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TIER 2 NEPA

Suburbanization Historic Context Addendum

(1890-1990)

Anne Arundel and Queen Anne's Counties, Maryland

Maryland Transportation Authority

MDTA

June 2024

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Suburbanization Historic Context Addendum (1890-1990)

Anne Arundel and Queen Anne's Counties, Maryland

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Abbreviations and Acronyms

BWI	Baltimore/Washington International Airport
CMSA	Consolidated Metropolitan Statistical Area
DC	District of Columbia
EPA	Environmental Protection Agency
FHA	Federal Housing Administration
FHWA	Federal Highway Administration
GIS	Geographic Information System
IDA	Intensely Developed Area
LDA	Limited Development Area
LLP	Limited Liability Partnership
MDOT	Maryland Department of Transportation
MDTA	Maryland Transportation Authority
M-NCPPC	Maryland National Capital Park and Planning Commission
MSA	Maryland State Archives
NAF	Naval Air Facility
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
NSA	National Security Agency
PWA	Public Works Administration
RCA	Resource Conservation Area
SDAT	State Department of Assessment and Taxation
SHA	Maryland Department of Transportation State Highway Administration
SRC	State Roads Commission
US	United States
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USGS	United States Geological Survey
USNA	United States Naval Academy
USS	United States Ship
VA	Veterans Administration

1 Introduction

1.1 Purpose and Background

The purpose of this context study is to understand suburban development in Anne Arundel and Queen Anne's Counties and to identify how the trends and patterns of development compared to those identified in previous studies of Montgomery and Prince George's Counties. The Maryland Department of Transportation State Highway Administration (SHA) commissioned two studies that discuss national and statewide suburbanization perspectives, focusing on Montgomery and Prince George's Counties—*Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study* (1999 Suburbanization Context; KCI 1999) and *Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland* (2019 Context Addendum; Manning et al. 2019). This document is an overview of trends that influenced the development of the built environment in Anne Arundel and Queen Anne's Counties, Maryland, between circa 1890 and circa 1990. It identifies trends, patterns, and resource types that are unique to Anne Arundel and Queen Anne's Counties and are not discussed in previous suburbanization contexts.

This historic context was completed as part of a Maryland Transportation Authority (MDTA) Bay Crossing National Environmental Policy Act (NEPA) Tier 2 study. This study analyzes the selected corridor alternative from the Tier 1 study to address issues with existing and potential future traffic congestion at the Bay Bridge and its approaches along US 50/301. The NEPA Tier 1 study considered 14 alternative alignments spanning nearly 100 miles along the Chesapeake Bay. The selected corridor alternative—a two-mile-wide corridor following the existing road network along US 50/301 and the Bay Bridge, roughly between the Severn River in Anne Arundel County and the US 50/301 split near Queenstown in Queen Anne's County—was advanced through a record of decision issued by the Federal Highway Administration (FHWA) in April 2022. Ultimately, this context document will be used as a tool for environmental compliance projects to aid in the identification of architectural resources constructed during the Industrial Urban Dominance (1870-1930), Modern (1930-1960), and Suburban Diversification (1961-1980) Periods in Anne Arundel and Queen Anne's Counties within the framework of the National Register of Historic Places (NRHP). This context will serve as the basis for future research, and it is anticipated that this document will be used in future compliance reports for the MDTA, the SHA, and other agencies; NRHP nominations; and various research projects related to suburbanization in the state.

Because the suburban development systems, which describe the ways suburban land was actively developed for human occupation and use, and property types, which describe the types of buildings and structures constructed, are substantially similar to those described in previous contexts covering Montgomery and Prince George's Counties, many of the significance assessments contained in the prior historic context studies can be applied when evaluating resources of the Modern and Suburban Diversification Periods in Anne Arundel and Queen Anne's Counties. The most notable difference between suburbanization in Montgomery and Prince George's Counties and Anne Arundel and Queen Anne's Counties is the central presence of the Chesapeake Bay and its tributaries and the recreational opportunities they provide. The built environment of Anne Arundel and Queen Anne's Counties was

largely influenced by the development of seasonal and permanent recreational communities with water-based amenities. Transportation improvements and the expansion of suburbanization from Washington, District of Columbia (DC), Baltimore, and Annapolis increased the demand for these unique waterside communities. The 2019 Context Addendum defined the Suburban Diversification Period as 1961 to 1980; however, because development in Anne Arundel and Queen Anne's Counties generally occurred later than in Montgomery and Prince George's Counties, the overall trends and patterns of development present in the Suburban Diversification Period are applicable to Anne Arundel and Queen Anne's Counties through 1990.

