

Location: 59 Piney Narrows Rd
City: Chester

QA-726
Queen Annes County




Parcel Boundaries

0 220 440 US Feet

N

Scale: 1:2,250

**MAPS**

**Eastern Shore Factory Stores (Kent Island Factory Stores)**

Location: 59 Piney Narrows Rd
City: Chester

QA-726
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles
Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 12: Overview of parcel, looking west



Photo 2 of 12: Southwest Building, looking northwest

**PHOTOGRAPHS**




Photo 3 of 12: Southwest Building, looking northeast



Photo 4 of 12: Southwest Building, looking east

**PHOTOGRAPHS**



Photo 5 of 12: Northeast Building, Section 1, looking north



Photo 6 of 12: Northeast Building, Sections 2 and 3, looking northeast

**PHOTOGRAPHS**



Photo 7 of 12: Northeast Building, Sections 3 and 4, looking northeast



Photo 8 of 12: Northeast Building, Section 4, looking northwest

**PHOTOGRAPHS**



Photo 9 of 12: Northeast Building, Sections 4, 3, and 2, looking south



Photo 10 of 12: Northeast Building, Section 2, looking northwest

**PHOTOGRAPHS**




Photo 11 of 12: Northeast Building, Section 3, 2, and 1, looking southeast




Photo 12 of 12: Cabin, northeast façade and southeast elevation, looking west

NR-ELIGIBILITY REVIEW FORM

QA-726 Eastern Shore Factory Stores (Kent Island Factory Stores)

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-05**
Location of Original Digital File: **MHT**
File Format: **QA-726_2023-12-05_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-726_2023-12-05_01.tif
Photo 1 of 12: Overview of parcel, looking west

QA-726_2023-12-05_02.tif
Photo 2 of 12: Southwest Building, looking northwest

QA-726_2023-12-05_03.tif
Photo 3 of 12: Southwest Building, looking northeast

QA-726_2023-12-05_04.tif
Photo 4 of 12: Southwest Building, looking east

QA-726_2023-12-05_05.tif
Photo 5 of 12: Northeast Building, Section 1, looking north

QA-726_2023-12-05_06.tif
Photo 6 of 12: Northeast Building, Sections 2 and 3, looking northeast

QA-726_2023-12-05_07.tif
Photo 7 of 12: Northeast Building, Sections 3 and 4, looking northeast

QA-726_2023-12-05_08.tif
Photo 8 of 12: Northeast Building, Section 4, looking northwest

QA-726_2023-12-05_09.tif
Photo 9 of 12: Northeast Building, Sections 4, 3, and 2, looking south

QA-726_2023-12-05_10.tif
Photo 10 of 12: Northeast Building, Section 2, looking northwest

QA-726_2023-12-05_11.tif
Photo 11 of 12: Northeast Building, Section 3, 2, and 1, looking southeast

QA-726_2023-12-05_12.tif
Photo 12 of 12: Cabin, northeast façade and southeast elevation, looking west

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Bay City** Inventory Number: **QA-727**

Address: Multiple Historic District: Yes

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christina Sabol Date Prepared: September 20, 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 (2024 Context Addendum; Diehlmann et al. 2024).

**LOCATION/SETTING**

The Bay City waterfront planned residential neighborhood in Stevensville, on Kent Island, in Queen Anne's County is approximately 412 acres, containing predominantly single-family dwellings. The neighborhood is bounded by Broad Creek, Swan Road, the Chesapeake Bay, the Bay Bridge Airport, the Broad Creek Cemetery, and commercial properties along the northern edge. The eastern edge is bounded by Romancoke Road (MD-8), and the southern edge is bounded by the American Legion Post 278, Christ Church Parish, Kent Island, and Camp Wright. The Chesapeake Bay runs along the western edge. The neighborhood is about one-half mile south of the abutments of the Bay Bridges. Bay City is mostly flat with non-transversable drainage ditches along each side of the roads within the neighborhood. The roads create a grid street pattern, containing twenty-one streets with two lanes of travel and no curbs, sidewalks, streetlights, or markings.

**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 section of the neighborhood north of Broad Creek is accessed by the intersection of Irene Way and Romancoke Road, with Irene Way being the only through street. Traveling westward Calvert Road intersects with the northern edge. Calvert Road extends northeast, before turning northwest and becoming Wallman Way. Wallman Way turns to the southwest and dead ends at the northern branch of Broad Creek. Victoria Way bisects Wallman Way and Irene Way. The southern part of Wallman Way and Swan Road are accessed via Irene Way. Victoria Way, south of Irene Way is labeled as Victoria Drive, and acts as a connector between the northern and southern parts of the neighborhood. Victoria Drive runs parallel to Romancoke Road until it terminates at Stafford Road. The streets running on a northeast-southwest axis include Bayside Drive, Worcester Drive, Zaidee Lane, Buckingham Drive, Victoria Drive, and Chesapeake Drive. Chesapeake Drive turns to the southwest and retains its name. The streets running in the southeast-northwest axis include Chesapeake Drive, Kent Way, Salisbury Way, Charl Court, Stafford Road, Bay City Road, McKay Road, William Way, Chenowith Drive, and Broadcreek Drive. Bay City Road connects with Romancoke Road and is the primary access point for the southern portion of the neighborhood. The neighborhood contains deep lots measuring approximately one-third acre. The dwellings have an average setback of about 50 feet with front yards covered in grass and shaded by various tree types. The trees were not planted in accordance with any landscape plan and the dwellings along the waterfront have docks.

## RESOURCE DESCRIPTION

The Bay City neighborhood was platted between July 15, 1952, and April 7, 1959, with approximately 812 potential lots (QACCC 1952a, QACCC 1959). The average lot size is about 0.35 acres, with an average setback of about 50 feet. By August 2024, 681 dwellings were constructed in the planned residential neighborhood. The neighborhood contains a mixture of one- and two-story mostly wood frame dwellings and a recreational park and community beach. Roughly 53 percent of the buildings were constructed between 1952 and 1987. The building forms and styles during this time include Ranches, Split-level, and Minimal Traditional single-family dwellings. Between 1988 and 2007 about 39 percent of the buildings were constructed with a mix of forms and styles that include the previous styles, as well as New-Traditional and Millennium Mansion style single-family dwellings. New-Traditional style dwellings are often two-stories in height and have dedicated space for automobiles and include various elements from one or more of the early-twentieth-century revival styles (McAlester 2013, 717). Millennium Mansion style dwellings are multi-story in height and characterized by complex roofs, multiple cladding types and window sizes on the façade, large entry ways, and architectural details referencing one or more styles, and often with three car garages (McAlester 2013, 707). The roughly three percent of buildings constructed between 2008 and 2024, include the forms and styles seen in previous time periods. The buildings are clad in various materials, including vinyl siding, aluminum siding, brick veneer, and shingle siding. They feature wood and vinyl windows, sometimes with non-operational shutters on the façade, and fiberglass, wood, and metal doors. Most roofs are clad in asphalt shingles.

Bay City Park, a community open space, is in the southwest corner of the neighborhood at the southwest corner of Bayside and Chesapeake Drives. A small, circa-1957, one-story, frame, shed-roof storage building is in the southeast corner and a wooden post-and-rail fence lines Bayside Drive. A beach, boat launch, circa-2000 pier, and circa-2015 pavilion are in a second community open space along the south side of Broad Creek and accessed from Broad Creek Drive. Landscaped areas with neighborhood signage are on the north and south sides of Bay City Drive at Romancoke Road at the primary entrance to the neighborhood. The current signs were constructed between 2008 and 2021 and replaced the original curved stone gates (Google 2008, 2021).

## HISTORIC CONTEXT

### *History of Bay City*

The Bay City waterfront planned residential neighborhood sits on the site of former residential and agricultural parcels. The various parcels were eventually bought by Dr. Theodore Cooke Jr., who owned multiple large holdings on Kent Island and was an advocate for a Chesapeake Bay bridge crossing between Annapolis and Kent Island. Upon his death, his executor Theodore C. Waters sold the land to the Guaranteed Realty Corporation on May 29, 1952 (QACCC 1952a). The Guaranteed Realty Corporation transferred the land to the Baltimore-based Bridgeside Company in June 1952, who shortly thereafter platted Bay City (QACCC 1952a).

In 1952, the president of the Bridgeside Company was Charles H. Cover, who signed the initial plat (QACCC 1952b). David Nichols was listed as the president in 1956, when he filed the plat map of Section 2 of Bay City. The northwest corner of the neighborhood, along the south bank of Broad Creek, on the site of a former farm, had originally been one of two intended beach reservations for the neighborhood. The land was eventually sold and privately developed, leaving the only Bay side beach reservation for the community on the west side of Bayside Drive at the southwest corner of the neighborhood. It is

maintained as a private community park (QACCC 1952a). While not originally included on the plats, a second beach reservation for the community was established on the south side of Broad Creek. This community recreational area was open space with a beach and boat launch. A pier was added circa 2000, and a pavilion was added circa 2015.

The neighborhood included additional land north of Broad Creek that was platted by David Nichols in 1959 (QACCC 1959). Like many of the mid-twentieth-century developments on Kent Island, the neighborhood took time to develop. 1957 aerial imagery of the neighborhood shows that part of the street system had been constructed, largely on the south side of the neighborhood; aside from a few dwellings along the Chesapeake Bay, the neighborhood was largely undeveloped. Aerial imagery from 1970, prior to construction of the second span of the Bay Bridge, shows that all the streets had been constructed, along with more dwellings. The 1982 aerial imagery shows that the neighborhood had dramatically expanded with many dwellings on the lots. The aerial imagery also shows that the dwellings were constructed along the water's edge first with additional dwellings constructed moving east away from the bay. It was common for the interior lots to be the last to be developed in waterfront communities, as the preferred lots were closer to the water (Diehlmann et al. 2024, 4-82; NETROnline Var.; The Sun 1952; QACCC 1952a; QACCC 1952b; QACCC 1959).

From inception, Bay City was intended to be a waterfront community with resort-type amenities. Advertisements in The Sun from 1952 described Bay City as having "unexcelled bay-front lots only 45-minutes from Baltimore" and as "a planned, new, modern development on historic Kent Island just south of the Eastern approach of the new bay bridge" (The Sun 1952). By 1959, the advertisements read:

"Bay City with its million-dollar view ... and recreation unlimited. Feast your eyes on this scenic enchantment ... on the wide view of ships from the four corners of the earth. Community beaches and boat-harbors. Superlative swimming, fishing, crabbing. Only minutes away from the best fishing on the entire east coast. Bay City's gentle climate slows you down just enough for complete relaxation and contentment. A congenial community of nice homes ... without extravagance! Just a few minutes from over the Chesapeake Bay Bridge" (The Sun 1959).

Despite David Nichols' grand vision and major marketing campaigns, Bay City, like his other Kent Island communities, was not a financial success and Nichols was forced to declare bankruptcy in 1961. Following the bankruptcy filing, the Bay City Improvement Association, later known as the Bay City Property Owners Association, was established and took control of several tracts in the neighborhood, including the community's recreational areas (FindLaw.com). The property owners association continues to own and manage the community spaces and enforces the neighborhood covenants originally established by David Nichols.

Unlike other neighborhoods platted by David Nichols on Kent Island, Bay City maintains its community recreational features such as the community park on the south side of Broad Creek and the community beach at the southwest corner of the neighborhood (Diehlmann et al. 2024).

***David M. Nichols***

David Nichols was a Baltimore developer, who had the desire to develop Kent Island into a bedroom community for Annapolis, Baltimore, and Washington, DC. The vision to develop the land began when he was on a 1939 hunting trip to the Eastern Shore. Nichols anticipated the desire for families to move out of urban city environments with the growth of the automobile. In the mid- to late 1940s, when planning for the Chesapeake Bay Bridge was well underway, he rapidly acquired land on Kent Island and subsequently subdivided former farms for large suburban communities. Through various business companies David Nichols platted six suburban communities and one commercial center between 1949 and 1959 including: Kent Island Estates (1949), Bay City [QA-727] (1952), Harbor View (1952), Romancoke-on-the-Bay (1958), Cloverfields (1959), Chesapeake Estates (1960), and Kent Island Shopping Center [QA-730] (1952). Kent Island Shopping Center and Harbor View were built across US 50/301 from each other as the shopping center was intended to provide commercial resources for the new suburban communities on the island. By 1960, Nichols had developed his various properties into 4,681 lots. There was limited sewerage capacity on Kent Island at the time, and the small lots and low water table were not suitable for septic systems, leading to sewage spills and ultimately restrictions that rendered many of the lots unbuildable. Despite his vision for the island and intensive advertising campaigns, construction and development on Kent Island did not take off as quickly has he had anticipated. Financial losses forced him to file for bankruptcy in 1961. Shortly after in 1965, David Nichols died at the age of 55 (Darsie 2005, 5; Diehlmann et al. 2024).

Nichols' legacy was not favorable among the Kent Island residents that predated the Bay Bridge. He was remembered for being the largest land speculator on Kent Island and the most notorious. A chapter of the book "Wye Island: The Shore

Stiffens Against Growth," was published in 1977 in the Baltimore Sun and described him as standing six feet and two inches tall and weighing over 350 pounds. Descriptions paint him as rude to his staff, a potential hypochondriac who "carried a small drugstore of medicines and pills wherever he went," excessive when it came to food "eat[ing] three huge steaks [in] a single sitting," luxury items, and modes of travel (Gibbons 1977, 23). The chapter states that "His aides drove him about the Shore in Cadillacs. In each car Nichols had a mobile phone ... His pilot flew him back and forth between Baltimore and his land office on Kent Island; Nichols also used the amphibious biplane to show Kent Island to prospective buyers," (Gibbons 1977, 23). Nichols' larger-than-life persona left a lasting imprint on Kent Island. While most of his subdivisions were not fully developed in his lifetime, his subdivision of the land laid the framework for future land use and development patterns and spurred the creation of land use policies in the county (Gibbons 1977, 23; Darsie 2005, 5; Diehlmann et al. 2024).

***Planning and Zoning Development in Queen Anne's County***

Kent Island residents had environmental concerns regarding Nichols' developments almost immediately, as Kent Island did not have extensive public utilities and would not be able to accommodate the large quantity of dwellings intended to be constructed. Most farms and dwellings had their own well and septic tank and that method continued for the individual lots in Nichols' subdivisions and others; however, the small lots and low water table were not suited for this intense level of development. Within a year of construction of the Kent Island Shopping Center, raw sewage was "puddling about the shopping center and adjacent motel" (Gibbons 1977, 25). The sanitation/sewer spillage problems experienced by the Kent Island Shopping Center were also occurring in Nichols' planned residential neighborhoods. State law required real estate developers to file a plat map with the State Health Department, in advance of construction, to account for the expansion of utilities such as water supply and sewage disposal; most real estate developers failed to file a plat map showing this information. In reaction to these sewage failures, the county Board of Health sought legal action through injunctions against twelve housing developments, including Nichols' Harbor View, to enforce the state law (Darsie 2005, 5; Diehlmann et al. 2024, 3-57, 4-79 – 4-81; QACCC 1952).

A group of 14 businessmen within Queen Anne's County in 1951 formed to prevent motels and other travel related businesses on the island from being constructed directly next to the roadway, thereby creating an "unsightly view." and. Continued concern over development in the 1950s and early 1960s eventually led to the establishment of additional zoning laws and a comprehensive plan for the island. Queen Anne's County enacted interim zoning and subdivision ordinances in 1962, along with a planning committee to oversee the new ordinances, which included provisions such as ensuring that all lots for sale had access to the street. In 1965 the comprehensive plan and the first round of permanent ordinances were passed, but due to a lack of funding, the hiring of a full-time planning and zoning staff was not possible. Regardless, by 1965 most of Kent Island had been subdivided on paper (Diehlmann et al. 2024, 3-58 – 3-61).

The land speculators who bought David Nichols' undeveloped lots after his bankruptcy and death relisted the properties with notices stating that well and septic tanks were not permitted, a direct result of the newly created interim zoning and subdivision ordinances. By the end of the 1960s, development pressure increased, perhaps because of the pending construction of the second span of the Bay Bridge, but also likely due to the increasing cost of housing in Anne Arundel County. In the months leading up to the 1973 opening of the second span, several thousand acres in Queen Anne's County were purchased by developers for leisure-oriented communities. Officials were concerned the County's infrastructure could not support the growing number of residents. Faced with this looming development, Queen Anne's County halted the construction of any subdivision that contained more than five lots, while a new comprehensive plan and additional ordinances were created. The county began strongly enforcing its subdivision and zoning regulations and hiring professional staff to manage the growth. Between 1970 and 1980 the population on Kent Island increased by 113 percent, leading to overcrowding in schools and tax increases to accommodate the continued and rapid growth (Diehlmann et al. 2024, 3-57, 3-60).

A new comprehensive plan was passed by the county in 1987 with the goal to "preserve and protect the Chesapeake Bay and its tributaries and to maintain the rural character and protect large areas of the county for agricultural uses" (LDR International et al. 2002, 16). The comprehensive plan stated the desire of the county to practice "downzoning." Downzoning is defined as the act of assigning land or property a zoning grade under which the permitted density of housing and development is reduced (Oxford English Dictionary 2023). The new downzoning ordinances stated that agricultural areas inland were now restricted to one dwelling per every eight acres and only 15 percent of the site could be developed with an emphasis of the outbuilding being clustered closer to the house and the other 85 percent needed to be kept as agricultural land. The waterfront experienced similar criteria with only one dwelling permitted per every five acres of land (Diehlmann et al. 2024, 3-60 – 3-61). This change in zoning was an attempt to correct the years of rampant uncontrolled growth lead by early developers such as David Nichols.

***Comparative Analysis/Study of David Nichols Subdivisions***

David Nichols' neighborhoods are the earliest types of suburban development on Kent Island. These neighborhoods include Kent Island Estates, Harbor View, Bay City, Romancoke-on-the-Bay, Cloverfields, and Chesapeake Estates. These neighborhoods are considered waterfront planned residential neighborhoods according to the 2024 Context Addendum as a single developer, David Nichols, platted the developments and sold the subdivided lots; the purchaser was responsible for constructing the house, resulting in a wide variety of building types and styles (Diehlmann et al. 2024). Character-defining features of waterfront planned residential neighborhoods seen in Nichols's developments include lots organized in a grid or curvilinear street pattern that maximizes the shoreline views and access; cohesive groupings of buildings by function; consistent lot sizes and building setbacks; landscape features such as entrance signs with landscaping; community amenities such as clubhouses, pavilions, pools, parks, and playgrounds; waterfront access, such as watercraft launch ramps, docks, and beaches; and a location along major transportation corridors (Diehlmann et al. 2024, 6-120 – 6-121).

The six neighborhoods have overlapping similarities regarding the planning, construction, and subsequent sewage management problems; however, each neighborhood has striking differences, for example, some are twice the size of others. Additionally, Harbor View is the only neighborhood without community amenities and Romancoke-on-the-Bay has about half of its parcels lying vacant. The largest factors that contribute to the differences include: the year the neighborhood was platted/filed, the number of parcels within the neighborhood, and Nichols' financial status at the time of development. The plans for the first section of Kent Island Estates were platted and filed in 1949, making it Nichols' earliest neighborhood, with a total of 948 parcels when the last section was added. Bay City's and Harbor View's first sections were platted and filed in 1952, just as the first span of the Bay Bridge opened. The final parcel count for each was 735 and 474 parcels, respectively. Romancoke-on-the-Bay was filed in 1958 with 314 parcels. Cloverfields as a neighborhood was platted and filed in 1959, although sections were sold as early as 1957; the last plat showed a total of 990 parcels. Cloverfields is the only neighborhood with a wide range of community amenities, including a clubhouse, pool, playground, waterside pavilions, a beach, and a marina. In the wake of David Nichols' 1961 bankruptcy filing, community residents established homeowner's associations to own the community recreational areas and generally manage growth and development in the neighborhood. The Cloverfields Property Owners Association and the Harbor View Homeowners Association were established in 1961. While David Nichols established the framework for these communities, such as establishing the street grids, lot sizes, and building setbacks, many of the recreational features established in the community open spaces were created later under the auspices of the homeowners associations (Diehlmann et al. 2024; CPOA; HVHOA). Cheaspeake Estates was platted and filed in 1960, making it the last of Nichols' neighborhoods, with a total of 140 parcels (Diehlmann et al. 2024).

The neighborhoods were established at different rates resulting in four distinct development periods. Table 1 (attached) shows the four periods of development and the percentage of parcels developed within that period for each neighborhood and as a total of all of Nichols' neighborhood parcels. The four periods of development include: pre-1952, 1952-1987, 1988-2007, 2008-Present (2024), a fifth line shows the number of parcels that have yet to be developed. Based on growth and development trends on Kent Island identified in the 2024 Context Addendum, the pre-1952 category should have the fewest resources included due to the island's more rural agricultural and maritime history prior to the opening of the bridge. The 1952-1987 period should be among the largest numbers as it includes a large population growth, a result of the construction of the Bay Bridges. The 1988-2007 period should have the second highest number of the percentage as land on the Western Shore, particularly in Anne Arundel County, was becoming scarcer, forcing construction further from the urban centers of Washington, DC, and Baltimore. The 2008-Present (2024) period should have lower percentages due to a variety of factors, such as the less desirable parcels available, the housing market crash in 2008, supply and demand issues, the national recession, and high inflation rates (Dietz 2020). The category Undeveloped/No Data, includes the percentage of parcels still available to be developed and may include lots that are unavailable to be developed due to environmental restrictions or due to lots being established as community parks. Overall, the collective trend in the neighborhoods reflect the expected results, but there is some variability among the neighborhoods.

Kent Island Estates was the first neighborhood to be established and the second largest of all Nichols' neighborhoods; however, it has the third largest percentage of undeveloped parcels, approximately 30 percent, leaving a significant number of undeveloped lots. This may be partially because of its location further from the Bay Bridge than Bay City and Harborview, which were developed at a similar time; but more likely because of development limitations imposed by the county in the mid-1960s. The county did not begin extending sewer service to the neighborhood until 2016 (Diehlmann et al. 2024; SDAT 2024; Queen Anne's County 2016).

Harbor View was the largest and most fully developed of Nichol's neighborhoods prior to 1988; however, it lacks a community/recreational area, beach, or boat ramps for all the neighbors to access, a key character-defining feature of a Nichols' developments and waterfront planned residential neighborhoods in Queen Anne's County. Additionally, it is the only neighborhood of Nichols' that features an apartment complex and churches, which interrupt the cohesive groupings of buildings by function, a key characteristic of these neighborhood types (Diehlmann et al. 2024). Nichols' work and impact on the Kent Island landscape is better represented in the Bay City neighborhood, as it retains more character-defining elements original to the neighborhood design and is among the earliest examples of suburbanization on Kent Island. Both Bay City and Harbor View benefitted from the county's construction of the Kent Narrows/Stevensville/Grasonville sewage system between 1979 and 1982, which provided county sewer service to properties with failing septic systems and allowed connections to undeveloped lots (Diehlmann et al. 2024, 2-30).

Nichols' later neighborhoods, Romancoke-on-the-Bay and Cloverfields, do not follow the expected trends per the 2024 Context Addendum (Diehlmann et al. 2024). While Cloverfields does represent the trend of incorporating water-oriented recreational amenities in the community, about 50 percent of Cloverfields was developed after 1987. Cloverfields also has the lowest number of undeveloped parcels remaining within the neighborhood. The lack of development during the 1952-1987 era is likely due to development restrictions enacted by the county beginning in the mid-1960s. Much of the post-1987 development in Cloverfields is the result of expanded sewerage capacity added by the county in the early 1990s. Romancoke-on-the-Bay is only half developed with construction appearing to have almost halted after 1987, with only 46 dwellings constructed in the last 36 years, averaging about 1.28 dwellings per year. Like Romancoke-on-the-Bay, Chesapeake Estates has had no construction on the remaining vacant lots since 2007. Similar to Kent Island Estates, Romancoke-on-the-Bay and Chesapeake Estates are farther away from the Bay Bridge, which may have slowed the earliest phase of development. Development restrictions imposed by the county in the mid-1960s further limited development. County sewer service to lots in Romancoke-on-the-Bay was not initiated until 2016 (Queen Anne's County 2016).

Bay City is among the earliest examples of suburbanization on Kent Island. It retains two parks, is solely comprised of single-family dwellings, and has over 50 percent of the parcels developed between 1952 and 1987, with less than five percent of undeveloped parcels remaining. Additionally, it is the median and the closest neighborhood to the average number of parcels within Nichols' neighborhoods. Bay City is the most representative example of David Nichols' waterfront planned residential neighborhoods on the island.

**ELIGIBILITY DETERMINATION**

Bay City is eligible for inclusion in the National Register of Historic Places under Criterion C for its association with developer David M. Nichols and as early notable example of a waterfront planned residential neighborhood on Kent Island. It retains integrity of location, setting, feeling, association, and design, with some diminished integrity of workmanship and materials.

According to the 2024 Context Addendum, to be eligible under Criterion A for is association with suburbanization events and trends, resources must be the earliest examples that either establish a trend or alter settlement patterns in a significant way (Diehlmann et al. 2024, 6-117). The earliest planned residential neighborhoods on Kent Island were Kentmorr Air Park (1947) and Kent Island Estates (1949). These neighborhoods, platted by Nathan Morris and David Nichols, were speculatively planned for future growth once the Chesapeake Bay Bridge was opened. In 1952, the year Bay City was platted, a number of other neighborhoods were also being platted, including Tower Gardens on the Bay, Harbor View, and Romancoke on the Bay. Given that it is not the earliest example of a planned residential neighborhood, nor did it alter settlement patterns, Bay City is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Bay City is not eligible under Criterion B.

According to the 2024 Context Addendum, waterfront planned residential communities may be significant under Criterion C for their association with notable developers. Resources should be the best example of the individual's work (Diehlmann et al. 2024, 6-117; 6-120). Bay City was evaluated under Criterion C for its association with notable developer David M. Nichols who was responsible for the subdivision of thousands of lots in several waterfront planned residential neighborhoods on Kent Island, shaping future growth and development patterns. Bay City has a significant association with David Nichols, and the neighborhood reflects Nichols' original 1952 design intent. The neighborhood retains the original water access, streetscape design, lot sizes, and consistent housing setbacks, as well as shared community water-based recreational facilities. It is one of the earliest examples of a David Nichols residential neighborhood and the most representative example of his

waterfront planned residential neighborhoods on Kent Island. Therefore, Bay City is eligible under Criterion C for its association with David Nichols.

Bay City was also evaluated Under Criterion C as a waterfront planned residential neighborhood as defined in the 2024 Context Addendum. Bay City is one of the earliest and best, most intact examples of a planned waterfront residential neighborhood on Kent Island that developed between the early 1950s and the 1980s and retains a majority of its original character-defining elements as defined in the 2024 Context Addendum. The neighborhood was originally marketed as a resort community focusing on its waterfront recreational amenities and maintains the majority of its original features associated with waterfront resort living. The neighborhood follows a typical pattern of coastal development, with lots organized to maximize the use of and access to the shoreline, with roads parallel to the shoreline and buildings oriented toward waterfront views. It has a cohesive grouping of residential dwellings. The neighborhood has landscaped entrance signs at the main intersection into the neighborhood. The non-waterfront lot sizes are similarly sized with consistent dwelling setbacks from the road. The individual waterfront properties in the development have private water access by means of docks/slips. The neighborhood is located near the major transportation corridor of US 50/301. It has community amenities located in two neighborhood parks, including a beach, picnic pavilions, playground, and a boat ramp. The neighborhood retains its original streetscape design platted by David Nichols, along with the uniform setbacks measuring approximately 50 feet. Most dwellings are one to two stories in height and are stylistically common examples of mid-to-late twentieth century dwellings. While infill development elsewhere during this period is expected to be a small percentage of the overall neighborhood, Kent Island neighborhoods typically developed over a long period of time and have a high percentage of infill development. The post-1987 infill buildings, particularly those along the northern and eastern edges of the neighborhood, are in keeping with scale with the original buildings. The dwellings within the neighborhood have expected alterations, such as, replacement roofs and windows, but these changes do not alter the overall feel and architectural information conveyed by the neighborhood. The examples of common architectural forms show the variety of dwelling styles available in the post-WWII era and although they are not high style examples of their type, they do illustrate a period and method of construction of the time. Therefore, Bay City is eligible under Criterion C as a waterfront planned residential neighborhood.

**PERIOD OF SIGNIFICANCE**

The period of significance for the property begins in 1952 when Bay City was first platted by David Nichols and continues through 1987 when Queen Anne's County adopted a new comprehensive plan aimed at preserving the Chesapeake Bay and the county's rural character and addressing the initial problems with the first wave of uncontrolled suburbanization on Kent Island. The new plan decreased the density of development and changed the design and layout of Queen Anne's County neighborhoods after 1987.

**INTEGRITY**

Bay City retains its integrity of location, setting, feeling, association, and design.

The waterfront planned residential neighborhood retains integrity of location as it has remained in the original location since it was initially platted in 1952.

The neighborhood's setting is unchanged, with scenic waterfront views for the dwellings along the waterfront, the overall flat topography, and suburban residential features such as ornamental plants and fences. Within its boundaries the district retains its original spatial organization, including road patterns and building setbacks, that contribute to its integrity of setting. When the neighborhood was first constructed, the surrounding area was largely rural and agricultural; however, during the development of the neighborhood pre-1987, additional suburban expansion occurred along the north edge of the neighborhood. Many of the surrounding parcels to the east and south along Romancoke Road are still in agricultural use or sparsely developed. General views of the Chesapeake Bay and Broad Creek are significant to the neighborhood as they are a key element of a planned waterfront residential neighborhood.

Bay City retains its integrity of design, as the platted design for the neighborhood starting in 1952 and finished in 1959, with the northern section added, is still visible on the landscape. The street layout presently is identical to the design created by David Nichols in the 1950s. Lots retain their organization to maximize the use of and access to the shoreline, with roads parallel to the shoreline and buildings oriented toward waterfront views, as well as its overall grid plan, lot sizes, and setback. Bay City was designed without curbs, sidewalks, streetlights, or markings and streets have maintained this character. The neighborhood retains its planned community recreational areas with expansive views of the Chesapeake Bay and Broad Creek.

Overall, integrity of workmanship and materials in Bay City have been diminished. The original stone entrance signs at Bay City Drive were replaced circa 2021, and a new pier and pavilion were constructed in the Broad Creek recreation area in the twenty-first century. The workmanship and materials of individual buildings are slightly diminished, since some dwellings from the period of significance have modifications like new siding, side additions, new doors and. The replacement materials are consistent with those used during the establishment of the neighborhood and therefore do not affect the overall cohesive nature of the neighborhood's exterior materials. Some of the earlier built houses now feature side additions or carport enclosures and/or rear additions. Overall, over 42 percent of the houses were constructed after 1987. These houses are placed on single lots with similar setbacks to the original houses, as conceived by David Nichols. The scale of the new infill dwellings varies, with many being similar to the older houses; however, houses constructed between 2008, and the present are generally incompatible with the historic dwellings. These buildings, many of them along the waterfront are both larger and taller than the mid-twentieth-century buildings in the neighborhood. Most of these infill dwellings are large Millennium Mansions or New Traditional dwellings, accounting for approximately two to three percent of the dwellings within the neighborhood.

Bay City retains its integrity of feeling and association. The neighborhood's location along the water, spatial organization, community recreational spaces, and residential character contribute to Bay City's expression of the aesthetic of a waterfront planned residential neighborhood.

**CONTRIBUTING RESOURCES**

The contributing elements for the Bay City neighborhood include the 390 buildings and community recreational features constructed between 1952 and 1987.

The non-contributing elements include any building within the platted development constructed before 1952 as the development had yet to form or after 1987, the end date of the period of significance. There are 287 buildings constructed outside of the period of significance. The circa-2021 entrance signs at Bay City Drive and the circa-2000 pier and circa-2015 pavilion in the community recreational area along Broad Creek are also non-contributing. A list of contributing and non-contributing buildings and structures is attached.

**BOUNDARY DESCRIPTION**

The property encompasses approximately 412 acres. The subdivision is bounded by Broad Creek, Swan Road, the Chesapeake Bay, the Bay Bridge Airport, the Broad Creek Cemetery, and commercial properties along the northern edge. The eastern edge is bounded by Romancoke Road (MD-8), and the southern edge is bounded by the American Legion Post 278, Christ Church Parish, Kent Island, and Camp Wright. The Chesapeake Bay runs along the western edge. Bay City can be found on Queen Anne's County Tax Map 0056 (2024).

The boundaries are the original demarcation lines platted starting in 1952 and ending in the 1959 configuration, containing the resources associated with the period of significance.

**REFERENCES**

Cloverfields Property Owners Association (CPOA). n.d. History. Accessed September 5, 2024. https://www.cloverfields.org/about-cloverfields/cloverfields-history/.

Darsie, Julie. 2005. "Harbor View." Maryland Inventory of Historic Properties Form QA-556. Crownsville, MD: Maryland Historical Trust. Online, https://mht.maryland.gov/secure/Medusa/PDF/QueenAnnes/QA-556.pdf, accessed Aug. 2024.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Dietz, Robert. 2020. "A Decade of Home Building: The Long Recovery of the 2010s." National Association of Home Builders, January 6, 2020. Online, https://eyeonhousing.org/2020/01/a-decade-of-home-building-the-long-recovery-of-the-2010s/, accessed August 16, 2024.

FindLaw.com. 2006. Miller v. Bay City Property Owners Association Inc. Accessed September 5, 2024. https://caselaw.findlaw.com/court/md-court-of-appeals/1363137.html.

Gibbons, Boyd. 1977. "Wye Island: The Shore Stiffens Against Growth." The Baltimore Sun, June 12, 1977.

Google. 2008. "700 MD-8." Google Street View, July 2008. Online, https://www.google.com/maps/@38.9647677,-76.3349372,3a,75y,307.66h,83.45t/data=!3m7!1e1!3m5!1s4hADQv5z-h60Vwi8twnaFw!2e0!5s20080701T000000!7i3328!8i1664?coh=205409&entry=ttu&g_ep=EgoyMDI0MDkwNC4wIKXMDSoASAFQAw%3D%3D, accessed August 16, 2024.

------. 2011. "Stevensville, Maryland." Google Street View, November 2021. Online, https://www.google.com/maps/@38.9647738,-76.3349612,3a,75y,307.66h,83.45t/data=!3m7!1e1!3m5!1slfNy-i9B9YAg8k-Tcna2YA!2e0!5s20211101T000000!7i16384!8i8192?coh=205409&entry=ttu&g_ep=EgoyMDI0MDkwNC4wIKXMDSoASAFQAw%3D%3D, accessed August 16, 2024.

Harbor View Home Owners Association (HCHOA). 2010. Bylaws. Accessed September 5, 2024. https://img1.wsimg.com/blobby/go/1e61db08-d1ed-4ab0-85aa-c3faf895bb14/downloads/20171202_-_hvia_by-laws.pdf?ver=1725125284914.

Lake, Griffing and Stevenson. 1877. "Illustrated Atlas of Kent and Queen Anne Counties, MD." Historic Map Works. Online, https://historicmapworks.com/Map/US/37534/Stevensville++Kent+Island+++District+4++Queenstown/Kent+and+Queen+Anne+Counties+1877/Maryland/, accessed Aug. 2024.

LDR International; Freilich, Leitner & Carlise; O'Brien & Gere Engineers, Inc.; and The Parsons Transportation Group. 2002. "Volume 1: County Profile. 2002 Comprehensive Plan, Queen Anne's County, Maryland." Queen Anne's County Planning and Zoning. May 21, 2002. Online, https://www.qac.org/DocumentCenter/View/719/Volume-1-Community-Profile-PDF?bidId=, accessed August 16, 2024.

Manning, Matt, Danae Peckler, Christeen Taniguchi, and Matthew Bray. 2019. "Suburbanization Historic Context Addendum (1961-1980), Montgomery County and Prince George's Counties, Maryland." Baltimore, MD: Maryland Department of Transportation, State Highway Administration.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

McAlester, Virginia Savage. 2013. "A Field Guide to American Houses (Revised)." New York. In print.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

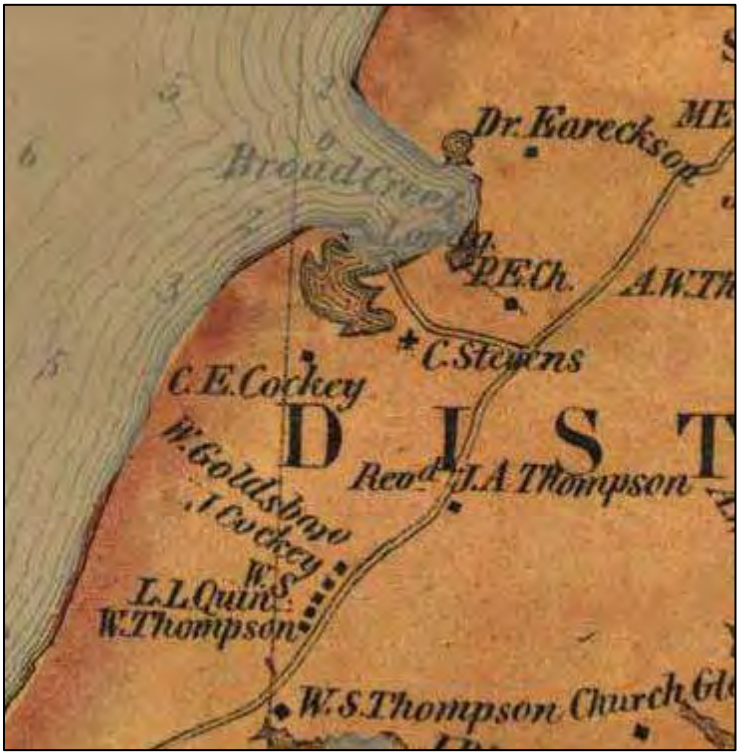
Oxford English Dictionary. 2024. "downzone (v.)," July 2023, https://doi.org/10.1093/OED/1021572323.

Strong, J.G. 1866. “J. G. Stong's Map of Queen Anne's County, 1866.” Maryland State Archives SC 5080-1. Online, http://slavery.msa.maryland.gov/images/maps/qad5.jpg, accessed Aug. 2024.

The Sun. 1952. "Advertisement (Bay City on the Chesapeake)." The Sun, July 2,1952.

Queen Anne’s County Circuit Court (QACCC). 1952a. Deed Liber TSP 5, Folio 115. Maryland Land Records (MDLANDREC). Online, https://mdlandrec.net/main/dsp_viewer.cfm?cid=QA&view=bookview&status=a&di=y&ImTyp=current&SrTyp=l&sp=113, accessed Aug. 2024.
------. 1952b. Deed Liber TSP 5, Folio 126. Maryland Land Records (MDLANDREC). Online, https://mdlandrec.net/main/dsp_viewer.cfm?cid=QA&view=bookview&status=a&di=y&ImTyp=current&SrTyp=l&sp=130, accessed Aug. 2024.
------. 1952c. “Section One Bay City.” Plat Map Liber TSP 1, Folio 10. Maryland State Archives. Online, https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=741&page=adv1&id=1753670859, accessed Aug. 2024.
------. 1956. “Section Two Bay City.” Plat Map Liber TSP 1, Folio 3. Maryland State Archives. Online, https://plats.msa.maryland.gov/, accessed Aug. 2024.
------. 1958. “Plat 2 Section Two Bay City.” Plat Map Liber TSP 1, Folio 44. Maryland State Archives. Online, https://plats.msa.maryland.gov/, accessed Aug. 2024.
------. 1959. “Plat 4 Section Two Bay City.” Plat Map Liber TSP 1, Folio 57. Maryland State Archives. Online, https://plats.msa.maryland.gov/, accessed Aug. 2024.

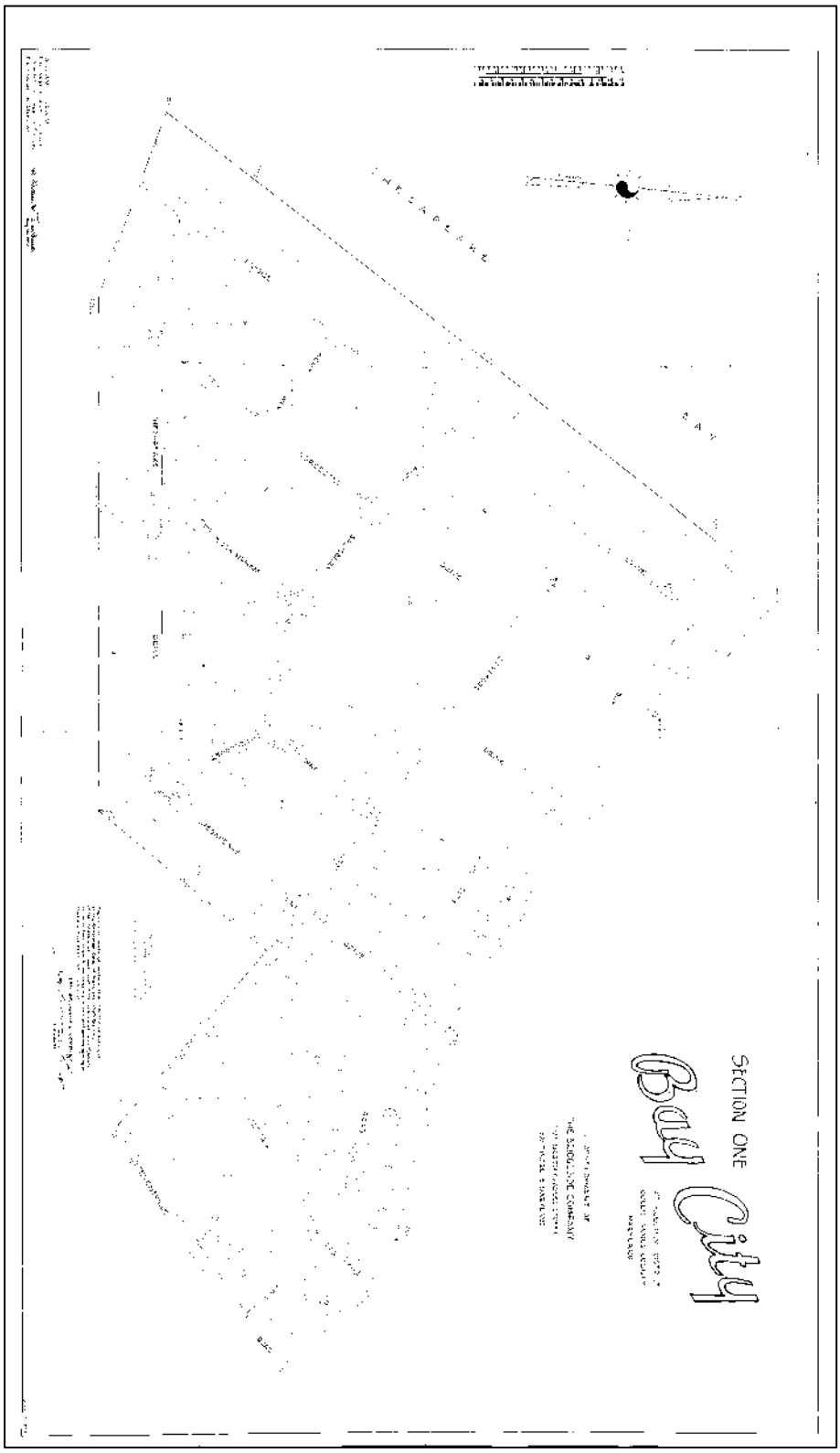
**QA-727**
**Bay City**
Bounded By Wallman Way, Romancoke Road (MD-8), Chesapeake Drive, and the Chesapeake Bay
Stevensville, Queen Anne's County, Maryland



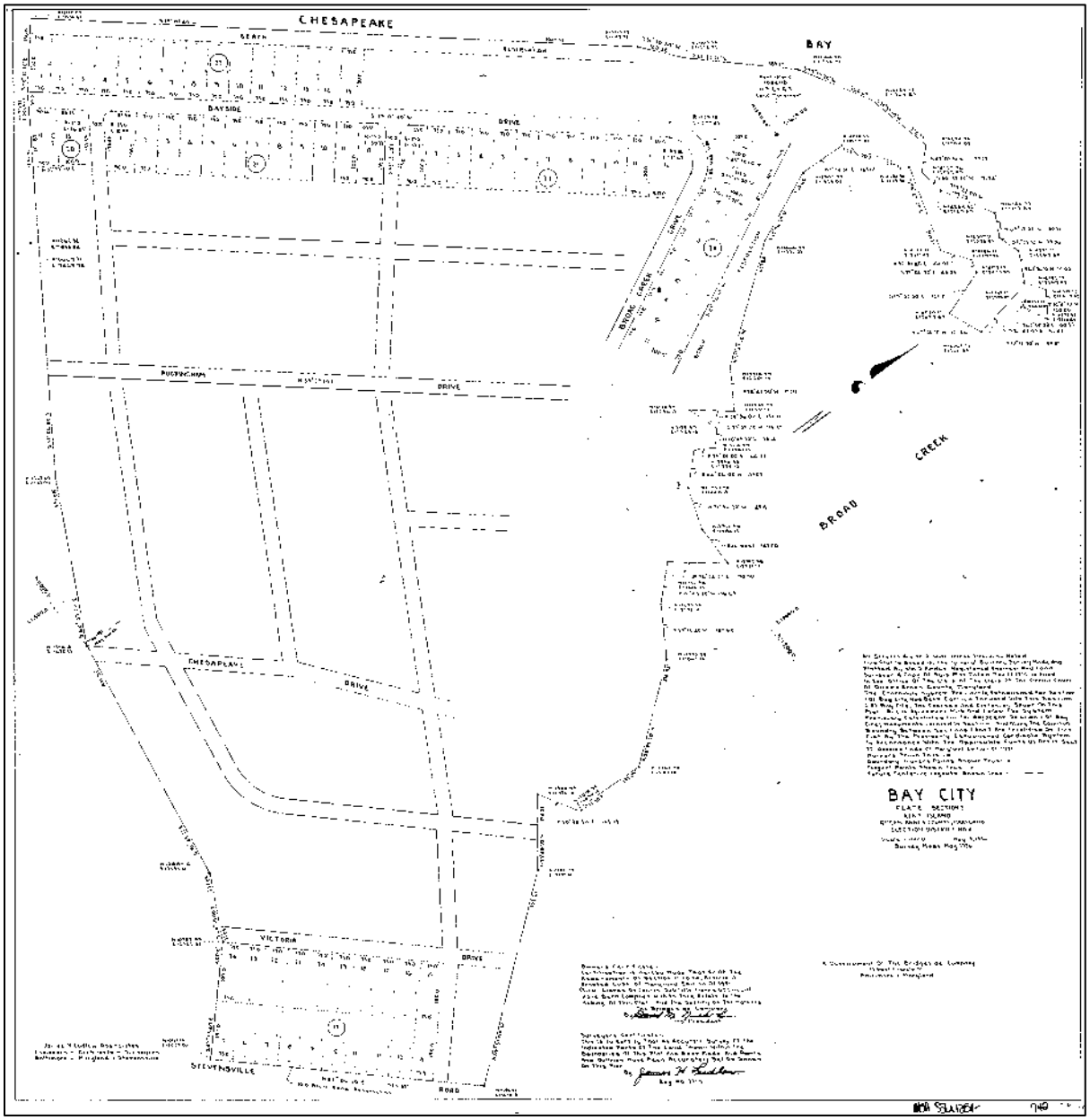
Historic Image 1: Cropped view of the area on Kent Island where Bay City would be developed. The 1866 map of Kent Island District 4 shows the previous landowners (Strong 1866).



Historic Image 2: Cropped view of the area on Kent Island where Bay City would be developed. The 1877 map of Kent Island shows the previous landowners (Lake et. al. 1877).



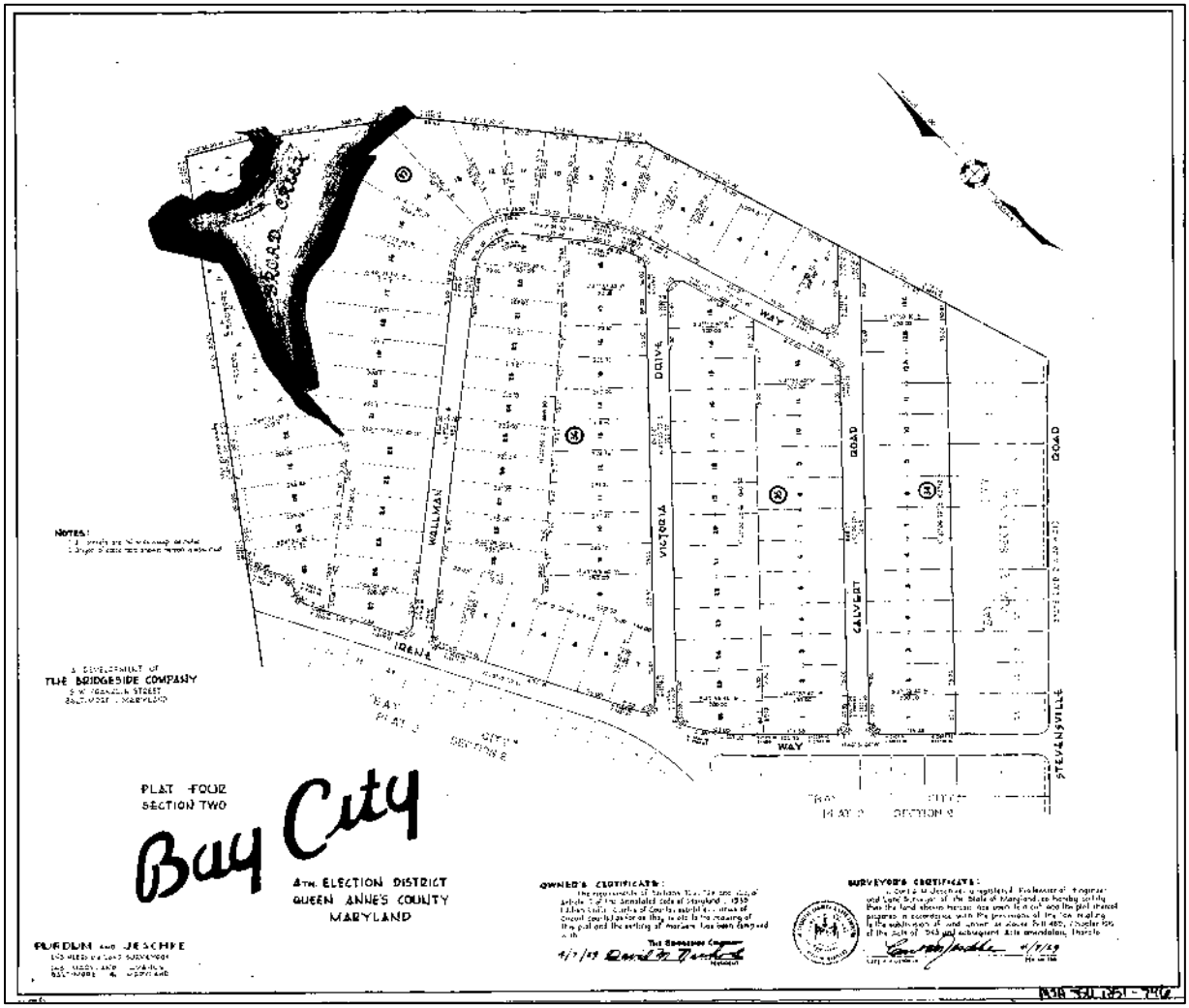

Historic Image 3: View of the plat map for Section One of Bay City (QACCC 1952c).




Historic Image 4: View of plat map (plate 1) for Section Two of Bay City (QACCC 1956).




Historic Image 5: View of the revised plat map (Plate 2) for Section Two of Bay City (QACCC 1958).




Historic Image 6: View of the additional plat map (Plate 4) for Section Two of Bay City, focusing on the northern section above Broad Creek (QACCC 1959).




Historic Image 7: Advertisement from *The Sun* in September 1959, describing David Nichols' three platted developments on Kent Island (*The Sun* 1959).

**QA-727**
**Bay City**
Bounded By Wallman Way, Romancoke Road (MD-8), Chesapeake Drive, and the Chesapeake Bay
Stevensville, Queen Anne's County, Maryland

Table 1: Percentage of construction on parcels within a neighborhood during a development period. The number of parcels included below in parentheses. Source: SDAT 2024

| | Kent Island Estates (1949) | Bay City (1952) | Harbor View (1952) | Romancoke-on-the-Bay (1958) | Cloverfields (1959) | Chesapeake Estates (1960) | All Neighborhoods |
|---|---|---|---|---|---|---|---|
| **Pre-1952** | 0.84% (8) | 0.27% (2) | 0.63% (3) | 0.00% (0) | 0.10% (1) | 0.00% (0) | 0.39% (14) |
| **1952-1987** | 51.27% (486) | 53.20% (391) | 65.40% (310) | 41.40% (130) | 46.26% (458) | 65.71% (92) | 51.85% (1,867) |
| **1988-2007** | 10.34% (98) | 39.05% (287) | 26.79% (127) | 8.28% (26) | 50.91% (504) | 4.29% (6) | 29.10% (1,048) |
| **2008-Present (2024)** | 8.44% (80) | 2.99% (22) | 3.17% (15) | 6.37% (20) | 1.42% (14) | 0.00% (0) | 4.19% (151) |
| **Undeveloped / No Data** | 29.11% (276) | 4.49% (33) | 4.01% (19) | 43.95% (138) | 1.31% (13) | 30.00% (42) | 14.47% (521) |
| **Total Parcels** | 948 | 735 | 474 | 314 | 990 | 140 | 3,601 |

**MAPS**

**Bay City**

Location: Bounded by Wallman Way, Romancoke Road (MD-8), Chesapeake Drive, and the Chesapeake Bay
City: Stevensville

QA-0727
Queen Anne's County



| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 100 Bay City Road | NC | Dwelling | 1998 |
| 101 Bay City Road | NC | Dwelling | 2001 |
| 102 Bay City Road | NC | Dwelling | 2004 |
| 201 Bay City Road | NC | Dwelling | 1996 |
| 203 Bay City Road | NC | Dwelling | 1996 |
| 204 Bay City Road | NC | Dwelling | 2000 |
| 205 Bay City Road | NC | Dwelling | 1995 |
| 206 Bay City Road | NC | Dwelling | 1997 |
| 207 Bay City Road | C | Dwelling | 1976 |
| 208 Bay City Road | C | Dwelling | 1986 |
| 210 Bay City Road | C | Dwelling | 1983 |
| 211 Bay City Road | NC | Dwelling | 1999 |
| 212 Bay City Road | C | Dwelling | 1974 |
| 213 Bay City Road | C | Dwelling | 1975 |
| 214 Bay City Road | NC | Dwelling | 1997 |
| 216 Bay City Road | NC | Dwelling | 1997 |
| 217 Bay City Road | C | Dwelling | 1976 |
| 219 Bay City Road | C | Dwelling | 1978 |
| 220 Bay City Road | C | Dwelling | 1972 |
| 222 Bay City Road | C | Dwelling | 1982 |
| 300 Bay City Road | C | Dwelling | 1977 |
| 302 Bay City Road | C | Dwelling | 1974 |
| 306 Bay City Road | C | Dwelling | 1978 |
| 307 Bay City Road | NC | Dwelling | 1997 |
| 309 Bay City Road | NC | Dwelling | 1995 |
| 310 Bay City Road | C | Dwelling | 1974 |
| 312 Bay City Road | C | Dwelling | 1971 |
| 313 Bay City Road | C | Dwelling | 1971 |
| 314 Bay City Road | C | Dwelling | 1961 |
| 316 Bay City Road | NC | Dwelling | 1998 |
| 317 Bay City Road | C | Dwelling | 1978 |
| 318 Bay City Road | NC | Dwelling | 1999 |
| 319 Bay City Road | C | Dwelling | 1970 |
| 400 Bay City Road | C | Dwelling | 1976 |
| 401 Bay City Road | C | Dwelling | 1979 |
| 402 Bay City Road | C | Dwelling | 1958 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 404 Bay City Road | NC | Dwelling | 1997 |
| 405 Bay City Road | NC | Dwelling | N/A |
| 406 Bay City Road | NC | Dwelling | N/A |
| 408 Bay City Road | NC | Dwelling | 2020 |
| 409 Bay City Road | NC | Dwelling | 2007 |
| 410 Bay City Road | C | Dwelling | 1961 |
| 411 Bay City Road | C | Dwelling | 1986 |
| 412 Bay City Road | C | Dwelling | 1985 |
| 413 Bay City Road | NC | Dwelling | 1996 |
| 414 Bay City Road | C | Dwelling | 1977 |
| 415 Bay City Road | C | Dwelling | 1987 |
| 416 Bay City Road | NC | Dwelling | 1997 |
| 417 Bay City Road | C | Dwelling | 1969 |
| 418 Bay City Road | NC | Dwelling | 1998 |
| 500 Bayside Drive | C | Dwelling | 1980 |
| 501 Bayside Drive | C | Dwelling | 1979 |
| 502 Bayside Drive | NC | Dwelling | 2001 |
| 503 Bayside Drive | C | Dwelling | 1987 |
| 505 Bayside Drive | C | Dwelling | 1986 |
| 506 Bayside Drive | C | Dwelling | 1980 |
| 507 Bayside Drive | C | Dwelling | 1976 |
| 508 Bayside Drive | C | Dwelling | 1978 |
| 509 Bayside Drive | C | Dwelling | 1976 |
| 511 Bayside Drive | C | Dwelling | 1984 |
| 513 Bayside Drive | NC | Dwelling | 1996 |
| 514 Bayside Drive | C | Dwelling | 1980 |
| 515 Bayside Drive | C | Dwelling | 1979 |
| 517 Bayside Drive | C | Dwelling | 1979 |
| 518 Bayside Drive | C | Dwelling | 1973 |
| 519 Bayside Drive | C | Dwelling | 1965 |
| 520 Bayside Drive | NC | Dwelling | 2001 |
| 521 Bayside Drive | NC | Dwelling | 1999 |
| 522 Bayside Drive | C | Dwelling | 1961 |
| 523 Bayside Drive | C | Dwelling | 1977 |
| 524 Bayside Drive | C | Dwelling | 1971 |
| 526 Bayside Drive | NC | Dwelling | 1999 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 528 Bayside Drive | NC | Dwelling | 2011 |
| 530 Bayside Drive | C | Dwelling | 1982 |
| 532 Bayside Drive | C | Dwelling | 1978 |
| 600 Bayside Drive | NC | Dwelling | 1988 |
| 601 Bayside Drive | C | Dwelling | 1984 |
| 602 Bayside Drive | NC | Dwelling | 2004 |
| 603 Bayside Drive | C | Dwelling | 1981 |
| 604 Bayside Drive | NC | Dwelling | 2019 |
| 605 Bayside Drive | C | Dwelling | 1980 |
| 606 Bayside Drive | C | Dwelling | 1964 |
| 607 Bayside Drive | C | Dwelling | 1975 |
| 608 Bayside Drive | NC | Dwelling | 2006 |
| 609 Bayside Drive | C | Dwelling | 1976 |
| 610 Bayside Drive | C | Dwelling | 1977 |
| 611 Bayside Drive | C | Dwelling | 1961 |
| 612 Bayside Drive | C | Dwelling | 1976 |
| 613 Bayside Drive | NC | Dwelling | 2001 |
| 614 Bayside Drive | C | Dwelling | 1981 |
| 615 Bayside Drive | NC | Dwelling | 2001 |
| 616 Bayside Drive | C | Dwelling | 1986 |
| 617 Bayside Drive | C | Dwelling | 1973 |
| 618 Bayside Drive | C | Dwelling | 1979 |
| 619 Bayside Drive | C | Dwelling | 1961 |
| 620 Bayside Drive | NC | Dwelling | 2012 |
| 623 Bayside Drive | NC | Dwelling | 2016 |
| 624 Bayside Drive | NC | Dwelling | 2007 |
| 625 Bayside Drive | C | Dwelling | 1970 |
| 627 Bayside Drive | C | Dwelling | 1973 |
| 628 Bayside Drive | C | Dwelling | 1973 |
| 629 Bayside Drive | C | Dwelling | 1960 |
| 630 Bayside Drive | NC | Dwelling | 2009 |
| 632 Bayside Drive | C | Dwelling | 1983 |
| 634 Bayside Drive | NC | Dwelling | 2005 |
| 700 Bayside Drive | C | Dwelling | 1977 |
| 701 Bayside Drive | C | Dwelling | 1982 |
| 702 Bayside Drive | NC | Dwelling | 1989 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 703 Bayside Drive | NC | Dwelling | 1988 |
| 704 Bayside Drive | C | Dwelling | 1956 |
| 705 Bayside Drive | C | Dwelling | 1977 |
| 706 Bayside Drive | C | Dwelling | 1981 |
| 707 Bayside Drive | NC | Dwelling | 1997 |
| 708 Bayside Drive | C | Dwelling | 1952 |
| 710 Bayside Drive | NC | Dwelling | 1998 |
| 800 Bayside Drive | C | Dwelling | 1953 |
| 801 Bayside Drive | C | Dwelling | 1955 |
| 802 Bayside Drive | C | Dwelling | 1980 |
| 803 Bayside Drive | C | Dwelling | 1976 |
| 804 Bayside Drive | NC | Dwelling | 2008 |
| 805 Bayside Drive | C | Dwelling | 1974 |
| 806 Bayside Drive | NC | Dwelling | 1950 |
| 807 Bayside Drive | C | Dwelling | 1986 |
| 808 Bayside Drive | NC | Dwelling | 1988 |
| 809 Bayside Drive | NC | Dwelling | 2003 |
| 810 Bayside Drive | C | Dwelling | 1973 |
| 811 Bayside Drive | C | Dwelling | 1969 |
| 812 Bayside Drive | C | Dwelling | 1982 |
| 813 Bayside Drive | C | Dwelling | 1986 |
| 814 Bayside Drive | C | Dwelling | 1965 |
| 815 Bayside Drive | C | Dwelling | 1980 |
| 816 Bayside Drive | NC | Dwelling | 2002 |
| 818 Bayside Drive | C | Dwelling | 1972 |
| 900 Bayside Drive | C | Dwelling | 1961 |
| 901 Bayside Drive | C | Dwelling | 1970 |
| 902 Bayside Drive | C | Dwelling | 1964 |
| 903 Bayside Drive | C | Dwelling | 1961 |
| 904 Bayside Drive | C | Dwelling | 1956 |
| 905 Bayside Drive | C | Dwelling | 1980 |
| 906 Bayside Drive | C | Dwelling | 1978 |
| 907 Bayside Drive | NC | Dwelling | 2000 |
| 908 Bayside Drive | C | Dwelling | 1978 |
| 909 Bayside Drive | C | Dwelling | 1980 |
| 910 Bayside Drive | C | Dwelling | 1985 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 912 Bayside Drive | C | Dwelling | 1985 |
| 914 Bayside Drive | C | Dwelling | 1966 |
| 1000 Bayside Drive | NC | Dwelling | N/A |
| 1002 Bayside Drive | NC | Dwelling | 2003 |
| 1003 Bayside Drive | C | Dwelling | 1978 |
| 1004 Bayside Drive | C | Dwelling | 1971 |
| 1005 Bayside Drive | C | Dwelling | 1967 |
| 1006 Bayside Drive | C | Dwelling | 1963 |
| 1007 Bayside Drive | NC | Dwelling | 1998 |
| 1008 Bayside Drive | C | Dwelling | 1957 |
| 1009 Bayside Drive | C | Dwelling | 1977 |
| 1011 Bayside Drive | C | Dwelling | 1975 |
| 1013 Bayside Drive | C | Dwelling | 1978 |
| 1014 Bayside Drive | C | Dwelling | 1961 |
| 1015 Bayside Drive | C | Dwelling | 1977 |
| 501 Broad Creek Drive | NC | Dwelling | N/A |
| 502 Broad Creek Drive | NC | Dwelling | N/A |
| 503 Broad Creek Drive | C | Dwelling | 1986 |
| 505 Broad Creek Drive | NC | Dwelling | 1998 |
| 507 Broad Creek Drive | C | Dwelling | 1987 |
| 508 Broad Creek Drive | NC | Dwelling | 2007 |
| 509 Broad Creek Drive | C | Dwelling | 1966 |
| 510 Broad Creek Drive | NC | Dwelling | 1996 |
| 512 Broad Creek Drive | NC | Dwelling | 1989 |
| 513 Broad Creek Drive | C | Dwelling | 1965 |
| 514 Broad Creek Drive | C | Dwelling | 1976 |
| 516 Broad Creek Drive | C | Dwelling | 1965 |
| 518 Broad Creek Drive | C | Dwelling | 1976 |
| 520 Broad Creek Drive | C | Dwelling | 1966 |
| 526 Broad Creek Drive | C | Dwelling | 1985 |
| 528 Broad Creek Drive | C | Dwelling | 1978 |
| 600 Broad Creek Drive | C | Dwelling | 1978 |
| 601 Broad Creek Drive | NC | Dwelling | 2008 |
| 602 Broad Creek Drive | C | Dwelling | 1984 |
| 603 Broad Creek Drive | NC | Dwelling | 1990 |
| 604 Broad Creek Drive | NC | Dwelling | 1998 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 606 Broad Creek Drive | C | Dwelling | 1971 |
| 700 Broad Creek Drive | NC | Dwelling | 2000 |
| 703 Broad Creek Drive | NC | Dwelling | 1998 |
| 704 Broad Creek Drive | C | Dwelling | 1952 |
| 708 Broad Creek Drive | C | Dwelling | 1976 |
| 710 Broad Creek Drive | NC | Dwelling | N/A |
| 800 Broad Creek Drive | C | Dwelling | 1967 |
| 801 Broad Creek Drive | NC | Dwelling | 2015 |
| 802 Broad Creek Drive | NC | Dwelling | 2005 |
| 804 Broad Creek Drive | C | Dwelling | 1982 |
| 806 Broad Creek Drive | NC | Dwelling | 1990 |
| 900 Broad Creek Drive | NC | Dwelling | 1993 |
| 500 Buckingham Drive | NC | Dwelling | 1995 |
| 502 Buckingham Drive | NC | Dwelling | 1999 |
| 506 Buckingham Drive | NC | Dwelling | 1998 |
| 507 Buckingham Drive | C | Dwelling | 1973 |
| 508 Buckingham Drive | NC | Dwelling | 1998 |
| 509 Buckingham Drive | C | Dwelling | 1978 |
| 510 Buckingham Drive | NC | Dwelling | 1995 |
| 511 Buckingham Drive | C | Dwelling | 1961 |
| 512 Buckingham Drive | C | Dwelling | 1976 |
| 513 Buckingham Drive | C | Dwelling | 1984 |
| 515 Buckingham Drive | NC | Dwelling | 1996 |
| 516 Buckingham Drive | C | Dwelling | 1975 |
| 517 Buckingham Drive | NC | Dwelling | 1997 |
| 518 Buckingham Drive | NC | Dwelling | 2019 |
| 600 Buckingham Drive | NC | Dwelling | 2021 |
| 601 Buckingham Drive | C | Dwelling | 1980 |
| 602 Buckingham Drive | NC | Dwelling | 2002 |
| 606 Buckingham Drive | NC | Dwelling | 1997 |
| 608 Buckingham Drive | NC | Dwelling | 1998 |
| 610 Buckingham Drive | NC | Dwelling | 1997 |
| 612 Buckingham Drive | NC | Dwelling | 1997 |
| 614 Buckingham Drive | NC | Dwelling | N/A |
| 616 Buckingham Drive | C | Dwelling | 1972 |
| 617 Buckingham Drive | NC | Dwelling | 2000 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 618 Buckingham Drive | C | Dwelling | 1972 |
| 620 Buckingham Drive | NC | Dwelling | 1999 |
| 625 Buckingham Drive | C | Dwelling | 1986 |
| 627 Buckingham Drive | C | Dwelling | 1981 |
| 702 Buckingham Drive | NC | Dwelling | 2000 |
| 800 Buckingham Drive | C | Dwelling | 1973 |
| 801 Buckingham Drive | C | Dwelling | 1971 |
| 802 Buckingham Drive | NC | Dwelling | 1997 |
| 803 Buckingham Drive | NC | Dwelling | 2000 |
| 804 Buckingham Drive | NC | Dwelling | 1999 |
| 805 Buckingham Drive | C | Dwelling | 1986 |
| 806 Buckingham Drive | C | Dwelling | 1975 |
| 807 Buckingham Drive | C | Dwelling | 1978 |
| 809 Buckingham Drive | NC | Dwelling | 1997 |
| 811 Buckingham Drive | C | Dwelling | 1974 |
| 812 Buckingham Drive | C | Dwelling | 1961 |
| 813 Buckingham Drive | C | Dwelling | 1979 |
| 814 Buckingham Drive | NC | Dwelling | 1997 |
| 815 Buckingham Drive | C | Dwelling | 1986 |
| 900 Buckingham Drive | C | Dwelling | 1986 |
| 901 Buckingham Drive | NC | Dwelling | 1997 |
| 902 Buckingham Drive | C | Dwelling | 1976 |
| 903 Buckingham Drive | NC | Dwelling | 1998 |
| 904 Buckingham Drive | NC | Dwelling | 1998 |
| 905 Buckingham Drive | NC | Dwelling | 1996 |
| 906 Buckingham Drive | C | Dwelling | 1978 |
| 907 Buckingham Drive | C | Dwelling | 1978 |
| 909 Buckingham Drive | C | Dwelling | 1982 |
| 910 Buckingham Drive | C | Dwelling | 1984 |
| 911 Buckingham Drive | NC | Dwelling | 2000 |
| 912 Buckingham Drive | C | Dwelling | 1984 |
| 400 Calvert Road | NC | Dwelling | 1996 |
| 401 Calvert Road | C | Dwelling | 1979 |
| 402 Calvert Road | NC | Dwelling | 1999 |
| 403 Calvert Road | NC | Dwelling | 2004 |
| 404 Calvert Road | C | Dwelling | 1963 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 405 Calvert Road | C | Dwelling | 1977 |
| 406 Calvert Road | C | Dwelling | 1965 |
| 407 Calvert Road | C | Dwelling | 1985 |
| 409 Calvert Road | C | Dwelling | 1985 |
| 410 Calvert Road | NC | Dwelling | 1995 |
| 411 Calvert Road | NC | Dwelling | 1998 |
| 412 Calvert Road | C | Dwelling | 1984 |
| 414 Calvert Road | NC | Dwelling | 1996 |
| 415 Calvert Road | C | Dwelling | 1987 |
| 416 Calvert Road | NC | Dwelling | 1997 |
| 417 Calvert Road | NC | Dwelling | 1998 |
| 418 Calvert Road | NC | Dwelling | 1996 |
| 419 Calvert Road | NC | Dwelling | 1998 |
| 420 Calvert Road | NC | Dwelling | 1999 |
| 421 Calvert Road | NC | Dwelling | 1996 |
| 422 Calvert Road | C | Dwelling | 1977 |
| 423 Calvert Road | C | Dwelling | 1985 |
| 425 Calvert Road | NC | Dwelling | 1995 |
| 302 Charl Court | NC | Dwelling | 2000 |
| 303 Charl Court | C | Dwelling | 1977 |
| 305 Charl Court | NC | Dwelling | 1998 |
| 202 Chenowith Drive | NC | Dwelling | 2005 |
| 204 Chenowith Drive | NC | Dwelling | 2006 |
| 206 Chenowith Drive | NC | Dwelling | 2007 |
| 208 Chenowith Drive | C | Dwelling | 1986 |
| 209 Chenowith Drive | NC | Dwelling | N/A |
| 301 Chenowith Drive | NC | Dwelling | N/A |
| 304 Chenowith Drive | C | Dwelling | 1977 |
| 305 Chenowith Drive | NC | Dwelling | 2002 |
| 307 Chenowith Drive | NC | Dwelling | 1996 |
| 309 Chenowith Drive | C | Dwelling | 1987 |
| 311 Chenowith Drive | C | Dwelling | 1981 |
| 313 Chenowith Drive | C | Dwelling | 1977 |
| 315 Chenowith Drive | C | Dwelling | 1978 |
| 317 Chenowith Drive | NC | Dwelling | 2007 |
| 319 Chenowith Drive | C | Dwelling | 1977 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 321 Chenowith Drive | C | Dwelling | 1959 |
| 323 Chenowith Drive | NC | Dwelling | N/A |
| 412 Chenowith Drive | C | Dwelling | 1978 |
| 602 Chesapeake Drive | NC | Dwelling | 1998 |
| 603 Chesapeake Drive | NC | Dwelling | N/A |
| 605 Chesapeake Drive | NC | Dwelling | N/A |
| 607 Chesapeake Drive | NC | Dwelling | 1996 |
| 609 Chesapeake Drive | NC | Dwelling | 1997 |
| 611 Chesapeake Drive | NC | Dwelling | 1996 |
| 612 Chesapeake Drive | NC | Dwelling | 1995 |
| 613 Chesapeake Drive | NC | Dwelling | 2002 |
| 615 Chesapeake Drive | NC | Dwelling | 1996 |
| 617 Chesapeake Drive | NC | Dwelling | 1996 |
| 619 Chesapeake Drive | NC | Dwelling | 1997 |
| 625 Chesapeake Drive | NC | Dwelling | 1996 |
| 626 Chesapeake Drive | C | Dwelling | 1974 |
| 700 Chesapeake Drive | C | Dwelling | 1973 |
| 702 Chesapeake Drive | NC | Dwelling | 1988 |
| 703 Chesapeake Drive | C | Dwelling | 1981 |
| 704 Chesapeake Drive | C | Dwelling | 1979 |
| 705 Chesapeake Drive | C | Dwelling | 1976 |
| 706 Chesapeake Drive | C | Dwelling | 1981 |
| 707 Chesapeake Drive | C | Dwelling | 1969 |
| 708 Chesapeake Drive | C | Dwelling | 1968 |
| 709 Chesapeake Drive | C | Dwelling | 1981 |
| 800 Chesapeake Drive | C | Dwelling | 1982 |
| 801 Chesapeake Drive | C | Dwelling | 1978 |
| 802 Chesapeake Drive | NC | Dwelling | 1998 |
| 803 Chesapeake Drive | NC | Dwelling | 2000 |
| 804 Chesapeake Drive | NC | Dwelling | 1999 |
| 805 Chesapeake Drive | NC | Dwelling | 2000 |
| 806 Chesapeake Drive | NC | Dwelling | 1999 |
| 807 Chesapeake Drive | NC | Dwelling | 2020 |
| 808 Chesapeake Drive | NC | Dwelling | 2020 |
| 809 Chesapeake Drive | NC | Dwelling | 1997 |
| 810 Chesapeake Drive | NC | Dwelling | 2003 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 811 Chesapeake Drive | NC | Dwelling | 1997 |
| 812 Chesapeake Drive | NC | Dwelling | 1993 |
| 813 Chesapeake Drive | NC | Dwelling | 1999 |
| 815 Chesapeake Drive | NC | Dwelling | 1997 |
| 817 Chesapeake Drive | NC | Dwelling | 1998 |
| 900 Chesapeake Drive | C | Dwelling | 1978 |
| 901 Chesapeake Drive | C | Dwelling | 1973 |
| 903 Chesapeake Drive | NC | Dwelling | 1990 |
| 904 Chesapeake Drive | NC | Dwelling | 2004 |
| 905 Chesapeake Drive | C | Dwelling | 1958 |
| 906 Chesapeake Drive | NC | Dwelling | 2005 |
| 907 Chesapeake Drive | NC | Dwelling | 2002 |
| 908 Chesapeake Drive | NC | Dwelling | 2009 |
| 909 Chesapeake Drive | C | Dwelling | 1978 |
| 910 Chesapeake Drive | C | Dwelling | 1986 |
| 912 Chesapeake Drive | C | Dwelling | 1980 |
| 913 Chesapeake Drive | C | Dwelling | 1986 |
| 914 Chesapeake Drive | C | Dwelling | 1976 |
| 915 Chesapeake Drive | C | Dwelling | 1986 |
| 917 Chesapeake Drive | NC | Dwelling | 1988 |
| 919 Chesapeake Drive | C | Dwelling | 1978 |
| 923 Chesapeake Drive | C | Dwelling | 1976 |
| 925 Chesapeake Drive | C | Dwelling | 1979 |
| 1000 Chesapeake Drive | NC | Dwelling | 2003 |
| 1001 Chesapeake Drive | C | Dwelling | 1971 |
| 1002 Chesapeake Drive | C | Dwelling | 1987 |
| 1004 Chesapeake Drive | C | Dwelling | 1963 |
| 1005 Chesapeake Drive | C | Dwelling | 1974 |
| 1007 Chesapeake Drive | C | Dwelling | 1973 |
| 1009 Chesapeake Drive | C | Dwelling | 1980 |
| 1011 Chesapeake Drive | C | Dwelling | 1980 |
| 1013 Chesapeake Drive | NC | Dwelling | N/A |
| 1100 Chesapeake Drive | C | Dwelling | 1987 |
| 1101 Chesapeake Drive | C | Dwelling | 1961 |
| 1102 Chesapeake Drive | C | Dwelling | 1979 |
| 1103 Chesapeake Drive | C | Dwelling | 1970 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 1105 Chesapeake Drive | C | Dwelling | 1983 |
| 1107 Chesapeake Drive | C | Dwelling | 1955 |
| 1111 Chesapeake Drive | C | Dwelling | 1984 |
| 1113 Chesapeake Drive | C | Dwelling | 1969 |
| 1115 Chesapeake Drive | NC | Dwelling | 2000 |
| 101 Irene Way | C | Dwelling | 1977 |
| 103 Irene Way | NC | Dwelling | 1988 |
| 105 Irene Way | C | Dwelling | 1985 |
| 109 Irene Way | C | Dwelling | 1970 |
| 111 Irene Way | C | Dwelling | 1963 |
| 202 Irene Way | C | Dwelling | 1972 |
| 300 Irene Way | NC | Dwelling | 1996 |
| 301 Irene Way | NC | Dwelling | 2019 |
| 302 Irene Way | NC | Dwelling | 2005 |
| 303 Irene Way | C | Dwelling | 1971 |
| 304 Irene Way | NC | Dwelling | 1996 |
| 305 Irene Way | NC | Dwelling | 1991 |
| 306 Irene Way | NC | Dwelling | N/A |
| 307 Irene Way | C | Dwelling | 1964 |
| 308 Irene Way | NC | Dwelling | 1998 |
| 309 Irene Way | C | Dwelling | 1965 |
| 310 Irene Way | NC | Dwelling | 2003 |
| 311 Irene Way | C | Dwelling | 1979 |
| 312 Irene Way | NC | Dwelling | 1998 |
| 313 Irene Way | C | Dwelling | 1979 |
| 315 Irene Way | NC | Dwelling | 2009 |
| 400 Irene Way | C | Dwelling | 1973 |
| 401 Irene Way | C | Dwelling | 1970 |
| 403 Irene Way | C | Dwelling | 1960 |
| 407 Irene Way | NC | Dwelling | 2010 |
| 408 Irene Way | NC | Dwelling | 1997 |
| 501 Irene Way | NC | Dwelling | N/A |
| 400 Kent Way | C | Dwelling | 1977 |
| 401 Kent Way | C | Dwelling | 1984 |
| 402 Kent Way | C | Dwelling | 1981 |
| 403 Kent Way | C | Dwelling | 1974 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 200 McKay Road | C | Dwelling | 1981 |
| 201 McKay Road | C | Dwelling | 1976 |
| 202 McKay Road | C | Dwelling | 1979 |
| 203 McKay Road | C | Dwelling | 1987 |
| 204 McKay Road | C | Dwelling | 1976 |
| 205 McKay Road | C | Dwelling | 1977 |
| 206 McKay Road | NC | Dwelling | 1997 |
| 207 McKay Road | NC | Dwelling | 1988 |
| 208 McKay Road | NC | Dwelling | 1997 |
| 209 McKay Road | NC | Dwelling | 1997 |
| 210 McKay Road | NC | Dwelling | 1996 |
| 211 McKay Road | NC | Dwelling | 1998 |
| 213 McKay Road | NC | Dwelling | 2001 |
| 214 McKay Road | C | Dwelling | 1976 |
| 215 McKay Road | NC | Dwelling | 1997 |
| 217 McKay Road | NC | Dwelling | 1999 |
| 219 McKay Road | NC | Dwelling | 2001 |
| 221 McKay Road | NC | Dwelling | 1996 |
| 223 McKay Road | NC | Dwelling | 1995 |
| 225 McKay Road | NC | Dwelling | 2003 |
| 227 McKay Road | NC | Dwelling | 2005 |
| 229 McKay Road | NC | Dwelling | 1996 |
| 302 McKay Road | C | Dwelling | 1987 |
| 303 McKay Road | NC | Dwelling | 1997 |
| 304 McKay Road | C | Dwelling | 1985 |
| 305 McKay Road | NC | Dwelling | 1997 |
| 306 McKay Road | C | Dwelling | 1987 |
| 307 McKay Road | NC | Dwelling | 1989 |
| 308 McKay Road | C | Dwelling | 1986 |
| 309 McKay Road | C | Dwelling | 1984 |
| 310 McKay Road | C | Dwelling | 1978 |
| 311 McKay Road | NC | Dwelling | 2001 |
| 312 McKay Road | C | Dwelling | 1981 |
| 313 McKay Road | C | Dwelling | 1972 |
| 314 McKay Road | C | Dwelling | 1980 |
| 315 McKay Road | NC | Dwelling | 1997 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 316 McKay Road | NC | Dwelling | 1988 |
| 317 McKay Road | C | Dwelling | 1984 |
| 318 McKay Road | C | Dwelling | 1965 |
| 319 McKay Road | NC | Dwelling | 1996 |
| 320 McKay Road | C | Dwelling | 1973 |
| 321 McKay Road | C | Dwelling | 1975 |
| 401 McKay Road | NC | Dwelling | 2001 |
| 403 McKay Road | C | Dwelling | 1973 |
| 405 McKay Road | C | Dwelling | 1962 |
| 409 McKay Road | C | Dwelling | 1978 |
| 412 McKay Road | C | Dwelling | 1978 |
| 413 McKay Road | C | Dwelling | 1978 |
| 415 McKay Road | C | Dwelling | 1979 |
| 506 Paul Drive | C | Dwelling | 1986 |
| 509 Paul Drive | C | Dwelling | 1985 |
| 510 Paul Drive | C | Dwelling | 1981 |
| 511 Paul Drive | C | Dwelling | 1974 |
| 514 Paul Drive | C | Dwelling | 1965 |
| 503 Paul Lane | C | Dwelling | 1983 |
| 505 Paul Lane | NC | Dwelling | 1996 |
| 507 Paul Lane | NC | Dwelling | 1997 |
| 508 Paul Lane | C | Dwelling | 1986 |
| 512 Paul Lane | C | Dwelling | 1982 |
| 400 Romancoke Road | NC | Dwelling | 2006 |
| 402 Romancoke Road | NC | Dwelling | 1998 |
| 404 Romancoke Road | NC | Dwelling | 1999 |
| 408 Romancoke Road | C | Dwelling | 1973 |
| 412 Romancoke Road | C | Dwelling | 1966 |
| 414 Romancoke Road | C | Dwelling | 1960 |
| 416 Romancoke Road | C | Dwelling | 1987 |
| 418 Romancoke Road | C | Dwelling | 1986 |
| 420 Romancoke Road | C | Dwelling | 1978 |
| 422 Romancoke Road | C | Dwelling | 1971 |
| 502 Romancoke Road | C | Dwelling | 1975 |
| 504 Romancoke Road | C | Dwelling | 1975 |
| 506 Romancoke Road | C | Dwelling | 1975 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 508 Romancoke Road | C | Dwelling | 1975 |
| 510 Romancoke Road | C | Dwelling | 1975 |
| 514 Romancoke Road | NC | Dwelling | 1997 |
| 516 Romancoke Road | NC | Dwelling | 2002 |
| 518 Romancoke Road | NC | Dwelling | N/A |
| 600 Romancoke Road | NC | Dwelling | N/A |
| 602 Romancoke Road | NC | Dwelling | N/A |
| 604 Romancoke Road | NC | Dwelling | 1998 |
| 606 Romancoke Road | NC | Dwelling | 1997 |
| 608 Romancoke Road | C | Dwelling | 1955 |
| 610 Romancoke Road | C | Dwelling | 1985 |
| 612 Romancoke Road | C | Dwelling | 1985 |
| 614 Romancoke Road | C | Dwelling | 1986 |
| 616 Romancoke Road | C | Dwelling | 1976 |
| 620 Romancoke Road | C | Dwelling | 1970 |
| 624 Romancoke Road | C | Dwelling | 1960 |
| 626 Romancoke Road | NC | Dwelling | 1988 |
| 628 Romancoke Road | NC | Dwelling | 1988 |
| 630 Romancoke Road | NC | Dwelling | 1997 |
| 702 Romancoke Road | C | Dwelling | 1965 |
| 706 Romancoke Road | NC | Dwelling | 1998 |
| 708 Romancoke Road | NC | Dwelling | 1997 |
| 710 Romancoke Road | C | Dwelling | 1976 |
| 712 Romancoke Road | C | Dwelling | 1968 |
| 714 Romancoke Road | C | Dwelling | 1980 |
| 716 Romancoke Road | C | Dwelling | 1977 |
| 718 Romancoke Road | C | Dwelling | 1977 |
| 720 Romancoke Road | C | Dwelling | 1987 |
| 800 Salisbury Way | C | Dwelling | 1971 |
| 801 Salisbury Way | C | Dwelling | 1973 |
| 802 Salisbury Way | NC | Dwelling | 2002 |
| 803 Salisbury Way | C | Dwelling | 1987 |
| 805 Salisbury Way | NC | Dwelling | 2016 |
| 807 Salisbury Way | NC | Dwelling | 1988 |
| 808 Salisbury Way | C | Dwelling | 1960 |
| 809 Salisbury Way | NC | Dwelling | 1998 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 900 Salisbury Way | NC | Dwelling | 1997 |
| 902 Salisbury Way | C | Dwelling | 1977 |
| 903 Salisbury Way | NC | Dwelling | 1999 |
| 905 Salisbury Way | NC | Dwelling | 1996 |
| 907 Salisbury Way | NC | Dwelling | 1997 |
| 202 Stafford Road | C | Dwelling | 1978 |
| 204 Stafford Road | NC | Dwelling | 1996 |
| 206 Stafford Road | NC | Dwelling | N/A |
| 302 Stafford Road | NC | Dwelling | 2006 |
| 306 Stafford Road | NC | Dwelling | 1999 |
| 308 Stafford Road | NC | Dwelling | 1997 |
| 310 Stafford Road | NC | Dwelling | 1997 |
| 312 Stafford Road | NC | Dwelling | 2001 |
| 314 Stafford Road | NC | Dwelling | 1995 |
| 316 Stafford Road | C | Dwelling | 1961 |
| 318 Stafford Road | C | Dwelling | 1971 |
| 402 Stafford Road | NC | Dwelling | N/A |
| 404 Stafford Road | C | Dwelling | 1979 |
| 406 Stafford Road | C | Dwelling | 1980 |
| 408 Stafford Road | NC | Dwelling | 1996 |
| 410 Stafford Road | C | Dwelling | 1952 |
| 412 Stafford Road | C | Dwelling | 1975 |
| 414 Stafford Road | C | Dwelling | 1985 |
| 416 Stafford Road | NC | Dwelling | 2000 |
| 501 Stafford Road | NC | Dwelling | 1996 |
| 104 Swann Road | NC | Dwelling | 1997 |
| 108 Swann Road | NC | Dwelling | 2000 |
| 116 Swann Road | NC | Dwelling | 1996 |
| 500 Victoria Drive | C | Dwelling | 1981 |
| 502 Victoria Drive | C | Dwelling | 1975 |
| 504 Victoria Drive | C | Dwelling | 1980 |
| 505 Victoria Drive | NC | Dwelling | 1996 |
| 506 Victoria Drive | C | Dwelling | 1973 |
| 507 Victoria Drive | C | Dwelling | 1985 |
| 508 Victoria Drive | C | Dwelling | 1967 |
| 509 Victoria Drive | NC | Dwelling | 1998 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 511 Victoria Drive | NC | Dwelling | 1996 |
| 512 Victoria Drive | C | Dwelling | 1972 |
| 513 Victoria Drive | NC | Dwelling | 2001 |
| 514 Victoria Drive | NC | Dwelling | 2005 |
| 515 Victoria Drive | NC | Dwelling | N/A |
| 516 Victoria Drive | NC | Dwelling | 2009 |
| 517 Victoria Drive | NC | Dwelling | N/A |
| 518 Victoria Drive | NC | Dwelling | 2001 |
| 519 Victoria Drive | NC | Dwelling | N/A |
| 521 Victoria Drive | NC | Dwelling | 1996 |
| 523 Victoria Drive | C | Dwelling | 1977 |
| 524 Victoria Drive | NC | Dwelling | 1998 |
| 525 Victoria Drive | C | Dwelling | 1987 |
| 526 Victoria Drive | NC | Dwelling | 1996 |
| 528 Victoria Drive | C | Dwelling | 1984 |
| 600 Victoria Drive | NC | Dwelling | 2016 |
| 601 Victoria Drive | C | Dwelling | 1983 |
| 602 Victoria Drive | NC | Dwelling | 2001 |
| 603 Victoria Drive | C | Dwelling | 1982 |
| 604 Victoria Drive | C | Dwelling | 1975 |
| 605 Victoria Drive | C | Dwelling | 1980 |
| 607 Victoria Drive | C | Dwelling | 1967 |
| 608 Victoria Drive | C | Dwelling | 1975 |
| 609 Victoria Drive | C | Dwelling | 1979 |
| 610 Victoria Drive | NC | Dwelling | 1996 |
| 612 Victoria Drive | NC | Dwelling | 1998 |
| 613 Victoria Drive | C | Dwelling | 1958 |
| 614 Victoria Drive | NC | Dwelling | 1999 |
| 615 Victoria Drive | NC | Dwelling | 1998 |
| 616 Victoria Drive | NC | Dwelling | 2005 |
| 617 Victoria Drive | NC | Dwelling | 2006 |
| 618 Victoria Drive | NC | Dwelling | 2001 |
| 619 Victoria Drive | C | Dwelling | 1981 |
| 621 Victoria Drive | NC | Dwelling | 2004 |
| 701 Victoria Drive | NC | Dwelling | 1999 |
| 702 Victoria Drive | C | Dwelling | 1972 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 703 Victoria Drive | NC | Dwelling | 1996 |
| 705 Victoria Drive | C | Dwelling | 1977 |
| 706 Victoria Drive | C | Dwelling | 1972 |
| 707 Victoria Drive | C | Dwelling | 1980 |
| 708 Victoria Drive | C | Dwelling | 1977 |
| 709 Victoria Drive | NC | Dwelling | 1996 |
| 711 Victoria Drive | NC | Dwelling | 2003 |
| 712 Victoria Drive | C | Dwelling | 1972 |
| 715 Victoria Drive | C | Dwelling | 1987 |
| 717 Victoria Drive | C | Dwelling | 1986 |
| 721 Victoria Drive | C | Dwelling | 1967 |
| 401 Victoria Way | C | Dwelling | 1980 |
| 403 Victoria Way | NC | Dwelling | 1997 |
| 404 Victoria Way | C | Dwelling | 1984 |
| 405 Victoria Way | C | Dwelling | 1965 |
| 406 Victoria Way | NC | Dwelling | 1990 |
| 407 Victoria Way | NC | Dwelling | 2002 |
| 408 Victoria Way | C | Dwelling | 1986 |
| 409 Victoria Way | NC | Dwelling | 1996 |
| 411 Victoria Way | NC | Dwelling | 1997 |
| 412 Victoria Way | NC | Dwelling | 2000 |
| 413 Victoria Way | NC | Dwelling | 1997 |
| 414 Victoria Way | NC | Dwelling | 1999 |
| 415 Victoria Way | NC | Dwelling | 2006 |
| 416 Victoria Way | NC | Dwelling | 2000 |
| 417 Victoria Way | NC | Dwelling | 1999 |
| 418 Victoria Way | NC | Dwelling | 1999 |
| 419 Victoria Way | NC | Dwelling | 1998 |
| 420 Victoria Way | NC | Dwelling | 1998 |
| 421 Victoria Way | NC | Dwelling | 1998 |
| 423 Victoria Way | NC | Dwelling | 1996 |
| 202 Wallman Way | C | Dwelling | 1971 |
| 206 Wallman Way | NC | Dwelling | 1996 |
| 208 Wallman Way | NC | Dwelling | 1997 |
| 300 Wallman Way | NC | Dwelling | 1997 |
| 301 Wallman Way | C | Dwelling | 1968 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 302 Wallman Way | NC | Dwelling | 2006 |
| 308 Wallman Way | NC | Dwelling | 1998 |
| 310 Wallman Way | NC | Dwelling | 1999 |
| 312 Wallman Way | C | Dwelling | 1974 |
| 316 Wallman Way | NC | Dwelling | 2002 |
| 400 Wallman Way | C | Dwelling | 1987 |
| 401 Wallman Way | NC | Dwelling | 1999 |
| 402 Wallman Way | NC | Dwelling | 2002 |
| 403 Wallman Way | NC | Dwelling | 1997 |
| 404 Wallman Way | NC | Dwelling | 1998 |
| 405 Wallman Way | NC | Dwelling | 1996 |
| 406 Wallman Way | NC | Dwelling | 1997 |
| 407 Wallman Way | NC | Dwelling | 1996 |
| 408 Wallman Way | NC | Dwelling | 1997 |
| 409 Wallman Way | NC | Dwelling | 1997 |
| 410 Wallman Way | NC | Dwelling | N/A |
| 411 Wallman Way | NC | Dwelling | 1996 |
| 412 Wallman Way | NC | Dwelling | N/A |
| 414 Wallman Way | NC | Dwelling | N/A |
| 415 Wallman Way | NC | Dwelling | N/A |
| 416 Wallman Way | NC | Dwelling | N/A |
| 417 Wallman Way | NC | Dwelling | N/A |
| 418 Wallman Way | NC | Dwelling | N/A |
| 419 Wallman Way | NC | Dwelling | N/A |
| 420 Wallman Way | NC | Dwelling | 1996 |
| 421 Wallman Way | NC | Dwelling | N/A |
| 422 Wallman Way | NC | Dwelling | 2003 |
| 300 William Way | NC | Dwelling | 1999 |
| 301 William Way | NC | Dwelling | 1996 |
| 302 William Way | NC | Dwelling | 1989 |
| 303 William Way | NC | Dwelling | 1998 |
| 305 William Way | NC | Dwelling | 1995 |
| 306 William Way | C | Dwelling | 1980 |
| 307 William Way | NC | Dwelling | 1998 |
| 308 William Way | NC | Dwelling | 1990 |
| 309 William Way | C | Dwelling | 1987 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 310 William Way | C | Dwelling | 1980 |
| 311 William Way | C | Dwelling | 1985 |
| 312 William Way | C | Dwelling | 1978 |
| 313 William Way | C | Dwelling | 1978 |
| 314 William Way | NC | Dwelling | 1997 |
| 315 William Way | C | Dwelling | 1986 |
| 316 William Way | C | Dwelling | 1982 |
| 317 William Way | NC | Dwelling | 1997 |
| 318 William Way | NC | Dwelling | 1996 |
| 319 William Way | C | Dwelling | 1986 |
| 320 William Way | C | Dwelling | 1979 |
| 321 William Way | C | Dwelling | 1986 |
| 322 William Way | C | Dwelling | 1980 |
| 323 William Way | C | Dwelling | 1986 |
| 801 Worcester Drive | C | Dwelling | 1972 |
| 802 Worcester Drive | C | Dwelling | 1983 |
| 803 Worcester Drive | NC | Dwelling | 1998 |
| 804 Worcester Drive | NC | Dwelling | 1998 |
| 805 Worcester Drive | C | Dwelling | 1985 |
| 806 Worcester Drive | NC | Dwelling | 1998 |
| 807 Worcester Drive | NC | Dwelling | 1998 |
| 808 Worcester Drive | NC | Dwelling | 2001 |
| 809 Worcester Drive | NC | Dwelling | 1996 |
| 810 Worcester Drive | C | Dwelling | 1986 |
| 811 Worcester Drive | C | Dwelling | 1984 |
| 812 Worcester Drive | C | Dwelling | 1986 |
| 813 Worcester Drive | C | Dwelling | 1982 |
| 814 Worcester Drive | C | Dwelling | 1980 |
| 815 Worcester Drive | C | Dwelling | 1984 |
| 901 Worcester Drive | C | Dwelling | 1975 |
| 902 Worcester Drive | C | Dwelling | 1977 |
| 903 Worcester Drive | C | Dwelling | 1979 |
| 904 Worcester Drive | C | Dwelling | 1980 |
| 905 Worcester Drive | C | Dwelling | 1976 |
| 906 Worcester Drive | NC | Dwelling | 2005 |
| 907 Worcester Drive | C | Dwelling | 1984 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 908 Worcester Drive | C | Dwelling | 1984 |
| 909 Worcester Drive | C | Dwelling | 1976 |
| 910 Worcester Drive | C | Dwelling | 1986 |
| 911 Worcester Drive | C | Dwelling | 1984 |
| 913 Worcester Drive | NC | Dwelling | 1995 |
| 1001 Worcester Drive | C | Dwelling | 1963 |
| 1002 Worcester Drive | NC | Dwelling | 1997 |
| 1003 Worcester Drive | C | Dwelling | 1978 |
| 1004 Worcester Drive | NC | Dwelling | 1996 |
| 1005 Worcester Drive | C | Dwelling | 1975 |
| 1006 Worcester Drive | NC | Dwelling | 1996 |
| 503 Zaidee Lane | C | Dwelling | 1986 |
| 504 Zaidee Lane | C | Dwelling | 1975 |
| 505 Zaidee Lane | C | Dwelling | 1974 |
| 506 Zaidee Lane | C | Dwelling | 1977 |
| 507 Zaidee Lane | NC | Dwelling | 1996 |
| 508 Zaidee Lane | C | Dwelling | 1971 |
| 509 Zaidee Lane | NC | Dwelling | 1998 |
| 510 Zaidee Lane | C | Dwelling | 1985 |
| 511 Zaidee Lane | NC | Dwelling | 1988 |
| 512 Zaidee Lane | C | Dwelling | 1974 |
| 513 Zaidee Lane | C | Dwelling | 1982 |
| 514 Zaidee Lane | NC | Dwelling | 1999 |
| 515 Zaidee Lane | NC | Dwelling | 1997 |
| 516 Zaidee Lane | C | Dwelling | 1972 |
| 517 Zaidee Lane | NC | Dwelling | 2000 |
| 518 Zaidee Lane | C | Dwelling | 1971 |
| 521 Zaidee Lane | C | Dwelling | 1961 |
| 600 Zaidee Lane | C | Dwelling | 1966 |
| 601 Zaidee Lane | NC | Dwelling | 2018 |
| 603 Zaidee Lane | C | Dwelling | 1968 |
| 604 Zaidee Lane | NC | Dwelling | 2002 |
| 607 Zaidee Lane | C | Dwelling | 1984 |
| 608 Zaidee Lane | C | Dwelling | 1977 |
| 609 Zaidee Lane | C | Dwelling | 1978 |
| 610 Zaidee Lane | C | Dwelling | 1986 |