1.2 Previous Contexts

The 1999 Suburbanization Context discusses suburban development between 1815 and 1960. The 2019 Context Addendum addresses suburban development patterns between 1961 and 1980. These two documents provide national and statewide suburbanization perspectives, which are not included here. In addition, these documents provide an overview of trends influencing suburbanization and property types likely to be found in Montgomery and Prince George's Counties. Many of these identified property types can also be found in Anne Arundel and Queen Anne's Counties (KCI 1999; Manning et al. 2019).

There are multiple studies that discuss general development in Anne Arundel and Queen Anne's Counties. *Heritage Themes and Historical Preservation Planning in Anne Arundel County, Theme 8: A Diverse Melting Pot: Ethnic Origins, National Influences, and Immigration*, prepared for the Anne Arundel County Office of Planning and Zoning, Cultural Resources Division, offers a history of the county's development as influenced by immigration and identifies built resources associated with the county's immigration history (Robinson & Associates, Inc. 2019). *Anne Arundel County's Historic Beach Resorts (Late 19th – Early 20th Century)*, written for the Anne Arundel County Trust for Preservation provides a comprehensive and detailed overview of beachfront recreational sites and communities throughout Anne Arundel County (Melton 2017). *Anne Arundel County, Maryland: A Bicentennial History, 1649-1977* (Bradford 1977) contains a series of essays that provide a broad-based understanding of the county's history. The book, *Annapolis, City on the Severn*, offers a history of the city of Annapolis from the seventeenth century through the late twentieth century, including its role in the state and the country, its economic and geographic growth, and its residents (McWilliams 2011).

1.3 Methodology

The scope of this context focuses on Anne Arundel and Queen Anne's Counties, with particular attention to the US 50/301 corridor and its environs. The study period is between circa 1890 and 1990; this was a period of major suburban growth and development in both counties, though suburbanization began later in Queen Anne's County, and existing research into the effect that growth had on the built environment is lacking. Because the scope of the NEPA study focused on a one-mile buffer of the US 50/301 corridor, only limited windshield survey was undertaken on properties beyond that area. Research for this document relied primarily on internet review of historic and modern maps and archival research, particularly State Department of Assessment and Taxation (SDAT) data, subdivision plats, and newspaper articles and advertisements. Previous historical studies of the counties generally did not extend into the post–World War II era, so available contextual information was limited. Trends identified in the previous suburbanization historic context studies were reviewed and analyzed

to determine if they were applicable in Anne Arundel and Queen Anne's Counties. Particular attention was paid to understanding the completion of the extensive road network in the region and how that network shaped the built environment. Planning documents from the counties were also reviewed to understand the impact of growth management policies enacted by local and state governments.

US Census data is used throughout this context to provide an understanding of population changes in Anne Arundel and Queen Anne's Counties during the context period. Demographic information originating from 1940 or earlier US Census data presented within this context is limited by the census' use of "white" and "non-white" terminology to describe the racial composition of the population. These terms are used throughout in quotations. Further clarification of ethnicity included in the "non-white" designation is difficult based on the use of different racial categories for each census year, its associated enumeration instructions, and application of those instructions by the enumerators. For census years 1940 and earlier, it is assumed "non-white" includes any person of African American, American Indian, Latino, and/or Asian descent, and included people of mixed race.[1]

A windshield survey was conducted in Queen Anne's County on December 14, 2022, and in Anne Arundel County on December 16, 2022. Using the results of preliminary research, the survey team drove along major highway corridors and secondary routes to review previously identified resources and identify resources not discovered through desktop research. Where accessible, previously identified architectural resources were visited to ascertain their current condition. Photographs were taken and resource types identified allowing for an assessment of similarities and differences among resources. Suburban communities were studied, noting differences from previously studied communities in Montgomery and Prince George's Counties.

A detailed study of historic United States Geological Survey (USGS) topographic maps, other historic maps, and historic and modern aerial photographs identified potential locations of growth. These locations were cross referenced with property information maintained in Anne Arundel and Queen Anne's Counties' Geographic Information System (GIS)-based property assessment databases and the state of Maryland's tax assessment and subdivision plat data. People and place names gleaned from state and local data were researched using archival data, primarily newspaper accounts. Key builders and developers in the counties were identified and researched more thoroughly. Photographs from the windshield survey and Google Street View were used to determine the physical appearance of buildings throughout the counties.

Build dates included with the state and local GIS data used here may not always be correct. Dates for individual properties should be confirmed through archival or other sources. Additionally, geographic trends were in part analyzed by reviewing GIS property data obtained from Anne Arundel County, Queen Anne's County, and the City of Annapolis, which was then sorted into categories by decade to discern development patterns and growth. This analysis relied on the availability and accuracy of building construction dates in the property data. The data was used to create a "heat map" of growth in the two counties by removing all parcels for which no building construction date was available and

[1] Additional information is available at: https://www.pewresearch.org/social-trends/2010/01/21/race-and-the-census-the-negro-controversy/#:~:text=When%20the%20census%20began%20in%201790%2C%20the%20racial,generally%20white%20%28W%29%2C%20black%20%28B%29%20and%20mulatto%20%28M%29.

those that contained buildings with construction dates before 1890 and after 1990. It should be noted that this map reflects the construction date of extant buildings as of 2023, as determined by the parcel data, and that newer development certainly replaced older buildings over time in some areas, so discernment is required when using this map as a picture of growth periods. Development is shown on the maps in four time periods within the context period: 1890-1930, which corresponds to the portion of this context period within the Industrial/Urban Dominance context period; 1931-1950, which ends after World War II to emphasize the increased growth after the war and before the construction of the 1952 Bay Bridge; 1951-1970, which includes development following opening of the 1952 Bay Bridge but ends prior to enforcement of restrictive planning regulations; and 1971-1990. The overall Anne Arundel County map is found in **Figure 2-1** and the Queen Anne's County map is **Figure 2-2**. Detailed versions of these maps are in **Section 2.1**

Because residential subdivisions were the primary construction activity during the study period, greater focus was placed on understanding these resources. Many of unique characteristics of residential resources in Queen Anne's and Anne Arundel Counties stem from their proximity to waterfront areas and, therefore, water-oriented recreational amenities, whether related to residential subdivisions and developments, commercially owned, or publicly owned, were analyzed.

2 Growth in Anne Arundel and Queen Anne's Counties

This section discusses the general development history of Anne Arundel and Queen Anne's Counties between 1890 and 1990, focusing on the factors that influenced the built environment in the counties during this period. Many of the trends occurring in these counties follow statewide and regional trends identified in the previous suburbanization historic contexts—expanded transportation networks, changing demographics, expansion of the federal government, the environmental and preservation movement, and local and regional planning. The two counties grew and developed differently prior to the mid-twentieth century; suburbanization in Anne Arundel County began around the turn of the twentieth century while Queen Anne's County suburban development began in the mid-twentieth century. The opening of the first span of the Chesapeake Bay Bridge in 1952 and the second span in 1973 inextricably linked the development of the two counties and contributed to the incorporation of Queen Anne's County into the greater Baltimore-Washington Metropolitan region.

Anne Arundel County is on the western shore of the Chesapeake Bay, south of Baltimore City, and contains over 533 miles of coastline. It is bounded by the Patapsco River to the north, the Patuxent River to the west, the communities of Owings and North Beach on the south, and the Chesapeake Bay on the east. Because of its unique geography, the county is characterized by three distinct regions. The northern portion of the county serves primarily as a suburb of Baltimore City, although there are also industrialized areas along the waterfront. The central portion of the county surrounds Annapolis, the county seat and state capital. Much of the land in this portion of the county is also suburbanized, serving the cities of Annapolis, Baltimore, and Washington, DC. The southern portion of the county, generally south of Central Avenue, remains relatively undeveloped. The differences in the regions shaped development within the county. Prior to the Civil War, much of the county was primarily rural and agricultural, with the exception of the northern portion, which developed an industrial economy due to its proximity to Baltimore City and the presence of iron ore near Glen Burnie (Anne Arundel County n.d.).