| Building Parcel Address | Contributing (C) or Non-Contributing (NC) | Resource Type | Date Constructed |
|---|---|---|---|
| 612 Zaidee Lane | C | Dwelling | 1983 |
| 613 Zaidee Lane | C | Dwelling | 1979 |
| 614 Zaidee Lane | C | Dwelling | 1985 |
| 615 Zaidee Lane | C | Dwelling | 1986 |
| 616 Zaidee Lane | NC | Dwelling | 1998 |
| 617 Zaidee Lane | C | Dwelling | 1985 |
| 618 Zaidee Lane | NC | Dwelling | 2016 |
| 619 Zaidee Lane | C | Dwelling | 1979 |
| 620 Zaidee Lane | C | Dwelling | 1978 |
| 621 Zaidee Lane | C | Dwelling | 1976 |

**MAPS**

**Bay City**

Location: Various
City: Stevensville

QA-727
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Bay City**

Location: Multiple
City: Stevensville

QA-727
Queen Annes County



**PHOTOGRAPHS**




Photo 1 of 21: View Bay City Neighborhood sign, looking southwest.



Photo 2 of 21: View of the southwest neighborhood park with playground, at the intersection of Bayside and Chesapeake Drives, looking west.

**PHOTOGRAPHS**



Photo 3 of 21: View of the west side of Bayside Drive, between Chesapeake Road and Kent Way, looking northwest.



Photo 4 of 21: View of the west side of Bayside Drive, between Kent and Salisbury Ways, looking northwest.

**PHOTOGRAPHS**



Photo 5 of 21: View of the west side of Bayside Drive, between Stafford and Bay City Roads, looking northwest.



Photo 6 of 21: View of the west side of Bayside Drive, between Bay City Road and McKay Roads, looking north.

**PHOTOGRAPHS**



Photo 7 of 21: View of 624 Bayside Drive, north of the intersection of McKay Road and Bayside Drive, looking north.



Photo 8 of 21: View of the west side of Bayside Drive, north of the intersection of McKay Road and Bayside Drive, looking north.

**PHOTOGRAPHS**



Photo 9 of 21: View of the west side of Bayside Drive, south of the intersection of Chenowith Drive and Bayside Drive, looking north.



Photo 10 of 21: View of the west side of Bayside Drive, north of the intersection of Chenowith Drive and Bayside Drive, looking north.

**PHOTOGRAPHS**



Photo 11 of 21: View of the Bay Bridges (AA-0047 and AA-0048) from the northwest corner of the neighborhood, along Bayside Drive, looking northwest.



Photo 12 of 21: View of the east side of Bayside Drive, south of the intersection of Bayside Drive and Broadcreek Drive, looking northeast.

**PHOTOGRAPHS**



Photo 13 of 21: View of the west side of Zaidee Lane at the intersection with Broadcreek Drive, looking southwest.



Photo 14 of 21: View of Bay City Park entrance and houses along the north side of Broadcreek Drive, looking east.

**PHOTOGRAPHS**



Photo 15 of 21: View of Bay City Park along Broadcreek Drive, looking northwest.



Photo 16 of 21: View of Bay City Park along Broadcreek Drive, looking north.

**PHOTOGRAPHS**



Photo 17 of 21: View of 202 Chenowith Drive, looking northeast.




Photo 18 of 21: Representative example of a New Traditional-Colonial Revival dwelling in the neighborhood, 524 Bayside Drive, looking east.

**PHOTOGRAPHS**



Photo 19 of 21: Representative example of a Split-foyer dwelling in the neighborhood, 511 Bayside Drive, looking northeast.



Photo 20 of 21: Representative example of a Ranch dwelling in the neighborhood, 801 Broadcreek Drive, looking southwest.

**PHOTOGRAPHS**



Photo 21 of 21: Representative example of a Ranch dwelling in the neighborhood, 603 Broadcreek Drive, looking southwest.

NR-ELIGIBILITY REVIEW FORM

QA-727 Bay City

**PHOTO LOG**

Number of Photos: **21**
Name of Photographer: **Sara Wilson**
Date of Photographs: **December 5, 2023**
Location of Original Digital File:
File Format: **QA-727_December 5, 2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0727_2023-12-05_01.tif
Photo 1 of 21: View Bay City Neighborhood sign, looking southwest.

QA-0727_2023-12-05_02.tif
Photo 2 of 21: View of the southwest neighborhood park with playground, at the intersection of Bayside and Chesapeake Drives, looking west.

QA-0727_2023-12-05_03.tif
Photo 3 of 21: View of the west side of Bayside Drive, between Chesapeake Road and Kent Way, looking northwest.

QA-0727_2023-12-05_04.tif
Photo 4 of 21: View of the west side of Bayside Drive, between Kent and Salisbury Ways, looking northwest.

Photo Name: QA-0727_2023-12-05_05.tif
Photo 5 of 21: View of the west side of Bayside Drive, between Stafford and Bay City Roads, looking northwest.

QA-0727_2023-12-05_06.tif
Photo 6 of 21: View of the west side of Bayside Drive, between Bay City Road and McKay Roads, looking north.

QA-0727_2023-12-05_07.tif
Photo 7 of 21: View of 624 Bayside Drive, north of the intersection of McKay Road and Bayside Drive, looking north.

QA-0727_2023-12-05_08.tif
Photo 8 of 21: View of the west side of Bayside Drive, north of the intersection of McKay Road and Bayside Drive, looking north.

QA-0727_2023-12-05_09.tif
Photo 9 of 21: View of the west side of Bayside Drive, south of the intersection of Chenowith Drive and Bayside Drive, looking north.

QA-0727_2023-12-05_10.tif
Photo 10 of 21: View of the west side of Bayside Drive, north of the intersection of Chenowith Drive and Bayside Drive, looking north.

QA-0727_2023-12-05_11.tif
Photo 11 of 21: View of the Bay Bridges (AA-0047 and AA-0048) from the northwest corner of the neighborhood, along Bayside Drive, looking northwest.

QA-0727_2023-12-05_12.tif
Photo 12 of 21: View of the east side of Bayside Drive, south of the intersection of Bayside Drive and Broadcreek Drive, looking northeast.

QA-0727_2023-12-05_13.tif
Photo 13 of 21: View of the west side of Zaidee Lane at the intersection with Broadcreek Drive, looking southwest.

QA-0727_2023-12-05_14.tif
Photo 14 of 21: View of Bay City Park entrance and houses along the north side of Broadcreek Drive, looking east.

**PHOTO LOG**

QA-0727_2023-12-05_15.tif
Photo 15 of 21: View of Bay City Park along Broadcreek Drive, looking northwest.

QA-0727_2023-12-05_16.tif
Photo 16 of 21: View of Bay City Park along Broadcreek Drive, looking north.

QA-0727_2023-12-05_17.tif
Photo 17 of 21: View of 202 Chenowith Drive, looking northeast.

QA-0727_2023-12-05_18.tif
Photo 18 of 21: Representative example of a New Traditional-Colonial Revival dwelling in the neighborhood, 524 Bayside Drive, looking east.

QA-0727_2023-12-05_19.tif
Photo 19 of 21: Representative example of a Split-foyer dwelling in the neighborhood, 511 Bayside Drive, looking northeast.

QA-0727_2023-12-05_20.tif
Photo 20 of 21: Representative example of a Ranch dwelling in the neighborhood, 801 Broadcreek Drive, looking southwest.

QA-0727_2023-12-05_21.tif
Photo 21 of 21: Representative example of a Ranch dwelling in the neighborhood, 603 Broadcreek Drive, looking southwest.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Fisherman's Inn Restaurant** Inventory Number: **QA-728**

Address: 3116 Main Street Historic District: No

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Schulz Associates, LLLP Tax Account ID Number: 05 14808

Tax Map Parcel Number(s): 0072 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Paul Hoffman and Nicole Diehlmann Date Prepared: August 5, 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: 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).

**LOCATION/SETTING**

Fisherman's Inn is a 3.6-acre commercial parcel with a circa-1981 restaurant building (Maryland Department of Assessments and Taxation 2024). It is south of Main Street (MD 18) and is bounded on the east, south, and west by commercial properties and on the north by Main Street. Kent Narrows is adjacent to the southwest. Surrounding the building is an asphalt parking lot accessed from two curb cuts from Main Street. The eastern part of the lot is planted with grass. South of the building is a courtyard with trees.

**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**

The circa-1981 building is one story on a concrete slab foundation with a faux lighthouse feature at the northeast corner. It is clad in concrete block, split-faced block, and lap siding. The gable fields are clad in shakes. It has a flat roof with standing-seam metal gable roofs along the northeast façade, a faux mansard roof along the northwest elevation, and a pyramidal roof atop the lighthouse corner. The roof has multiple penetrations for machinery and kitchen vents. One interior brick chimney is midway in the west half of the building. Two metal chimneys are in the ridge of the front-facing gable portion. The northeast façade features an inset entrance under the front-gabled portion, with concrete steps leading to paired, full-light doors and storefront windows. The western two-thirds under the gabled portion is outdoor dining space with metal railings. Centered in the gable field is a round window with faux muntins above a neon sign spelling "Fisherman's Inn." To the east on the façade are three bays with faux doors. The central bay of this section features a front-gable roof with round window in the gable field, mirroring the features of the entrance. The flanking bays feature a paneled fanlight above the doors. At the northeast corner is a two and a half-story faux lighthouse with battered walls clad in lap siding. One vinyl fixed window is centered in the second story. The top story of the lighthouse has a square catwalk with metal railings, with a square cupola in the middle. The cupola has a standing-seam metal pyramidal roof and three square faux windows on each elevation.

The southeast elevation features a concrete loading dock south of the lighthouse feature. Two shed roofs at different angles cover the loading dock and concrete steps. The southwest elevation was not accessible at the time of survey; aerial imagery indicates a service entrance at the southeast corner with paired half-light doors flanked by picture windows (Nearmap 2023). The northwest elevation features a standing-seam metal, faux mansard roof, with fixed wood and vinyl windows of varying sizes along the elevation, and a front-gabled roof at the northwest corner with a round louvered vent in the gable field. The building's footprint does not appear to have changed since its construction (NETROnline).

**HISTORIC CONTEXT**

Fisherman's Inn is associated with the trend of the development of dining establishments in the decades following World War II as the transportation grid expanded and more people were spending leisure time outside the home (Manning et al. 2019). It is also associated with the development of waterfront tourism in Queen Anne's County after the opening of the first span of the Chesapeake Bay Bridge in 1952 (Diehlmann et al. 2024).

In 1930, Captain Alex Thomas purchased 10 acres of marshland at this location and built a small house. Captain Thomas and his wife Anna May operated a restaurant out of the house, which was the origin of Fisherman's Inn. The small restaurant had six tables, seating 26 people. The Thomases also operated a small grocery store with three gas pumps and rented rooms to visiting fisherman. The couple's daughter, Betty, took over operations in 1944 and continued to grow the business. After the opening of the Chesapeake Bay Bridge in 1952, she added a screened porch to accommodate additional seating for the new tourists visiting Kent Narrows. Betty and her husband Sonny Schultz, a local waterman and charter boat captain, built a new restaurant building on the site in 1971. They also purchased an adjoining property that would later become Fisherman's Seafood Market. A December 1980 fire destroyed that building, which was replaced with the current building in July 1981. In 1991, the Schulz family established the adjacent Crab Deck restaurant (McNulty 2015, 32; McNey 2009, 19-20). The area around Fisherman's Inn has grown into a larger commercial cluster with several restaurants serving residents and tourists alike (Diehlmann et al. 2024). The Schulzes credit part of their success to the construction of the Chesapeake Bay Bridge and the property's location adjacent to US 50/301. According to a 2009 article: "The highway is a big part of the reason the restaurants have been so successful. Kent Island was changed forever after the Chesapeake Bay Bridge opened in 1952. People traveling through the area began to discover Fisherman's Inn and it became a place many tourists and travelers frequented" (McNey 2009, 20).

Fisherman's Inn is one of many waterfront seafood restaurants that catered to the tourism trade in Queen Anne's County. Annapolis restaurateurs Bo and Brenda Hardesty opened the nearby Narrows Restaurant, west of Fisherman's Inn on Kent Narrows, in 1983 (Narrows Restaurant). Captain Billy Harris opened Harris Crab House in 1981 on the east side of Kent Narrows, north of US 50/301 (Harris Crab House n.d.). In addition, many of the local marinas also included restaurants, including one at Sewards Marina (QA-732), on Kent Narrows north of US 50/301, and at Kentmorr Marina in Stevensville.

## ELIGIBILITY DETERMINATION

Fisherman's Inn 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.

Fisherman's Inn as a business was part of the development of dining establishments in Kent Island and the Kent Narrows area in the decades following the 1952 opening of the Chesapeake Bay Bridge. Fisherman's Inn is one of many waterfront restaurants that catered to the tourism trade in the area, and research has revealed no association with events or historic trends that made significant contributions to history. Therefore, Fisherman's Inn is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Fisherman's Inn is not eligible under Criterion B.

As a common example of late twentieth century architecture, Fisherman's Inn does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Fisherman's Inn is not eligible under Criterion C.

## BOUNDARY DESCRIPTION

The property encompasses 3.68 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0057, Parcel 0072 (2022). Tax account is 05-14808.

## REFERENCES

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Harris Crab House. N.d. "Our History." Accessed September 12, 2024. https://www.harriscrabhouse.com/our-history.

Manning, Matt, Danae Peckler, Christeen Taniguchi, and Matthew Bray. 2019. "Suburbanization Historic Context Addendum (1961-1980), Montgomery County and Prince George's Counties, Maryland." Baltimore, MD: Maryland State Highway Administration.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

McNey, Richard. 2009. "Fisherman's Inn Remains a Destination after Nearly 80 Years." The Star-Democrat (Easton, Maryland). May 1, 2009, 19-21.

McNulty, Ann. 2015. "The Schulz Family." What's Up? Eastern Shore, May 2015.

Narrows Restaurant. N.d. "About Us." Accessed September 12, 2024. https://thenarrowsrestaurant.com/our-history/.

Near Map, 2023. https://apps.nearmap.com/maps.

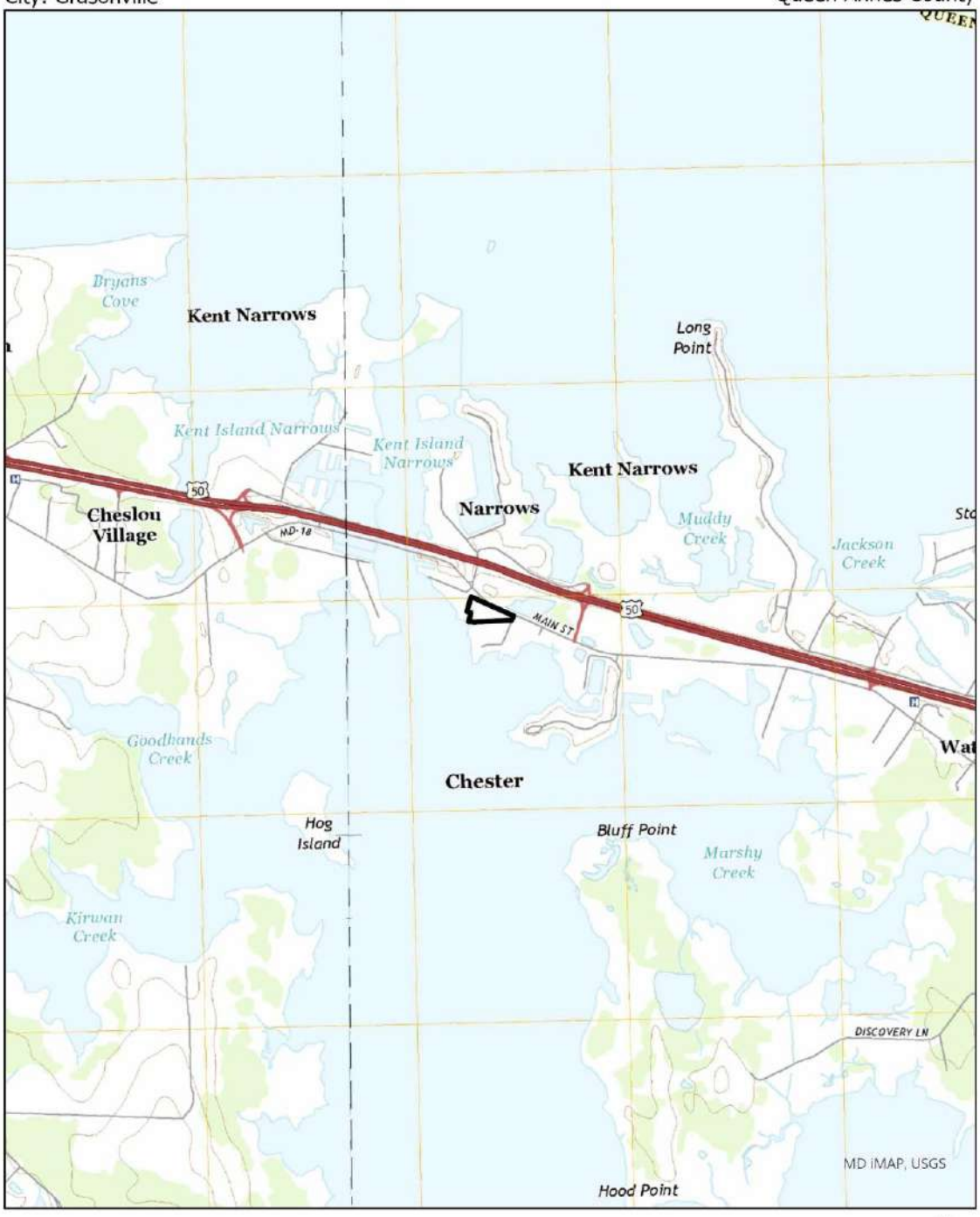
NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**MAPS**

**Fisherman's Inn Restaurant**

Location: 3116 Main Street
City: Grasonville

QA-728
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Fisherman's Inn Restaurant**

Location: 3116 Main Street
City: Grasonville

QA-728
Queen Annes County



**PHOTOGRAPHS**




Photo 1 of 4: Fisherman's Inn, property overview, looking southeast




Photo 2 of 4: Fisherman's Inn, northeast façade, looking southwest

**PHOTOGRAPHS**




Photo 3 of 4: Fisherman's Inn, northeast façade and northwest elevation, looking southeast




Photo 4 of 4: Fisherman's Inn, northeast façade and southeast elevation, looking southwest

NR-ELIGIBILITY REVIEW FORM

QA-728 Fisherman's Inn Restaurant

**PHOTO LOG**

Number of Photos: **4**
Name of Photographer: **Nicole Diehlmann**
Date of Photographs: **2023-11-27**
Location of Original Digital File: **MHT**
File Format: **QA-728_2023-11-27_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-728_2023-11-28_01
Photo 1 of 4: Fisherman’s Inn, property overview, looking southeast

QA-728_2023-11-28_02.tif
Photo 2 of 4: Fisherman’s Inn, northeast façade, looking southwest

QA-728_2023-11-28_03.tif
Photo 3 of 4: Fisherman’s Inn, northeast façade and northwest elevation, looking southeast

QA-728_2023-11-28_04.tif
Photo 4 of 4: Fisherman’s Inn, northeast façade and southeast elevation, looking southwest

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Island Professional Park** Inventory Number: **QA-729**

Address: Main Street Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Tax Account ID Number: 04-094719

Tax Map Parcel Number(s): 0481 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson and Nicole Diehlmann Date Prepared: September 23, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (Historic Context Addendum) (Manning et al. 2019).

**LOCATION/SETTING**

The resource is on a 2.13-acre parcel on the north side of Main Street/Island Professional Park and south of MD 18. The parcel is bounded to the north by an agricultural parcel, to the east by a commercial parcel, to the south by Main Street, and to the west by a commercial parcel. The 1986 six-building office park is about centered in the parcel, and a paved driveway from Main Street circles the office park along the parcel lines and creates a small grassy yard north of the buildings. There is minimal landscaping; a few mature trees line the parcel boundaries. A concrete sidewalk runs along the east, south, and west sides of the office complex and connects to parking lots. Concrete sidewalks run between the buildings, and a small wood deck is between the south two buildings. A metal mailbox bank is south of the northeast building. A pre-1998 sign is at the fork in the driveway where it splits to lead north around the buildings. Each of the 11 units has its own address; beginning at the southeast building and moving counterclockwise they are, 100B, 100A, 200B, 200A, 300B, 300A, 800A, 800B, 900A, 900B, 1000.

**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**

## RESOURCE DESCRIPTION

Island Professional Park consists of six, 15-sided buildings clad in T1-11 siding and resting on concrete-block foundations. The buildings are arranged in a group of two by three (east-west by north-south). The north two, Buildings 300 and 800, are two stories; the remaining are one story. On the two-story buildings, the second story overhangs the first story. Both types feature slightly flared polygonal hipped roofs clad in asphalt shingles. Metal vents are on each plane of the roofs near the center.

The south four buildings are one-story. They feature tripartite one-light wood casement windows and two six-panel metal doors. Openings generally alternate on each plane of the polygon. Small wood stoops lead to the main entrances. Secondary entrances are located on the inner planes and open onto a courtyard formed by the buildings. In the southernmost two buildings, the secondary entrances open onto a wood deck that spans between the buildings. On the interior, the south two buildings are split into two units, north and south. The north two buildings are two stories. They have paired one-light wood casement windows and six-panel metal doors on the first story. They have secondary entrances on the inner elevations that open onto the courtyard. The second story has tripartite one-light wood casement windows and paired glazed doors. Wood steps lead to a small deck at each second-story entrance. The first story of the buildings each contain a single unit as does the second story.

### *Sign*

The wood and T1-11 sign is three-sided and mounted on a concrete island at the fork in the driveway. Aerial imagery shows that it was in place by 1998 (NETROnline var.).

## HISTORIC CONTEXT

Growth in Kent Island resulting from the opening of the 1973 second span of the Chesapeake Bay Bridge continued into the 1980s. In the decade between 1970 and 1980 the island population rose by 113 percent. The explosive growth was in part due to demand for lower housing costs than could be found in Anne Arundel County to the west. This growth led to the 1987 implementation of a county-wide planning initiative (Diehlmann et al. 2024, 3-60).

The Island Professional Park was constructed in 1986 to support the growing population (NETROnline var.). The park was developed in part by local realtor Mary L Rosendale. The first phase consisted of four 1,200 square-foot, one-story buildings and two 1,700 square-foot, two-story buildings. The first phase cost approximately $650,000 and “was modeled after similar professional parks in the United States” according to a Bay Times article. Through its design, Ms. Rosendale hoped to show how growth on Kent Island “can be steered in an aesthetically-pleasing and acceptable way” (McCurdy 1986, 13). Joe Saddler served as general contractor. Additional buildings were to be attached via a glass walkway, but these buildings were never realized. The concept sketch that appeared in the Bay Times showed a two-story building with a wrap-around porch on the second story and three-light windows on each side of the building (McCurdy 1986). The present two-story buildings do not feature wrap-around porches, and it does not appear based on a 1987 photograph that there were windows on each side of the buildings. In addition, no infill patches were observed during survey.

Early occupants included Dr. E. Justin Love, Podiatric Medicine and Surgery (1987); Island Travel & Boutique (1987); Copies Plus (1987); Century 21 Real Estate (1989); Queen Anne’s Medical Center (1989); and Edwards Title and Escrow Inc. (1993) (The Bay Times 1987a, 1987b, 1993; Queen Anne’s Record-Observer 1987a, 1989a, 1989b).

### *Office Parks*

Office parks first arrived in neighboring Anne Arundel County in areas like Parole, Annapolis, and outside Baltimore. The grouping of buildings, often set in a picturesque setting, was a new amenity for suburbanites and promised shorter commutes. They were set among main transportation corridors for ease of access (Diehlmann et al. 2024, 4-100). Larger office parks, often called campuses, included landscaping, interior circulation lanes, and in some cases, other commercial businesses like banks and restaurants (Manning et al. 2019, E-9).

In 1986, Island Professional Park was the first office park to be built in Queen Anne’s County to serve those in Chester and surrounding areas. Following Island Professional Park, the Deerfield Business Park in Stevensville was built in 1994 (Diehlmann et al. 2024, 4-100).

Island Professional Park appears to be unique among office park developments in Queen Anne's County as the design appears to tie into the coastal resort character of many of the surrounding residential subdivisions. In the early 1960s, math teacher Bill Coperthwaite was exploring indigenous cultures and became inspired by a type of Mongolian structure known as a yurt. Yurts are flexible framed structures covered in fabric. Coperthwaite began building yurts with his students in New Hampshire. Some of these students went on to build fabric yurts within parks, campgrounds, and ski areas. Another student, David Raitt, began building circular housing with more solid frame panels (Kemery n.d.). These yurt-inspired buildings became popular in resort areas by the end of the decade.

These yurt-inspired buildings are primarily residential, and many of these examples appear in regions with tourism-based economies, such as the mountains or waterfront, and feature scenic views. Mostly dating from the mid-1970s to the 1990s, these houses are found across the county, including in North Carolina, Pennsylvania, Ohio, Michigan, and Washington. In some cases, multiple round sections are joined together to create a large dwelling. Examples of units clustered together include the Treehouse Villas at Walt Disney World in Orlando that were constructed in 1975 along Disney's Sassagoula River (Salerno 2019) and Country Club Villas in Myrtle Beach, SC, which were constructed between 1977 and 1983 (NETROnline). A large-scale variation on the theme is found at Hampshire College in the five-building Greenwich House dormitory complex, constructed between 1971 and 1980 (NETROnline).

While the Island Professional Park is not directly associated with the trend of waterfront tourism and leisure, its architectural style attempted to associate the building with the trend. Early developers on Kent Island, such as David M. Nichols, marketed their planned waterfront neighborhoods as residential resorts with amenities such as beaches, piers, and pools. They promoted the "vacation" feeling of on Kent Island, as opposed to more traditional suburban neighborhoods on the Western Shore of the Chesapeake Bay that lacked these water-based recreational features. By selecting an architectural type associated with vacation resorts elsewhere in the country, the developers of Island Professional Park attempted to associate their buildings with the trend of tourism and leisure recreation present elsewhere on the island. This architectural expression was unique on Kent Island, and the Eastern Shore, when constructed. Advertisements called the park "an exciting new concept" and touted its "park-like setting" and proximity to marinas so you "can keep your boat nearby" (McCurdy 1986).

Since its construction, the Island Professional Park has remained largely the same with no major alterations to the buildings, driveways, and landscaping.

**ELIGIBILITY DETERMINATION**

The Island Professional 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.

Research has revealed no association with events or historic trends that made significant contributions to history. While the Island Professional Park was the first office park in Queen Anne's County it did not appear to influence the growth or design of other office parks in the county. Therefore, the Island Professional Park is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Island Professional Park is not eligible under Criterion B.

According to the Historic Context Addendum, an office park could be eligible under Criterion C as be an early example or one of the last intact examples and, because of the ubiquity of this resource type, would more often be significant as the work of master or possess high artistic value (Manning et al. 2019, E-11-12). Island Professional Park is not one of the earliest or last intact examples of an office park in this area. Research has found no association with a master, nor does the resource have high artistic value. The design of the office park attempted to associate the complex with the resort and waterfront building trends in Queen Anne's County in the mid-to-late-twentieth century, but the design is a simplified version of the yurt-inspired building trend and is not a significant example of its type. Therefore, the Island Professional Park is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The resource encompasses 2.13 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0057, Parcel 0481 (2024). Tax account is 04-094719.

**REFERENCES**

Bay Times (Stevensville, MD). 1986. "Advertisement, Rosedale Realty." November 5, 1986, 19.

-----. 1987a. "Advertisement, Dr. Justin E. Love." April 29, 1987, 10A.

-----. 1987b. "Advertisement, Copies Plus." June 10, 1987, 2C.

-----. 1993. "Edwards Opens Settlement Office at Island Professional." January 27, 1993, 35.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Kemery, Becky. N.d. "Yurtstory: The History of Yurts Ancient and Modern. Yurtinfo.com. Accessed September 11, 2024. https://www.yurtinfo.org/yurtstory-the-history-of-yurts-ancient-and-modern.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

McCurdy, Sharon J. 1986. "New Building Concept Introduced." The Bay Times (Stevensville, MD). August 6, 1986.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County Circuit Court. 2021. "Plat, Island Professional Park." MSA S1251-4425. Maryland State Archives.

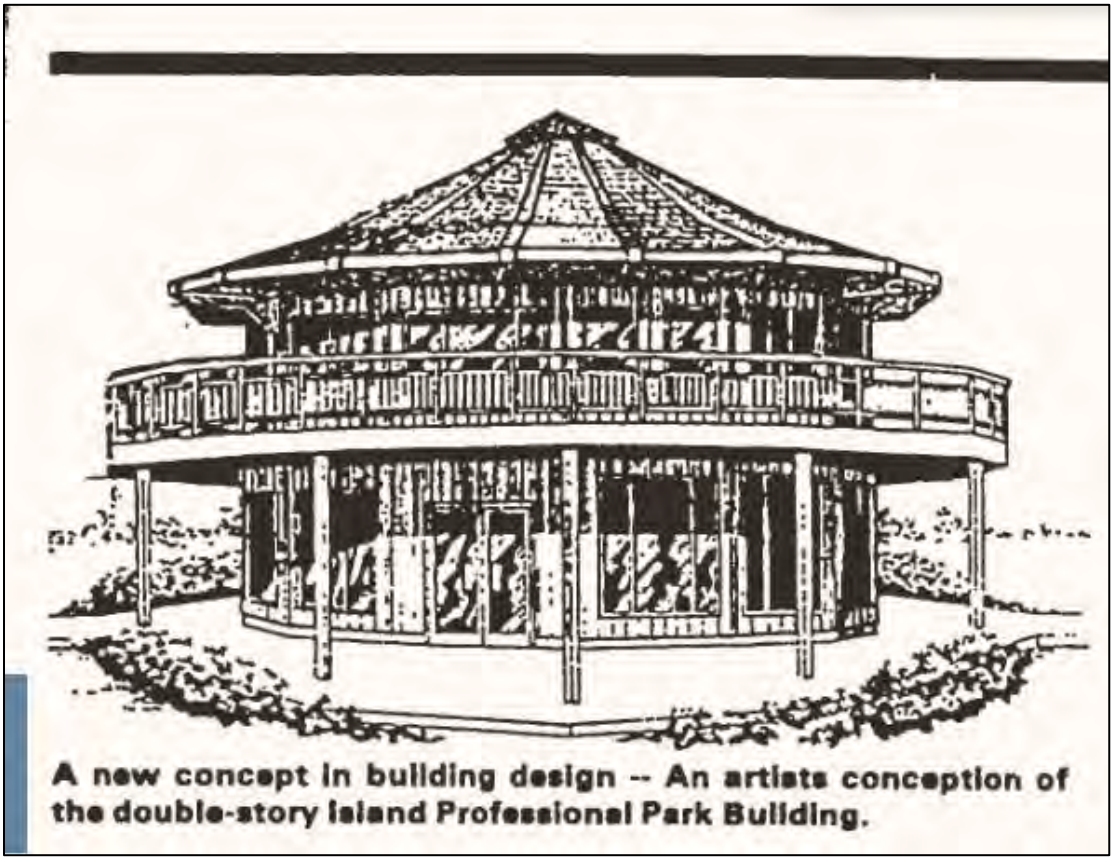
Queen Anne's Record-Observer (Centreville, MD). 1987a. "Advertisement, Island Travel." July 1, 1987, 2A.

-----. 1987b. "Wye Realty Opens Kent Island Branch." December 23, 1987, 34.

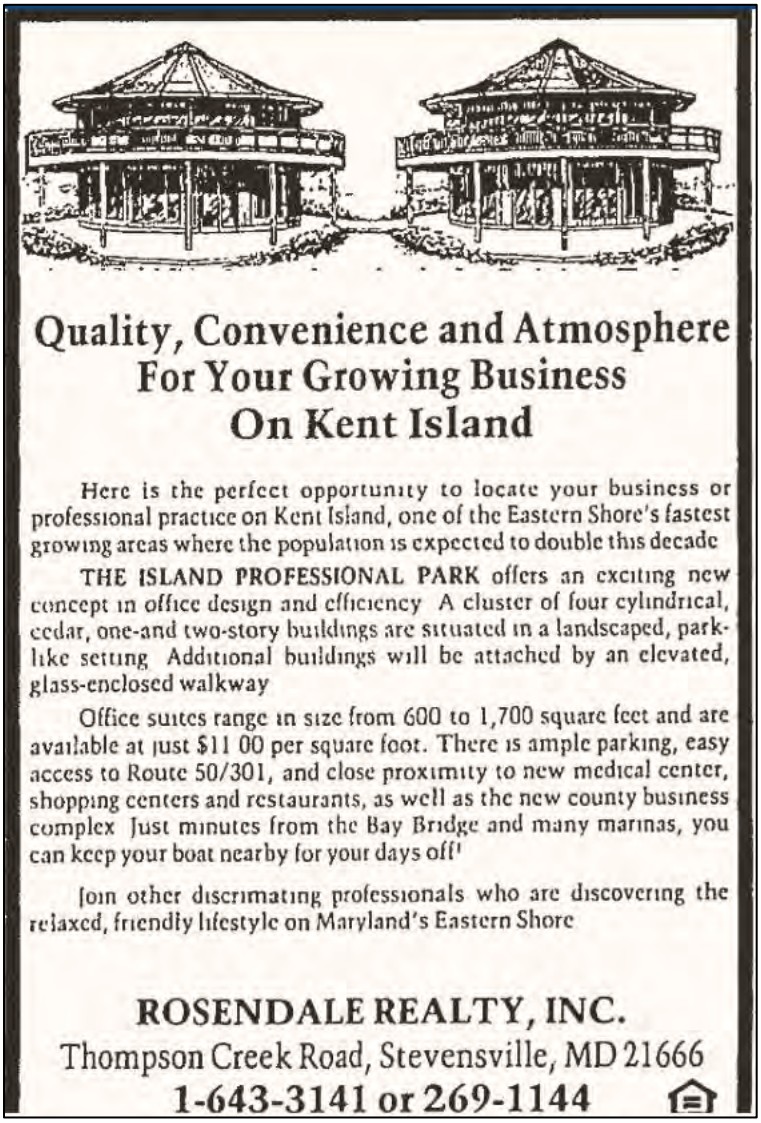
-----. 1989a. "Advertisement, Century 21." April 26, 1989.

-----. 1989b. "Advertisement, Queen Anne's Medical Center." June 21, 1989, 2A.

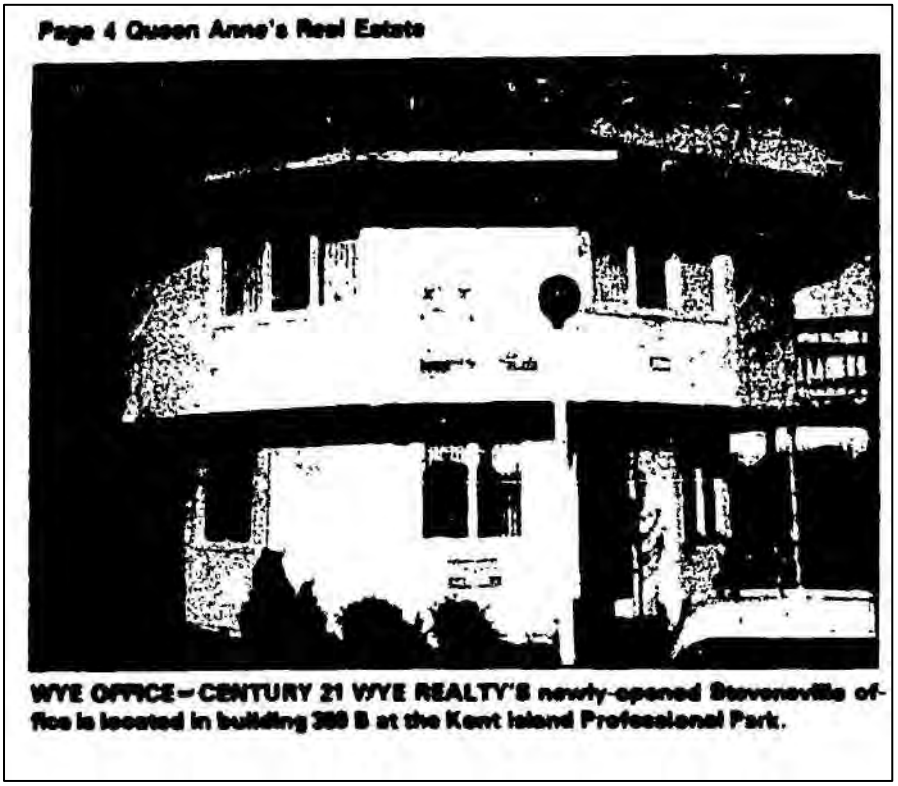
Salerno, Maria. 2019. "Explore the Magnificent History of the Treehouse Villas!" MickyBlog.com. https://mickeyblog.com/2019/06/12/explore-magnificent-history-treehouse-villas/



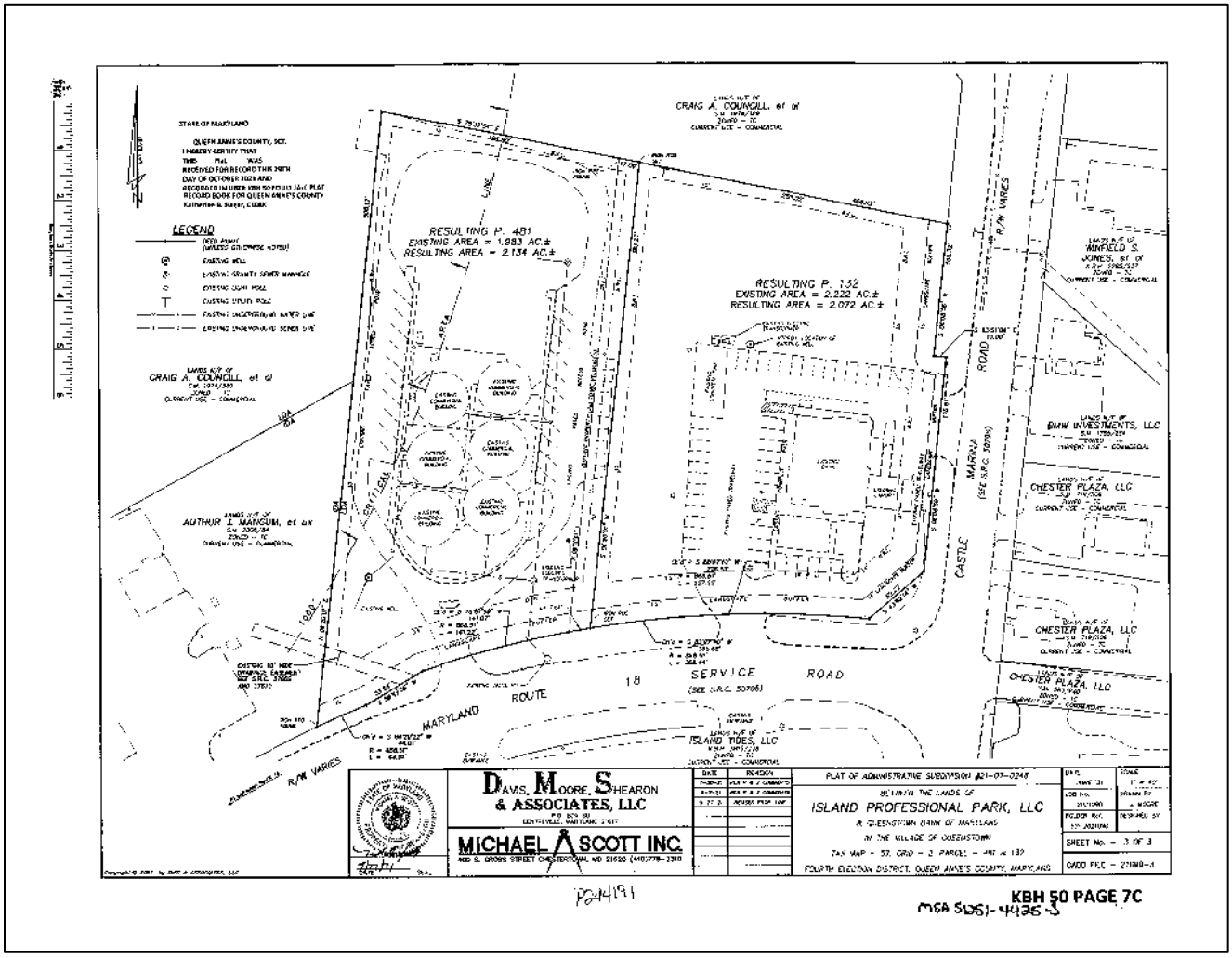

Historic Image 1: A 1986 Island Professional Park concept sketch in the *Bay Times*. McCurdy 1986, 13A.




Historic Image 2: A 1986 advertisement from Rosedale Realty Inc. featuring Island Professional Park. Bay Times 1986, 19.




Historic Image 3: A 1987 photograph of one of the buildings at Island Professional Park. Compare fenestration here to the above concept sketch.
*Queen Anne's Record-Observer* 1987b, 34.




Historic Image 4: A 2021 plat of Island Professional Park.
(Queen Anne County Circuit Court 2021).

**MAPS**

**Island Professional Park**

Location: Main Street
City: Stevensville

QA-729
Queen Annes County



**MAPS**

**Island Professional Park**

Location: Main Street
City: Stevensville

QA-729
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 6: Island Professional Park, southwest and southeast buildings (left to right), looking north.



Photo 2 of 6: Island Professional Park, west and southwest buildings (left to right), looking east.

**PHOTOGRAPHS**



Photo 3 of 6: Island Professional Park, northeast and northwest buildings (left to right), looking southeast.



Photo 4 of 6: Island Professional Park, northeast and northwest buildings (left to right), looking south.

**PHOTOGRAPHS**



Photo 5 of 6: Island Professional Park, southeast, east, and northeast buildings (left to right), looking northwest.




Photo 6 of 6: Island Professional Park sign, looking northwest.

NR-ELIGIBILITY REVIEW FORM

QA-729 Island Professional Park

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Rebekah Yousaf**
Date of Photographs: **2023-12-14**
Location of Original Digital File: **MHT**
File Format: **QA-729_2023-12-14_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-729_2023-12-14_01.tif
Photo 1 of 6: Island Professional Park, southwest and southeast buildings (left to right), looking north.

Photo Name: QA-729_2023-12-14_02.tif
Photo 2 of 6: Island Professional Park, west and southwest buildings (left to right), looking east.

Photo Name: QA-729_2023-12-14_03.tif
Photo 3 of 6: Island Professional Park, northeast and northwest buildings (left to right), looking southeast.

Photo Name: QA-729_2023-12-14_04.tif
Photo 4 of 6: Island Professional Park, northeast and northwest buildings (left to right), looking south.

Photo Name: QA-729_2023-12-14_05.tif
Photo 5 of 6: Island Professional Park, southeast, east, and northeast buildings (left to right), looking northwest.

Photo Name: QA-729_2023-12-14_06.tif
Photo 6 of 6: Island Professional Park sign, looking northwest.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Kent Island Shopping Center (Chester Place)** Inventory Number: **QA-730**

Address: Shopping Center Rd, Stevensville, MD 21666 Historic District: No

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Christina Sabol Date Prepared: September 20, 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 following evaluation refers to the I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland (November 1999) and the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (2024 Context Addendum) (Diehlmann et al. 2024).

**LOCATION/SETTING**

Kent Island Shopping Center is a 20.23-acre commercial complex with 12 structures. It stands on the north side of US 50/301 and is bounded by Main Street (MD-18) to the north, First National Bank to the east, an access road to westbound US 50/301 to the south, and Cox Creek to the west. Shopping Center Road is the only road through the complex; it runs south from Main Street and turns east near the southern property boundary, continuing east/northeast until it reconnects with Main Street at the eastern end of the boundary. The shopping center is accessed via Main Street to the north and the access road to westbound US 50/301 to the south. The eastern section of the shopping center is almost completely paved with an asphalt parking lot and a rectangular strip mall. The center section of the shopping center has a large grassy area and an area with dense tree coverage. The buildings in this section are standalone structures each with their own parking lots, and some buildings have

**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***

drive-thru lanes. The western section of the shopping center, west of Shopping Center Road, has one large commercial structure with a large, paved parking lot. This section has a large former agricultural field and a dense wooded area along the bank of Cox Creek.

**RESOURCE DESCRIPTIONS**

***1200 Shopping Center Road, "Nichols Building" Strip Center, Ca. 1953***

The one-story, flat, parapet-roof, concrete-block, rectangular shaped strip center is clad in stucco. The building has four large towers symmetrically placed along the façade that contain entry bays for some of the businesses. Faux stone cladding is at the bottom of the large support columns for the towers. The towers have hipped roofs, clad with standing-seam metal. The building is presently divided into nine commercial units; some businesses occupy multiple units. Fabric awnings between each tower shelter the concrete sidewalks from the elements.

The south façade has 20 openings with various combinations of fixed, metal frame, windows and metal frame, glass storefront doors with transom lights in various combinations. The doors inside the towers are paired. The west elevation contains three openings, with two fixed metal frame windows with a transom. The tower overhangs the southwestern corner and contains an arched opening. The north (rear) elevation has 14 doors asymmetrically placed along the elevation, two paired and 10 single. Two windows remain functional, a drive through pick-up window and a drop-off window/hinged slot, the rest of the window openings have been infilled with brick. The elevation also features various connections for utilities. The east elevation contains seven openings for two units. The northeast unit has three metal frame, fixed windows, with three lights and transom lights. It has metal frame, glass, paired, storefront doors with sidelights and a transom. The southeast unit has an opening containing one window and one single-leaf door with transom. It has metal frame, fixed windows, with two lights and transom lights. The tower overhangs the southeastern corner and contains an arched opening leading to a metal frame, glass, paired, storefront door with a transom light.

***103 Shopping Center Road, Gas & Service Station, Ca. 1957***

The one-story, flat-roof, concrete-block, rectangular shaped structure is clad in a running brick bond pattern along the east façade and south elevation. A faux Mansard parapet runs along the roof. The building is presently occupied by Clarks Landing Yacht Sales.

The east façade has an irregular wall plane with two sections that project east. The façade has seven openings with a glass storefront wall in the southeast corner. The storefront glass wall contains a single-leaf, metal-frame glass door; moving north the building contains six metal roll-up doors. After every two metal roll-up doors, the elevation projects a few feet to the east, with a solid single-leaf metal door along the south side of the projection. The south elevation has two full-height fixed windows and a small opening with an air conditioning unit. The west (rear) elevation was not visible during the time of survey. The north elevation has two openings, one a vent, the other a solid single-leaf metal door.

***1101 Shopping Center Road, Service Station, Ca. 1957***

The one-story, asymmetrical front-gable, frame, rectangular shaped structure is clad in corrugated metal sheeting. The roof is clad corrugated metal sheeting and has a brick chimney on the slope of the southwest elevation. The structure sits diagonally on the lot with a northeast-southwest axis. A partial-width addition was constructed on the northwest elevation. The building is presently occupied by Willis Tire and Auto Repair.

The southeast façade has six openings with a glass storefront wall in the southern corner. The southeast façade contains two single-leaf doors, the first is a metal-frame, glass door with a transom and the second is a metal door with a large light. The façade also contains three fixed glass windows and three metal roll-up doors. It has a rectangular vent and electric box sign centered in the gable. The southwest elevation has an irregular edge, due to the northwest addition. The southwest elevation contains a glass storefront wall with a two-over-one, hung, vinyl frame window, a single-leaf wood door with no lights, and a fixed glass and metal roll-up door. The northwest elevation also has an irregular edge with a fixed glass and metal roll-up door, two fixed windows, each with two lights, and a single-leaf wood door with no lights. The northeast elevation has one fixed window with two lights, and a single-leaf wood door with no lights.

***1114 Shopping Center Road, Commercial Building, Ca. 1960***

The one-story, side-gable, frame, rectangular-Colonial Revival building is clad in running-bond brick veneer. A cross-gable section extends north from the east side of the north elevation and a rectangular, flat-roof canopy covering three drive-through banking lanes extends further north. The primary roof is clad in asphalt shingles, centered on the ridgeline stands a square wood cupola with louvered vents, and a brick chimney on the slope of the north elevation. The cornice has dentils and a small eave return on the end elevations. The windows unless otherwise stated are fixed, wood framed, with 36 lights. The windows have jack arches, a rowlock brick sill, and non-operational louvered shutters. The building is presently occupied by Bank of America and is referred to as their Tidewater Branch.

The five-bay south façade has a symmetrical fenestration with a pedimented front-gable porch supported by six Roman Tuscan columns and two pilasters. A circular vent is in the gable of the porch roof. Central paired doors with a broken triangular pediment are surrounded by fluted square pilasters and two windows flank each side. The west elevation has three windows and one round window in the gable. The north (rear) elevation has a window, a single-leaf, wood door with nine lights, and a transom, protected by a shed roof with square posts. Located at the northeast corner, under the cross-gable, is a drive-thru ATM with two, metal frame, fixed, single light windows. Under the attached canopy are three full-service drive-thru lanes. The east elevation has a walk-up ATM on the cross-gable, three windows with a metal hipped-roof awning with flared eaves over the center window, and one round window in the gable.

**212 Shopping Center Road, Commercial Building, Ca. 1965**

The one-story, faux-mansard, parapet roof, masonry, L-shaped structure is clad in a running-bond brick veneer on two of the elevations, with exposed concrete-block on the north and east elevations. Unless otherwise stated the windows on the structure are paired six-over-one hung sash windows. The windows have inoperable paneled shutters and a rowlock sill. The faux-mansard parapet is clad in asphalt shingles. The building is presently occupied by Tangles Hair Studio & Day Spa.

The west façade has an asymmetrical fenestration with five windows and three single-leaf wood doors with lights. The first and second doors are in the second and third bays. The third door is in the eighth bay at the southwest corner. The north elevation has two eight-over-eight hung sash windows, placed asymmetrically. The east (rear) elevation was largely not visible during the survey. The south elevation has a triple window with features matching the façade's windows.

**226 Shopping Center Road, Strip Center, Ca. 1966**

The one-story, side-gable, masonry, rectangular structure is partially clad in vinyl siding. The roof is clad in asphalt shingles. Extending from the western eave is a fabric awning protecting the concrete sidewalk below. Unless otherwise stated the windows are fixed, with a metal frame, and two lights. The building is presently occupied by Pupuseria Kent Island and L&L Liquors.

The four-bay west façade features windows in the first and fourth bays. The second bay has paired, metal-frame, glass doors. The third bay has a single-leaf, metal frame, glass door. The north elevation has a window and a solid single-leaf metal door. The east (rear) elevation was not visible during the survey. The south elevation has a drive-thru lane with a large shed-roof canopy supported by metal columns. The south elevation, under the canopy, features a metal frame, sliding sash window, and a vent in the gable.

**1157 Shopping Center Road, Commercial Building, Ca. 1977**

The rectangular, one-story, frame, flat-roof building with a faux-mansard parapet is clad in a running bond brick veneer. The parapet is clad in standing seam metal. The building is presently occupied by Hardee's Restaurant.

The south façade has a storefront glass wall with a single-leaf, metal frame, glass door. In front of the façade is a small outdoor patio with tables. The west elevation has a one-bay deep, metal framed, glass seating area projecting westward from the structure with a glass shed roof. Recessed into the elevation is a single-leaf, metal frame, glass door with a fixed metal frame sidelight south of the door. The north (rear) elevation has a solid single-leaf metal door. The elevation also features a vent, multiple utility connection points and a roof access ladder. An enclosed hyphen connects the building to a small one bay wide wood frame shed. A wood privacy fence spans from the shed to the northwest corner. The east elevation features a small drive-thru window clad in metal and fixed glass with a single sliding window. The east elevation also has a recessed paired, metal frame, glass door attached to a storefront glass wall.

**1169 Shopping Center Road, Commercial Building, Ca. 1978**

The one-story, flat roof, masonry, square structure is clad in split-rib concrete blocks on the façade and smooth-faced concrete blocks on the remaining elevations. The building is presently occupied by Cult Classic Brewery and Taproom.

The south façade features a central, partial width, projecting section with a faux Mansard roof parapet and shed-roof porch supported by six metal posts; the porch shelters a brick patio. Under the porch, moving from west to east, are a single-leaf glass door with a sidelight and transom; a storefront glass wall with eight fixed-pane windows; a sidelight and paired glass storefront doors; and paired plywood doors with no lights The west elevation has two openings, a solid single-leaf metal door and a metal roll-up door; additionally, a painted mural spans the entire elevation. The north (rear) elevation features multiple loading docks with two paired; solid metal doors and two metal roll-up doors. The elevation also includes a rear entry with a solid single-leaf, metal door. The east elevation contains no fenestration.

**222b Shopping Center Road, Community/Recreation Building, Ca. 1982**

The one-story, side-gable roof, metal frame, rectangular structure is clad in corrugated metal sheeting. The roof is clad in asphalt shingles. It has vinyl, one-over-one, hung sash windows. The building is presently occupied by Kent Island Martial Arts Center and Foundations Island Yoga.

The east façade has two double-leaf, metal frame, glass doors with a shed roof portico supported by square posts. The shed roofs are clad in asphalt shingles. At the northeast corner the door is flanked by a roll-up metal door to the south and a window to the north. The north door has a window above the portico. The south elevation has a storefront window, a single-leaf, metal frame, glass door, and a triangular vent in the gable. The west (rear) elevation has a solid single-leaf metal door and a rectangular vent, asymmetrically placed on the elevation. The north elevation contains two single-leaf doors, one a metal frame glass door and one a solid metal door and a triangular vent in the gable. The glass door has a quarter circle fabric awning above the opening.

**222a Shopping Center Road, Commercial Building, Ca. 1998**

The one-story, front-gable, masonry, rectangular structure is clad with running-bond brick on the façade and concrete block on the remaining elevations. An eastern addition has stone veneer on the bottom quarter of the wall. The roof is clad in asphalt shingles. The building is presently occupied by Minuteman Press and 5th Gen Brazilian Jiu Jitsu.

The west façade has paired glass metal frame doors with sidelights on the southern side. A circular vent is in the gable. The north elevation openings have been boarded up with plywood. The east (rear) elevation has an addition extending from the original structure; the roofline is slightly lower than the main block. It was partially visible during the time of survey. The elevation has a centered vent and one opening at the northeast corner. The south elevation contains two storefront windows with a single-leaf, metal frame, glass door centered between the windows on the eastern addition. The original section features a roll-up metal door, a single-leaf, metal frame, glass door, and a window opening.

**232 Shopping Center Road, Office Building, Ca. 2009**

The two-and-a-half-story, side-gable roof, frame, rectangular structure is clad in vertical vinyl siding on the first story and horizontal vinyl siding on the second. The bottom quarter of the first story is clad with stone veneer. The roof is clad in asphalt shingles and features four gable-front dormers on the north slope and two gable-front dormers and an off-center cross gable on the south slope. The dormer's windows are vinyl fixed sash with faux vinyl muntins. The windows on the first two stories are one-over-one double-hung vinyl sash.

The south façade was partially visible during survey. The first story, from what was visible, includes a window, paired, metal frame, glass doors with a shed-roof awning above and a large, fixed window. The second story has nine windows with the third window from the southwest corner, being larger than the others with a fixed sash. The west elevation features five windows on each floor. The north (rear) elevation, moving from west to east, includes two windows, a fixed storefront window with a one-bay awning, clad in standing seam metal, three windows, a single-leaf, wood door with a light, and a window. The window and door are sheltered by a two-bay wide awning and are largely obscured from sight by a privacy wall. The east elevation has wood steps leading to the second story, a single-leaf door and a window. The second story has a central single-leaf door with a light accessed via the wood stairs, with a window flanking each side.

**1132 Shopping Center Road, Restaurant, Ca. 2014**

The one-story, frame, rectangular shaped structure is clad in a mix of vinyl siding and a running bond brick veneer. It has a flat roof with parapets; the south and east elevations have central triangular parapets with signage. The building has an unpainted brick water table, with unpainted brick extending to the ground. All openings on the east, south, and west elevations also feature a fabric awning above. The windowsills and the top of the square column bases feature rowlock bricks. The building is presently occupied by Dunkin' Donuts.

The south façade has a single-leaf, metal frame, glass door with sidelights and transoms. The entrance is slightly recessed on the elevation. The façade also features a partial storefront glass wall wrapping around the southeast corner. The west elevation features two drive-thru windows. One is a smaller metal, sliding sash, and the other features fixed glass windows around a projecting bay, with a smaller sliding sash window. The north (rear) elevation was largely obscured by a wood privacy fence during the time of survey. A solid single-leaf metal door was visible at the northwest corner. The drive-thru lane starts on this elevation and a large metal frame kiosk with the menu is displayed at the entrance of the lane. The east elevation contains three fixed metal frame multi-light windows. The elevation also has paired metal frame glass doors with a transom and two windows of the storefront glass wall.

## HISTORIC CONTEXT

### *David Nichols*

David Nichols was a Baltimore developer, who had the desire to develop Kent Island into a bedroom community for Annapolis, Baltimore, and Washington, DC. The vision to develop the land began when he was on a 1939 hunting trip to the Eastern Shore. Nichols anticipated the desire for families to move out of urban city environments with the growth of the automobile. In the mid- to late 1940s, when planning for the Chesapeake Bay Bridge was well underway, he rapidly acquired land on Kent Island and subsequently subdivided former farms for large suburban communities. Through various business companies David Nichols platted six suburban communities and one commercial center between 1949 and 1959 including: Kent Island Estates (1949), Bay City [QA-727] (1952), Harbor View [QA-556] (1952), Romancoke-on-the-Bay (1958), Cloverfields (1959), Chesapeake Estates (1960), and Kent Island Shopping Center [QA-730] (1952). Kent Island Shopping Center and Harbor View were built across US 50/301 from each other as the shopping center was intended to provide commercial resources for the new suburban communities on the island. By 1960, Nichols had developed his various properties into 4,681 lots. There was limited sewerage capacity on Kent Island at the time, and the small lots and low water table were not suitable for septic systems, leading to sewage spills and ultimately restrictions that rendered many of the lots unbuildable. Despite his vision for the island and intensive advertising campaigns, construction and development on Kent Island did not take off as quickly has he had anticipated. Financial losses forced him to file for bankruptcy in 1961. Shortly after in 1965, David Nichols died at the age of 55 (Darsie 2005, 5; Diehlmann et al. 2024).

Nichols' legacy was not favorable among the Kent Island residents that predated the Bay Bridge. He was remembered for being largest land speculator on Kent Island and the most notorious. A chapter of the book "Wye Island: The Shore Stiffens Against Growth," published in 1977 in the Baltimore Sun, described him as standing six feet and two inches tall and weighing over 350 pounds. Descriptions paint him as rude to his staff, a potential hypochondriac as he "carried a small drugstore of medicines and pills wherever he went," excessive when it came to food "eat[ing] three huge steaks [in] a single sitting," luxury items, and modes of travel (Gibbons 1977, 23). The chapter states that "His aides drove him about the Shore in Cadillacs. In each car Nichols had a mobile phone ... His pilot flew him back and forth between Baltimore and his land office on Kent Island; Nichols also used the amphibious biplane to show Kent Island to prospective buyers," (Gibbons 1977, 23). Nichols' larger-than-life persona left a lasting imprint on Kent Island. While most of his subdivisions were not fully developed in his lifetime, his subdivision of the land laid the framework for future land use and development patterns and spurred the creation of land use policies in the county (Gibbons 1977, 23; Darsie 2005, 5; Diehlmann et al. 2024).

### *Kent Island Shopping Center*

The shopping center was constructed by the Eastern Corporation of which Nichols was the president. At the same time Nichols was a member of the State Roads Commission (SRC), now the Maryland Department of Transportation State Highway Administration (SHA), which created a public controversy when there was a proposal before the SRC to use revenue from Bay Bridge tolls to construct an access ramp to Nichols' shopping center. The chairman of the SRC opposed the construction of the access ramp; however, the other commission members upheld the decision to create the access ramp, leaving a question as to whether Nichols used his influence with the SRC for his personal benefit.

When the shopping center first opened in 1953, it included a strip center and the Islander Motel and Family Restaurant. The strip center, named the "Nichols Building," from the same text etched into the concrete façade, contained 17 business including a bank and an ACME food market. After only a few years, in a heavy snowstorm, the roof collapsed into the ACME market (Gibbons 1977, 23g). The Islander Motel and Family Restaurant had forty rooms, a motel service area, the Hunt Club Tavern, and two rooms for lunch and dinner (The Sun 1963). The forty-room motel was composed of ten, one-story buildings, each with four rooms that included private bathrooms. The two-story building housed the various offices, dining areas. The Hunt Club Tavern & Cocktail Lounge allowed guest to enjoy the finest foods, such as lobster, Eastern Shore seafood, roast beef, and steak (The Sun 1959).

Despite all the showmanship Nichols provided, he failed to provide an adequate sanitation system or a tie into an existing system off the island, resulting in raw sewage "puddling about the shopping center and adjacent motel within a year of the grand opening" (Gibbons 1977, 25). Concerned about the pollution of the oyster beds in the Chester River, legal steps were taken against David Nichols in December 1953. The State Board of Health acted upon the report that his developments' sewage facilities had failed and were leaking sewage. Nichols contested that it was the contractor who failed to comply with the local ordinances. According to The Sun, sanitation engineers first approached and alerted the contractor in September 1952, that due to the shallow water table an underground sewage tank would only be adequate for a small part of the shopping center and was not a long-term solution. The engineers instead recommended that a septic tank for the whole center be installed with the waste being run through a series of sand filters, chlorinated, and then discarded into Cox Creek (The Sun 1953; Diehlmann et al. 2024).

After Nichols' bankruptcy filing in 1961, a foreclosure sale for the two parcels of land containing the shopping center and motel was held on February 8, 1963. By 1967, the two parcels were owned by The Lephil Realty Corporation, which filed a plat with the Queen Anne's County planning and zoning board showing the location of a septic system, including pumps, a sludge holding tank, aeration and setting compartment, and a chlorine and analyzer building (QACCC 1967; Diehlmann et al. 2024). The Islander Motel was sold to Douglas and Shirley Pindell and was operated as a long-term residential motel (Record Observer 2017). The shopping center owners wanted space for expanding commercial endeavors, thus they allowed the Kent Island Volunteer Fire Department to demolish the motel during a controlled burn in 1977 (KIFD 2024; Diehlmann et. al. 2024).

In the years following, two standalone restaurants with a drive-thru, a warehouse turned brewery, a community/recreation building, a commercial building, and an office building were constructed. Construction for these additional resources started in ca. 1977 and has continued with the latest building constructed in 2014. The shopping center is presently (2024) active (SDAT 2024; Diehlmann et al. 2024).

1200 Shopping Center Road: Aerial photographs indicate that the "Nichols Building" had an addition placed on the western elevation between 1982 and 1992. The four large towers were added between 1998 and 2005 (NETROnline n.d.). The materials and workmanship have changed due to the frequent changing nature of such commercial buildings. Historical photographs illustrate the strip mall once had a running brick bond veneer with a flat roof awning along the length of the rectangular building. Above the store entrances were inset cement signs containing the store's name. Centered on the building (Jones 1981). The former inscribed text reading "Nichols Building" has since been covered.

103 Shopping Center Road: The structure has served different functions since it was constructed. Aerial photographs show that the structure has undergone multiple physical changes. The first photograph available from 1957 shows it was approximately a third of its current size and shows no other infrastructure around the building. In 1982, the structure had a canopy standing perpendicular to it. By 1992, a large square parking lot was constructed to the west, at the rear of the structure. The northern addition was constructed in 2005. In 2018, the canopy was removed, and the structure was converted into a yacht sales office. No changes have been made since 2018 (NETROnline n.d.). According to a newspaper article, the business was owned by Stone Cycles, which specialized in Harley Davidson motorcycles, starting around 1996. Starting in February 2004, the owner began building custom motorcycles, and in 2006 the northern addition was constructed to provide additional garage space for the business (The Kent Bay Times 2004a, 2006)..

1101 Shopping Center Road: Aerial photographs show that the structure has undergone multiple physical changes. The first photograph available from 1957 shows a rectangular structure siting diagonally on the lot. By 1982, the structure had a partial width addition placed on the southwest elevation. By 2005, the northwest addition had been added. No visible changes were made between 2006 and 2024 (NETROnline n.d.).

1114 Shopping Center Road: Aerial photographs show that the structure has undergone minimal physical changes. The first photograph available from 1957 shows no structure, as it had yet to be constructed. By 1982, the structure had taken its current form with a front porch and a drive-thru canopy. The photograph in subsequent years show no visible alterations to the general form of the structure (NETROnline n.d.).

212 Shopping Center Road: The structure has served different functions since it was constructed; however, aerial photographs show that the structure has undergone minimal visible physical changes. By 1982, the structure had taken its current L-shaped form. In 2008, the structure's roof was modified so that the southern half of the structure has a parapet roof, and the northern half had a low slope to the rear of the roof with a parapet on the west (NETROnline n.d.). Tangles Hair Studio was at the location at least since May 2004, according to an advertisement in The Kent Island Bay Times (The Kent Bay Times 2004b). Given the fenestration pattern, it is possible this building was a former strip center, prior to its current use.

226 Shopping Center Road: Aerial photographs show that the structure has undergone minimal physical changes. T By 1982, the structure had taken its current square form, without a south elevation drive thru. The drive thru was constructed by 1992. By 2005, a semi-circular driveway was constructed along the east (rear) elevation, with various storage sheds between the driveway and building. No significant changes were made since 2005 (NETROnline n.d.).

1157 Shopping Center Road: A 1982 aerial photograph shows a rectangular building of the same size and shape as the current building and a small lawn directly to the south of the structure. The next photograph in 1992 shows that the southern lawn was converted into a concrete patio area. The shed and hyphen at the north elevation were added by 1992. No significant changes were observed since 1992 (NETROnline n.d.).

1169 Shopping Center Road: A 1982 aerial photograph shows the current structure in its current configuration. No additional changes have been observed from aerial photographs since 1982 (NETROnline n.d.). Formerly the structure housed the ACME Food market until November 2012 (Diehlmann et al. 2024).

222b Shopping Center Road: The structure has served different functions since it was constructed; however, aerial photographs show that the structure has undergone minimal physical changes. By 1982, the structure had taken its current rectangular form. No significant changes were observed since 1982 (NETROnline n.d.). According to various newspaper articles from at least 2001 the building housed martial arts training. In 2001, the school was known as Martial Arts America and was owned/operated by Tom Fox. The interior of the building underwent a major renovation in the early 2000s, and attempts were made to convert part of the building into a community center run by high school students. The goal was to raise $100,000 for the project. In subsequent years the newspaper referenced the project, however, it does not appear to have been successful (The Kent Island Bay Times 2001).

222a Shopping Center Road: By 1998, the original section of the building had been constructed. Between 1998 and 2005 an addition was added to the east elevation. No significant changes were observed since 2005 (NETROnline n.d.).

232 Shopping Center Road: A 1982 aerial photograph shows a walkway from Main Street (MD-18) to the ca. 1966 structure at 226 Shopping Center Road. In 1992, a narrow rectangular structure on the north-south axis, sat at the site. The 2009 photograph shows the site under construction. No changes have been observed to the site or structure since the structure was completed by 2010 (NETROnline n.d.).

1132 Shopping Center Road: Aerial photographs show that the structure has had no significant changes since its construction in 2014 (NETROnline n.d.). Additionally, Dunkin' Donuts has been the only tenant for the structure.

**ELIGIBILITY DETERMINATION**

The Kent Island Shopping 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 1999 Suburbanization Context, commercial properties in the Modern Period (1930-1960) must possess a strong association with suburban development and commercial/industrial trends. Commercial properties that demonstrate a direct relationship with residential development and which clearly represent commerce may be considered a significant resource. The Kent Island Shopping Center is significant to the trend of community planning and development as the first shopping center constructed on Kent Island. It was intended to serve residents of the new residential communities on the island, particularly those in Harbor View, directly south of the shopping center. However, it does not retain sufficient integrity to convey this association. The Kent Island Shopping Center retains its location along Shopping Center Road, north of US 50/301. It retains the setting of a coastal/marshy landscape. It retains the feeling of a mid-to-late twentieth century shopping center. The layout design of the shopping center has been greatly altered with approximately half of the buildings constructed after the period in which it was owned by David Nichols, additionally, the motel was demolished. The materials and workmanship have changed due to the frequent changing nature of such commercial buildings. The shopping center has lost its associated with David Nichols, with significant changes to the remaining commercial strip mall and the loss of the motel. Therefore, due to a lack of integrity, Kent Island Shopping Center is not eligible under Criterion A. Therefore, due to a lack of integrity, Kent Island Shopping Center is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Kent Island Shopping Center is not eligible under Criterion B.

According to the 1999 Suburban Context Addendum to be eligible under Criterion C, commercial resources must retain the characteristics of its style, type, period or method of construction and convey its role in commercial/industrial history. They should also retain excellent integrity (KCI 1999, D-46).

Kent Island Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. Kent Island Shopping Center is one of many shopping centers along US 50/301 on Kent Island in Queen Anne's County. Two-thirds of the original structures and resources have been demolished, altering the overall design and plan for the shopping center. The center contains a variety of commercial building forms found within the county, including strip centers, gas and service stations, restaurants, a warehouse, a community/recreation building, a commercial building, an office building, a warehouse, and a bank. These commercial buildings have the typical modifications like side additions, and new doors and windows which impacts the integrity of design, materials, and workmanship. The buildings in Kent Island Shopping Center do not represent works of a master nor do they possess high artistic value. Therefore, Kent Island Shopping Center is not eligible under Criterion C.

**INTEGRITY**

The Kent Island Shopping Center retains its integrity of location, setting, association and feeling. The shopping center although having expanded still occupies the same original two parcels of land. The setting remains suburban with access to the major transportation corridor. The shopping center still retains the association with the suburbanization movement. The shopping center still maintains the feeling of a mid-late twentieth century commercial shopping center.

The Kent Island Shopping Center does not retain its design, materials, and workmanship. The original elements of the center are only partially retained, as the motel and restaurant were demolished. The strip center has been modified significantly and no longer bares David Nichols name. Additionally, the design was altered slightly to accommodate for utilities for the various buildings within the center. As is expected, due to the changing nature of commercial structures, many buildings have had material and workmanship changes, altering the overall construction methods, materials, and cohesiveness of the center.

**BOUNDARY DESCRIPTION**

The property encompasses approximately 20.23 acres. The shopping center is bounded by Main Street (MD-18) on the north, First National Bank on the east, the access road to westbound US 50/301 along the southern boundary, and Cox Creek to the west. Kent Island Shopping Center can be found on Queen Anne’s County Tax Map 0057 (2024).

**REFERENCES**

Darsie, Julie. 2005. "Harbor View." Maryland Inventory of Historic Properties Form QA-556. Crownsville, MD: Maryland Historical Trust. https://mht.maryland.gov/secure/Medusa/PDF/QueenAnnes/QA-556.pdf.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority)

Fleischer, Bob. Ca. 1953. "Islander Motel and Restaurant." CardCow.com. https://www.cardcow.com/899883/stevensville-maryland-islander-motel-restaurant/

Gibbons, Boyd. 1977. "Wye Island: The Shore Stiffens Against Growth." The Baltimore Sun, June 12, 1977.

Jones, Reggie. ca 1981. "Kent Island Aerial Photography (1980-1983)." Eastern Shore Brent, July 19, 2017. https://easternshorebrent.com/2017/07/19/kent-island-aerial-photography-1980-1983-by-reggie-jones/

KCI Technologies Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation, State Highway Administration, 1999).

Kent Island Fire Department [KIFD]. 2024. "History of KIVFD." Kent Island Volunteer Fire Department. https://www.kivfd.org/content/history/

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2024. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

The Kent Island Bay Times. 2004a. "Stone Cycles." The Kent Island Bay Times, November 17, 2004.
--------- . 2004b. "Tangles Hair Studio." The Kent Island Bay Times, May 12, 2004.
--------- . 2006. "Cycle Company Expands on KI." The Kent Island Bay Times, February 15, 2006.

The Record Observer. 2017. "From the Past." The Record Observer, April 28, 2017.

The Sun. 1953. "Development Hit on Sewage Setup." The Sun, December 19, 1953.
--------- . 1959. "Advertisement (Islander Motel)." The Sun, December 11, 1959.
--------- . 1963. "Foreclosure Sale, Kent Island Shopping Center." The Sun, January 27, 1963.

Traub, David E. ca. 1959. "Tourinns Motor Court and Restaurant." CardCow.com. https://www.cardcow.com/256672/tourinns-motor-court-restraunt-stevensville-maryland/

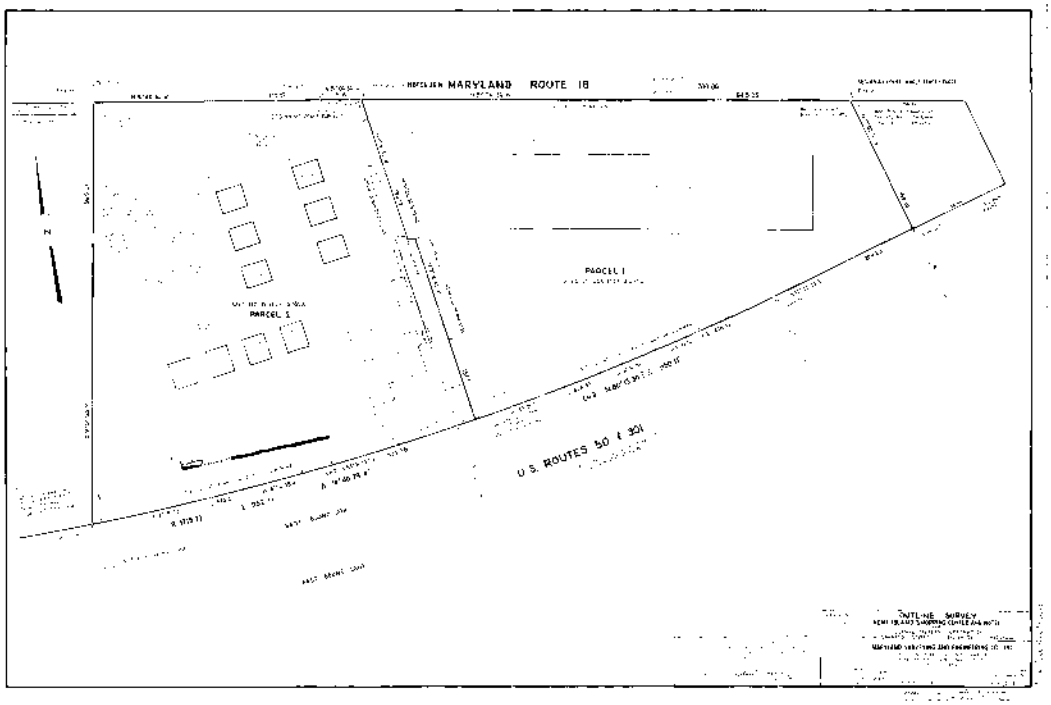
Queen Anne's County Circuit Court [QACCC]. 1967. "Plat, Kent Island Shopping Center and Motel." MSA CSU 2149-61-1. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=C&series=2149&unit=61&page=adv1&id=1281162903




Historic Image 1: Photograph from ca. 1952 with a view of the south and east elevations of the Islander Motel, constructed by David Nichols. Photo taken from US 50/301 on ramp, looking northwest (Fleischer ca. 1953)




Historic Image 2: Photograph from ca. 1966 with a view of the south and west elevations of the former Islander Motel, renamed the Tourinns Motel. Photo taken from the US 50/301 on ramp, looking north (Traub ca. 1959).




Historic Image 3: View of the redevelopment plan showing the placement of utilities and the motel on Parcel 2 at the left side of the page and the Nichols Building on Parcel 1 at the right side of the page (QACCC 1967).



Historic Image 4: Crica 1981 view of Kent Island Shopping Center, US 50/301, and the Harbor View Neighborhood, looking east (Jones 1981).



Historic Image 5: Circa 1981 view of Kent Island Shopping Center (background), US 50/301, and St. Christopher's Church (foreground) within the Harbor View neighborhood, looking north (Jones 1981).

NR-ELIGIBILITY REVIEW FORM

QA-730 Kent Island Shopping Center (Chester Place)

**MAPS**



**MAPS**


Kent Island Shopping Center
Location: Various, Shopping Center Rd
City: Stevensville
QA-0730
Queen Anne's County
Cloverfields
MASON RD
WALKER RD
Wesley Cem
MD 18
Northeast Bay
Castle Marina
Macum Creek
Christ Church Cem
Stevensville Cem
WHITES HERITAGE LN
STEVENSVILLE
Kent Cove
POSTAL RD
Union Cem
MAIN ST
HARBOR DR
Bridge Point
Sharktown
CHURCHHILL LN
Chester
Kangaroo Beach
FAIR PROSPECT LN
Harborview
Kingsley Cem
GOODHAND CRE
DOMINION RD
Bentons Pleasure
WOODS RD
COX NECK RD
MD iMAP, USGS
Crab Alley Neck
USGS 7.5' Quadrangle - Kent Island
0
0.5
1
Miles
Scale: 1:24,000
N

**PHOTOGRAPHS**



Photo 1 of 16: 1200 Shopping Center Road, south façade and east elevation, looking northwest.



Photo 2 of 16: 1200 Shopping Center Road, south façade and west elevation, looking northeast.

**PHOTOGRAPHS**



Photo 3 of 16: 1200 Shopping Center Road, north and west elevations, looking southeast.




Photo 4 of 16: 103 Shopping Center Road, south elevation and east façade, looking northwest.

**PHOTOGRAPHS**



Photo 5 of 16: 103 Shopping Center Road, east façade and north elevation, looking south-southwest.




Photo 6 of 16: 1101 Shopping Center Road, southeast façade, looking northwest.

**PHOTOGRAPHS**



Photo 7 of 16: 1101 Shopping Center Road, northwest and southwest elevations, looking east.




Photo 8 of 16: 1114 Shopping Center Road, south façade and east elevation, looking northwest.

**PHOTOGRAPHS**



Photo 9 of 16: 212 Shopping Center Road, north elevation and west façade, looking southeast.




Photo 10 of 16: 226 Shopping Center Road, west façade and north elevation, looking southeast.

**PHOTOGRAPHS**




Photo 11 of 16: 226 Shopping Center Road, west façade and south elevation, looking northeast.




Photo 12 of 16: 1157 Shopping Center Road, west elevation and south façade, looking northeast.

**PHOTOGRAPHS**




Photo 13 of 16: 1169 Shopping Center Road, south façade, looking north.



Photo 14 of 16: 222b Shopping Center Road, north façade and west elevation, looking southeast.

**PHOTOGRAPHS**




Photo 15 of 16: 222a Shopping Center Road, west façade and south elevation, looking northeast.



Photo 16 of 16: 1132 Shopping Center Road, west elevation and south façade, looking northeast.

NR-ELIGIBILITY REVIEW FORM

QA-730 Kent Island Shopping Center (Chester Place)

**PHOTO LOG**

Number of Photos: **16**
Name of Photographer: **Sara Wilson**
Date of Photographs: **December 6, 2023**
Location of Original Digital File:
File Format: **QA-730_December 6, 2023_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0730_2023-12-06_001.tif
Photo 1 of 16: 1200 Shopping Center Road, south façade and east elevation, looking northwest.

QA-0730_2023-12-06_002.tif
Photo 2 of 16: 1200 Shopping Center Road, south façade and west elevation, looking northeast.

QA-0730_2023-12-06_003.tif
Photo 3 of 16: 1200 Shopping Center Road, north and west elevations, looking southeast.

QA-0730_2023-12-06_004.tif
Photo 4 of 16: 103 Shopping Center Road, south elevation and east façade, looking northwest.

QA-0730_2023-12-06_005.tif
Photo 5 of 16: 103 Shopping Center Road, east façade and north elevation, looking south-southwest.

QA-0730_2023-12-06_006.tif
Photo 6 of 16: 1101 Shopping Center Road, southeast façade, looking northwest.

QA-0730_2023-12-06_007.tif
Photo 7 of 16: 1101 Shopping Center Road, northwest and southwest elevations, looking east.

QA-0730_2023-12-06_008.tif
Photo 8 of 16: 1114 Shopping Center Road, south façade and east elevation, looking northwest.

QA-0730_2023-12-06_009.tif
Photo 9 of 16: 212 Shopping Center Road, north elevation and west façade, looking southeast.

QA-0730_2023-12-06_010.tif
Photo 10 of 16: 226 Shopping Center Road, west façade and north elevation, looking southeast.

QA-0730_2023-12-06_011.tif
Photo 11 of 16: 226 Shopping Center Road, west façade and south elevation, looking northeast.

QA-0432_2023-12-06_012.tif
Photo 12 of 16: 1157 Shopping Center Road, west elevation and south façade, looking northeast.

QA-0730_2023-12-06_013.tif
Photo 13 of 16: 1169 Shopping Center Road, south façade, looking north.

QA-0730_2023-12-06_014.tif
Photo 14 of 16: 222b Shopping Center Road, north façade and west elevation, looking southeast.

QA-0730_2023-12-06_015.tif
Photo 15 of 16: 222a Shopping Center Road, west façade and south elevation, looking northeast.

QA-0730_2023-12-06_016.tif
Photo 16 of 16: 1132 Shopping Center Road, west elevation and south façade, looking northeast.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Oyster Cove Condominiums** Inventory Number: **QA-731**

Address: 3300 Main Street Historic District:

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Various Tax Account ID Number: 05-017300

Tax Map Parcel Number(s): 0775, 0788 Tax Map Number: 058D, 0058

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole Diehlmann and Paul Hoffman Date Prepared: August 5, 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: 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).

**LOCATION/SETTING**

Oyster Cove Condominiums is a 32.24-acre planned waterfront residential development on a small peninsula south of US 50/301. It is bounded by MD 18 (Main Street) to the north, Wells Cove to the west, Marshy Creek to the south, and Cedar Point Marina to the east. The complex is accessed from an asphalt drive south of Main Street, marked with two wood monument signs. A small gatehouse is in the median of the driveway and an ornamental pond is southeast. The driveway splits at the entrance to the west, where it accesses several community buildings. To the south, the drive becomes Oyster Cove Drive, accessing the residential buildings. The drive runs along the eastern side of the development, eventually curving west and running in between clusters of apartment-style condominiums and townhouses. A Clubhouse and Pool House are immediately southwest of the entrance. A rectangular swimming pool surrounded by a concrete deck and metal picket fence is west of the Pool House at the northern end of Wells Cove. Two tennis courts, oriented north-south, are along the west side of the Wells Cove and enclosed in chain-link fencing. A bulkheaded community marina is along both sides of Wells Cove,

**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**

accessed by a wooden boardwalk on the west, north, and east sides. Three piers extend into the water east of the tennis courts and individual slips line the eastern edge. Two additional wooden piers extend northwest into Wells Cove at the northwestern portion of the peninsula. An office/maintenance building is in the southeast corner of the lot. Parking areas are along the northern boundary by Main Street, north and south of the tennis courts, and between Oyster Cove Drive and the residential buildings. An asphalt shared use path runs throughout the property along the eastern edge of Wells Cove and the northern side of Marshy Creek. The property is landscaped with mature trees, shrubbery, and flowers. The north and east sides of the development have a PVC picket fence. A riprap stone seawall is along Marshy Creek and the western edge of Wells Cove. West of the tennis courts is a marshy area with a creek.

**DESCRIPTION**

***Residential Buildings, between 1986 and 1995***

The development consists of 106 townhouses and 96 "villas" in 24 residential buildings (Oyster Cove Condos, n.d.). The villas are apartment-style condominiums clustered in eight three-story buildings with 12 units per building. There are four condominium buildings west of Oyster Cove Drive and east of the marina. An additional four condominium buildings are south of Oyster Cove Drive and north of Marshy Creek at the southeast corner of the property. Sixteen clusters of townhouses are along the north and south sides of Oyster Cove Drive; the clusters contain between five and nine townhouses.

The Villas are three-story buildings with asphalt-shingle, articulating gabled roofs clad in cedar siding that were described in advertisements as "Cape Cod style." Each building has four chimneys covered in cedar shingles. The streetside elevation of the buildings have two entrances protected by a standing-seam metal roof. The entrances lead to open stairwells and landings from which the individual units are accessed. Doors are paneled fiberglass. The windows are vinyl single light casement windows with a fixed window below or a band of three single-light casement windows with a single fixed window below. The waterfront elevations are staggered to maximize waterfront views and have balconies with railings and bands of fixed and casement windows with fixed lights below. At the center of the elevation on the first story is a hipped-roof porch that provides access to the shared-use path.

The townhouses are generally uniform in appearance with gray-painted cedar shingles and white trim. They are two bays wide and two-and-a-half-stories tall with staggered side-gable, asphalt-shingle roofs. The first stories have partial-width, hipped- or shed-roof porches with wood railings, some of which are shared. Front doors are paneled fiberglass. Some bays on the facades and side elevations are projecting with shed roofs. Chimneys are clad in wood shingles. Windows are vinyl single-light casements or bands of three single-light casements. The rear facades face the waterfront and have wooden decks accessed by sliding doors. The second stories have small balconies accessed by sliding doors. The half story under the gable roof has bands of three single-light casement windows. Additional windows on the rear and side elevations are single-light casement in either single, paired, or tripartite configurations.