Queen Anne's County is on the Eastern Shore of the Chesapeake Bay, east of Anne Arundel County. It is bounded by the Chesapeake Bay to the west, the Chester River to the north, the Delaware state line and Tuckahoe Creek to the east, and the Wye River and MD 404 to the south. Due to Queen Anne's County's more remote location on Maryland's Eastern Shore, development prior to the mid-eighteenth century was predominantly along the county's shorelines (Bourne et al. 1998, 6). The county remained primarily agricultural well into the twentieth century, with small urban centers in the county's primary towns of Centerville, Queenstown, Stevensville, and Grasonville. Significant growth did not occur in the county until the opening of the Chesapeake Bay Bridge in 1952, much of which centered on Kent Island.

The maps shown in **Figure 2-1** and **Figure 2-2** illustrate buildings constructed within four time periods during the context period. Buildings shown in green and blue were constructed between 1951 and 1990 and illustrating the significant growth in both counties after World War II.

Figure 2-1: Map of Anne Arundel County indicating build dates for properties (RK&K 2023)

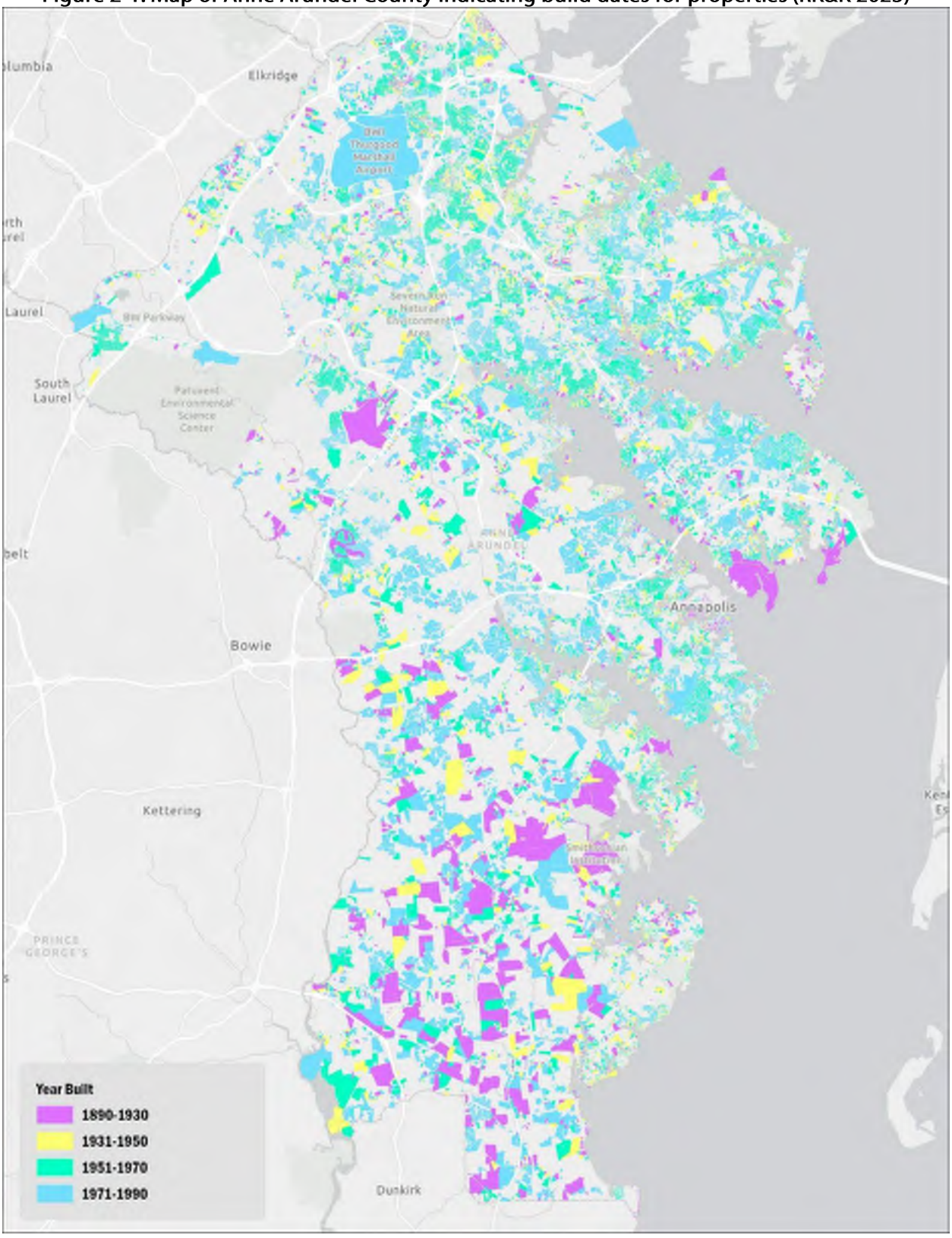
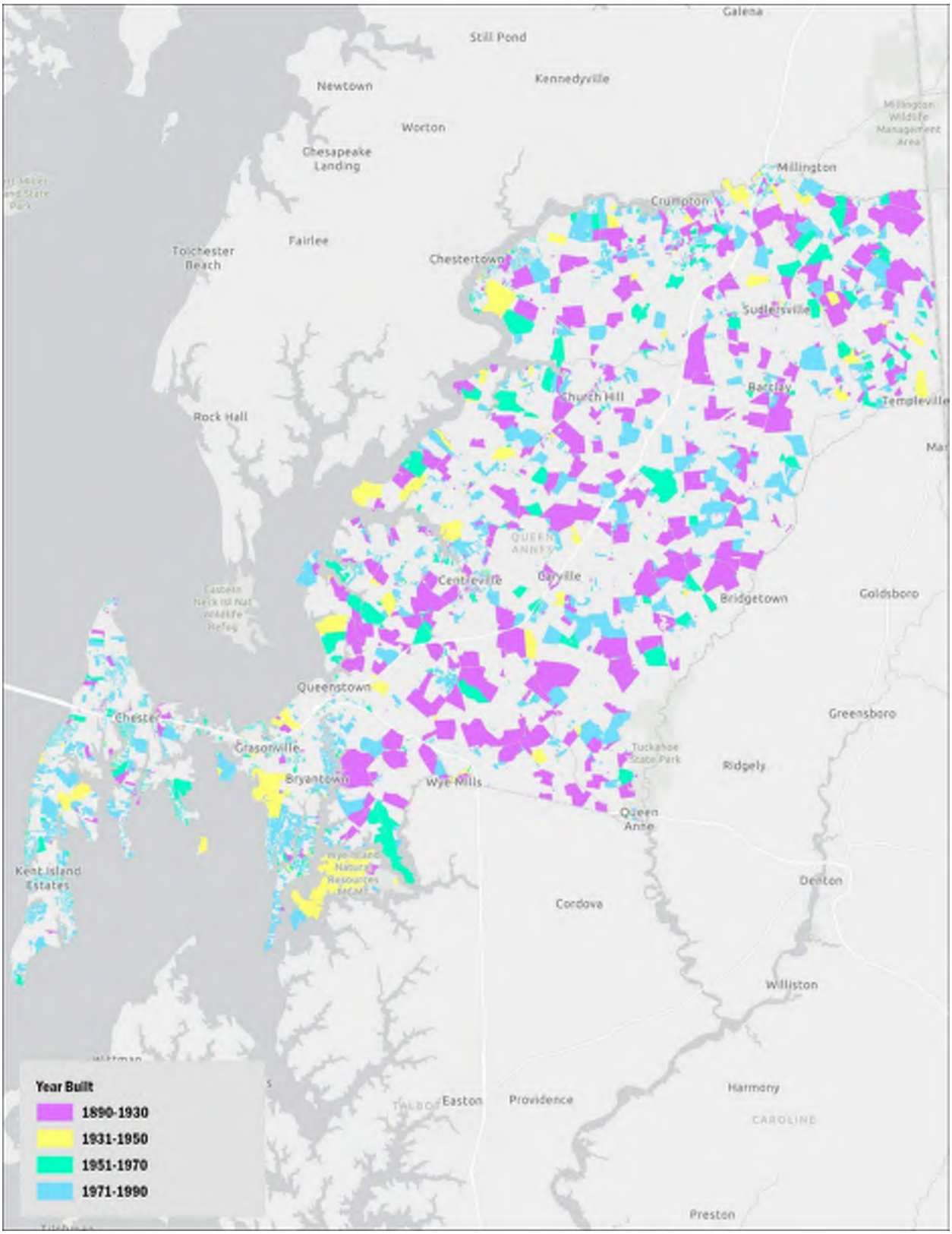