***Garages, circa 1991-1994***

At the south end of the parcel, 12 garages are adjacent to the residential buildings. The garages are one-story, two-bay buildings clad in shakes, with a gable-on-hip roof, two roll-up doors facing asphalt driveways, and a half-light fiberglass door and a window on the side elevations.

***Club House, circa 1986***

The Clubhouse is a one-story octagonal building clad in lap siding with vinyl windows. It has a two-part, asphalt-shingle roof; the lower section is shallow-pitched with deep eaves and the upper section is steeply pitched. In between the roof slopes is a clerestory with fixed vinyl windows. At the top is a cupola with louvered vents. It is connected by a gabled breezeway to the Pool House to the northwest.

***Pool House, circa 1986***

The Pool House is a one-story octagonal building clad in lap siding with vinyl windows that is smaller than the Clubhouse, but nearly identical in design. It has a two-part, asphalt-shingle roof; the lower section is shallow-pitched with deep eaves and the upper section is steeply pitched. In between the roof slopes is a clerestory with fixed vinyl windows. At the top is a cupola with louvered vents. It is connected by a gabled breezeway to the Clubhouse to the southeast. The building provides direct access to the pool, which is enclosed by a picket fence.

***Gate House, circa 1986***

The Gate House is a small one-story octagonal building clad in lap siding with fixed vinyl windows. It has a two-part, asphalt-shingle roof; the lower section is shallow-pitched with deep eaves and the upper section is steeply pitched. In between the roof slopes is a clerestory with fixed vinyl windows. A finial is at the top of the roof. A door is in the west elevation.

***Office/Maintenance Building, circa 1986***

The office/maintenance building at the southeast corner of the lot is a one-story octagonal building with an asphalt-shingle, octagonal roof with a central cupola. A pedestrian door is on the northwest elevation and a roll up door is on the west elevation.

**HISTORIC CONTEXT**

Development in Queen Anne's County was directly attributable to suburban growth resulting from the construction of the 1952 span of the Chesapeake Bay Bridge. Between 1950 and 1960, the population of Queen Anne's County saw 13 percent growth. Between 1960 and 1970, the county grew 11 percent, but jumped to 23 percent between 1970 and 1979, likely as a result of the opening of the second span of the Bay Bridge and increased development pressure in Anne Arundel County (Diehlmann et al. 2024).

By 1984, Queen Anne's County had over 27,000 residents, 26.5 percent of whom commuted for work across the Bay Bridge. The most populated areas were Kent Island and Queenstown. Between approximately 1982 and 1987, property values in Kent Island doubled, and the number of building permits issued increased by a factor of five. By 1990, 37.8 percent of Queen Anne's County residents lived on Kent Island, a population jump of 56.9 percent from 1980. An additional 19.4 percent lived in Queenstown or Grasonville along the US 50/301 corridor, an increase of 40.3 percent (Diehlmann et al. 2024, 2-30).

As developable waterfront land was becoming scarce, developers shifted to building townhouses and condominiums in high-density, often gated, waterfront luxury communities along the US 50/301 corridor, catering to both seasonal tourists and suburban commuters. The installation of county-owned wastewater treatment facilities enabled the construction of these higher density communities, although capacity was still limited, and developers competed for sewer allocations. Queens Landing, southeast of Castle Marina on the west side of the Chester River north of MD 18, which began in 1983, is one of the earliest examples of the type. Thompson Creek Townhomes constructed between 1984 and 1987 is another example (Diehlmann et al. 2024, 4-85 – 4.87).

The Oyster Cove Condominium project was conceived in 1982 at a time of increasing environmental regulation. Statewide efforts to protect the Chesapeake Bay from the negative effects of rampant suburbanization began in the 1970s, ultimately leading to the establishment of the Chesapeake Bay Critical Areas program. Passage of the Critical Area legislation at the state level raised public expectations for limitations on development along the Bay shoreline, but implementation at the local level took several years, allowing some developments to gain approval before the law was fully enacted. Developers were keenly aware of the pending legislation and made some environmental concessions even before passage of the law. Oyster Cove was designed to meet the county's interim Critical Area criteria and only use half the allowed density of the land. In 1985, representatives of Oyster Cove Condominiums claimed, "given the state of existing law, this development is an ecological model ... a benefit to the state's natural resources" (Tom Horton 1985). The developer agreed to pay for the planting of 21 acres of new oyster bars in exchange for dredging the boat basin in an area they claimed was relatively poor oyster bottom. Detractors noted that approval of the development by the state Board of Public Works highlighted the need for the Critical Area legislation, as the legislation would have allowed for a more comprehensive way to assess the effects of the development, including effects on wintering areas for waterfowl (Diehlmann et al. 2024, 3-51 - 3-52)

Construction of Oyster Cove began in 1985. The property was only two and a half feet above sea level, so the developers used material from boat basin dredging to raise the land to five feet above sea level. They then constructed the buildings on pilings to raise the first floor to ten feet above sea level and meet 100-year flood plain requirements for federal flood insurance. Amenities included deep-water boat slips, tennis courts, a pool and clubhouse, and lighted shared-use paths (Emory 1983c, 1). The Oyster Cove Villa Condominium was established November 28, 1986, by Oyster Cove Limited Partnership and the first residents moved in in December 1986. Construction was completed by 1987 (Gunts 1985; The Star-Democrat 1987). The starting price for the condominiums in 1987 was $160,000, eight times the average county household

income (Jensen 1987,14). Construction of the townhomes continued through 1995. Oyster Cove was the last development to get sewer capacity before a moratorium was put in place. The developers tied into the county-owned Grasonville-Kent Narrows-Kent Island wastewater treatment facility and constructed a private community well that was given to the county to own and operate (Diehlmann et al. 4-86-87).

**ELIGIBILITY DETERMINATION**

Oyster Cove Condominiums 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 2024 Context Addendum, in order for waterfront planned residential developments to be eligible under Criterion A for its association with suburbanization events and trends, it must be the earliest examples that either establish a trend or alter settlement patterns in a significant way (Diehlmann et al. 2024, 6-117). Oyster Cove Condominiums was not the earliest example of this resource type and is not eligible for the NRHP under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Oyster Cove Condominiums is not eligible under Criterion B.

Oyster Cove Condominiums does embody the distinctive characteristics of a planned waterfront residential development and retains nearly all character-defining elements of the type; however, the 2024 Context Addendum states that, in addition to retaining character-defining elements, it should be a notable early example or one of the last intact examples (Diehlmann et al. 2024, 6-117). It was one of several similar developments constructed during the mid-to-late 1980s in Queen Anne's County and is not the earliest or most notable examples of its type. Research has found no association with a master, nor does the resource have high artistic value. The resource therefore is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 32.24 acres and consists of multiple property tax parcels, which are found on Queen Anne's County Tax Map 058D, Parcel 0775 and Tax Map 0058, 0788 (2022). There are multiple tax accounts.

**REFERENCES**

Diehlmann, Nicole A., Laura Van Opstal, Rachel Wilson, and Paul Hoffman. 2024. "Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland."

Gunts, Edward. 1985. "Oyster Cove Community Set to Emerge from Shell next Year in Queen Anne's." The Sun, December 1, 1985.

Maryland Department of Assessments and Taxation (MDAT). 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Near Map, 2023. Accessed September 17, 2024. https://apps.nearmap.com/maps

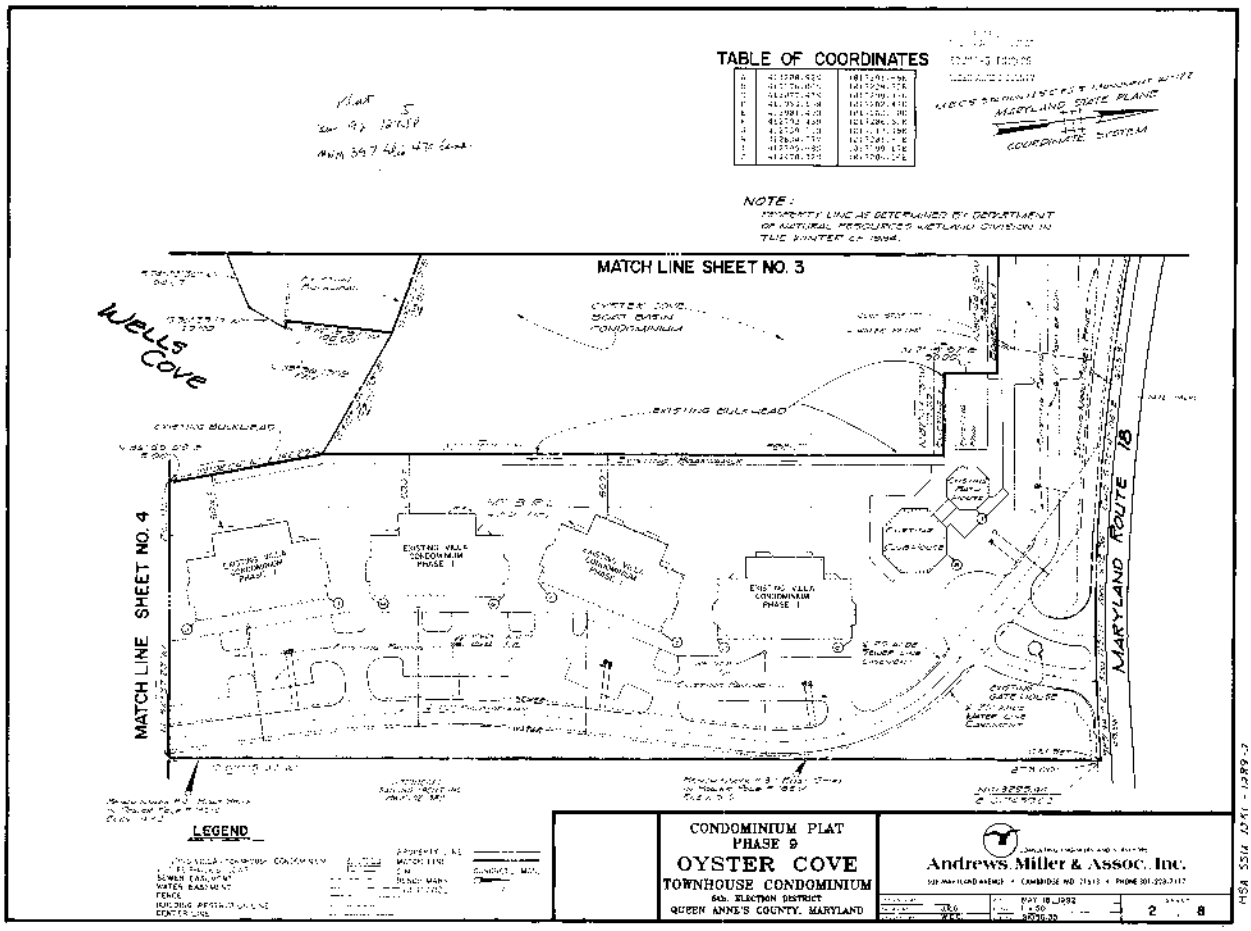
NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Oyster Cove Condos. n.d. "Oyster Cove Condos." Oyster Cove Condos. Accessed August 12, 2024. https://www.oystercovecondos.net/.

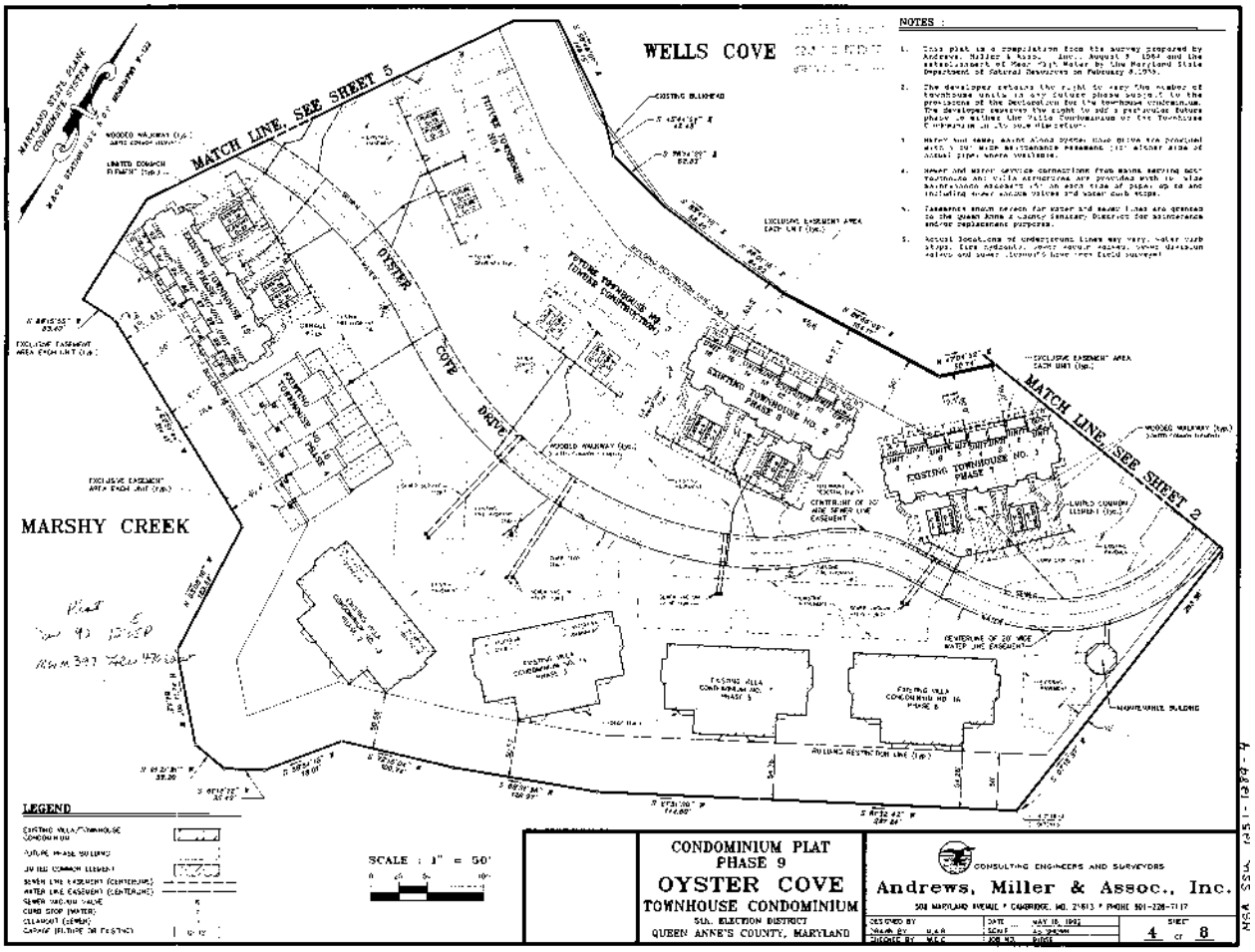
Queen Anne's County Circuit Court. 1990. Oyster Cove Villa Condominiums, Phase 5. Plat Book MWN 16, page 29A-J. Maryland State Archives. MSA S1251-600.
------. 1992. Oyster Cove Townhouse Condominium, Phase 9. Queen Anne's County Subdivision Plats, MWM 18, page 56A-56H. Maryland State Archives. MSA S1251-1289

The Star-Democrat. 1987. "Oyster Cove Opens," January 2, 1987.

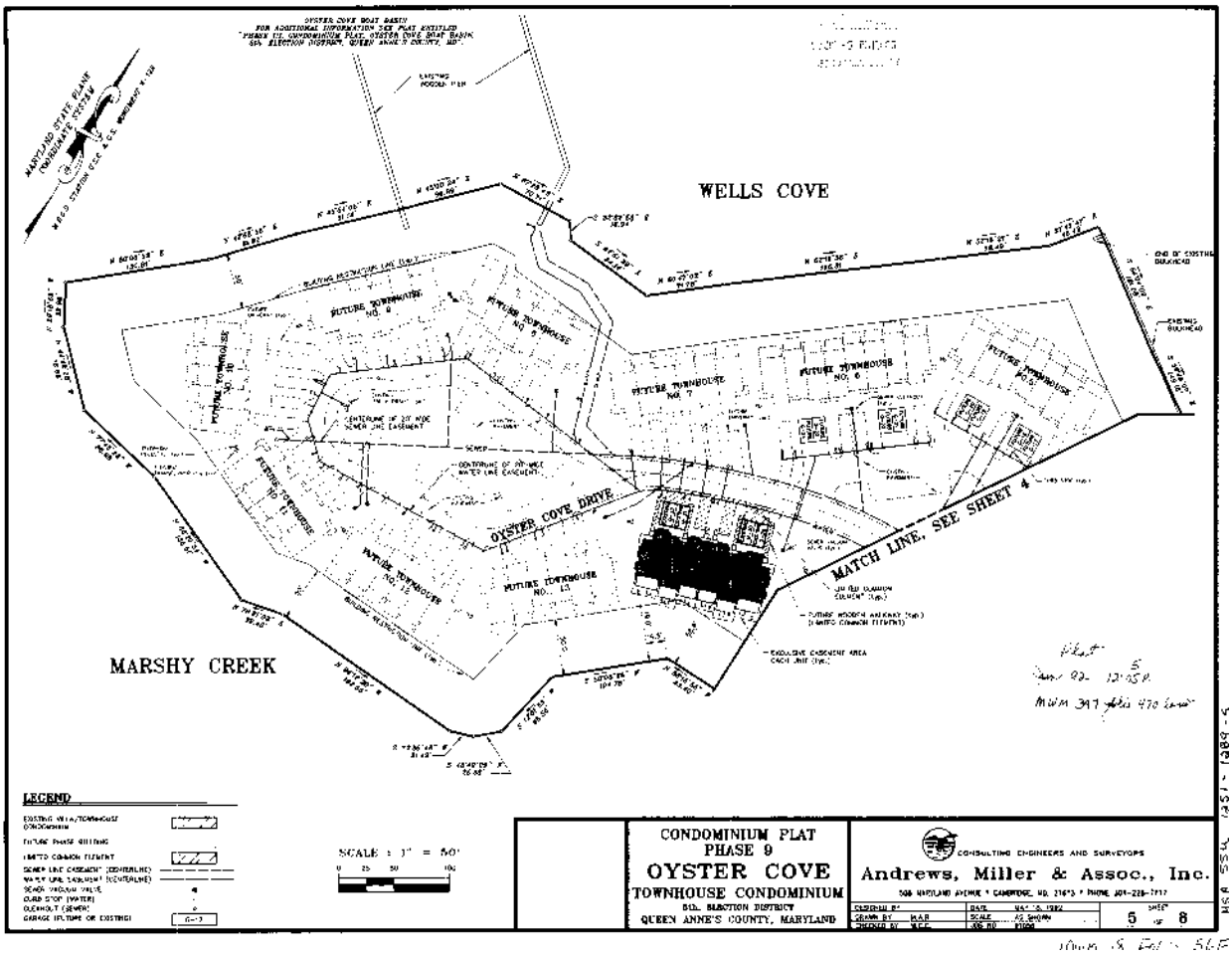
The Sun. 1979. "Arundel Living." October 25, 1979.
------. 1986. Advertisement. January 19, 1986, 187.



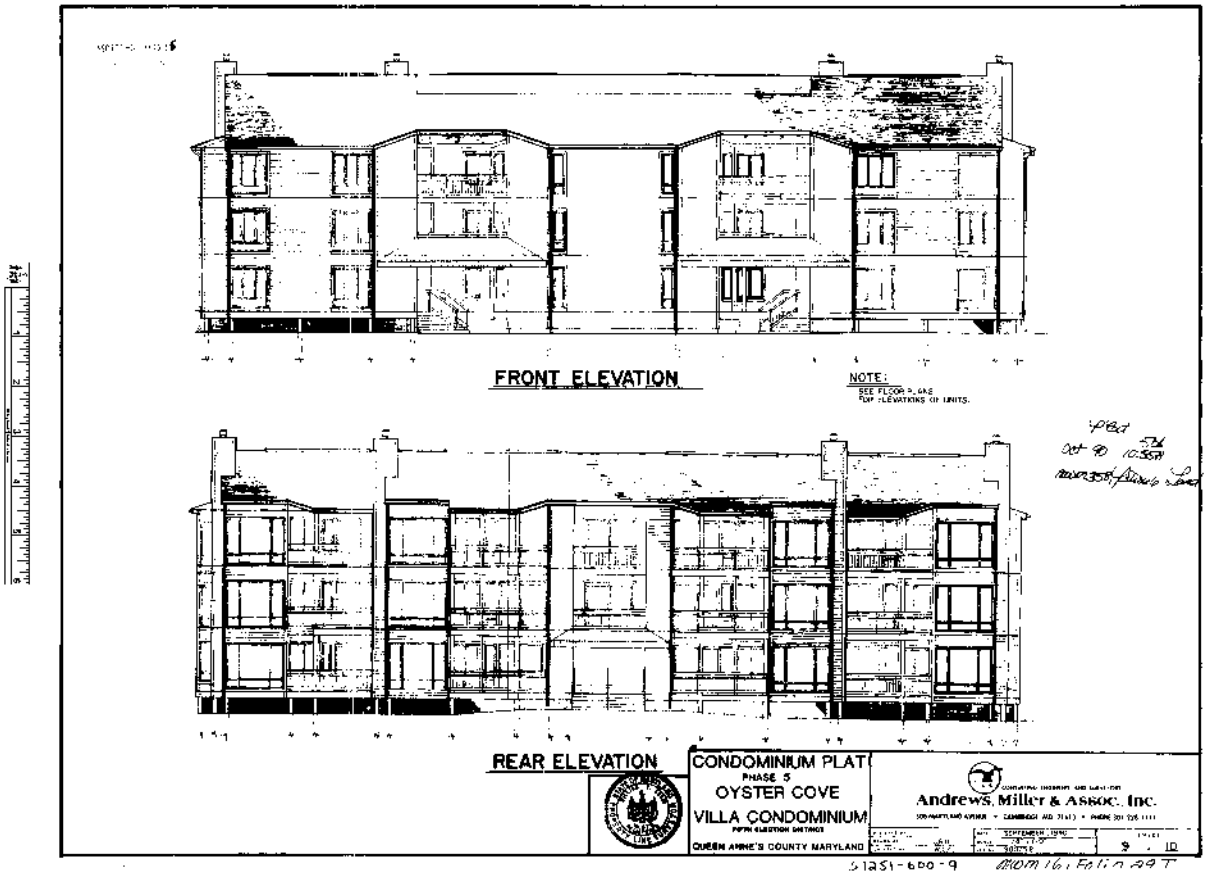

Historic Image 1: Oyster Cove Condominium Plat. Queen Anne's County Subdivision Plats, MWM 18, page 56A-56H.



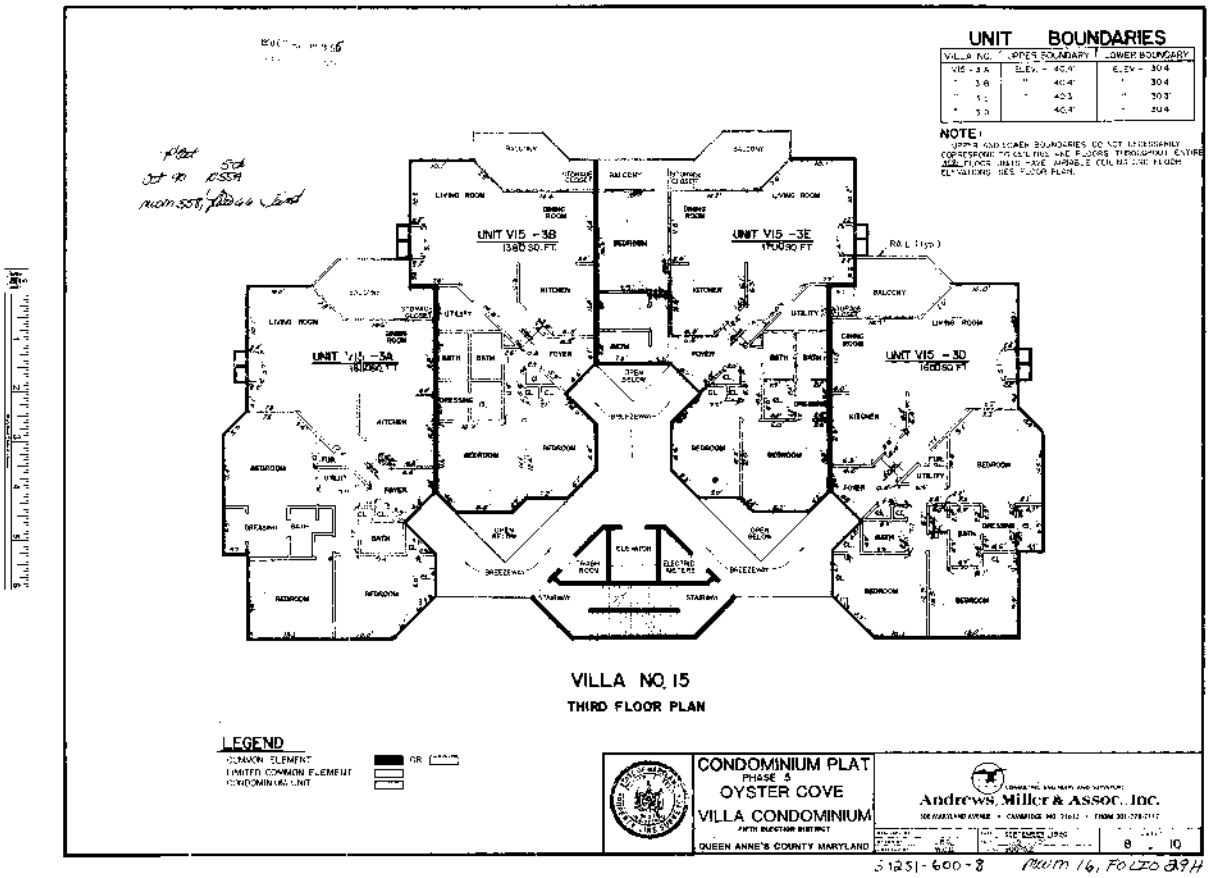

Historic Image 2: Oyster Cove Condominium Plat. Queen Anne's County Subdivision Plats, MWM 18, page 56A-56H.




Historic Image 3: Oyster Cove Condominium Plat. Queen Anne's County Subdivision Plats, MWM 18, page 56A-56H.




Historic Image 4: Oyster Cove Villa Condominium typical front and rear elevation. Queen Anne's County Subdivision Plats, MWM 16, page 29A-J.




Historic Image 5: Oyster Cove Villa Condominium typical floor plan. Queen Anne's County Subdivision Plats, MWM 16, page 29A-J.




Historic Image 6: Oyster Cove Condominium advertisement. *The Sun*, January 19, 1986.

**MAPS**

**Oyster Cove Condominiums**

Location: 3300 Main Street
City: Grasonville

QA-731
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Oyster Cove Condominiums**

Location: 3300 Main Street
City: Grasonville

QA-731
Queen Annes County




Parcel Boundaries

0 300 600 US Feet

N

Scale: 1:3,100

**PHOTOGRAPHS**



Photo 1 of 10: Gatehouse and Entrance, looking southeast



Photo 2 of 10: Clubhouse (left) and Pool House (right), looking southwest

**PHOTOGRAPHS**



Photo 3 of 10: Pool House, Clubhouse, Marina, and Villas, looking southeast



Photo 4 of 10: Marina with Pool, Pool House, and Clubhouse, looking northeast

**PHOTOGRAPHS**



Photo 5 of 10: Pool House, Clubhouse, Marina, and Villas, looking northeast



Photo 6 of 10: Residential Villa, looking southwest

**PHOTOGRAPHS**



Photo 7 of 10: Townhouses along Oyster Cove Drive, looking west



Photo 8 of 10: Townhouses and Garages, 604-610 Oyster Cove Drive

**PHOTOGRAPHS**



Photo 9 of 10: Townhouses along Oyster Cove Drive, looking northwest



Photo 10 of 10: Rear of Townhouses along Oyster Cove Drive, looking southwest across Wells Cove

NR-ELIGIBILITY REVIEW FORM

QA-731 Oyster Cove Condominiums

**PHOTO LOG**

Number of Photos: **10**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-04**
Location of Original Digital File: **MHT**
File Format: **QA-731_2023-12-04_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-0731_2024-12-04-01.tif
Photo 1 of 10: Gatehouse and Entrance, looking southeast

QA-0731_2024-12-04-02.tif
Photo 2 of 10: Clubhouse (left) and Pool House (right), looking southwest

QA-0731_2024-12-04-03.tif
Photo 3 of 10: Pool House, Clubhouse, Marina, and Villas, looking southeast

QA-0731_2024-12-04-04.tif
Photo 4 of 10: Marina with Pool, Pool House, and Clubhouse, looking northeast

QA-0731_2024-12-04-05.tif
Photo 5 of 10: Pool House, Clubhouse, Marina, and Villas, looking northeast

QA-0731_2024-12-04-06.tif
Photo 6 of 10: Residential Villa, looking southwest

QA-0731_2024-12-04-07.tif
Photo 7 of 10: Townhouses along Oyster Cove Drive, looking west

QA-0731_2024-12-04-08.tif
Photo 8 of 10: Townhouses and Garages, 604-610 Oyster Cove Drive

QA-0731_2024-12-04-09.tif
Photo 9 of 10: Townhouses along Oyster Cove Drive, looking northwest

QA-0731_2024-12-04-10.tif
Photo 10 of 10: Rear of Townhouses along Oyster Cove Drive, looking southwest across Wells Cove

NR Eligible: yes ___
no ___

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Seward's Point Marina** Inventory Number: **QA-732**

Address: 600 Kent Narrows Way N. Historic District:

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: Tax Account ID Number: 05-014972

Tax Map Parcel Number(s): 0071 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K

Preparer's Name: Rachel Wilson Date Prepared: September 13, 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 following evaluation refers to the Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Historic Context Addendum) (Diehlmann et al. 2024).

**LOCATION/SETTING**

Seward's Point Marina is on a 42.74-acre discontiguous parcel at the north end of Kent Narrows Way N. The parcel includes a small marshy island north of the marina and a portion of land on the southwest side of Kent Narrows Way N. The main portion of the parcel is a peninsula surrounded by water on three sides. The parcel is bound to the north by Kent Narrows, to the east by Narrows Point Townhouse development, to the south by US 50/301, and to the west by Kent Narrows and five commercial parcels. Also included in Seward's Point Marina are 18 docks extending into Kent Narrows.

The portion of the parcel southwest of Kent Narrows Way N. is composed of two connected triangular paved storage lots, the southern lot has a small grass-edged pond. Northeast of Kent Narrows Way N., the marina is mostly paved with strips of grass with trees running between paved circulation lanes and wooden boardwalks extending into Kent Narrows on the west,

**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**

north, east, and south edges of the marina. Parking lots run north-south along the center and west side of the parcel. The east side is reserved for boat parking and storage. Grass-covered islands are spread throughout the parking lot. Small areas throughout the marina are landscaped with grass, shrubs, and trees. A chain-link fence partially surrounds the center parking lot with gates at access points leading east to the boat slips and boat storage areas. The north end of Kent Narrows Way N. ends in a driveway providing access to the marina. A paved boat storage lot is near the northeast corner of the marina surrounded by chain-link fencing.

The island north of the marina and the portion of the parcel southwest of Kent Narrows Way N. do not contain buildings. The parcel northeast of Kent Narrows Way N. contains 20 buildings. Starting in the southwest corner of the marina and continuing clockwise, The View Restaurant and Red Eye's Dock Bar were constructed between 1963 and 1978 and circa 1990, respectively; a 1963-1978 restroom building is in the northwest corner of marina; three pavilions built between 1992 and 2005 and a 1963-1978 Maintenance Workshop with the post-2021 shed 3 run along a grass strip at the north edge of the marina; a post-2021 covered storage is in the northeast boat storage lot; four pavilions and shed 1, all built between 1992 and 2005, run along a grass strip on the east edge of the marina; one pavilion built between 1992 and 2005 is along the south edge of the marina. In the center parcel, east of the parking lot, is the circa-2000 Marina Office building. East of the Marina Office is the 2006 shed 2. South of the Marina Building is a 2002 inground pool, hot tub, pool pavilion, bar, and snack pavilion all built between 1999 and 2005. A playground is southwest of the pool and a tennis court and playground are south of the pool pavilion. A wood and plastic sign is west of the marina office at the north end of Kent Narrows Way N. It details the businesses in the Marina Office.

A current map of Safe Harbor Marina lists 18 docks. Moving clockwise beginning with a dock north of The View Restaurant, Dock A, was built between 1982 and 1992. A fueling dock built between 1963 and 1978 extends north, west of Red Eye's Dock Bar. Docks B and C, extending west, were built circa 1963. Dock D, extending northwest, and Dock E, jutting north, were constructed between 1997 and 2005. Docks G and F, extending north, were built between 1963 and 1978. Dock H extends northeast and was also built between 1963 and 1978. Docks I, J, K, and L were built between 1963 and 1978, they extend eastward into the water. Dock N, jutting east, was built between 1982 and 1989. Docks O, P, Q, R, and S were constructed between 1982 and 1989 and extend south into the water (Queen Anne's County var.; Safe Harbor Marina n.d.).

**RESOURCE DESCRIPTIONS**

***Maintenance Workshop, 1963-1978***

The one-story maintenance workshop is composed of concrete block, with an asphalt-shingle, side-gable roof and an asphalt-shingle, shed-roof addition to the west. The addition is clad in T1-11 siding. The eaves extend to the north. The south façade contains a 12-panel, four-light, metal roll-up door; a four-panel, two-light, metal single-leaf door; and two 12-panel, six-light metal roll-up doors. The west elevation lacks fenestration. The north elevation has an infilled window opening with an air conditioning unit and paired metal doors. The east elevation has a single-leaf metal door.

***Restroom Building, 1963-1978***

The restroom building is one-story, clad in weatherboard siding, and has an asphalt-shingle, side-gable roof. The east façade has a one-light vinyl awning window and a metal door. The south elevation lacks fenestration. The west elevation contains a metal door and a one-light vinyl awning window. Two one-light vinyl awning windows are on the north elevation.

***The View Restaurant, Built Between 1963-1978***

The original building is composed of an asphalt-shingle, side-gable, two-story block and an asphalt-shingle, side-gable, one-story wing to the east. Both are clad in T1-11 siding. A circa-2000 prominent, cross-gable, raised addition projects from the north elevation of the side-gable block. The addition is supported by wood posts. A two-story glazed elevator tower is at the east end. The first story of the north façade contains on the east addition a one-light metal door, a one-over-one vinyl hung sash window, and a metal door. On the main block are two one-light windows, a glazed door with sidelights, and a metal roll-up window in a small projection at the east end. The second story contains, a ribbon of nine one-over-one vinyl hung sash windows with transoms on the cross-gable addition. Behind the addition on the main block are a glazed metal door with sidelight and transoms and a ribbon of seven wood window openings with screens. Wood steps lead to a second-story door in the west elevation. The east elevation of the building contains two one-over-one vinyl hung sash windows in the second story of the main block. The cross-gable addition contains a glazed door and paired one-over-one vinyl hung sash windows with a transom in an incised porch with a T1-11-clad railing and wood steps. The first story of the south elevation was not

accessible. The second story contains a ribbon of three wood screened window openings and paired one-over-one vinyl hung sash windows, all near the west end. The first story of the west elevation was not accessible during survey. The second story contains a sliding vinyl window and two pairs of sliding vinyl windows.

***Red Eye's Dock Bar, circa 1990***

The one-story bar has an asphalt-shingle, front-gable roof with a sign mounted along the west slope. The north facade contains central, paired, glazed vinyl doors and flanking windows with roll-up metal screens. The west elevation contains two paired glazed vinyl doors and two windows with a metal roll-up screen. The east elevation contains three paired glazed vinyl doors and a one-light vinyl window. The south elevation was not accessible during survey.

***Marina Office, Circa 2000***

The Marina Office is a two-story building on a raised foundation clad in vinyl siding with an asphalt-shingle hipped roof. A one-story, asphalt-shingle hipped roof wing with a rooftop deck extends off the south half of the east elevation. A 5V-crimped metal, side-gable addition projects off the north half of the east elevation. An octagonal cupola with paired simulated-divided-light, six-over-six windows and a hipped roof is at the south end of the main block. Two-story incised porches on piers with picket railings and square posts span the west façade and the north and south elevations of the main block and wing. An accessibility ramp spans the west façade. The building contains storefronts composed of a glazed door with sidelights and transoms and paired flanking vinyl hung sash windows. In the first story, the windows are eight-over-eight, simulated-divided-light windows; the windows in the second story are one-over-one.

From north to south, the first story of the west façade contains a two-story stair tower with a hipped roof at the northwest corner; four storefronts, metal elevator doors, and three storefronts with wood steps. The second story contains four storefronts, metal elevator doors, and three storefronts. The north elevation contains three roll-up metal doors in the side-gable addition, and in the main block, three storefronts on the first and second stories. The east elevation of the wing contains two ribbons of three hung sash vinyl windows. A porch with picket railings and wood steps is north of the windows and leads to a door. The east elevation of the side-gable addition has a metal roll-up door, a single-leaf metal door, and two sliding vinyl windows. The second story of the main block was not wholly accessible and contains at least a single-leaf metal door to the roof deck on the wing. The first story of the south elevation contains two ribbons of two paired one-over-one vinyl hung sash windows with transoms, a one-over-one vinyl hung sash window, a glazed door with sidelights and transom, and paired 12-light vinyl doors with transoms in the main block. The wing lacks fenestration. The second story of the main block contains two ribbons of four one-over-one vinyl hung sash windows and two glazed doors with sidelights; a stairwell is east of the glazed door with sidelights.

***Pool Pavilion, Built Between 1999 and 2005***

The pool pavilion is open on all sides and the hipped asphalt-shingle roof is supported by wood posts.

***Snack Pavilion, Built Between 1999 and 2005***

The one-story, asphalt-shingle, hipped-roof building is clad in vinyl siding. The west façade and north and south elevations contain a window opening with a metal roll-up screen. The east elevation has a window opening with a metal roll-up screen and single-leaf door.

***Pool Bar, Between 1999 and 2005***

The asphalt-shingle, hipped-roof, one-story building is clad in vinyl siding. The west elevation has a window opening with a metal roll-up door. The north elevation lacks fenestration. The east and south elevations were not accessible during survey.

***Pavilions (8), Built Between 1992 and 2005***

The pavilions are scattered throughout the facility. Aerial imagery shows six pavilions have asphalt-shingle, hipped-gable roofs and two have metal-clad side-gable roofs.

***Shed 1, 1992-2005***

The prefabricated shed on brick piers is clad in T1-11 siding. The gambrel roof is clad in asphalt shingles. The west façade has paired T1-11 doors with an accessibility ramp. The south elevation lacks fenestration. The east and north elevations were not accessible during survey.

***Shed 2, 2006***

The prefabricated shed has a side-gable roof clad in asphalt shingles. The north façade has paired T1-11 doors. The east elevation lacks fenestration. The south and north elevations were not accessible during survey.

***Shed 3, post-2021***

The small shed-roof shed is clad in T1-11 siding. Paired screen doors are on the east elevation. The south, west, and north elevations lack fenestration.

***Covered storage, post-2021***

The covered storage is an open metal structure with a hipped roof clad in 5V-crimped metal.

***Other Features***

A 1982-1989 inground pool and hot tub are south of the Marina Office and are surrounded by a concrete deck.

**HISTORIC CONTEXT**

The Safe Harbor Marinas began as Seward's Point Marina. Seward's Point Marina was developed circa 1962 by Florence W. and Earl W. Seward on formerly unoccupied land (The Sun 1966, 93; The Star-Democrat 1983b, 10). Earl Seward was a Chester native who worked as a waterman after serving in the Navy in World War II (The Sun 1987, 57). Before its development, the land containing the marina was channelized to create travel channels and room for boat slips. A strip of land surrounding the marina to the east was left and developed for duplexes between 1992 and 2005; the community, outside the marina boundaries, is called Narrows Pointe (NETROnline var.).

Due to its proximity to the Chesapeake Bay, leisure boating has long been a popular pastime for those in Anne Arundel and Queen Anne's Counties, beginning in the late nineteenth century. Early-twentieth-century boating clubs in Baltimore consisted of the Boumi Yacht Club, Bush River Boat Club, and the Maryland Yacht Club. Anne Arundel County was served by the Annapolis Yacht Club, constructed in 1937, and enlarged in 1963 (Annapolis Yacht Club n.d.). Other smaller publicly and privately owned marinas ran north and south along the coastline. In 1959, Bert Jabin moved to Annapolis and developed the Bert Jabin Yacht Club on Back Creek (Wagner 2013, A1; Diehlmann et al. 2024, 4-108). There was an explosion of marina and harbor construction through the 1970s until Anne Arundel County issued an 11-month moratorium on construction and expansion to assess the environmental effects of these facilities on the Chesapeake Bay (Johnson 1978, C2).

Queen's Anne's County, too, profited from its waterways. The Chesapeake Bay, Kent Narrows, and a variety of creeks provided ample space for harbors and marinas. The Kent Island Yacht Club, on the south side of MD 18 west of the Kent Narrows Bridge, established in the early 1950s as part of David Nichols' Harbor View subdivision (QA-556) (Queen Anne's County Circuit Court 1966a; 1966b). The Kent Island Yacht Club continued expanding despite a fire that destroyed the clubhouse in 1969 (The Evening Sun 1969). In regards to marina development, Queen Anne's County aerials show that marinas generally started with a few docks and then expanded in the first decade of their existence; though many remained small. Seward's Point Marina started in the same pattern. The marinas began with five docks by 1963 and then by 1978, the number of docks expanded to 14 docks (Queen Anne's County var.)

By the early 1980s, Seward's Point Marina included 400 boat slips, a restaurant, a 35,000-square-foot covered boat showroom, and a tackle shop on 108 acres of land (The Star-Democrat 1983b, 10; Bowie 1981, 1). The marina was bought by Easton, Maryland, developer John H. Mears Jr. for $2.4 million and the name of the marina was changed to Mears Point Marina. At the time of purchase, Seward's Point Marina was the largest privately owned marina on the East Coast. Mears was also the owner of Annapolis-based Mears Marina built in the 1970s (Bowie 1981, 1). At an unknown point, the ownership of the Mears Point Marina was conveyed to Meisel & Cohen Properties (Dang 1998, 103). In comparison, a

newspaper list of marinas shows that most harbors had 25 to 150 boat slips. Mears Point Marina was the largest and Piney Narrows Marina was second with 300 slips (Record-Observer/Bay Times 1983).

Around 1980, the trend of "resort marinas" developed. These new types of marinas focused on recreational facilities like swimming pools and health and fitness centers (Holachek 1981, H2). One such resort marina was the Piney Narrows Yacht Haven (QA-723), established in 1966, but developed through the 1970s (The Sun 1980, C12; Diehlmann et al. 2024, 108). Piney Narrows Yacht Haven included amenities such as a swimming pool, lounge, laundromats, and picnic stations (Piney Narrows Yacht Haven n.d.). Mears Point Marina is an example of this trend with a circa-1983 pool added east of an existing L-shaped building, possibly the Poseidon Restaurant, in the center of the property (NETROnline var.; The Star-Democrat 1982, 11; 1983a, 27).

By 1989, aerials show nearly double the number of docks in Mears Point Marina since 1982. The increase was mostly located in a newly created channel in the southeast portion of the marina. The 35,00-square-foot covered boat showroom was either uncovered or replaced by two docks (NETROnline var.; Queen Anne's County var.; The Star-Democrat 1982, 11; 1983a, 27).

A wood warehouse was destroyed by a fire in early 1998. Mears Point Marina made plans to replace the burned building with the 30,000-square-foot Marina Office building. The circa-2000 Marina Office building contained offices, a clubroom, a bathhouse, and health and fitness club. The one-story wing contained the marine maintenance shop. With this new building and an increase in existing parking, the marina joined the public central water system. Plans to enclose an open porch on the second story of The View Restaurant (then Red Eye's Dock Bar) were submitted in 1999 to the Queen Anne's County Planning Commission for variance approval (Martin 1999, 24). In addition to the new Marina Office, the inground pool and hot tub and associated buildings were constructed post-fire.

Safe Harbors Marina bought the property in January 2020 from Meisel Holdings LLC of Rockville, Maryland, changing the marina name once again (Jaime 2020, A18).

**ELIGIBILITY DETERMINATION**

Seward's Point Marina 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 Historic Context Addendum recommends that, "marinas and yacht clubs could be considered eligible under Criterion A in the areas of recreation and commerce. To be considered eligible in the area of recreation and/or commerce, a marina or yacht club should be able to strongly demonstrate its important association with the trend of waterfront tourism and leisure." While Seward's Point Marina was at one time the largest privately owned marinas on the East Coast, it was one of many marinas on Kent Island to proliferate in the mid-twentieth century. The marina did not appear to influence the design and development of subsequent marinas and yacht clubs or further the trend of waterfront tourism or leisure. The marina was a later adopter of the resort marina trend and did not participate in the late-twentieth-century trend of condominium boat slips. Therefore, Seward's Point Marina is not eligible under Criterion A.

According to the Historic Context Addendum, "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. Owner Earl W. Seward was one of many Kent Island marina owners and does not appear to be historically significant in marina development. Therefore, Seward's Point Marina is not eligible under Criterion B.

According to the Historic Context Addendum, "given their [marinas and yacht clubs] ubiquity and innate need for continuous upgrades to remain safe, marinas are unlikely to be considered eligible under Criterion C." For a marina or yacht club resource "to be considered eligible, a marina should retain a majority of original character-defining elements and embody a type, period, or meth of construction." Given the continuous upkeep and upgrades to Seward's Point Marina, little of the original fabric and buildings of the mid-twentieth-century iteration of the marina remain. Many buildings were constructed in the late-twentieth-century and early-twenty-first century like the Marina Office. The arrangement of the docks reflects the late-twentieth-century iteration of the marina. Seward's Point Marina does not retain integrity of design, materials, or workmanship. Therefore, Seward's Point Marina is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 42.74 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0057, Parcel 0071 (2025). Tax account is 05-014972.

**REFERENCES**

Annapolis Yacht Club. N.d. "History." Annapolis Yacht Club. N.d. https://www.annapolisyc.com/History

Dang, Dan Thanh. 1998."Five-Alarm Fire Causes $1 Million in Damage at Mears Point Marina." The Sun (Baltimore, Maryland), January 30, 1998. https://www.newspapers.com/image/172315763/

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority, 2024).

Holecheck, James. 1981. "Condo Conversions at Marinas Bring Opportunities to Invest in Their Wake." The Sun (Baltimore, Maryland), February 22, 1981.

Jaime, Kristian. 2020. "Mears Point Marina Has New Names, New Owners." The Bay Times (Chester, Maryland), March 4, 2020.

Johnson, Janis. 1978. "Md. County Sets Moratorium on Marinas." The Washington Post, April 18, 1978.

Martin, Thomas. 1999. "Mears Point Marina Plan Considered." The Star-Democrat (Easton, Maryland), March 19, 1999. https://www.newspapers.com/image/

Piney Narrows Yacht Haven. N.d. "About Piney Narrows," Piney Narrows Yacht Haven. N.d. https://pineynarrowsyachthaven.com/about-piney-narrows-yacht-haven/

Queen Anne's County Circuit Court. 1966a. "Deed, Kent Island Yacht Club." Deed Book CWC 25, 232. Maryland State Archives.
-----. 1966b. "Deed, John A. Gardner and Kent Island Yacht Club." Deed Book CWC 25, 234. Maryland State Archives.

Queen Anne's County Historic Imagery. Var. GIS Viewer. Accessed Sept. 2024, https://gis.qac.org/historic.

Safe Harbor Marina. N.d. Map of Marina. https://shmarinas.com/locations/safe-harbor-narrows-point/.

The Evening Sun (Baltimore, Maryland). 1969. "Other Yacht Club Notes." January 17, 1969.

Record-Observer/Bay Times (Stevensville, MD). 1983. "An Abundance of Facilities for Boaters," March 30, 1983, On the Water edition. https://queenannes.advantage-preservation.com/.

The Star-Democrat (Easton, Maryland). 1981. "Mears Buys Seward's Point Marina for $2.4 Million." July 2, 1981. https://www.newspapers.com/image/91877157/
-----. 1982. "Advertisement, The Poseidon Restaurant." May 26, 1982. https://www.newspapers.com/image/
-----. 1983a. "Advertisement, Mears Point." July 8, 1983. https://www.newspapers.com/image/
-----. 1983b. "Florence Seward." August 5, 1983. https://www.newspapers.com/

The Sun (Baltimore, Maryland). 1966. "Advertisement, Turbocraft Jet Boats." May 15, 1966. https://www.newspapers.com/image/
-----. 1980. "Powerboat Show Opens in Annapolis." October 17, 1980.
-----. 1987. "Restauranteur Earl W. Seward Dies." September 25, 1987.

Wagner, Bill. 1976. "Legendary Annapolis Yacht Yard Owner and Sailor Bert Jabin Dies." The Sun (Baltimore, Maryland), October 14, 1976.

**QA-732**
**Seward's Point Marina**
600 Kent Narrows Way N.
Grasonville, Queen Anne County, Maryland



Historic Image 1: Seward's Point Marina, 1957 aerial.
Queen Anne's County Historic Imagery.



Historic Image 2: Seward's Point Marina, 1963 aerial.
Queen Anne's County Historic Imagery.



Historic Image 3: Seward's Point Marina, 1978 aerial.
Queen Anne's County Historic Imagery.



Historic Image 4: Seward's Point Marina, 1989 aerial.
Queen Anne's County Historic Imagery.



Historic Image 5: Seward's Point Marina, 1991 aerial.
Queen Anne's County Historic Imagery.



Historic Image 6: Seward's Point Marina, 1997 aerial.
Queen Anne's County Historic Imagery.



Historic Image 7: Seward's Point Marina, 2010 aerial.
Queen Anne's County Historic Imagery.




Historic Image 8: Map of Safe Harbor Marina.
Safe Harbor Marina n.d.

**MAPS**

**Seward's Point Marina**

Location: 600 Kent Narrows Way N.
City: Grasonville

QA-732
Queen Annes County



**MAPS**

**Seward's Point Marina**

Location: 600 Kent Narrows Way N.
City: Grasonville

QA-732
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles

Scale: 1:24,000

N

**PHOTOGRAPHS**



Photo 1 of 20: View along Dock C, looking west.




Photo 2 of 20: View of Dock D, looking southwest.

**PHOTOGRAPHS**




Photo 3 of 20: View of Dock, F, looking north.



Photo 4 of 20: Maintenance Workshop, south façade, looking north.

**PHOTOGRAPHS**



Photo 5 of 20: Restrooms, east façade and north elevation, looking southwest.



Photo 6 of 20: The View, east elevation and north façade, looking southwest.

**PHOTOGRAPHS**



Photo 7 of 20: The View, north façade, looking south.



Photo 8 of 20: Red Eye's Dock Bar, east elevation and north façade, looking southwest.

**PHOTOGRAPHS**



Photo 9 of 20: Marina Office, west facade and south elevation, looking northeast.



Photo 10 of 20: Marina Office, north elevation and west façade, looking southeast.

**PHOTOGRAPHS**



Photo 11 of 20: Marina Office, north elevation, looking southwest.



Photo 12 of 20: Marina Office, east and north elevations, looking southwest.

**PHOTOGRAPHS**




Photo 13 of 20: South elevation of Marina Office (left) and pool Bar (right), looking east.



Photo 14 of 20: Pool pavilion, east elevation, looking west.

**PHOTOGRAPHS**



Photo 15 of 20: Pool and Snack Pavilion, south elevation, looking northwest.



Photo 16 of 20: Pavilion along the east property line, looking east.

**PHOTOGRAPHS**



Photo 17 of 20: Shed 1, west façade and south elevation, looking northeast.




Photo 18 of 20: Shed 2, east elevation and north façade, looking southwest.

**PHOTOGRAPHS**




Photo 19 of 20: Safe Harbor Marina sign, looking northeast.



Photo 20 of 20: Covered Storage, looking north.

NR-ELIGIBILITY REVIEW FORM

QA-732 Seward's Point Marina

**PHOTO LOG**

Number of Photos: **20**
Name of Photographer: **Sara Wilson; Rachel Wilson**
Date of Photographs: **2023-12-06; 2024-06-19**
Location of Original Digital File: **MHT**
File Format: **QA-732_2023-12-06; 2024-06-19_01.tif… etc.**

*Photographs inserted on continuation sheets:*

Photo Name: QA-0732_2023-06-19_01.tif
Photo 1 of 20: View along Dock C, looking west.

Photo Name: QA-732_2023-12-14_02.tif
Photo 2 of 20: View of Dock D, looking southwest.

Photo Name: QA-732_2023-12-14_03.tif
Photo 3 of 20: View of Dock, F, looking north.

Photo Name: QA-0732_2023-06-19_04.tif
Photo 4 of 20: Maintenance Workshop, south façade, looking north.

Photo Name: QA-0732_2023-06-19_05.tif
Photo 5 of 20: Restrooms, east façade and north elevation, looking southwest.

Photo Name: QA-0732_2023-06-19_06.tif
Photo 6 of 20: The View, east elevation and north façade, looking southwest.

Photo Name: QA-0732_2023-06-19_07.tif
Photo 7 of 20: The View, north façade, looking south.

Photo Name: QA-0732_2023-06-19_08.tif
Photo 8 of 20: Red Eye's Dock Bar, east elevation and north façade, looking southwest.

Photo Name: QA-0732_2023-12-14_09.tif
Photo 9 of 20: Marina Office, west facade and south elevation, looking northeast.

Photo Name: QA-0732_2023-06-19_10.tif
Photo 10 of 20: Marina Office, north elevation and west façade, looking southeast.

Photo Name: QA-0732_2023-06-19_11.tif
Photo 11 of 20: Marina Office, north elevation, looking southwest.

Photo Name: QA-0732_2023-06-19_12.tif
Photo 12 of 20: Marina Office, east and north elevations, looking southwest.

Photo Name: QA-0732_2023-06-19_13.tif
Photo 13 of 20: South elevation of Marina Office (left) and pool Bar (right), looking east.

Photo Name: QA-0732_2023-06-19_14.tif
Photo 14 of 20: Pool pavilion, east elevation, looking west.

Photo Name: QA-0732_2023-06-19_15.tif
Photo 15 of 20: Pool and Snack Pavilion, south elevation, looking northwest.

Photo Name: QA-0732_2023-06-19_16.tif
Photo 16 of 20: Pavilion along the east property line, looking east.

**PHOTO LOG**

Photo Name: QA-0732_2023-06-19_17.tif
Photo 17 of 20: Shed 1, west façade and south elevation, looking northeast.

Photo Name: QA-0732_2023-06-19_18.tif
Photo 18 of 20: Shed 2, east elevation and north façade, looking southwest.

Photo Name: QA-0732_2023-12-14_19.tif
Photo 19 of 20: Safe Harbor Marina sign, looking northeast.

Photo Name: QA-732_2024-06-19_020.tif
Photo 20 of 20: Covered Storage, looking north.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Watermen's Boat Basin** Inventory Number: **QA-733**

Address: 3000 Wharf Drive Historic District: No

City: Chester Zip Code: 21617 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Commissioners of Queen Anne's County Tax Account ID Number: 04-069528 and 04-069536

Tax Map Parcel Number(s): 0369 and 0363 Tax Map Number: 0057

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Francesca Maisano Date Prepared: August 12, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The Watermen's Boat Basin is a 6.7-acre marina with an enlarged 1950s basin, a circa-1982 and 1990 emergency services station, a circa-1990 equipment shed, and approximately 160 boat slips built in 2010. It is bounded to the north by the right of way for MD 18/Main Street, west by agricultural land, south by Wharf Drive, and east by Kent Narrows. The basin is U-shaped, open to Kent Narrows on the east side and lined with concrete and on the north, west, and south sides. Boat slips line the north and south sides of the basin. North of the basin is Medic Drive, included within the parcel. The emergency services station is west of the basin by the west property line. The equipment shed is northeast of the station and northwest of the basin. A commemorative plaque, in a gravel enclosure lined with a wood fence, is in the southeast corner of the marina.

**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

***Queen Anne's County Emergency Services Station 200, ca. 1982 and ca. 1990***

Queen Anne's County Emergency Services Station 200 is composed of two parts: a shorter, circa-1982 north section with an asphalt-shingle, side-gable roof and a taller, circa-1990 south section with an asphalt-shingle hipped roof (NETROnline, n.d.; Queen Anne's County, n.d.-a, 200). Both sections are concrete-block and one-story tall. The east façade has a single-leaf metal door, a roll-up door, and two single-light fixed windows in the circa-1990 section and a single-leaf metal door, a roll-up door, and a one-over-one sash window in the circa-1983 section. The south elevation was partially visible at the time of survey and has at least one single-leaf door. The west and north elevations were not visible at the time of survey. Online imagery show four windows in the circa-1990 section's west elevation (Nearmap 2023).

***Equipment Shed, ca. 1990***

The equipment shed was built between 1989 and 1991 (Queen Anne's County, n.d.b.). It is one-story with a side-gable, asphalt-shingle roof. The east façade is open, while the north and south elevations have vertical siding and small openings at the top of the walls. The west elevation was not visible at the time of survey.

***Boat Slips, reconstructed 2009-2010***

The approximately 160 boat slips, including bulkheads, piers, and pilings, were built between 2009 and 2010 (Shaum 2010). The piers are wood and roughly rectangular, though slightly tapered at the waterside ends. The pilings are wood and cylindrical, with some topped with metal cones. The bulkhead is wood.

## HISTORIC CONTEXT

Prior to the development of the marina, the Watermen's Boat Basin was part of 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).

The location of the Watermen's Boat Basin, formerly known as the Kent Narrows Marina, was "wide open farmland" in the early twentieth century (Shaum 2010). Wharf Drive formed part of the road that ran from Stevensville across Kent Island, which included a bridge over Kent Narrows, while the Baltimore and Eastern Railroad ran across the current location of Medic Drive before bridging over Kent Narrows. In the 1930s, the Gardner family donated the basin land for use by watermen. However, the basin itself wasn't built until the 1950s (Shaum 2010; Queen Anne's County n.d.-b). In 1951, the County Commissioners of Queen Anne's County and John A. Gardner Jr. exchanged adjacent 1/3-acre parcels of land where the marina now is (County Commissioners of Queen Anne's County 2006). By 1957, the first iteration of the basin was constructed by the county. It was half the size of the current basin and only paved on the Wharf Drive side, as the railroad on the north side was still extant. The old bridge over Kent Narrows that had connected with Wharf Drive was demolished and a new Kent Narrows bridge (QA-542) was built north of the marina and railroad in 1951 as part of the state's building campaign to improve US 50/301 in anticipation of the opening of the Chesapeake Bay Bridge (NETROnline n.d.; Henry 2004). In 1958, the Baltimore and Eastern Railroad Company sold the county the 1.66-acre railroad easement. In 1971 and 1972 Queen Anne's County worked on the marina, which included adding 606 feet of timber bulkheads and 86 boat slips, using matching grant funds from the Maryland Department of Natural Resources Waterway Improvement Fund. Using the Waterway Improvement again, the county added 70 additional boat slips in 1977 (County Commissioners of Queen Anne's County 2006). By 1982 the basin was expanded to the west, becoming its current size (NETROnline, n.d.).

The north section of what is today Queen Anne's County Emergency Services Station 200 was built at the west end of the marina around 1982. The equipment shed northeast of the station was built between 1989 and 1991 (Queen Anne's County, n.d.b.). The south section of the emergency services station was built in 1990 and dedicated as Station 100, "only the 2nd Advanced Life Support station in the county" "to cover the increasing need for Advanced Life Support in the southern part of the county" (Queen Anne's County n.d.a., 200). The county began providing electricity to the marina's slips in 1991 and maintenance dredging occurred in 1992 (County Commissioners of Queen Anne's County 2006).

Through a resolution passed by the County Commissioners of Queen Anne's County in 2008, the Kent Narrows Marina was officially renamed Heritage Harbor, though a vote the prior year had renamed it the Queen Anne's County Watermen's Boat Basin (Shaum 2008; Surowiec 2007). The resolution also mandated that 80% of the slips be reserved for watermen, the

approximate percentage already used by watermen, and that watermen get preference on the rental slip waiting list. The resolution was passed “to recognize that the Queen Anne’s County’s Waterman’s Boat Basin at Kent Narrows is necessary for the continued viability of an irreplaceable fleet” and stated that the marina was “in the heritage area historically linked to that industry” (Shaum 2008). Unrelatedly, the station was also renamed Station 200 in 2008 (Queen Anne’s County n.d.a.). In 2009 and 2010 the marina underwent a $3 million reconstruction project, which included the replacement of all piers, bulkheads, and pilings. The new slips were larger than the previous ones. In November 2010, this 160-slip “newly reconstructed principal harbor for the County’s commercial fishing vessels” was reopened and dedicated as the Watermen’s Boat Basin, the “premier watermen’s facility in the state” that is “home to perhaps the largest concentration of Bay workboats in Maryland” (Shaum 2010; 2010 Queen Anne’s County Board of Commissioners 2010) The commemorative plaque was placed at the marina at this time. Soon after the dedication, the area surrounding the basin was also repaved (Shaum 2010).

**ELIGIBILITY DETERMINATION**

The Watermen’s Boat Basin 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 Watermen’s Boat Basin 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). While the Watermen’s Boat Basin is associated with Queen Anne’s County’s commerce, it is primarily associated with commercial fishing rather than leisure. In addition, though it has a strong association with Queen Anne’s County’s fishing heritage, the existing harbor was “newly reconstructed” in 2009-2010; the majority of the resources, other than the non-fishing related emergency services station and the equipment shed, date to this reconstruction. The emergency services station is also not related to the marina’s significance relating to the county’s watermen. Therefore, the Watermen’s Boat Basin is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the Watermen’s Boat Landing 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.” To be eligible marinas 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 include piers, docks, boat slips, non-boating amenities such as clubhouse and pool, and restrooms (Diehlmann et al. 2024, 6-127). The Watermen’s Boat Basin does not embody the distinctive characteristics of a type, period, or method of construction since it has been largely reconstructed and does not retain its original features. Research has found no association with a master, nor does the resource have high artistic value. Its original character-defining elements, including boat slips and boardwalks, were replaced in the twenty-first century. Therefore, the Watermen’s Boat Basin is not eligible under Criterion C.

The resource was not evaluated under Criterion D.

**BOUNDARY DESCRIPTION**

The property encompasses 6.7 acres and is confined to the current property tax parcels, which are found on Queen Anne’s County Tax Map 0057, Parcels 0369 and 0363 (2024). Tax accounts are 04-069528 and 04-069536. The property also includes the man-made basin between the two parcels.

**REFERENCES**

County Commissioners of Queen Anne's County. 2006. "Queen Anne's County Commission Minutes." Record Observer (Easton, MD), September 29, 2006. Newspapers.com.
------. 2010. Plaque at Watermen's Boat Basin. Plaque.

Diehlmann, Nicole A., Sarah Groesbeck, Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Henry, Geoffrey. 2004. SHA Bridge N. 1700600. Maryland Historical Trust Determination of Eligibility Form QA-542. Crownsville, MD: Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-542.pdf.

Nearmap. 2023. "Nearmap." 2023. https://apps.nearmap.com/maps/.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County. n.d.-a. "Facilities: Station 200." Queen Anne's County, Maryland. Accessed August 12, 2024. https://www.qac.org/Facilities/Facility/Details/Station-200-5.
———. n.d.-b. "Queen Anne's County Historic Image Viewer." Accessed January 31, 2024. https://gis.qac.org/historic.

Shaum, Jack. 2008. "80 Percent of Narrows Slips for Watermen Use." Record Observer (Easton, MD), May 30, 2008. Newspapers.com.
———. 2010. "Watermen's Boat Basin at Narrows Dedicated." The Kent Island Bay Times (Chester, MD), November 3, 2010. Newspapers.com.

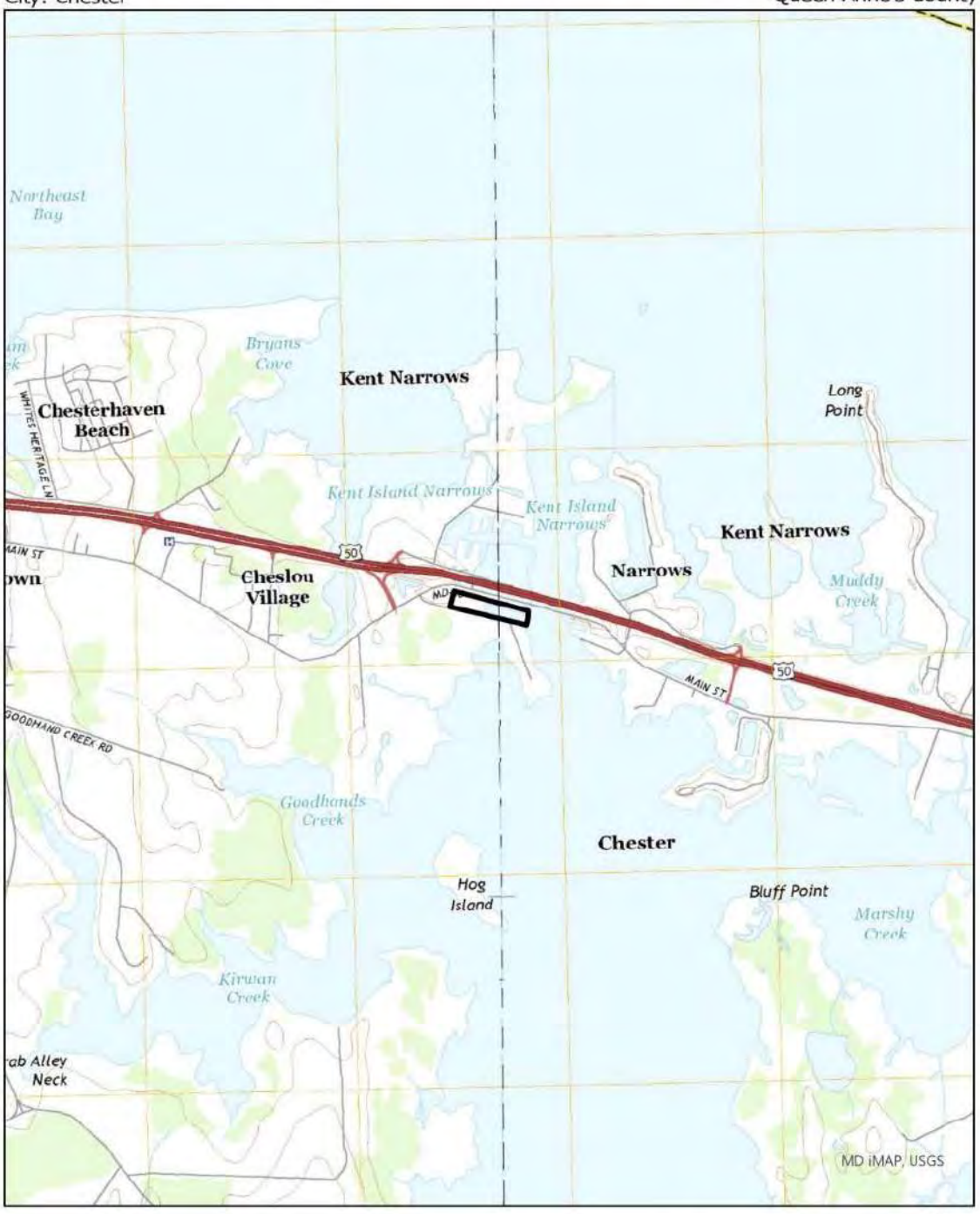
Surowiec, Konrad. 2007. "Development Timetable Moved Up." Record Observer (Easton, MD), March 23, 2007. Newspapers.com.

**MAPS**

**Watermen's Boat Basin**

Location: 3000 Wharf Drive
City: Chester

QA-733
Queen Anne's County




USGS 7.5' Quadrangle - Kent Island/Queenstown

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Watermen's Boat Basin**

Location: 3000 Wharf Drive
City: Chester

QA-733
Queen Anne's County



**PHOTOGRAPHS**



Photo 1 of 6: Overview of Watermen's Boat Basin, looking east



Photo 2 of 6: Overview of Watermen's Boat Basin, basin, emergency services station, and equipment shed, looking northwest

**PHOTOGRAPHS**



Photo 3 of 6: Watermen's Boat Basin, emergency services station, south elevation and east façade, basin, and equipment shed, looking northwest



Photo 4 of 6: Watermen's Boat Basin, basin, piers and electrical utility boxes, looking northwest

**PHOTOGRAPHS**



Photo 5 of 6: Watermen's Boat Basin, basin, looking southwest



Photo 6 of 6: Watermen's Boat Basin, end of basin and commemorative plaque display, looking east

NR-ELIGIBILITY REVIEW FORM

QA-733 Watermen's Boat Basin

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-05**
Location of Original Digital File: **MHT**
File Format: **QA-733_2023-12-05_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-733_2023-12-05_01.tif
Photo 1 of 6: Overview of Watermen's Boat Basin, looking east

QA-733_2023-12-05_02.tif
Photo 2 of 6: Overview of Watermen's Boat Basin, basin, emergency services station, and equipment shed, looking northwest

QA-733_2023-12-05_03.tif
Photo 3 of 6: Watermen's Boat Basin, emergency services station, south elevation and east façade, basin, and equipment shed, looking northwest

QA-733_2023-12-05_04.tif
Photo 4 of 6: Watermen's Boat Basin, basin, piers and electrical utility boxes, looking northwest

QA-733_2023-12-05_05.tif
Photo 5 of 6: Watermen's Boat Basin, basin, looking southwest

QA-733_2023-12-05_06.tif
Photo 6 of 6: Watermen's Boat Basin, end of basin and commemorative plaque display, looking east

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Oyster Cove Water Treatment Plant** Inventory Number: **QA-734**

Address: 3232 Main Street Historic District: No

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: County Commissioners of Queen Anne's County Tax Account ID Number: 032598

Tax Map Parcel Number(s): 0653 Tax Map Number: 0058D

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson and Laura van Opstal Date Prepared: September 30, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The Oyster Cove Water Treatment Plant is a 0.92-acre waterfront, water treatment facility the south side of MD 18 (Main Street), approximately 0.12 miles south of US 50/301 in Grasonville. The property is bounded by MD 18 to the north, a wooded parcel to the east, Wells Cove to the south, and a residential parcel to the west. The parcel contains three buildings and water storage tanks; mature trees occupy the southwest and southeast portions of the parcel. The lot is enclosed with a chain-link fence on the northwest, northeast, and southeast sides.

**RESOURCE DESCRIPTIONS**

***Pump Station 1, 1987***

The largest building of the facility is the pump station. It is clad with running bond brick and has a standing seam metal, front-gable roof and a concrete foundation. The northwest facade contains paired metal doors accessed by a set of concrete steps with metal

**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***

handrails. A small vent is under the gable, and piping exits the upper corner of the building near the south end of the elevation. The northeast elevation has no fenestration but does feature a round plaque that reads "Queen Anne's County – 1706" with the county seal. Two vents are the only details on the southeast elevation. The southwest elevation was not accessible at the time of survey.

***Sanitary Facility Collection Station H, 1987***

The sanitary facility collection station building has a standing seam metal hipped roof, brick veneer laid in running bond, and a concrete foundation. The northeast facade has paired metal doors accessed by concrete steps with metal handrails. The northwest elevation has a vent and attached pipes near the south end. The southwest elevation was not accessible at the time of survey. The southeast elevation has no fenestration; two small electrical boxes are attached to the center of the elevation.

***Water Filtration Building, circa 1990***

The circa 1990 filtration building is located west of the main building and pump station. It has a flat metal roof and is clad with 5v metal. The northeast facade contains a one-bay, metal roll-up door and one metal door with a vent. The northwest elevation contains one metal door. The visible sections of the southeast elevation have no fenestration, and the southwest elevation is connected to multiple tanks with pipes. A small shed addition with a metal roof and wood frame is also on the southwest elevation.

***Water Storage Tanks, circa 1990***

Two large, white water storage tanks were added to the facility circa 1990 south of the filtration building. They are two different sizes: one stores 20,000 gallons, while the second stores up to 180,000 gallons. Both have metal ladders that lead to the top with metal railings that face the northeast.

**HISTORIC CONTEXT**

As evidenced by the surrounding waterfront community, and the expansion of suburbanization in the larger surrounding area, this facility's construction fits within the larger trend of a necessary increase of public utilities needed to support the growth during the late twentieth century, following the construction of the Bay Bridge. Most facilities constructed in this period were focused on larger, interconnected networks and facilities, but the facilities most commonly built in suburban areas were the smaller nodal structures, such as pumping stations, telephone exchanges or electrical substations (Manning et al. 2019). However, the unique demands of waterfront communities in areas with a low water table, such as nearby Oyster Cove Condominiums (QA-731), on which construction began in 1985, and other late-twentieth-century residential development in county, required the expansion of public utilities. This ensured delivery of clean water to residents and proper, safe disposal of sewage. The county constructed systems in and around new residential subdivisions; sometimes, developers of the communities would construct the treatment facilities and later turn them over to the county to maintain and operate (Diehlmann et al. 2024, 6-128).

The land that the facility is constructed on was owned by Walter E. and Margaret L. Thompson, who sold the property to Oyster Cove Limited Partnership of the State of Maryland in 1985 (MDLANDREC 243/823). Oyster Cove Limited Partnership constructed the waterfront condominiums west of the facility and sold the land containing the facility to the County Commissioners of Queen Anne's County in 1987 (MDLANDREC 293/727).

The Oyster Cove Water Treatment Plant is part of a larger water treatment system serving Queen Anne's County and includes approximately 15 water supply systems (as of the 2011 Comprehensive Water and Sewerage Plan). The pump station at the plant (pump station 1) contains two six-foot wells that draw from the Aquia Aquifer and produces an estimated 83,000 gallons per day for the county (DPW 2011). A maximum capacity of 234,000 gallons can be produced per day under a 20-hour schedule, but according to the site permit, it is restricted to 95,800 gallons per day. The actual production in 2009 had an estimated "Average Daily Net Production" of 83,000 gallons per day. Two storage tanks are on site, one holding 20,000 gallons and one holding 180,000 gallons. When the Oyster Cove Treatment Plant was connected to the other plants in the system, a 12-foot water main was constructed bridging the Bridgepointe site to Oyster Cove, then Oyster Cove to the Grasonville Water Main Interconnector (DPW 2011).

**ELIGIBILITY DETERMINATION**

The resource 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.

Research has revealed no association with events or historic trends that made significant contributions to history. According to the 2024 Context Addendum, individual components of water treatment systems, like water treatment plants and pump stations, are

unlikely to demonstrate significance in suburban trends and therefore are not likely to be eligible under Criterion A because the suburban trends of utility expansion are best represented by larger projects (Diehlmann et al. 2024, 6-129). The Oyster Cove Water Treatment Plant is part of the overall Queen Anne's County water treatment system and was constructed by a residential developer in association with a waterfront condominium development. While it is a representation of the utility expansion associated with this rapid waterfront development in Kent Island and throughout Queen Anne's County, the individual plant did not significantly affect community planning or growth. Therefore, the resource is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, the resource is not eligible under Criterion B.

The Oyster Cove Water Treatment Plant contains simple brick buildings consistent with water treatment and other utility buildings throughout the county in the late-twentieth century. It does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, 3232 Main Street is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 0.92 acres and is confined to the current property tax parcel, which is found on Queen Anne's County Tax Map 0058D, Parcel 0653 (2025). Tax account is 032598.

**REFERENCES**

Department of Public Works, Planning & Zoning, and Environmental Health. 2011. Queen Anne's County 2011 Comprehensive Water and Sewerage Plan. (Queen Anne's County, MD: Department of Public Works, Planning & Zoning, and Environmental Health).

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Google Earth. 2024. Aerial imagery.

Manning, Matt; Danae Peckler; Kerri Barile; Christeen Taniguchi; and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2023. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

**Oyster Cove Water Treatment Plant**

Location: 3232 Main Street
City: Grasonville Queen Annes County




USGS 7.5' Quadrangle - Queenstown

Scale: 1:24,000

**MAPS**

**Oyster Cove Water Treatment Plant**

Location: 3232 Main Street

City: Grasonville Queen Annes County



**PHOTOGRAPHS**

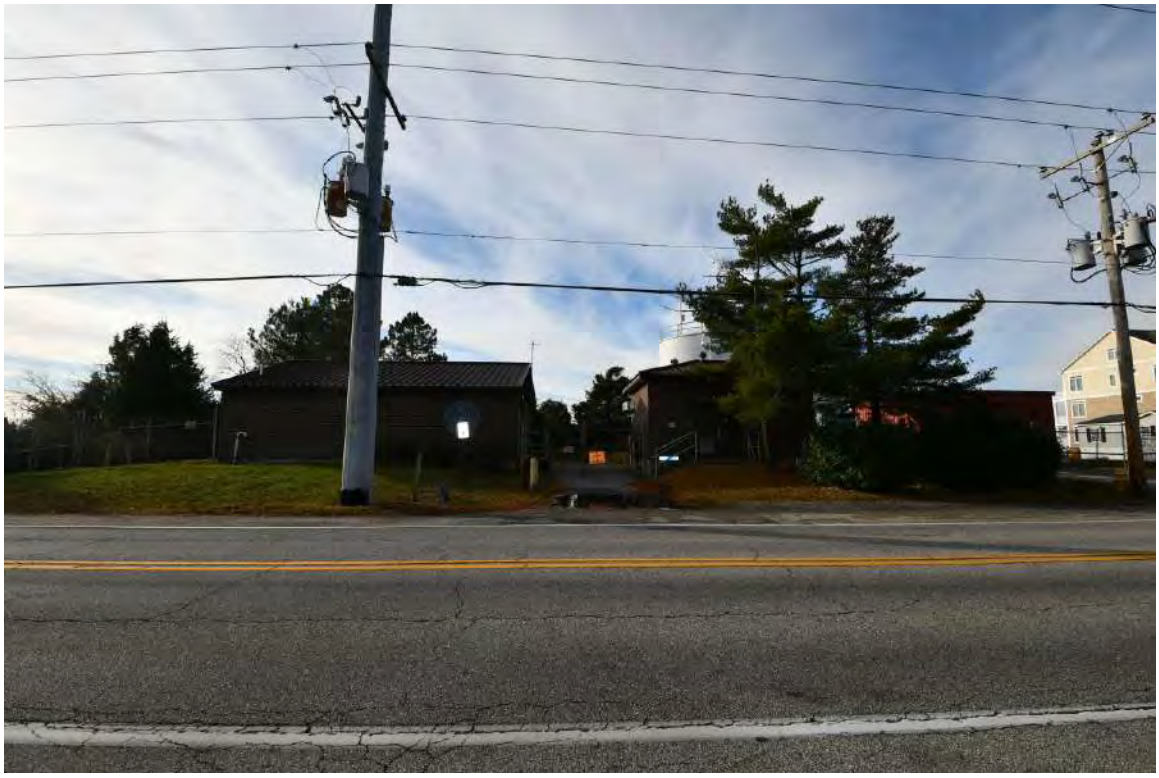


Photo 1 of 6: Overview of facility, looking southwest



Photo 2 of 6: Overview of facility, looking west

**PHOTOGRAPHS**




Photo 3 of 6: Sanitary Facility Collection Station H, northeast and northwest elevations, looking southeast




Photo 4 of 6: Pump Station 1, northeast and southeast elevations, looking west

**PHOTOGRAPHS**



Photo 5 of 6: Water Filtration Building, northeast and southeast elevations, looking southwest



Photo 6 of 6: Water Storage Tanks, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-734 Oyster Cove Water Treatment Plant

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-04**
Location of Original Digital File: **MHT**
File Format: **QA-734_2023-12-04_01.tif… etc.**

*Photographs inserted on continuation sheets:*

TQA-462_2024-08-08_1.tiff
Photo 1 of 6: Overview of facility, looking southwest

TQA-462_2024-08-08_2.tiff
Photo 2 of 6: Overview of facility, looking west

TQA-462_2024-08-08_3.tiff
Photo 3 of 6: Sanitary Facility Collection Station H, northeast and northwest elevations, looking southeast

TQA-462_2024-08-08_4.tiff
Photo 4 of 6: Pump Station 1, northeast and southeast elevations, looking west

TQA-462_2024-08-08_5.tiff
Photo 5 of 6: Water Filtration Building, northeast and southeast elevations, looking southwest

TQA-462_2024-08-08_6.tiff
Photo 6 of 6: Water Storage Tanks, looking southeast

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Carter-Nesbit Farm** Inventory Number: **QA-735**

Address: 221 Nesbit Road Historic District: No

City: Grasonville Zip Code: 21638 County: Queen Annes

USGS Quadrangle(s): Queenstown

Property Owner: River Farms Agricultural Products, LLC Tax Account ID Number: 05-012376

Tax Map Parcel Number(s): 058F Tax Map Number: 0465

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Emily Dodson Date Prepared: November 6, 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: No Listed: No

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

Description of Property and Justification:

**LOCATION/SETTING**

The Carter-Nesbit Farm at 221 Nesbit Road is on a 67.75-acre parcel north of US 50/301 in Grasonville. It is bounded to the northeast by Nesbit Road, to the southeast by Winchester Creek Road, and to the southwest and northwest by heavily wooded parcels. The property contains a circa-1915 house and well house; a circa-1940 house, shed, two silos, and barn; a circa-1975 equipment shed; a circa-1980 barn; circa-2007 tennis courts and in-ground pool; a circa-2008 coop/run; a circa 2013 equipment shed; a circa-2020 sawmill shed; and a circa 2024 equipment shed, greenhouse, and equestrian arena. Most of the buildings are at the north end of the parcel. Two abandoned structures overgrown with vegetation are near the center of the parcel's northeast edge and are surrounded by overgrown fields. The buildings at the northwest corner of the parcel are backed by woods to the northwest and face open agricultural land on the southeast and southwest. These buildings are accessed via a gravel driveway that runs southwest from Nesbit Road with offshoots between the buildings. The parcel is primarily composed of farmland, while the southeast quarter is densely wooded.

**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(S)**

***Abandoned House, circa 1915***

This two-story house faces northeast along Nesbit Road. It consists of a three-bay main block with a two-bay telescoping wing to the southeast. It features a rectangular plan, a side-gable metal roof, and horizontal wood shiplap siding. The entire structure is almost completely obscured by dense vegetation and is in a ruinous condition. The remaining windows appear to be one-over-one hung sashes, some with louvered shutters. In the main block, the center of the northeast façade has a small, one-bay, shed-roof porch with square wood posts. The foundation, porch floor, and entrance were not observed. The main block's second story has three symmetrical windows. At the wing, the northeast façade has two windows each on the first and second stories. The southeast elevation has no visible fenestration. The southwest and northwest elevations were not accessible during survey.

***Well house, circa 1915***

The small, one-story well house is southeast of the abandoned house. It has a metal gable roof and wood cladding. Only the northeast elevation was viewed during survey, and it lacks fenestration.

***House, circa 1940***

The Colonial Revival has two-and-a-half stories, an L-shaped plan, an asphalt-shingle side-gable roof, replacement vinyl siding, and a continuous concrete block foundation. Two central interior brick chimneys pierce the ridgeline of the roof. Windows throughout the house include single-hung, replacement vinyl six-over-six sashes with fixed shutters, unless otherwise noted. The northeast façade was not accessible during survey, however a vantage point from the northwest and current aerial imagery shows a partial view of a central cross-gable and a one-story porch with four bays and square posts. The southeast elevation features two centered windows on each story and a wood rounded arch, six-over-six window in the half story. The southwest elevation of the house has a window and a door opening on the first story and a window and a six-by-six vinyl sliding sash window with fixed shutters on the second story. A small one-story shed-roof addition extends from the north end of the southwest elevation. The southeast elevation of the shed addition has a single window and a wood panel door with a fixed four-pane window. The southwest and northwest elevations of the shed extension are covered in overgrown foliage; the northwest elevation has a partially visible square window. The northwest elevation is mostly obscured by overgrown foliage but appears to mirror the southeast elevation.

***Storage shed, pre-1957***

Immediately southwest of the pre-1937 house is a small one-story shed with a metal front-gable roof, replacement vinyl siding, and a concrete block pier foundation. The southeast elevation has an open door frame and the southwest elevation has an aluminum awning window. The northwest elevation was not accessible during survey, and the northeast elevation mirrors the southwest.

***Two-story barn, pre-1957***

The two-story barn, repurposed and remodeled, is southwest of the pre-1937 house. It has a 5V metal front-gable roof with hay hoods, wood shingle siding, and a continuous concrete-block foundation. A large vent is on the roof ridge near the southwest end, and a concrete block addition with a 5V metal gable roof was added to the southeast elevation via a hyphen addition prior to 1957. All windows are square replacement vinyl, unless otherwise noted. The northeast facade has a central wood door and a single window to the south. In the gable peak are three ribbons of three windows each, with triangular windows in the top row, square in the second, and vertical rectangular windows for the bottom row. The southeast elevation has five windows north of the addition and four south of the addition. The northeast elevation of the concrete block addition has two windows and wood shingles in the gable peak, as well as a door in the hyphen that connects it to the barn. The addition's southeast elevation has three windows. The southwest elevation of the addition was partially obscured by vegetation but appears to have a window. The southwest elevation of the barn mirrors the northeast facade. The northwest elevation of the barn has a two-bay opening near the northwest corner that appears to serve as a storage area or vehicle garage. It is supported by two square wood posts. To the south are five windows and a small, enclosed, protruding gable entrance that has a wood door and two windows, one on each of the northeast and southwest walls. Near the southwest corner of the barn is another wood door entrance, which is raised in between the first and second story, and is accessible by a wood staircase.

***Silos (2), pre-1957***

Adjacent to the northwest elevation of the barn are two nearly identical concrete stave silos. They have multiple metal bands, and metal domed caps. Both silos also have access ladders that face the northwest, and concrete stave chutes. The northern silo has its chute on the southeast side, and the southern silo has its chute on the northeast side. Additionally, the south silo's south side has been converted to a rock-climbing wall.

***Two-and-a-half-story barn, pre-1957***

The two-and-a-half-story barn is east of the two-story barn, on the opposite side of the driveway. It has a 5V metal, steeply pitched, front-gable roof, wood shingle siding, and a continuous concrete block foundation. The northwest elevation has two square windows and a wood door on the first story and two openings that are covered in plywood on the second story. The northeast elevation has only a plywood-covered opening on the second story. The southeast elevation was not accessible during survey. A single wood door is on the first story of the southwest elevation.

***Equipment shed, circa 1975***

The one-story, four-bay wood-frame equipment shed is west of the pre-1937 house and has a metal side-gable roof with a shed extension to the northwest, and vertical wood siding. The southeast façade is open, with unsawn log supports set on gravel. The southwest elevation is enclosed, and the northwest elevation has four open bays supported by squared wood posts. The northeast elevation is enclosed.

***Barn, circa 1980***

The large, one-and-one-half-story metal barn is southwest of the pre-1957 barn and silos and has a 5V metal gable roof, 5V metal cladding, and a poured concrete foundation. The southeast elevation has five one-bay roll-up doors, two of which have four windows each, and two pedestrian doors between the first and second bays and fourth and fifth bays. A concrete apron leads up to each door. The southwest elevation lacks fenestration and the northwest elevation was not accessible during survey. The northeast elevation has one central roll-up door and a pedestrian door.

***Pool, circa 2007***
The L-shaped, in-ground pool is south of the 2.5-story barn, on the east side of the driveway. A paved path lined with mulch and bushes leads to the north end of the pool from the drive. It is set atop a slight hill and surrounded by a grass-covered area enclosed by chain-link fence. The pool is surrounded by a concrete patio with full-width steps leading into the pool at the east end. A pump station atop a concrete pad is to its southwest.

***Tennis Court, circa 2007***
The tennis court is south of the pool, oriented northwest-southeast and is enclosed by a two-tier chain-link fence. Two basketball nets are positioned opposite one another at the northwest end of the court. A gate in the chain link fence provides access to the court at the north corner.

***Coop/Run, circa 2008***

The coop is between the two equipment sheds that are west of the pre-1937 house. It has a metal-clad skillion roof with exposed rafter tails, horizontal wood siding in between the roof lines, and vertical wood siding. The southeast elevation overlooks two half-height wood-frame chicken runs bisected by a path leading to the coop's central wood door. The runs are wrapped in chicken wire and have doors in their southeast elevations. The southeast elevation behind the runs has five window openings. The southwest elevation was not accessible, and the northwest elevation lacks fenestration. The northeast elevation has a central wood door.

***Equipment shed, circa 2013***

Set on gravel, this one-story equipment shed, west of the silos, has a 5v metal side-gable roof. The northeast elevation has three unevenly spaced open bays and the remaining three elevations are enclosed with wood board-and-batten siding and lack fenestration.

***Sawmill shed, circa 2020***

The one-story wood-frame shed, southwest of the circa 1980 barn, has a metal gable roof and seamed metal cladding in the gable peaks. The entire structure is open, with square wood posts and wood braces; it is set partially on the gravel drive. The southeast and northwest elevations are completely open without dividing supports, while the southwest and northeast elevations have five open bays.

***Equipment shed, circa 2024***

The one-story equipment shed is south of the circa-2020 sawmill shed and has a metal shed roof, squared wood posts, and is set in concrete. The northeast elevation is partially clad in seamed metal but is otherwise open. The northwest and southeast elevations have five open bays, and the southwest elevation was not accessible.

***Greenhouse, circa 2024***

The greenhouse is a clear, metal-framed, front-gable roof building with spikes along the roof ridge. Its southwest elevation appears to have a central entrance and there are two operable skylights on the northwest slope of the roof. Additional openings and elevation material were not observed during survey.

***Partially constructed equestrian arena, circa 2024***

This structure is northeast of the two-and-a-half story barn on the east side of the driveway. In aerial imagery it is covered by a large tarp but appears to resemble an oval riding arena. The partially constructed exterior walls were visible during survey and consist of concrete wing walls at the ends of the oval, joined by short wood picket fences.

**HISTORIC CONTEXT**

Queen Anne's County was historically rural and agricultural from the colonial period into the mid-twentieth century. Early development of the county focused near commercial ports, including Grasonville and Queenstown, west and east of River Camp Farm, respectively (Diehlmann et al. 2024, 2-10, 25). The current parcel was part of a much larger estate known as Walsey, which was the namesake of a nearby Queen Anne's Railroad station (Baltimore Sun, 1901). In 1909, Edwin A. and Lucy H. Spear sold the 332-acre Walsey farm to Summerfield Tilghman, a member of an early prominent family in Queen Anne's County (Baltimore Sun, 1909). John H. C. Legg purchased a tract of the Walsey farm containing 103.5 acres in 1914 (QACCC 1914, WFW 6/136). Two years later, Elizabeth Hopkins Carter and her husband, Conrad, purchased the 103.5-acre Walsey tract (QACCC 1916, WHC 5A/69). According to the 1920 and 1930 federal censuses, the Carters owned their home without a mortgage and resided on a stone road between Grasonville and Queenstown (USFC, 1920 and 1930). They likely occupied the circa-1915 abandoned house. In 1920, the Carters purchased an additional six acres within the original Walsey landholding from Edward and Anna Bailey (QACCC 1920, JFR 5/460). In 1936, the Carters sold 109.5 acres of the original Walsey parcel to Thorpe D. and Edith T. Nesbit (QACCC 1936, WHC 5A/59), but continued living on the property as caretakers. The Thorpes also purchased other neighboring tracts belonging to the Walsey parcel, totaling 423 acres, with the 109 acres from the Carters designated as Tract No. 3 on a 1961 survey map (QACCC 1961, TSP 64/43). A 1937 aerial shows the circa-1915 abandoned house northwest of a driveway extending from what is now Nesbit Road. The driveway continues southwest and terminates in a cluster of outbuildings; much of the parcel consists of fields with what appears to be an orchard in the northwest quarter (QAC Historic Aerial Viewer, 1937).