Figure 2-2: Map of Queen Anne's County indicating build dates for properties (RK&K 2023)



2.1 Town Development and Urban Transition

Consistent with other counties on Maryland's Western and Eastern Shores, tobacco was the predominant crop in Anne Arundel and Queen Anne's Counties in the early colonial years, but agriculture diversified in the early nineteenth century as farmers planted corn and wheat. Agricultural diversification expanded after 1864, when Maryland's Fourth Constitution freed the state's enslaved people, resulting in many farmers turning away from labor-intensive tobacco farming to other crops. Annapolis has served as the county seat of Anne Arundel County and the state capital of Maryland since 1694, resulting in large numbers of workers employed by the state and local governments. In Queen Anne's County, Spanish Merino sheep were introduced in the late nineteenth century, leading to the rise of cloth mills and tanyards. Brickmaking was another early industry in the counties, with most farms making bricks on site (Clark 1950a, II:1066–67). Water-oriented industries also flourished in both counties, including commercial fishing and associated activities such as ship building. Spurred by improved road networks and the rise of both steamboat and rail transportation, local agricultural exports were sent to larger growing markets in Baltimore, Washington, DC, and Philadelphia (Wesler et al. 1981). Improvements in canning technology led to the growth of the seafood industry and produce production, as oysters and tomatoes were popular canned products. Canneries started to appear outside of major metropolitan areas, increasing industrialization in rural areas into the twentieth century (Anne Arundel County n.d.).

While Maryland's Eastern and Western Shores became prime spots for summer communities by the 1890s, full-scale residential development did not occur until the second half of the twentieth century. Growth of the federal government had a lesser effect in Queen Anne's County, but growth in federal facilities such as the United States Naval Academy (USNA), National Security Agency (NSA), and Fort George G. Meade did influence development in Anne Arundel County. While some suburban growth in Anne Arundel County was internally driven, mostly due to federal facility growth, the major forces driving suburbanization were external and related to the county's location along Baltimore City's southern border. Land in the northern part of the county was subdivided for residents moving out of the city, but still commuting for employment via MD 2, Crain Highway, and later the Baltimore-Washington Parkway. By the 1960s, Anne Arundel County had also become a suburb of Washington, DC, due to improvements to US 50. Construction of the first Bay Bridge span in 1952 unleashed land speculation and development in Kent Island that was largely unmanaged due to the county's lack of land use regulations. Opening of the second span in 1973 brought a new wave of development in the county that was better controlled due to implementation of subdivision regulations and other land use management practices in the mid-1960s.

The highway network facilitated the movement of this suburban population to and around Anne Arundel and Queen Anne's Counties. The increasing population drove demand for new housing and required local governments to provide necessary services to these new residents, but it also provided opportunities for new industrial and commercial enterprises. This growth was largely a white phenomenon in Queen Anne's County, whose white population in 1950 was approximately 81 percent, compared to 88 percent in 1990. The rural nature of Queen Anne's County, which lacks an urbanized area, may have played a role in the county's changing demographics. The late-twentieth-century decline in the seafood processing industry, which employed a large African American workforce, may account for the decline in the "non-white" population. Demographic changes in Anne Arundel County,

whose population the 1950 US Census was reported as 31.9 percent urban, 60.8 percent "rural non-farm," and 7.4 percent "rural farm," show a similar change in racial composition over the same period. In 1950, approximately 81 percent of the population was white, compared to 85 percent in 1990 (United States Census Bureau 1952, 20–20; 1992, Table 5). Traffic along US 50/301 beginning in Anne Arundel County and the access roads of MD 18 to the US 301/US 50 split in Queenstown are a constant reminder of suburbanization of the area. Ten-mile backups on summer weekends are not unheard of as thousands of people travel to the Atlantic beaches of Maryland and Delaware. By 1983, both Anne Arundel and Queen Anne's Counties were considered part of the Baltimore Metropolitan Statistical Area, reflecting the counties' economic and commuting ties to Baltimore City.