Thorpe was a prominent lawyer in Philadelphia and purchased the farm to begin a second vocation as a farmer (Evening Sun, 1978). Thorpe appears to have had success as a farmer as well, as he qualified for membership in the "Ten-ton Tomato Club" in 1939 by producing ten or more tons of tomatoes per acre on his farm (Midland Journal 1939). In 1937, Thorpe began construction of a Colonial Revival House designed by Philadelphia architect Stewart W. Pike (MIHP QA-118), which the Thorpes called Walsey, after the earlier estate. This house was located just north of the Carter House at present-day Bunny Rabbit Lane. According to a review of census data, Thorpe and Edith Nesbit appear to have primarily lived in Philadelphia after purchasing the Queenstown-area farm. Edith passed away in 1943, and by 1945, Thorpe was married to Elizabeth Bland Nesbit of Philadelphia. In 1953, Thorpe and Elizabeth permanently relocated to Walsey (Kent Island Bay Times, 2002). Several newspaper articles describe the Nesbits attending and hosting various social functions, including a "gala party" at Walsey for their debutante daughter, indicating a higher social status (The Evening Sun, 1965).

Though the Nesbits owned the land, the Carters appear to have remained in their home as tenant farmers. The street name associated with the Carters in the 1940 census is largely illegible but appears to include "at Walsey"; Conrad is listed as a farmer residing with his wife Elizabeth in a home valued at $10,000 (USFC, 1940). The census notes the Carters are living in the "same house" in which they resided as of April 1935. In 1950, Conrad is listed as a "manager" and is recorded with several other households living in "houses on Thorpe Nesbit Farm," including a gardener and farmhand. (USFC, 1950). It is likely one of these families occupied the circa-1940 house. The Conrads' daughter, Martha, and grandson, Allan, are also listed as residing in the house. Elizabeth Carter passed away in 1950, and Conrad followed in 1961, and according to his obituary, was a "one-time pitcher for the old Philadelphia Athletics" in 1908 (Evening Sun, 1950 and Gazette and Daily, 1961). Thorpe Nesbit appears to have operated Walsey as a gentleman farmer, having used his existing wealth to purchase land and establish a farm as a hobby by employing managers like the Carters. With its proximity to Washington D.C., Baltimore, and Annapolis, Queen Anne's County was a convenient location for gentleman farmers who often split their time between the city and the countryside.

A 1957 aerial shows the circa-1915 abandoned house and the circa-1940 house. Both are accessed by straight driveways from Nesbit Road and have numerous outbuildings. Part of the orchard in the northwest quarter is still present immediately north of the circa-1940 house. The two-story pre-1957 barn dominates the area south of the circa-1940 house, which is partially enclosed by a fence line. The pre-1957 concrete-block addition to the barn may have served as a milking parlor, but no information about the possible presence of dairying operations on the farm was found. The circa-1915 abandoned house is surrounded by mature trees (NETROnline, 1957). It is unclear who occupied the Carter home after Conrad's death. By 1963, a large rectangular building twice the size of the pre-1947 barn replaced several outbuildings. Additional outbuildings are seen in the field between the circa-1940 house and circa-1915 abandoned house (NETROnline, 1963).

After Thorpe Nesbit's death in 1978, his estate passed to his wife Elizabeth and included the 109-acre parcel formerly occupied by the Carters. A plat filed in 1980 shows this parcel with several buildings, including the circa-1915 house, the pre-1937 I-house and numerous outbuildings. A 1978 aerial shows additional outbuildings around the circa-1940 house and overgrowth around the circa-1915 abandoned house and its outbuildings; much of the parcel consists of open farmland (NETROnline, 1978). A 1987 plat and shows the property reduced to its current parcel size, but Elizabeth Nesbit still owned the other tracts. By 1997, the driveway to the circa-1915 abandoned house had disappeared along with many of its numerous outbuildings; the parcel largely consisted of open farmland with dense trees to the southeast (NETROnline, 1978). After Elizabeth's death in 2002, the property was transferred to her daughter Blanche Nesbit Cooper, who sold the property to River Farm Agricultural Products, LLC, the current owners, in 2004 (QACCC 203:236). By 2010, the large rectangular building southwest of the circa-1940 house had been demolished and the only outbuilding associated with the circa-1915 abandoned house still standing was the well house (NETROnline, 2010). The resource currently operates as the River Farm Camp, a day camp with activities such as rock climbing, swimming, kayaking, and arts and crafts (Schuster Foundation 2024).

**ELIGIBILITY DETERMINATION**

The Carter-Nesbit 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.

The resource is associated with early- and mid-twentieth century gentleman farming in Queen Anne's County. While formerly part of on eighteenth-century estate known as "Walsey," this resource was never individually a significant or notable farm. Therefore, the Carter-Nesbit Farm is not eligible under Criterion A.

The Nesbits appear to have played prominent roles in county society. Research has revealed no significant association with the Nesbits or the Carters and events or historic trends that made significant contributions to history. Therefore, the Carter-Nesbit Farm is not eligible under Criterion B.

The resource contains two early twentieth-century residential buildings typical of rural residential architecture in the area, as well as a few agricultural outbuildings from the same period. The resources that comprise the Carter-Nesbit Farm are altered examples of their type, with numerous late-twentieth and early-twenty-first century additions, and is not a good example of an early twentieth century farm on Kent Island. Other, more intact examples exist, such as the William E. Denny Farm (QA-633). They do not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor do the resources have high artistic value. Therefore, the Carter Nesbit Farm is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 67.75-acres and is confined to the current property tax parcel, which is found on County Tax Map 058F, on Parcel 0465 (2025). The tax account number is 05-012376.

**REFERENCES**

Baltimore Sun. 1901. "Queen Anne's Railroad." November 5, 1901, page 6. – The Baltimore Sun at Newspapers.com.
------. 1909. "Queen Anne's Realty Boom." October 12, 1909, page 11. – The Baltimore Sun at Newspapers.com.

The Evening Sun. 1950. "Carter." July 8, 1950, page 10. The Evening Sun at Newspapers.com.
------. 1965. "Baltimore Society." June 25, 1965, page 29. The Evening Sun at Newspapers.com.
------. 1978. "Thorpe Nesbit, Attorney Who Turned to Farming." October 9, 1978, page 9 – The Evening Sun at Newspapers.com.

The Gazette and Daily. 1961. "Former Pitcher Dies." November 25, 1961, page 18. The Gazette and Daily at Newspapers.com.

Kent Island Bay Times. 2002. "Elizabeth Bland Nesbit." February 12, 2002, page 10. Kent Island Bay Times at Newspapers.com.

Maryland Department of Assessments and Taxation. 2025. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

The Midland Journal. 1939. "Ten-Ton Tomato Club." January 13, 1939, page 8 – The Midland Journal at Newspapers.com.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County Circuit Court (QACCC). 1914. Deed. Walter T. Wright to John H. C. Leggs, WFW 6:316. https://www.mdlandrec.net.
------. 1916. Deed. JHC and Carlotta Leggs to Elizabeth Hopkins and Conrad Carter, WFW 9:230. https://www.mdlandrec.net.
------. 1920. Deed. Edward and Anna Bailey to Elizabeth Hopkins Carter, JFR 5:460. https://www.mdlandrec.net.
------. 1936. Deed. Elizabeth Hopkins and Conrad Carter to Thorpe and Edith Nesbit, WHC 5A:69. https://www.mdlandrec.net.
------. 1937a. Deed. Trustees of the Trusted Assets of the Centreville National Bank of Maryland to Thorpe and Edith Nesbit, WHC 5A:309. https://www.mdlandrec.net.
------. 1937b. "Thorpe and Edith Tener Nesbit." Plat. Deed Book WHC 5A:312. https://www.mdlandrec.net.
------. 1980a. Deed of Distribution. Elizabeth Nesbit and Maryland National Bank, MWM 163:109. https://www.mdlandrec.net.
------. 1980b. "Plat, Thorpe Nesbit." Plat 101833. Maryland State Archives. ttps://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=C&series=2149&unit=1308&page=adv1&id=7864193.
------. 1987. "Plat, Elizabeth Nesbit." Plat 141118. Maryland State Archives. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=C&series=2149&unit=1763&page=adv1&id=7864193.
------. 2004. Deed, Bland Nesbit Cooper to River Farm Agricultural Products, LLC. 203:236. https://www.mdlandrec.net.

Queen Anne's County Historic Image Viewer, n.d. https://gis.qac.org/historic.

Maryland Historical Trust. 2004. "MIHP Architecture File # QA-118: Walsey (Thorpe Nesbitt Farm)." Maryland Inventory of Historic Properties form. 2024. https://apps.mht.maryland.gov/Medusa/PDF/QueenAnnes/QA-118.pdf.

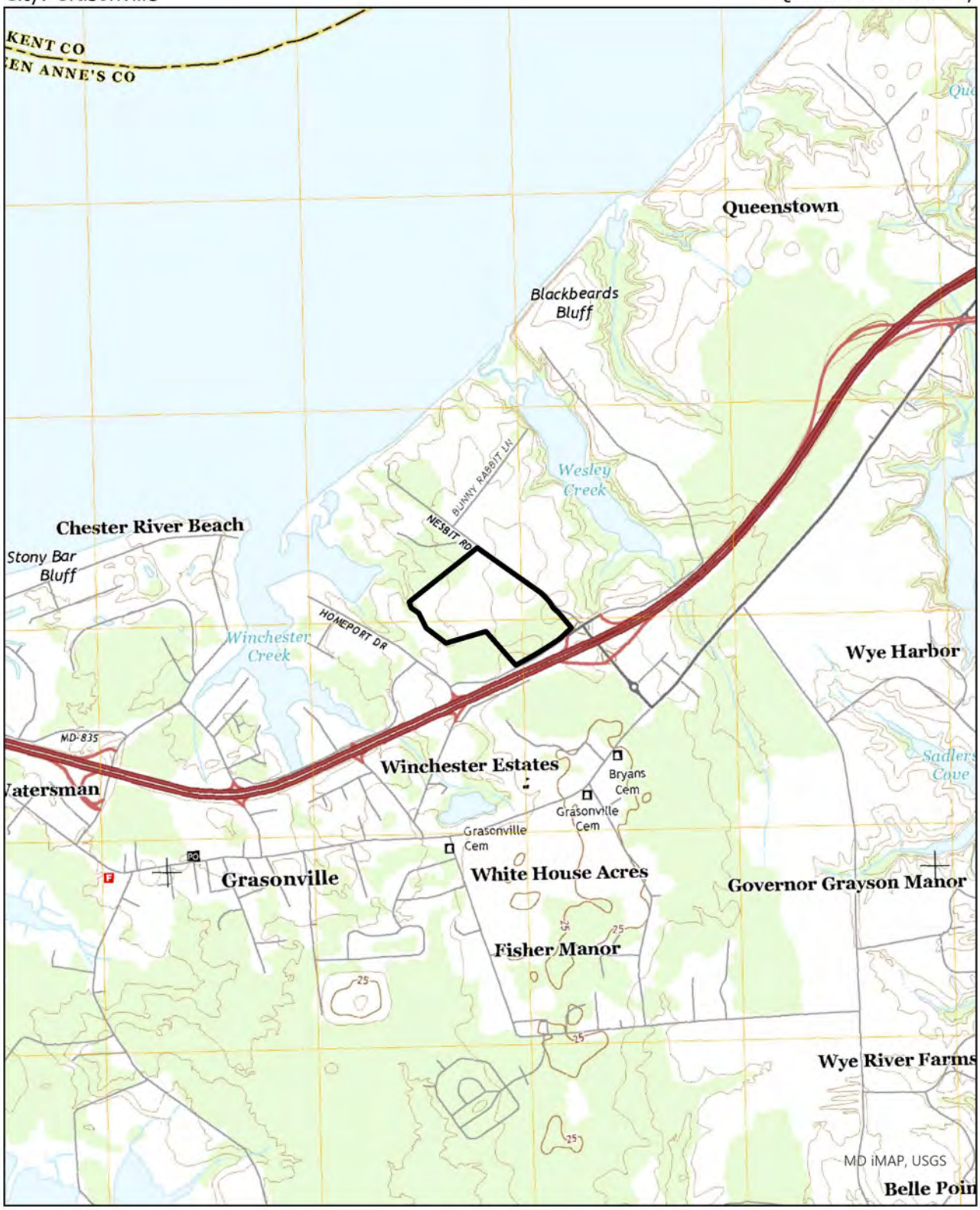
Schuster Foundation. 2024. "The River Farm Camp." Maryland Eastern Shore Summer Day Camp for Children Enrolled in Organizations Partnered with the Foundation. https://www.schuster.foundation/summer-day-camp.

United States Federal Census (USFC), 1920. Queen Anne's County, Maryland. Roll: T625_675; Page: 13A. Provided by the National Archives and Records Administration on Ancestry.com.
------. 1930. Queen Anne's County, Maryland. Page: 15B; Enumeration District: 0010. Provided by the National Archives and Records Administration on Ancestry.com.
------. 1940. Queen Anne's County, Maryland. Roll: m-t0627-01559; Page: 17A. Provided by the National Archives and Records Administration on Ancestry.com.
------. 1950. Queen Anne's County, Maryland. Roll: 5865; Page: 24. Provided by the National Archives and Records Administration on Ancestry.com.

## Carter-Nesbit Farm

Location: 221 Nesbit Road
City: Grasonville

QA-735
Queen Annes County




USGS 7.5' Quadrangle - Queenstown

0 0.5 1 Miles
Scale: 1:24,000

N

## Carter-Nesbit Farm

Location: 221 Nesbit Road
City: Grasonville

QA-735
Queen Annes County



**Carter-Nesbit Farm**

Location: 221 Nesbit Road
City: Grasonville

QA-735
Queen Annes County




Parcel Boundaries

0 430 860 US Feet

N

Scale: 1:4,400

**PHOTOGRAPHS**



Photo 1 of 12: Overview of circa-1915 abandoned house, looking northwest



Photo 2 of 12: Circa-1940 house, southeast and southwest elevations with shed, looking northwest

**PHOTOGRAPHS**



Photo 3 of 12: Circa-1940 house, northwest elevation with overgrowth, looking southeast

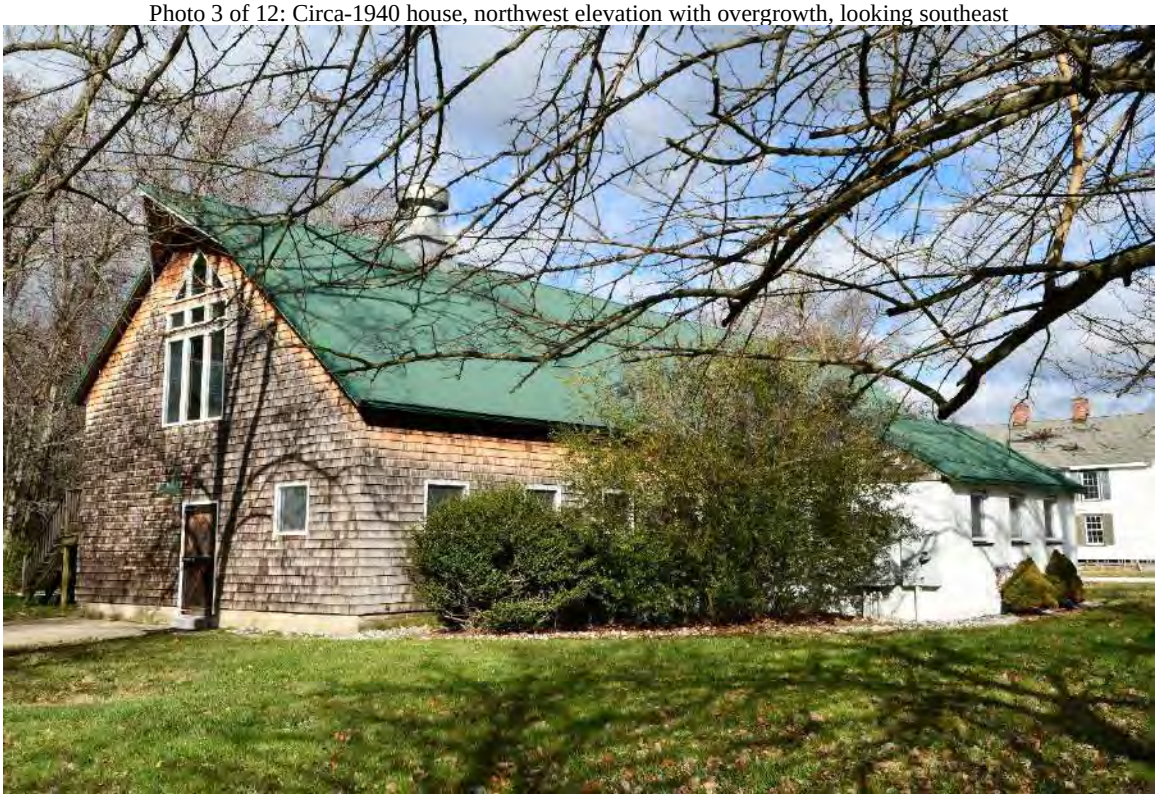


Photo 4 of 12: Two-story barn, southeast and southwest elevations, looking northwest

**PHOTOGRAPHS**



Photo 5 of 12: Overview of silos, looking southeast



Photo 6 of 12: Two-and-a-half-story barn, northwest façade and northeast elevation, looking southeast

**PHOTOGRAPHS**



Photo 7 of 12: Circa-1975 equipment shed, southeast elevation, looking northwest



Photo 8 of 12: Circa-1980 barn, northeast and southeast elevations, looking west

**PHOTOGRAPHS**



Photo 9 of 12: Chicken coop, northeast and southeast elevations, looking west



Photo 10 of 12: Circa-2013 equipment shed, northeast elevation, looking southwest

**PHOTOGRAPHS**



Photo 11 of 12: Circa-2020 sawmill and circa-2024 equipment sheds, looking southwest



Photo 12 of 12: Partially constructed equestrian arena and greenhouse, looking southeast

Carter-Nesbit Farm

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Rachel Wilson**
Date of Photographs: **2023-12-11**
Location of Original Digital File: **MHT**
File Format: **_2023-12-11_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-735_2023-12-14_1.tiff
Photo 1 of 12: Overview of circa-1915 abandoned house, looking northwest

QA-735_2023-12-15_2.tiff
Photo 2 of 12: Circa-1940 house, southeast and southwest elevations with shed, looking northwest

QA-735_2023-12-15_3.tiff
Photo 3 of 12: Circa-1940 house, northwest elevation with overgrowth, looking southeast

QA-735_2023-12-15_4.tiff
Photo 4 of 12: Two-story barn, southeast and southwest elevations, looking northwest

QA-735_2023-12-15_5.tiff
Photo 5 of 12: Overview of silos, looking southeast

QA-735_2023-12-15_6.tiff
Photo 6 of 12: Two-and-a-half-story barn, northwest façade and northeast elevation, looking southeast

QA-735_2023-12-15_7.tiff
Photo 7 of 12: Circa-1975 equipment shed, southeast elevation, looking northwest

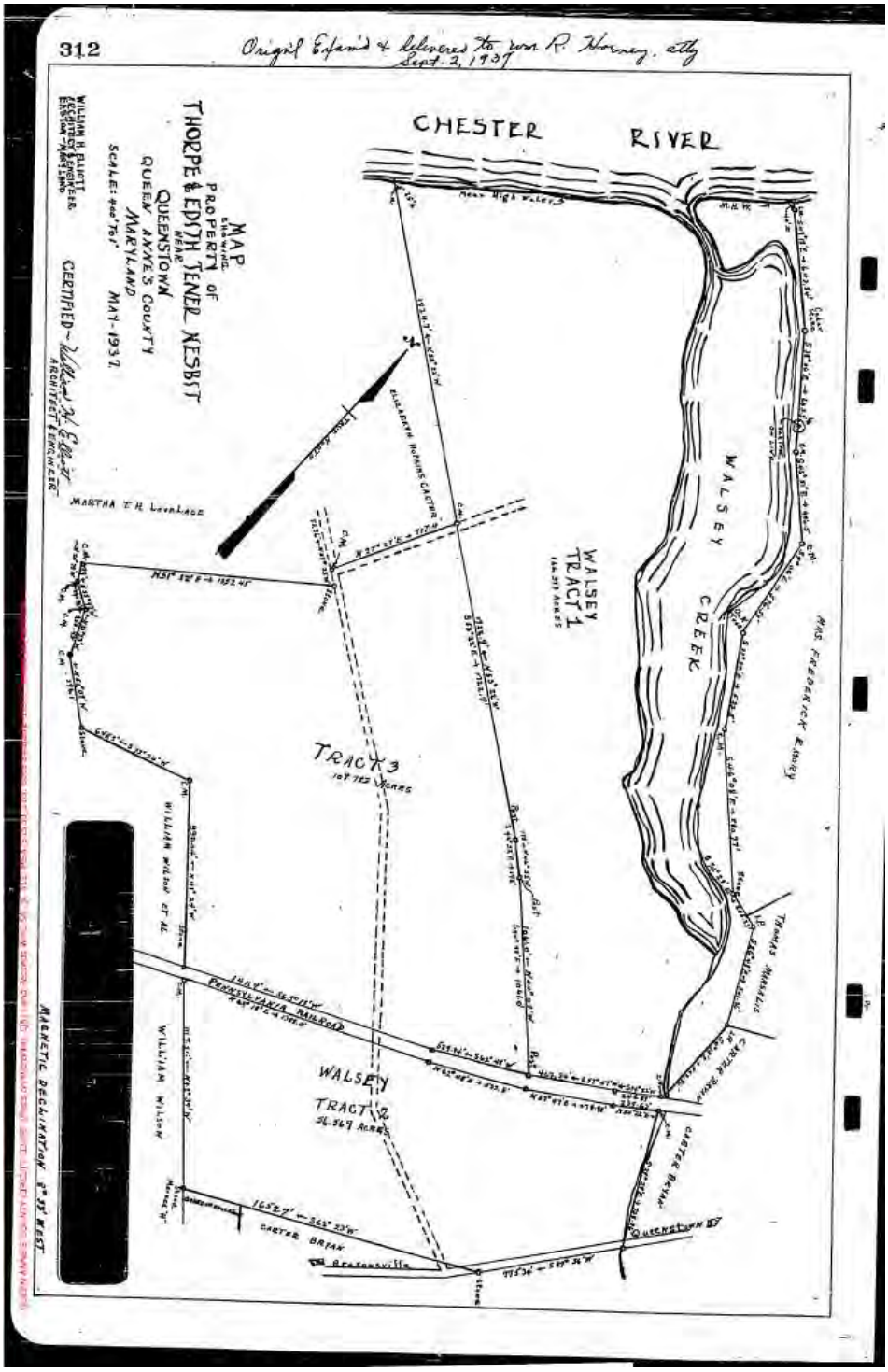
QA-735_2023-12-15_8.tiff
Photo 8 of 12: Circa-1980 barn, northeast and southeast elevations, looking west

QA-735_2023-12-15_9.tiff
Photo 9 of 12: Chicken coop, northeast and southeast elevations, looking west

QA-735_2023-12-15_10.tiff
Photo 10 of 12: Circa-2013 equipment shed, northeast elevation, looking southwest

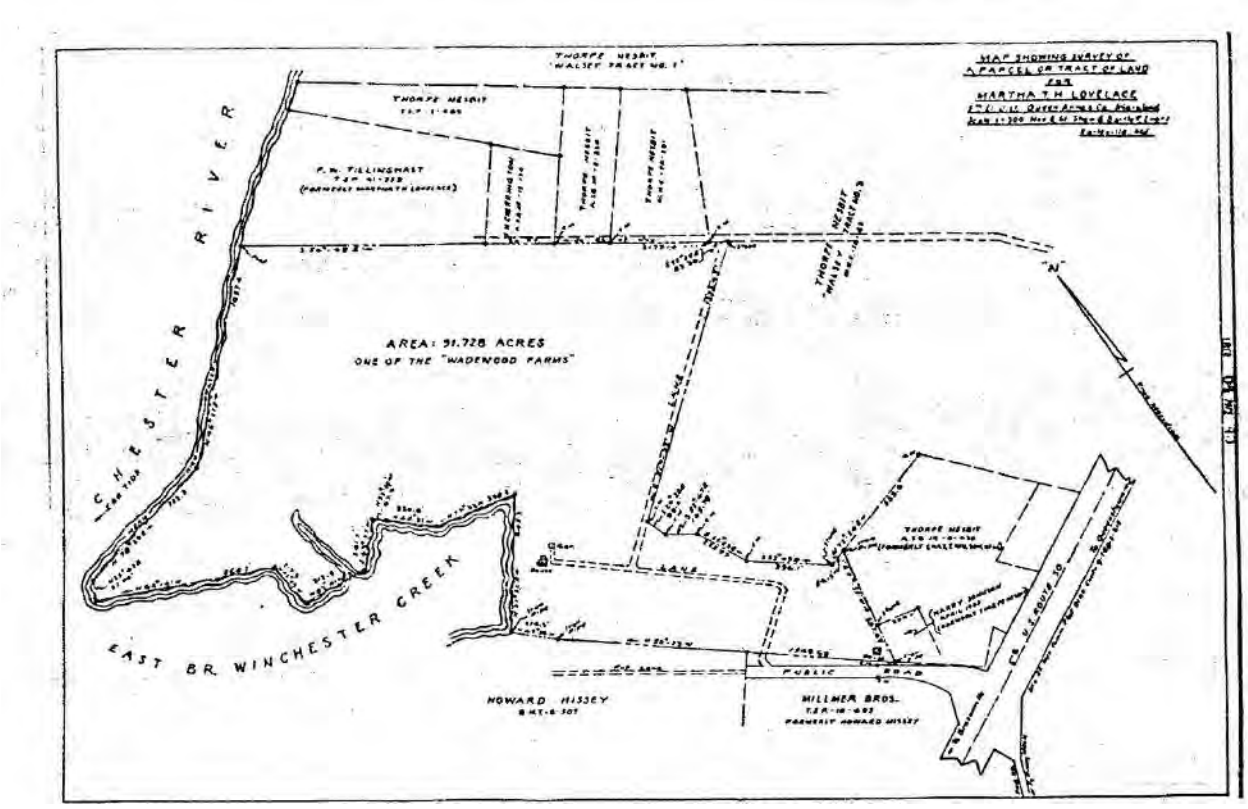
QA-735_2023-12-15_11.tiff
Photo 11 of 12: Circa-2020 sawmill and circa-2024 equipment sheds, looking southwest

QA-735_2023-12-15_12.tiff
Photo 12 of 12: Partially constructed equestrian arena and greenhouse, looking southeast




Historic Image 1: "Thorpe and Edith Tener Nesbit." Plat. 1937. Deed Book WHC 5A:312.

Maryland State Archives.



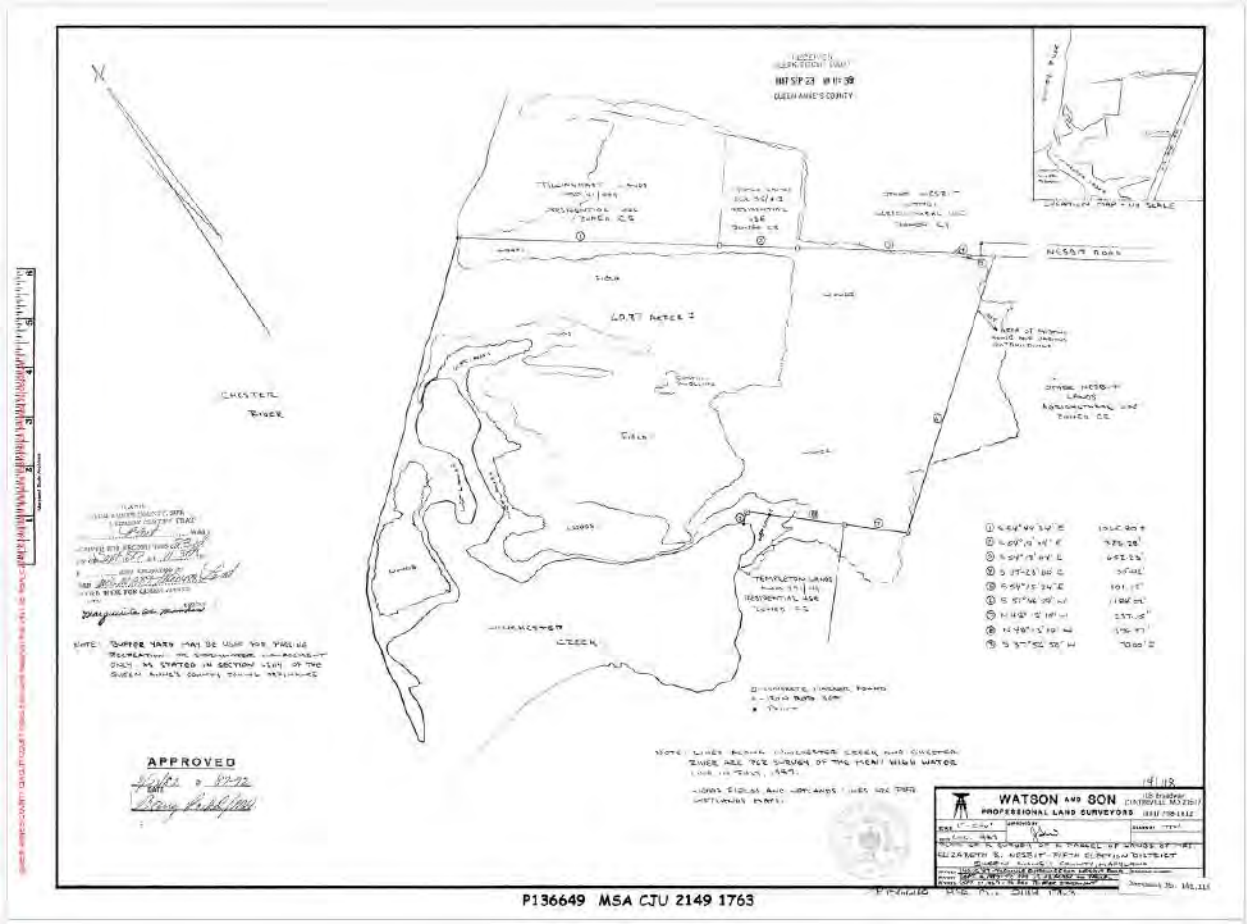

Historic Image 2: "Map Showing Survey of a Parcel or Tract of Land for Martha T.H. Lovelace." Plat. 1961. QACCC Deed Book TSP 64, Page 43.

https://www.mdlandrec.net.




Historic Image 3: "Thorpe Nesbit." Plat. April 1980. Plat No. 101833.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=C&series=2149&unit=1308&page=adv1&id=7864193.




Historic Image 4: "Elizabeth B. Nesbit." Plat. September 1987. Plat No. 141118.

https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=C&series=2149&unit=1763&page=adv1&id=7864193.

**NR Eligible: yes ___ no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Camp Wright** Inventory Number: **QA-736**

Address: 400 Camp Wright Lane Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Convention of the Protestant Episcopal Church in the Diocese of Easton Tax Account ID Number: 04-069447

Tax Map Parcel Number(s): 0431 and 0177 Tax Map Number: 0056

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: November 13, 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: No Listed: No

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

Description of Property and Justification:

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

**LOCATION/SETTING**

Camp Wright is at 400 Camp Wright Lane, roughly two miles south of the intersection of US 50/301 and Romancoke Road, on two parcels that total 131.18 acres. The resource is bounded by residential parcels within Bay City (QA-727) to the northwest, a religious property to the northeast, Romancoke Road to the southeast, commercial parcels and Matapeake State Park to the southwest, and the Chesapeake Bay to the northwest. The camp contains 40 buildings and features, including tennis courts, a basketball court, a Junior Olympic swimming pool, a volleyball court, an outdoor chapel/amphitheater, playing fields, hiking trails, and a beach. The main campus area consists of a rectangular 10-acre parcel at the northwest end of the property, which contains roughly 30 buildings, the majority of the recreational facilities, and two paved parking areas. Two groups of cabins are oriented

**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**

along the waterfront. The main campus area is accessed by Camp Wright Lane, which extends northwest from Romancoke Road near the northeast boundary of the parcels and terminates in a paved area near the administration buildings. The main campus area is covered in grass and lined by mature trees. Open fields are south of the cluster of buildings, surrounded by woods. A cluster of five cabins is near the center of the parcel in a densely wooded area. A rectangular marshy area runs along the southwest border of the property and the remainder of the property is covered by dense trees with two rectangular fields near the center and northeast end. The small beach is located near the southwest corner of the property.

**RESOURCE DESCRIPTIONS**

This property could not be fully accessed during survey due to the property owner's restrictions, therefore some descriptions are based on a close review of aerial imagery (NearMap 2024). The names of the cabins and cottages could not be identified, so they have been assigned numbers for the purposes of this description.

***Brookings Hall, 1937-1957***

Located near the center of the main campus area, the original structure of Brookings Hall consists of a one-and-a-half story gable-roof building with a rectangular plan. By 1991, two staggered one-and-a-half story side-gable additions extended from the northeast elevation and a two-story skillion roof addition was added to the northwest slope of the original gable. The building has a concrete foundation and vinyl siding, and the roof is clad in asphalt shingles. Throughout the building, windows are one-over-one hung sash vinyl windows unless other noted. The southeast façade of the original block has a central single half-glazed vinyl door flanked by three windows on each side. Above the original roofline, the skillion roof addition has seven square vinyl awning windows. The southeast elevation of the gable roof addition has paired screen door at the north end and a single door and sash window in an incised porch at the south end. The north gable-roof addition's northeast elevation has one large central awning window and a round louvered vent in the gable peak. There are screen doors at the center of the first and second stories of the skillion roof addition's northwest elevation, with the second story having a balcony with wood railings. The northeast elevations of the skillion roof addition and gable roof additions were not accessible during survey. The original southwest elevation is bisected by an exterior brick chimney with windows on either side. Wood stairs lead to the southwest elevation of the skillion roof addition's second story.

***Clary Hall, 1957-1963***

Located at the center of the main campus area, Clary Hall is a one- story multipurpose building with a rectangular plan, concrete block pier foundation, and an asphalt-shingle front-gable roof. The building is clad in vertical wood siding and the roof's ridgeline is pierced by four square cupolas with louvered vents on each side and asphalt-shingle hipped roofs. Throughout the building the windows are fixed windows with wood awning shutters, unless otherwise noted. The northwest façade has paired wood doors at its center flanked by one-over-one sash windows without shutters. A wood ramp with wood railings leads to the doors. The northeast elevation has three windows in the north half and paired wood doors and two windows in the east half. The doors are accessed via wood steps. The southeast elevation has a window in the north end and a single wood door at the south end, accessed by a small wood landing with steps and railings. The southwest elevation has six evenly spaced windows.

***South cabins (6), 1937-1957 and circa 2017***

Six one-story three-season cabins are southwest and west of the Spicer Building/Camp Office. Cabins 1 and 2 are in an eastern row and face northwest, while Cabins 3 through 6 are in a western row along the waterfront and face southeast. Each cabin has a concrete-block pier foundation, single doors at the center of the façade with wood landings and steps, and asphalt-shingle roofs. Cabins 2 through 5 have side-gable roofs with front-gable porches facing the grass covered area between the rows. Cabins 1 and 6 have front-gable roofs without porches. Cabins 2 through 5 are clad in vertical wood siding and have two large screened-window openings on each elevation. Cabins 1 and 6 are open wood-frame structures enclosed with chicken wire. Tarpaulin sheets are attached to the top of each elevation and are unrolled during the off-season. Cabins 1 and 6 were rebuilt in the location of previous cabins circa 2017.

***Tennis courts, 1963-1978***

Located at the northeast end of the main campus area and north of Camp Wright Lane, the square facility contains two courts oriented northwest-southeast and is surrounded by a two-tier chain-link fence with a gate in the southwest fence.

***House, 401 Camp Wright Lane, circa 1982***

The one-story Ranch house is at the north end of the main campus area, between the north cabins and the tennis courts. A rectangular parking lot is immediately west of the house, with a paved path leading from the lot to the house's southwest facade.

The house has a continuous concrete block foundation, vertical vinyl siding, an asphalt-shingle side-gable roof with a lower cross-gable on the northeast elevation, and a one-story side-gable garage addition to the northwest elevation. Throughout the house windows are one-over-one vinyl sash windows unless otherwise noted. The southwest façade has, from west to east, a one-bay paneled roll-up door on the garage addition and paired windows, paired six-over-six hung sash windows, a single-leaf door with vinyl storm door, and two windows. A concrete stoop with wood railing accesses the door. The southeast elevation has two windows. The northeast elevation was not accessible during survey. The garage's northwest elevation has two windows.

***Outdoor chapel/amphitheater, 1978-1989***

The outdoor chapel is a rustic amphitheater located southwest of the main campus area, near the waterfront. Surrounded by trees, the amphitheater is oriented to the northwest and consists of six rows of semicircular wood benches divided by a central aisle. At the northwest end of the aisle is a knoll with three wood-framed earthen steps that lead to a wood-framed earthen platform. A tall wood cross is northwest of the platform and ornamental plantings are on the southwest and northeast slopes of the knoll.

***Concrete-block shed, 1978 -1989***

The one-story concrete-block shed with a metal-clad shed-roof is west of the pool. The rectangular plan building has a wood door and awning window in its northeast elevation, and a wood door and awning window in its southeast elevation. The southwest elevation has a single awning window at its center. The northwest elevation lacks fenestration. The northeast and southeast elevations are painted with murals.

***Spicer Building/Camp Office, 1978-1989***

The Spicer Building/Camp Office is located near the center of the main campus area, south of Brookings Hall. The one-story building has a rectangular plan, continuous concrete-block foundation, vinyl siding, and an asphalt-shingle side-gable roof. Throughout the building windows are one-over-one vinyl sash windows. A wood deck with steps and a switchback ramp provides access to the northeast facade, which has a door with a storm door at the east end, followed by paired windows and two single windows. The northwest end of the building consists of a two-by-four bay incised screen porch, with a screen door at the center of the northwest elevation. The southwest elevation has a half-glazed door with a storm door at the center, with two windows on either side. The southeast elevation has two windows.

***Staff Cottage 1, 1989-1991***

The small one-story cottage is located at the northwest end of the main campus area, north of the seven ca.-2017 north cabins. It has a rectangular plan, concrete-block pier foundation, vertical wood siding, and an asphalt-shingle front-gable roof with exposed eaves. The southeast facade has a central half-glazed door, and the southwest elevation has two paired casement windows. The northwest and northeast elevations were not accessible during survey.

***Staff Cottage 2, 1989-1991***

The one-story cottage is located at the northwest end of the main campus area, southwest of Staff Cottage 1. It has a rectangular plan, concrete-block pier foundation, vertical wood siding, and an asphalt-shingle side-gable roof. The southwest facade has central paired doors flanked by two windows on each side. The southeast elevation has a central window. The northeast elevation was not accessible during survey. The northwest elevation has a central door.

***Staff Cottage 3, 1989-1991***

The one-story cottage is located at the southwest end of the main campus area, directly south of the Bishop Davenport Arts and Crafts Hall. It has a small rectangular plan, vertical wood siding, and an asphalt-shingle front-gable roof that is hipped at the west end. A metal capped chimney pierces the center of the roof. The west elevation has a door at the north end and a window at the south end. The north elevation lacks fenestration. The east elevation has two square awning shutters and there is a smaller awning shutter in the gable peak. The south elevation was not accessible during survey.

***Staff Cottage 4, 1989-1991***

The one-story cottage is located northeast of the outdoor chapel/amphitheater at the southwest end of the main campus area. It has a small rectangular plan, vertical wood siding, and an asphalt-shingle front-gable roof. There is a central door in the east facade, and the south elevation has a single door near the east end. The west elevation has a square window opening at the south end and a single door at the north end. The north elevation was not accessible during survey.

***Bishop Davenport Arts and Crafts Hall, 1989-1991***

The one-story building is west of the pool and concrete-block pool shed at the southwest end of the main campus area. It has a rectangular plan, concrete foundation, vinyl siding, and an asphalt-shingle side-gable roof. Throughout the building, windows are one-over-one vinyl sashes unless otherwise noted. The northeast façade has a single wood door with a wood ramp at the north end and a bay window consisting of three windows near the center. Another single door with a concrete landing and steps and a picture window are at the east end of the elevation. The southeast elevation has two windows at the center. The southwest elevation was not accessible during survey. The northwest elevation has a single door at the center.

***Garage, 1989-1991***

The one-story garage is located at the northeast end of the main campus area, just south of Camp Wright Lane. It has a rectangular plan, concrete foundation, vinyl siding, and an asphalt-shingle side-gable roof. The northwest façade has two paneled roll-up doors. The northeast elevation has a single door and one-over-one sash window. The northeast elevation has a single paneled roll-up door at the center. The southeast elevation has a single one-over-one sash window at its center.

***Lenape Cabin, 1989-1991***

The one-story cabin is located north of Brookings Hall at the northwest end of the main campus area. It has a rectangular plan, concrete-block pier foundation, vertical vinyl siding, and an asphalt-shingle front-gable roof. The southeast façade has a screen door with wood steps at the east end and a plank door at the south end. A round wood sign with the camp's logo is just below the gable peak. The southwest elevation has four window openings with wood awning shutters. The northwest elevation has a single door at the center. The northeast elevation was not accessible during survey.

***Boatshed, 1989-1991***

The one-story boatshed is located southwest of the outdoor chapel/amphitheater along the waterfront. It has a rectangular plan and asphalt-shingle gable roof. It was not accessible during survey.

***Basketball court, 1997-2008***

Abutting the southeast fence surrounding the tennis courts is a basketball court oriented northeast-southwest and surrounded by a two-tier chain-link fence.

***Bathhouse, 1997-2008***

The one-story concrete-block bathhouse is located at the center of the main campus area, along Camp Wright Lane. It has an almost square plan and an asphalt-shingle front-gable roof with a shed-roof porch wrapping around all elevations supported by wood posts. The southeast façade has a single door at its center, flanked by awning windows atop a fixed pane. There are two full-length rectangular louvered vents at the outer ends of the elevation. A sign in the porch roof fascia reads "Staff Lounge." The northeast elevation has two single doors at each end behind two-bay wood screens. Lettering in the porch roof fascia above the screens reads "Women" at the east end and "Girls" at the north end. A full-length rectangular louvered vent is at the north end of the elevation. A pair of metal doors are at the center of the elevation in a square concrete block extension that is flush with the porch. The northwest elevation lacks fenestration. The southwest elevation mirrors the northeast but reads "Boys" above the west door and "Men" above the south door. There are nine skylights in each slope of the gable roof, and a hooded vent pierces the center ridgeline.

***Cabin 7, 1997-2008***

The one-story cabin is south of the pool and northeast of the Claire Smith Pavilion at the southwest end of the main campus area. It has a concrete-block pier foundation, vertical wood siding, metal-clad front-gable-roof, and a shed-roof screen porch addition to the northwest elevation. There is a large square awning shutter at the center of the original southwest elevation, and the southwest elevation of the screen porch has a single central screen door. The northwest, northeast, and southeast elevations were not accessible during survey.

***Gable-roof shed, 1997-2008***

The one-story shed is located south of the garage, at the northeast end of the main campus area. It has a concrete foundation, vertical vinyl siding, and an asphalt-shingle front-gable roof. There is a pair of doors in the northwest elevation. The southwest elevation

lacks fenestration. The southeast elevation lacks fenestration and is covered by a circa-2015 metal-clad shed-roof. The northeast elevation lacks fenestration.

***East Village cabins (4), 1997-2008***

A cluster of four one-story three-season cabins are located southeast of the main campus area. They are arranged roughly in a circle and differ in their orientations. They each have asphalt-shingle front-gable roofs. They were not accessible during survey but likely mimic the other wood-frame cabins on the property.

***Beach volleyball court, 2008-2010***

The rectangular, sand beach volleyball court is located east of the pool and is oriented northeast-southwest.

***Pool, 2008-2010***

The rectangular concrete in-ground pool is south of Clary Hall at the south end of the main campus area. It is oriented northeast-southwest and surrounded by a concrete patio and chain-link fence. Metal bleachers are on either side of the pool. Concrete steps provide access to the pool at its south corner, while a concrete ramp into the pool runs along its northwest side. As a Junior Olympic pool, it has five swimming lanes and deep end.

***Concrete-block pool shed, 2008-2010***

Located north of the pool, the one-story pool shed has a rectangular plan, concrete-block continuous foundation and elevations, and an asphalt-shingle side-gable roof. The southwest facade is within the pool's fence line and has a pair of metal doors with louvered vents. The northwest elevation has a single metal door and a louvered vent in the vinyl-clad gable peak. The northeast and southeast elevations lack fenestration.

***Storage building, 2008-2010***

Located west of the East Village cabins, this one-story storage building was not accessible during survey. Aerial imagery shows it has a rectangular plan and a side-gable asphalt-shingle roof.

***LaMotte Cabin, 2011***

The one-story LaMotte Cabin was added to the East Village cabin cluster. It is larger than the other four cabins in the East Village and faces north. It has a concrete pier foundation, vertical wood siding, and an asphalt-shingle front-gable roof. It has a single screen door at the center of its north and south elevations, accessed by wooden landings with wooden steps and railings. Each elevation has four screened window openings. It was not accessible during the survey.

***Claire Smith Pavilion, 2011***

Located directly southeast of the outdoor chapel/amphitheater, the Claire Smith Pavilion has a rectangular plan, concrete foundation, and an asphalt-shingle front-gable roof supported by wooden posts. It is oriented northwest-southeast and has six open bays on the northeast and southwest elevations and four across the northwest and southeast elevations.

***Canoe/kayak rack, 2013-2016***

Located directly north of the boatshed, the one-story canoe/kayak rack is an open structure with a metal-clad shed roof. It was not accessible during survey.

***North cabins (7), circa 2017***

Seven one-story three-season cabins are northwest of Brookings Hall at the northwest end of the main campus area. Cabins 8-10 are located along the waterfront and face southeast, while Cabins 11-14 face northwest. All have concrete-block pier foundations, wood-frame and chicken-wire elevations, and asphalt-shingle front-gable roofs. The gable peaks are clad in vertical vinyl siding and have rectangular louvered vents. Each cabin has a single door with a wood landing at the center of their facades, and tarpaulin sheets are attached to the top of each elevation and are unrolled during the off-season.

***Wood-frame shed, 2016-2019***

This one-story wood-frame shed is located directly east of the garage at the northeast end of the main campus area. It has a concrete foundation, vertical vinyl siding and a shed-roof. The west elevation is open with brackets supporting the roof at each corner. The north, east, and south elevations lack fenestration.

**HISTORIC CONTEXT**

***Twentieth Century Camping***

In the twentieth century, summer youth camps gained popularity, mainly organized by religious groups and clubs like the Boy Scouts and Girl Scouts. The earliest summer camps for children in the country began in the 1880s, with the first camps in New Hampshire created for boys from wealthy families. These camps emphasized learning through activities and nature. The first notable girls' camp, Camp Redcroft in New Hampshire, was founded in 1900. Young Men's Christian Association (YMCA) camps, which started around the same time, catered to middle-class families. This movement aimed to reconnect children with nature and was seen as a significant educational advancement. With the founding of the Boy Scout movement in England in 1908 and the Girl Scouts in Georgia in 1912, summer camps became increasingly popular (Gournay et al. 2008).

In the early twentieth century, middle- and upper-middle class Americans believed that proper socialization and physical development were crucial for a child's success. Experts focused on making children's play safer and more structured. This led to increased supervision through organized sports leagues, supervised playgrounds, physical education classes, summer camps, and scouting programs (Gournay et al. 2008).

***Camp Architecture***

Rustic architecture became the favored style for summer camps in the U.S. from the 1880s. This style used natural materials, hearths, and porches to meet campers' basic needs while immersing them in the natural environment. Key features included buildings that blended with their surroundings, used native materials like wood or stone, were low-profile and simple in decoration, and emphasized indoor/outdoor living. Many late nineteenth century rustic camps in New England featured basic structures such as dorms, a headquarters building with flagpole, campfire circle, dining hall, chapel, and boathouse. During the New Deal era, the US government recognized the importance of the camping movement and published a guide in 1938 that set the standards for postwar camps (Gournay et al. 2008).

Scholars suggest that postwar suburbanization significantly influenced the purpose and design of summer camps. As more families moved to the suburbs, the need to send children to camp to escape urban problems and pollution decreased. Therefore, to remain attractive, the architectural styles used in camps began to change from heavy rustic lodges to more modern structures, often resulting in buildings that were innovative in concept, simple and cost effective in construction and materials, and beautifully contoured to the natural surroundings. Summer camps also began incorporating more amenities, such as electricity, shower houses, flush toilets, and well-furnished cabins, replacing the simpler bunkhouses. This shift towards comfort was accompanied by the professionalization of camp directing, which distanced campers from everyday tasks like meal preparation and camp maintenance (Gournay et al. 2008).

***Camp Wright***

The current 131.18 acres of Camp Wright were part of a 150-acre parcel sold to the Convention of the Protestant Episcopal Church in the Diocese of Easton by William Henry DeCourcy Wright Thom and Mary Thom in 1928 (QACCC BHT 9:4, 1928). The deed describes the land as being part of the Friendship Resurveyed tract, and it is unclear if it contained any buildings. The deed contains numerous stipulations for how the land was to be used as a "summer camp for boys and girls," and states that the property should be known as "'Camp Wright' in grateful recognition that the three immigrant Wright brothers , who settled in what is now Queen Anne's County more than two hundred and fifty years ago, helped establish there the Church of England, and that during more than two hundred and fifty years until now they or their descendants of their own or other names have served continuously as vestrymen and as church workers in most or all of the various Parishes of that Church" (QACCC BHT 9:5, 1928). The deed does not name the three Wright brothers, but research suggests they were Solomon, Nathaniel, and Charles Wright of England (Papenfuse et al., 1979). The camp opened in summer of 1930, with an opening ceremony attended by Rt. Rev. George W. Davenport, bishop of the diocese, William McClelland, chairman of the camp, and other leaders in the diocese. An article noting the camp's dedication states that William Thom purchased the farmland and gifted it to the diocese after the 1927 closure of Camp Davenport in Talbot County. To accommodate between 60 and 100 students in its first season, improvements made to the site included a large recreation and dining hall with screen porches, eight bunkhouses, large playgrounds, two baseball fields, two tennis courts, a volleyball court, a basketball court, and a speedball field (The Evening Sun 1930).

A 1937 aerial shows Camp Wright Lane in its current location, leading to the northwest end of the property. A cluster of buildings (likely including the original dining hall) were along Camp Wright Lane near the center of the parcel, and there were a few cabins along the waterfront. The east and west ends of the parcel were open, while the center was densely covered with trees; the northwest waterfront consisted of a continuous beach (QAC Historic Aerial Viewer, 1937).

By 1957, the main campus area to the northwest was developed and appears to have had six administrative buildings (including Brookings Hall and Clary Hall) and two groups of small square cabins arranged with seven to the north and six to the south, matching the current arrangement. The cluster of buildings near the center of the parcel seen in 1937 was still present (NETROnline, 1957). In 1963, the property appears to have changed little, except for the addition of Clary Hall and the house at 401 Camp Wright Drive to the main campus area (NETROnline, 1963). In the mid-1960s, Camp Wright became co-ed; prior to this, the weeks-long summer camps were run on an alternating schedule for boys and girls (Shaum, 2015). By 1978, the cluster of buildings seen in the 1937 aerial along Camp Wright Lane at the center of the property were demolished and a pool, pool shed, and tennis courts were added to the main campus area (NETROnline, 1978). A bulkhead was also installed along the property's shoreline (Camp Wright, n.d.).

In 1990, Camp Wright celebrated its 60th anniversary and a newspaper article from that year lists the camp's facilities: "13 permanent cabins (seven girls' cabins and six boys' cabins), Brookings (dining) Hall, James Cottage for Counselors-in-training, the multipurpose hall and indoor chapel Clary Hall, Eastburn Cottage for clergy, Collins Cottage (Assistant Director's house); the Spicer building office and infirmary, a Program Director's cabin, Canteen (Camp store), new bathrooms and showers for boys and girls and separate staff facilities… a Ground's Manager's home, and assorted support buildings, shops, poolhouses and storage, nature trials, an outdoor amphitheatre and chapel, and a view of the Chesapeake Bay Bridge and Annapolis most builders would love to get their hands on" (The Star Democrat, 1990). That year, directors expected 700 campers (The Star Democrat, 1990). By 1991, the tree coverage and location of fields matched the current layout (NETROnline, 1991). In 1994, Camp Wright was accredited by the American Camp Association (Shaum, 2015). By 1997, there were six buildings at the center of the main campus area, including Brookings Hall, the Spicer Building, and Clary Hall. The remaining three buildings appear to have been bathroom blocks for boys, girls, and staff (NETROnline, 1997). In 1998, Camp Wright began offering a day camp program in addition to the summer residential program (Shaum, 2015). In 2004, Camp Wright expected over 1,400 campers and had added four cabins to the southeast corner of the central forested area, as well as a new basketball court and replaced the three separate bathroom blocks with a large bathhouse (The Kent Island Bay Times, 2004). During this period, riprap was added to the property's shoreline, leaving only a small stretch of beach providing access to the water (Camp Wright, n.d.). Circa 2010, the original pool was replaced by a larger pool to its immediate southeast (NETROnline, 2010). By 2011, the Claire Smith Pavilion was constructed by the outdoor chapel, and a fifth cabin, LaMotte, was added to the cluster to the southeast. The pavilion was built for use by campers and as a rental facility for weddings and conferences (Shaum, 2010).

There have been minimal changes to the property in the past 15 years. However, the cabins have been replaced numerous times, often rebuilt in the exact same location and in the same design. Some of the south cabins appear to have been built pre-1989, while most, if not all, of the north cabins were replaced circa 2017 (Camp Wright Facebook, n.d.). Camp Wright canceled its summer season for the first time in 2020 due to the Covid-19 pandemic, and did not celebrate its 90th anniversary (The Kent Island Bay Times, 2020). The camp reopened in a limited capacity in 2021 and returned to its regular programming in 2022 (The Record Observer, 2021).

All of Camp Wright's residential and administrative facilities are named after notable groups and individuals of Queen Anne's County, its diocese, or of Camp Wright fame. The boys' cabins include McClelland and Talbot, while the girls' cabins include DeCourcey Thom, Miles, Salisbury, Cambridge, Nanticoke, Lenape, Coudon, and Ogden. In 2021, Camp Wright changed one of the boys' cabins from J.D. Post to J. H. Bratton. The cabin was originally named after the Jefferson Davis Auxiliary Post in Queen Anne's County, which was named for a World War I veteran. However, Jefferson Davis is also the name of a Confederate general. Following the trend of removing ties to the Confederacy and promoting inclusivity, Camp Wright created the J.H. Bratton Diversity, Equity, and Inclusion Fund for Camp Wright, named after John H. Bratton, who has worked at the camp since the 1980s (Camp Wright, 2021).

***Comparative Analysis***

These camps followed the trends of beachfront development in Anne Arundel County and were mostly for White patrons. Notable camps along the Magothy River included the Grachur Club (1912), Camp Whippoorwill (1928), and Camp Mil-Bur (1920s). Camps along the Severn River emerged later, in the late 1930s and 1940s, except for "Camp Linstead on the Severn," which was established in 1918 (Diehlmann et al., 2024). Camp Woodlands (1920s; AA-2353) is located on Broad Creek, southwest of Annapolis. Notably, there is no evidence of other summer camps in Queen Anne's County during the early twentieth century, except for Pecometh. Founded in 1946 by members of the Peninsula Conference of the Methodist Church, Pecometh is a camp

along the Chester River and offers summer and day camp programming with a Christian curriculum. Of the aforementioned camps beyond Queen Anne's County, Camps Whippoorwill and Woodlands are still in operation and are both run by the Girl Scouts. Both feature main lodges, cabins, boathouses, camping structures, and recreational facilities in wooded settings with waterfront property. Camp Woodlands main lodge, the Tee Pee Lodge or Lamb Lodge (1950s), has been added to the National Register of Historic Places (NRHP) under Criteria A and C, as it demonstrates the blend of rustic architecture and modern style.

In comparison, Camp Wright has few original structures that demonstrate rustic architecture. The north and south three-season cabins are basic in their form and immerse campers in the natural environment, but many of them have been rebuilt. Clary Hall exhibits a rustic style but was constructed during the period when most camps were transitioning to more modern facilities.

**ELIGIBILITY DETERMINATION**

Camp Wright at 400 Camp Wright Lane was evaluated for significance under the NRHP Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

Camp Wright is a 1930 waterfront summer camp that has continuously operated into the twenty-first century. It is associated with the summer camp movement of the early twentieth century, however, due to replacement of most original buildings and extensive new building construction, it no longer represents the period of history in which it was built. Therefore, Camp Wright is not eligible under Criterion A.

Camp Wright is associated with the Wright family of Queen Anne's County, specifically the immigrant brothers Solomon, Nathaniel, and Charles. The camp was named by a Wright descendant who owned the land on which it was built, however the three Wright brothers have no direct association with the camp. Research has revealed no significant contributions to history by any individuals associated with the camp, nor is Camp Wright a significant example of their productive lives. Therefore, Camp Wright is not eligible under Criterion B.

Camp Wright is a 1930 waterfront summer camp. Its earliest building dates to 1937-1957, as many of the original facilities have been demolished when the camp's locus was relocated to the northwest corner of the parcel in the mid-twentieth century. The camp appears to have always had cabins along the waterfront, but research suggests that these have been rebuilt over time and no original cabins survive. Furthermore, the facilities added in the mid-twentieth century do not exhibit the blend of rustic architecture and modern amenities as seen at Woodlands Camp (AA-2353). These alterations and new construction mean that Camp Wright is no longer representative of a mid-century waterfront summer camp and is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The property encompasses 131.18 acres and is confined to the two current property tax parcels, which are found on Queen Anne's County Tax Map 0056, Parcels 0431 and 0177 (2024).

**REFERENCES**

Camp Wright, 2021. "JH Bratton Dedication." Camp Wright Newsletter via Constant Contact. Accessed November 22, 2024. https://myemail.constantcontact.com/Introducing-JH-Bratton.html?soid=1133178467910&aid=HC-6sO6PuHg.

------. n.d. "Camp Wright's Bulkhead and Shoreline." Camp Wright's Webpage. Accessed November 22, 2024. https://www.campwright.com/shoreline.

------. n.d. "Photos: Camp Wright's Photos [Facebook Page]." Facebook. Accessed November 22, 2024. https://www.facebook.com/CampWright/photos_by.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

The Evening Sun. 1930. "To Dedicate Easton Diocese's Bay Camp." May 23, 1930. May 23, 1930, page 14. The Evening Sun at Newspapers.com.

Gournay, Dr. Isabelle., Dr. Mary Corbin Sies. Erica Schultz, Parian Schwab, and Ben Riniker. "AA-2353 Girl Scout Lodge at Woodlands Outdoor Education Center, (Camp Woodlands, Lamb Lodge, the Teepee)." Survey Form, on file with Maryland's Cultural Resource Information System (MEDUSA). Accessed December 17, 2024. https://apps.mht.maryland.gov/medusa/PDF/AnneArundel/AA-2353.pdf.

The Kent Island Times. 2004. “Camp Wright now in 74th year.” Aug 11, 2004. August 11, 2004. Page 25 – The Kent Island Bay Times at Newspapers.com.

------. 2005. “Camp Wright Marks 75th Anniversary,” June 08, 2005. Page 25 – Kent Bay Island Times at Newspapers.com.

------. 2020. “Camp Wright cancels summer camp.” May 27, 2020. Page A13 – The Kent Island Bay Times at Newspapers.com.

Maryland Department of Assessments and Taxation. 2025. “Real Property Data Search.” Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

Nearmap. n.d. “Nearmap.” Accessed November 19, 2024. https://apps.nearmap.com/maps/.

NETROnline. n.d. “Historic Aerials.” Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Papenfuse, Edward, Alan F. Day, David W. Jordan, and Gregory A. Stiverson. 1979. “A Biographical Dictionary of The Maryland Legislature, 1635-1789.” Volume 426, Preface 3. https://msa.maryland.gov/megafile/msa/speccol/sc2900/sc2908/000001/000426/html/am426--923.html.

Pecometh, 2025. “Pecometh Camp Retreat and Ministries: About Us.” Accessed January 13, 2025. https://pecometh.org/about/.

Queen Anne’s County Circuit Court (AACCC). 1928. Deed. William H. D. W. and Mary Thom, to The Convention of the Protestant Episcopal Church in the Diocese of Easton, BHT 9:4. www.Mdlandrec.net.

The Record Observer. 2021. “Scouts.” May 7, 2021. Page A24 – The Record Observer at Newspapers.com.

Shaum, Jack. 2011. “Camp Wright gets improvements, pavilion and cabin.” July 3, 2011. The Star Democrat. Accessed November 22, 2024. https://www.stardem.com/news/local_news/camp-wright-gets-improvements-adds-new-pavilion-and-cabin/article_f3ec9435-5101-5975-99a9-124dde0f80ec.html.

------. 2015. “Camp Wright celebrating 85th anniversary.” May 15, 2015. The Star Democrat. Accessed November 22, 2024. https://www.stardem.com/life/camp-wright-celebrating-85th-anniversary/article_f7e61c71-4500-594c-a11b-8ded467dfbc5.html.

The Star Democrat. 1990. “Camp Wright looks back on 60 years of history.” Jul 9, 1990. July 6, 1990. Page 7 – The Star Democrat at Newspapers.com.

**Camp Wright**

Location: 400 Camp Wright Lane
City: Stevensville

QA-736
Queen Annes County




USGS 7.5' Quadrangle - Kent Island

0 0.5 1 Miles

Scale: 1:24,000

N

**MAPS**

**Camp Wright**

Location: 400 Camp Wright Lane
City: Stevensville

QA-736
Queen Annes County



**MAPS**

**Camp Wright**

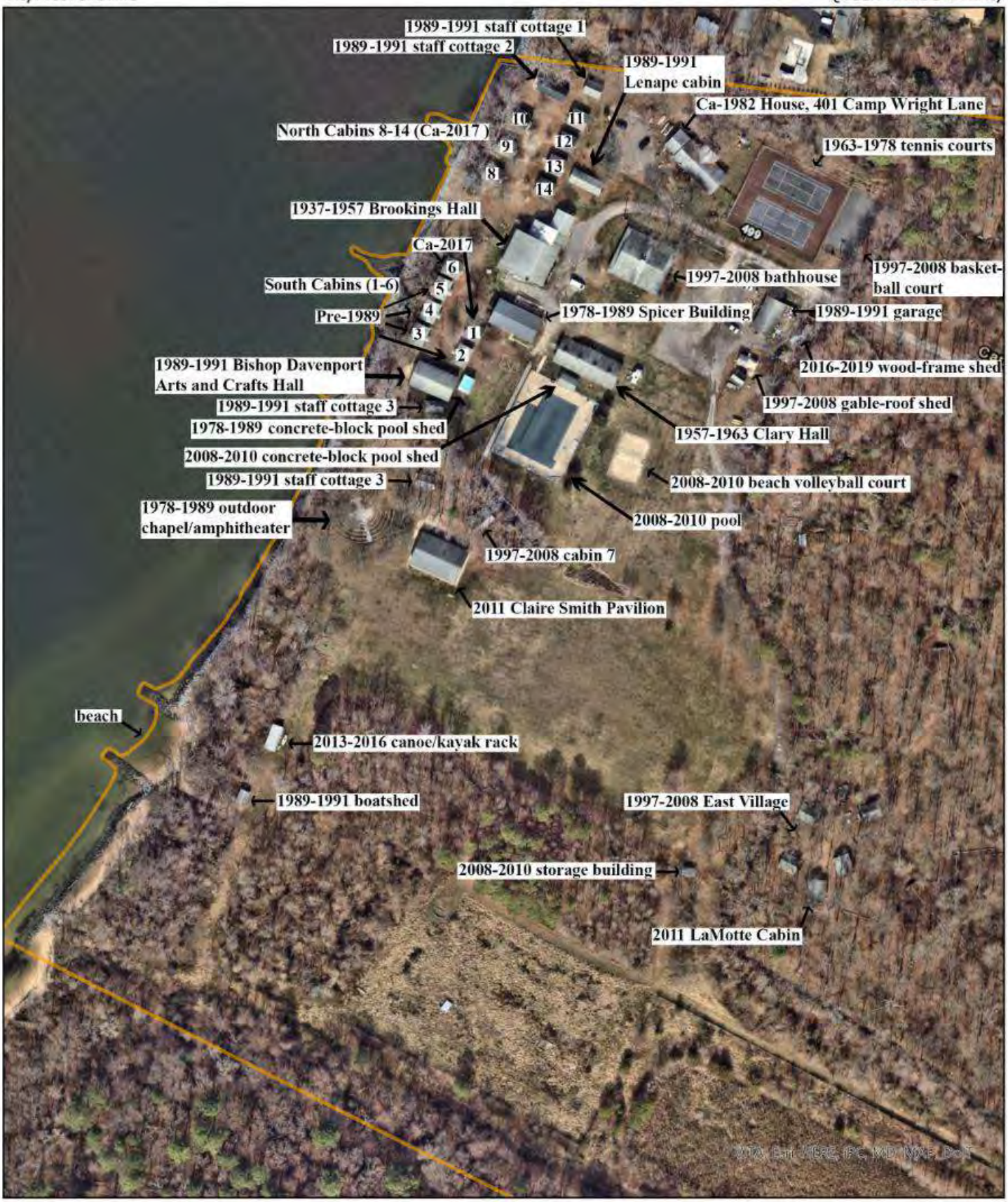
Location: 400 Camp Wright Lane
City: Stevensville Queen Anne's County



**Camp Wright**

Location: 401 Camp Wright Road
City:Stevensville

QA-736
Queen Anne's County




Parcel Boundaries
Camp Wright

0 0.02 0.04 0.07 Miles

Scale: 1:2,000

N

**PHOTOGRAPHS**




Photo 1 of 12: Overview of Camp Wright entrance from Romancoke Road, looking northwest



Photo 2 of 12: Overview of Camp Wright Lane, looking northwest

**PHOTOGRAPHS**




Photo 3 of 12: Camp Wright welcome sign, looking northwest



Photo 4 of 12: Brookings Hall, southeast façade and northeast elevation, looking southwest

**PHOTOGRAPHS**



Photo 5 of 12: Clary Hall, northeast elevation and northwest façade, looking southeast



Photo 6 of 12: House, 401 Camp Wright Lane, southwest façade and southeast elevation, looking northwest

**PHOTOGRAPHS**




Photo 7 of 12: Spicer Building/Camp Office, southeast elevation and northeast facade, looking southwest



Photo 8 of 12: Garage and gable-roof shed, northeast elevations and northwest facades, looking southeast

**PHOTOGRAPHS**



Photo 9 of 12: Lenape Cabin (foreground) and north cabins (background), southeast façade and southeast elevations, looking northwest



Photo 10 of 12: Bathhouse, southeast façade, looking northwest

**PHOTOGRAPHS**



Photo 11 of 12: Bathhouse, northwest and southwest elevations, looking northeast



Photo 12 of 12: North cabins (right) and Staff Cottage 1 (left), looking northwest

NR-ELIGIBILITY REVIEW FORM

QA-736 Camp Wright

**PHOTO LOG**

Number of Photos: **12**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-05**
Location of Original Digital File: **MHT**
File Format: **QA-736_2023-12-05_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-736_2023-12-05_01.tif
Photo 1 of 12: Overview of Camp Wright entrance from Romancoke Road, looking northwest

QA-736_2023-12-05_02.tif
Photo 2 of 12: Overview of Camp Wright Lane, looking northwest

QA-736_2023-12-05_03.tif
Photo 3 of 12: Camp Wright welcome sign, looking northwest

QA-736_2023-12-05_04.tif
Photo 4 of 12: Brookings Hall, southeast façade and northeast elevation, looking southwest

QA-736_2023-12-05_05.tif
Photo 5 of 12: Clary Hall, northeast elevation and northwest façade, looking southeast

QA-736_2023-12-05_06.tif
Photo 6 of 12: House, 401 Camp Wright Lane, southwest façade and southeast elevation, looking northwest

QA-736_2023-12-05_07.tif
Photo 7 of 12: Spicer Building/Camp Office, southeast elevation and northeast facade, looking southwest

QA-736_2023-12-05_08.tif
Photo 8 of 12: Garage and gable-roof shed, northeast elevations and northwest facades, looking southeast

QA-736_2023-12-05_09.tif
Photo 9 of 12: Lenape Cabin (foreground) and north cabins (background), southeast façade and southeast elevations, looking northwest

QA-736_2023-12-05_10.tif
Photo 10 of 12: Bathhouse, southeast façade, looking northwest

QA-736_2023-12-05_11.tif
Photo 11 of 12: Bathhouse, northwest and southwest elevations, looking northeast

QA-736_2023-12-05_12.tif
Photo 12 of 12: North cabins (right) and Staff Cottage 1 (left), looking northwest




Historic Image 1: Photo. "Two campers bring a trunk into Cambridge Cabin at Camp Wright in the 1950s."

Kent Island Bay Times. "Camp Wright Marks 75th Anniversary," June 08, 2005. Page 25 – Kent Bay Island Times at Newspapers.com.




Historic Image 2: Circa-1960 Photo of Brookings Hall, looking west. "Camp Wright" at Facebook.com, accessed November 18, 2024. https://www.facebook.com/CampWright/photos/pb.100064563284609.-2207520000/3655903061091466/?type=3.



Historic Image 3: Circa-1970 Photo of Brookings Hall, showing expansion, looking northeast. Brookings Hall is the only building of the three shown that is still extant. "Camp Wright" at Facebook.com, accessed November 18, 2024. https://www.facebook.com/CampWright/photos/pb.100064563284609.-2207520000/3655903041091468/?type=3.

**NR Eligible: yes ___**
**no ___**

# MARYLAND HISTORICAL TRUST
# DETERMINATION OF ELIGIBILITY FORM

Property Name: **Matapeake Estates** Inventory Number: **QA-737**

Address: Annapolis View Road, Forest Garden Road, and Woodmoor Road Historic District:

City: Stevensville Zip Code: 21666 County: Queen Annes

USGS Quadrangle(s): Kent Island

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): 0102 Tax Map Number: 0063

Project: Bay Crossing Study Agency: MDTA

Agency Prepared By: RK&K, LLP

Preparer's Name: Rebekah Yousaf Date Prepared: November 7, 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: 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).

**LOCATION/SETTING**

The Matapeake Estates neighborhood is on the east shore of the Chesapeake Bay, on the west side of Romancoke Road, south of US 50/301 in Queen Anne's County. The neighborhood is roughly bounded by Wisteria Lane and residential parcels to the north, Romancoke Road to the east, Mazza Lane to the southeast and south, and the Chesapeake Bay to the west. It is composed of 50 parcels, roughly spanning approximately 39 acres. The parcels are situated along Woodmoor, Forest Garden, and Annapolis View Roads. The east half of the neighborhood is heavily wooded, while the west half has more open lots.

**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**

Matapeake Estates is a relatively small planned waterfront neighborhood west of Romancoke Road with roughly straight roads and rectangular lots. Wood fencing between square brick pillars marks the neighborhood's entrance and reads "Matapeake Estates." Woodmoor Road extends east from Romancoke Road and intersects with the north ends of Annapolis View and Forest Glen Roads, which are parallel to each other. The roads do not have sidewalks and are screened from Romancoke Road by dense trees. The neighborhood contains 49 residential properties and one common area. The majority of parcels are less than one acre, though two (105 and 107 Forest Garden Road) are just over two acres. The parcels within the neighborhood are largely rectangular with a dwelling at the center, a front yard with mature trees and a paved driveway, and an open backyard with more mature trees. Many of the houses also have landscaping in the form of foundation plantings. The houses were constructed between 1964 and 1988 and are a mix of two-story Colonial Revival, two-story Split-Foyer, Ranch, and Contemporary styles (SDAT). Many of the houses, especially along the waterfront, have been heavily altered and expanded, and at least two dwellings (203 Woodmoor Road and 108 Annapolis View Road) were replaced with newer construction in the past twenty years (SDAT). The Colonial Revival and Split-Foyer houses are clad in a mix of brick and vinyl siding, while the Contemporary houses are primarily clad in vinyl siding. Most houses have integrated garages, asphalt-shingle roofs, and concrete foundations. Windows are vinyl in a variety of pane configurations and often have inoperable shutters. The waterfront parcels have docks that terminate in wet boat slips, and there is a small community beach and picnic area south of the waterfront parcels, near the end of Annapolis View Road.

**HISTORIC CONTEXT**

Built between 1964 and 1988, Matapeake Estates is a planned waterfront residential neighborhood. As late as 1937, the area comprising the neighborhood was densely wooded to the east and consisted of open beach to the west (QAC Historic Aerial Viewer, 1937). By 1957, the area was much the same, but one circa-1941 house (200 Woodmoor Road) had been built near the center of the property (NETROnline 1957). In 1961, local speculators Carl Jewell and Henry Berniker formed Matapeake Estates, Inc., and purchased roughly 46 acres from Katherine C. Anzer (QACCC 1961, TSP 60:146). Jewell and Henry Berniker filed a plat map with 40 lots in 1961, but the first house was not completed until 1964 (QACCC Plat 1681; SDAT). According to a 1961 newspaper advertisement, the neighborhood was described as "a very small, but outstanding development, dedicated to family, social, and recreational enjoyment," and featured "the largest waterfront lots (125x225)" and "a large wooded community park with a camping site, picnic area, boat launching, Chesapeake Bay bathing, and fishing" (Baltimore Sun, 1961). The original driveway leading to the circa-1941 house became Woodmoor Road, and Annapolis View Road was added by 1963 (QAC Historic Aerial Viewer 1963). Several advertisements from the 1970s suggest that the houses were not built by a single developer (The Capital 1974 and 1977). By 1978, Forest Garden Road was added and the neighborhood contained approximately 30 houses (QAC Historic Aerial Viewer 1978). The remaining houses were added by 1988 (SDAT).

The original plat included 40 lots, with 39 each less than an acre and designated for houses. The 7.74-acre Lot 40 spanned the south and southeast boundary of the neighborhood and was denoted as a "community beach and park area" (QACCC 1961 Plat, TSP 1:83). In 1983, the west half of Lot 40 became a common area, while the east half was subdivided into three parcels: Lots 40-A (1.01 acres), 40-B (4.49 acres), and 40-C (2.25 acres). A house was built on Lot 40-C in 1983 and became 1302 Romancoke Road, while a house was constructed on lot 40-A in 1986 at 111 Forest Garden Road (QACCC 1983 Plat, MWM 5:46). Lot 40-B was subdivided in 2008 between lots 25 and 26, with each gaining roughly 2.24 acres (QACCC 2008 Plat, SM 39:59).

Following the construction of the first Chesapeake Bay Bridge span in 1952, residential development of Queen Anne's County increased, as the connection to cities like Annapolis and Baltimore were made more convenient. Between 1950 and 1960, Queen Anne's County saw a 13 percent population increase, while Kent Island experienced a 40 percent growth. The NSA's establishment of a research facility on Kent Island further spurred development. From 1951 to 1970, Kent Island underwent significant transformation with new developments in areas like Bay City, Harborview, and along the shoreline with Matapeake Estates. By the late 1960s, development pressure increased due to the upcoming second span of the Bay Bridge and rising housing costs in Anne Arundel County, with Kent Island properties being roughly 20 percent cheaper. The county's population further increased by 11 percent from 1960 to 1970, and surged by 23 percent from 1970 to 1979, reflecting these development pressures. Residential developments constructed up through the 1980s followed statewide and national patterns, with the addition of waterfront amenities. Like in Anne Arundel County, these later purpose-built communities have more unified architectural designs, where builders only offered a limited number of models and available modifications. During this period, the most popular domestic style was the two-story Colonial Revival house, followed by the split foyer (Diehlmann et al. 2024).

Planned waterfront residential neighborhoods similar to Matapeake Estates typically emerged in the exurban areas beyond the suburban fringe and typically include lots organized in a grid or curvilinear street pattern that maximizes the shoreline views and access; cohesive groupings of buildings by function; consistent lot sizes and building setbacks; landscape features such as entrance signs with landscaping; community amenities such as clubhouses, pavilions, pools, parks, and playgrounds; waterfront access, such as watercraft launch ramps, docks, and beaches; and a location along major transportation corridors (Diehlmann et al. 2024).

**ELIGIBILITY DETERMINATION**

Matapeake Estates 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 2024 Context Addendum, a waterfront planned residential neighborhood must be the earliest example of its type and/or represent the trend of incorporating nontraditional and water-oriented recreational amenities within the community. The most significant communities will retain their original water access, street plan, and all or most community facilities (Diehlmann et al. 2024). Matapeake Estates is an example of a planned waterfront residential neighborhood from the early 1960s that continued development into the 1980s. It is not the earliest of its type. It is associated with the waterfront suburbanization trend in Queen Anne's County; however, Matapeake Estates is not a significant example of the trend as it lacks character-defining elements identified in the 2024 Context Addendum that were intended to give residents the feel of resort living, notably water-oriented recreational amenities within the community. Therefore, Matapeake Estates is not eligible under Criterion A.

Research has revealed no significant association with persons who have made specific contributions to history. Therefore, Matapeake Estates is not eligible under Criterion B.

According to the 2024 Context Addendum, planned waterfront neighborhoods considered under Criterion C must retain a majority of their character-defining elements originally present in the neighborhood. These features of waterfront planned residential neighborhoods were intended to give residents the feel of resort living. Matapeake Estates is one of many planned waterfront residential neighborhoods in the county; however, Matapeake Estates does not fully embody the character-defining elements of the property type. Most notably, Matapeake Estates lacks water-based community recreational features such as pavilions or watercraft launches. Further, its development is not consistent with original plans for the neighborhood, and later infill and alterations are not in keeping with the original designs. Matapeake Estates is one of many planned waterfront neighborhoods in the county and is not one of the earliest or innovative examples of its type. Therefore, Matapeake Estates is not eligible under Criterion C.

**BOUNDARY DESCRIPTION**

The district encompasses approximately 39 acres and is confined to the 50 current property tax parcels, which are found on 2025 County Tax Map 0063, Parcel 0120 (2025). Tax accounts vary by property owner.

**REFERENCES**

The Baltimore Sun. 1961. "Matapeake Estates." September 30, 1961, page 23. The Baltimore Sun at Newspapers.com.

The Capital. 1974. "Waterfront." December 11, 1974, page 31. The Capital at Newspapers.com.

The Capital. 1977. "Matapeake Estates." September , 1977, page 17. The Capital at Newspapers.com.

Diehlmann, Nicole A., Laura van Opstal, Paul Hoffman, Rachel Wilson. 2024. Suburbanization Historic Context Addendum (1890-1990), Anne Arundel and Queen Anne's Counties, Maryland (Baltimore, MD: Maryland Transportation Authority).

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2019. Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (Baltimore, MD: Maryland Department of Transportation State Highway Administration, May 2019). https://www.roads.maryland.gov/OPPEN/Suburbanization%20Context%20Addendum_Final-2019.pdf.

Maryland Department of Assessments and Taxation. 2025. "Real Property Data Search." Maryland Department of Assessments and Taxation. 2024. https://sdat.dat.maryland.gov/RealProperty/Pages/default.aspx.

NETROnline. n.d. "Historic Aerials." Nationwide Environmental Title Research LLC. https://www.historicaerials.com/.

Queen Anne's County Circuit Court (QACCC). 1961a. "Deed, Katherine Anzer to Matapeake Estates, Inc." TSP 60, p. 0146. Maryland State Archives.

------. 1961b. Plat. "Matapeak Esates." Plat 1681. Plat Book TSP 1, p. 83. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=882&page=adv1&id=2140214131.

------. 1983. Plat. “Plat Showing Subdivision of Lots 40-B and 40-C, Matapeake Estates” Plat Book MWM 5, p. 46. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=172&page=adv1&id=971866492.

------. 2008. Plat. “Resubdivision of Lots 25, 26, and 40-B. Matapeake Estates.” Plat Book SM 39, p. 59. https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=3426&page=adv1&id=971866492.

**Matapeake Estates Neighborhood**

Location: Annapolis View Road, Forest Garden Road, and Woodmoor Road
City: Stevensville

QA-737
Queen Annes County



**Matapeake Estates Neighborhood**

Location: Annapolis View Road, Forest Garden Road, and Woodmoor Road
City: Stevensville

QA-737
Queen Annes County



**PHOTOGRAPHS**



Photo 1 of 6: Overview of entrance to Matapeake Estates from Romancoke Road, looking west



Photo 2 of 6: View along Woodmoor Road, looking west

**PHOTOGRAPHS**



Photo 3 of 6: View of intersection of Woodmoor and Annapolis View Roads, looking northwest



Photo 4 of 6: Houses, 98 and 96 Annapolis View Road, looking northwest

**PHOTOGRAPHS**



Photo 5 of 6: Houses, 110 and 108 Annapolis View Road, looking southwest



Photo 6 of 6: View along Forest Garden Road, looking southeast

NR-ELIGIBILITY REVIEW FORM

QA-737 Matapeake Estates

**PHOTO LOG**

Number of Photos: **6**
Name of Photographer: **Sara Wilson**
Date of Photographs: **2023-12-06**
Location of Original Digital File: **MHT**
File Format: **QA-737_2023-12-06_01.tif… etc.**

*Photographs inserted on continuation sheets:*

QA-737_2023-12-12_1.tif
Photo 1 of 6: Overview of entrance to Matapeake Estates from Romancoke Road, looking west

QA-737_2023-12-12_2.tif
Photo 2 of 6: View along Woodmoor Road, looking west

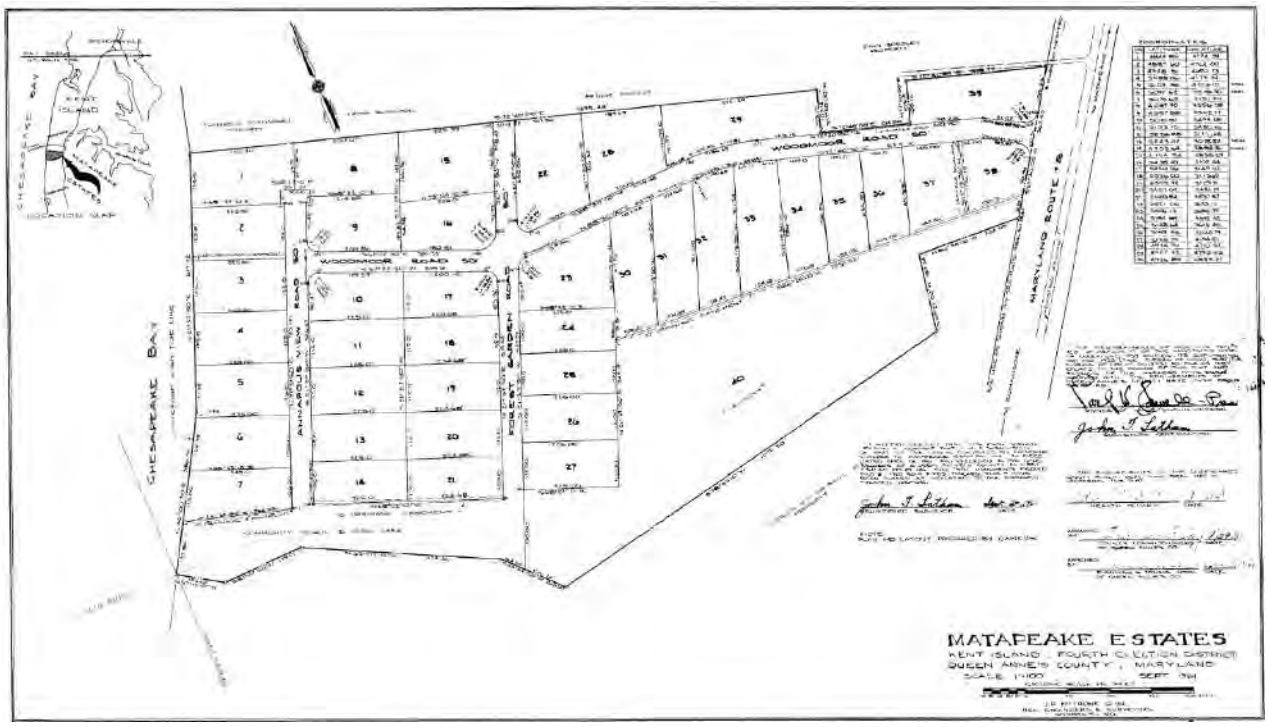
QA-737_2023-12-12_3.tif
Photo 3 of 6: View of intersection of Woodmoor and Annapolis View Roads, looking northwest

QA-737_2023-12-12_4.tif
Photo 4 of 6: Houses, 98 and 96 Annapolis View Road, looking northwest

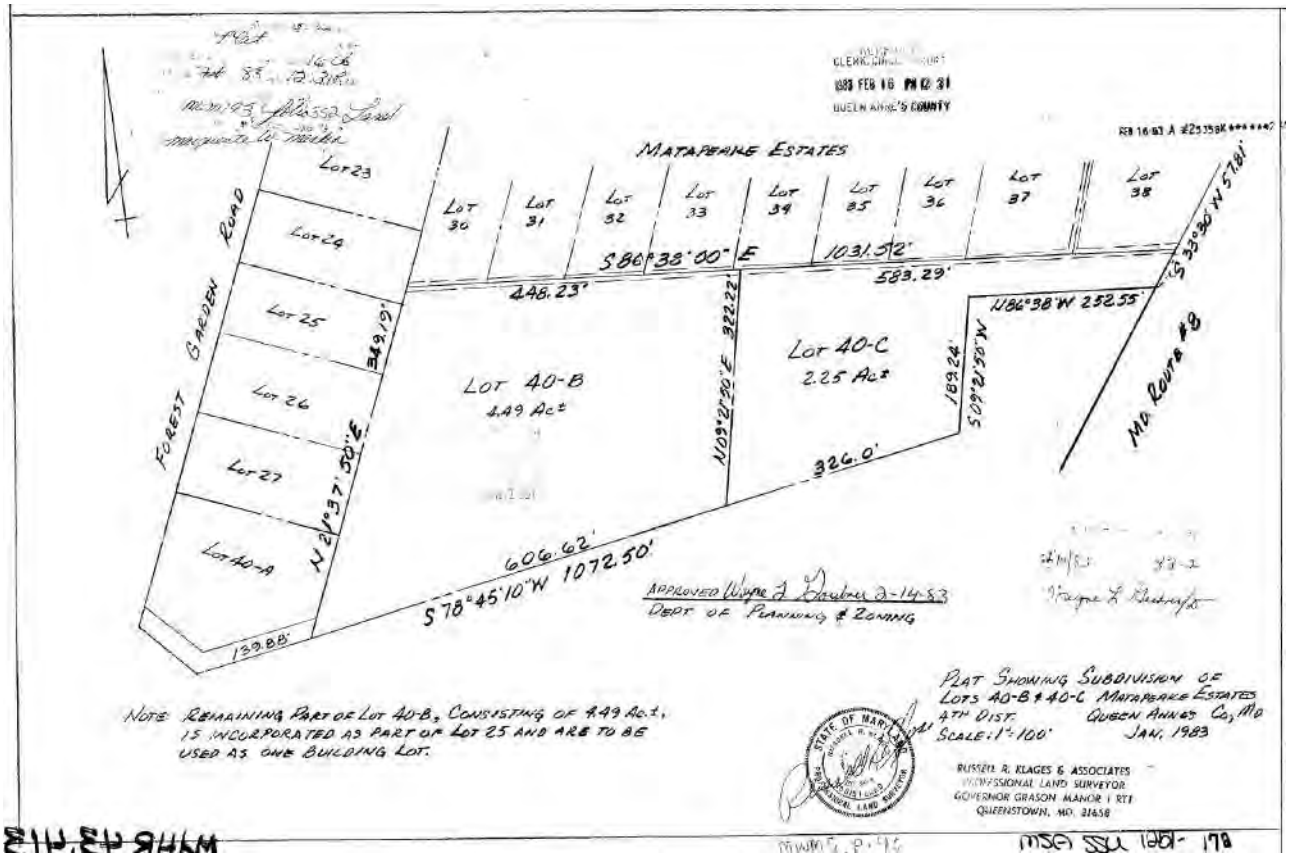
QA-737_2023-12-12_5.tif
Photo 5 of 6: Houses, 110 and 108 Annapolis View Road, looking southwest

QA-737_2023-12-12_6.tif
Photo 6 of 6: View along Forest Garden Road, looking southeast

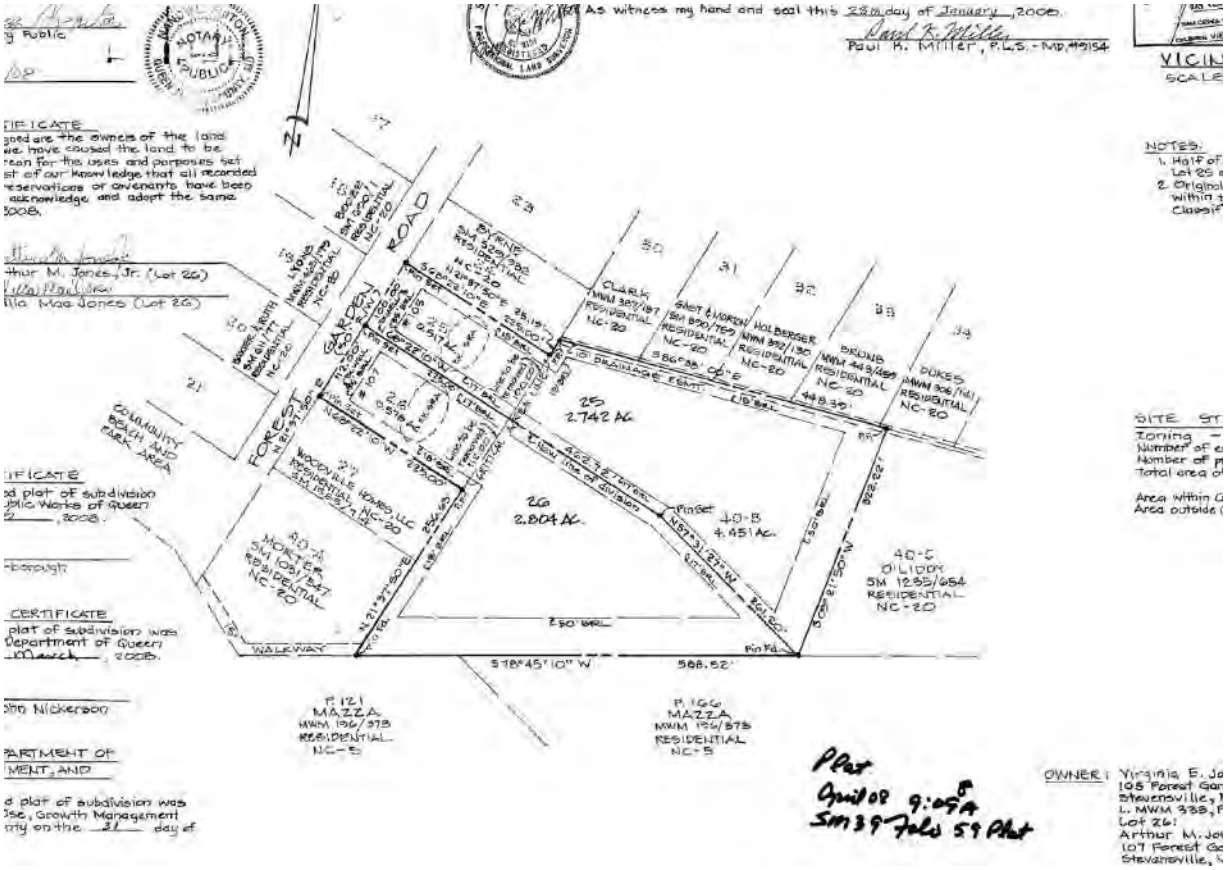
**QA-737**
**Matapeake Estates**
Annapolis View, Forest Garden, and Woodmoor Roads
Stevensville, Queen Anne's County, Maryland




Historic Image 1: "Matapeake Estates" Plat, 1961.
Photo Source: Queen Anne's County Circuit Court, Plat 1681; Plat Book TSP 1, p. 83.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=882&page=adv1&id=2140214131.




Historic Image 2: "Plat Showing Subdivision of Lots 40-B and 40-C, Matapeake Estates" Plat, 1983.
Photo Source: Queen Anne's County Circuit Court. Plat Book MWM 5, p. 46.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=172&page=adv1&id=971866492.




Historic Image 3: "Resubdivision of Lots 25, 26, and 40-B. Matapeake Estates" Plat, 2008.
Photo Source: Queen Anne's County Circuit Court, Plat Book SM 39, p. 59.
https://plats.msa.maryland.gov/pages/unit.aspx?cid=QA&qualifier=S&series=1251&unit=3426&page=adv1&id=971866492.