2.1.1 Anne Arundel County

Growth in Anne Arundel County at the turn of the twentieth century was generally in two areas—Annapolis and the northern area of the county, south of Baltimore City. Access to the county's extensive waterfront via the Baltimore & Ohio Railroad; Annapolis, Washington & Baltimore Railroad; and the Short Line Railroad led to a small increase in Anne Arundel's population toward the end of the nineteenth century. Newcomers to the county were attracted to the waterfront scenery; fishing, crabbing, and oystering opportunities; and agricultural potential for growing tobacco and corn (*The Evening Capital* 1892, 3). Near Annapolis, development of summer recreation communities in the county during this period occurred on Gibson Island (AA-936); Bay Ridge (AA-950); along the Magothy and Severn Rivers; in Galesville (AA-2242), Shady Side, and Fairhaven; and in the south county along the West River, Chesapeake Bay, and Herring Bay. In areas south of Baltimore, growth between 1890 and 1930 occurred in places such as Brooklyn Park and Linthicum Heights (AA-990). Population growth in the county was fueled by a wave of mass immigration to the United States that occurred between the Civil War and the end of World War I, mostly consisting of immigrants from southern and eastern Europe. During this wave, immigrants to Anne Arundel County largely settled outside of Baltimore in an area later annexed by Baltimore City in 1919. The area was industrial in nature, centered around a meatpacking plant at Wagner's Point (Robinson & Associates, Inc. 2019, 18–22). But, overall, growth in the county was relatively slow until 1920. Areas developed during this period are indicated in purple in **Figure 2-1**.

Germany was the predominant birth country of immigrants to Anne Arundel County between 1890 and 1940. A small enclave on the Mayo Peninsula between Whitemarsh Creek and the Rhode River became known as "Germantown" after several German immigrants settled there in the late nineteenth century. Like in other ethnic enclaves throughout the country, immigrants constructed buildings such as churches to serve their community (Robinson & Associates, Inc. 2019, 18–22). Germantown-Homewood is a small residential neighborhood on the north and south sides of MD 450 (West Street), in Annapolis. It was first platted as Germantown in 1906 with 76 mostly uniform lots situated along the north side of present-day MD 450 and three parallel roads (Anne Arundel County Circuit Court 1906). It was later expanded in the 1930s to include land on the south side of MD 450. The neighborhood features a variety of single-family houses in the Victorian, Craftsman, Cape Cod, and Colonial Revival styles, which reflect its development through the first half of the twentieth century.

Most of the county's population through the mid-twentieth century was concentrated in areas adjacent to Baltimore City and Annapolis. Persons listed as "Non-white" in the U.S. Census represented a higher percentage of Anne Arundel County's population compared to Baltimore or the state overall: 26.1

percent as compared to 19.4 and 16.6 percent, respectively. Much of the "non-white" population was centered in the southernmost portion of the county; District 5, adjacent to the city, had a "non-white" population of just 12.5 percent (Maryland State Planning Commission 1949, 10–17). Patapsco Park, developed by the Patapsco Park Land Company in 1913 just south of Baltimore City, was a rare example of an African American community in the northern part of the county. Represented by Reverend S. R. Hughes, the company purchased a tract of land on the south side of the Patapsco River for an African American housing development. Advertisements were directed to African Americans in Baltimore, noting that the city afforded few opportunities for them to own quality houses, and that often the Black residents were "overtaxed and paying heavy ground rents and crowded in apartments." The development contained over 1,000 narrow, mostly uniform lots along straight streets, as well as grounds for lawn tennis, a pavilion, and a "grove" for church meetings and picnics. Both year-round and summer residents erected dwellings in the development (*The Afro-American* 1913a, 4; *The Afro-American* 1913b, 3; *The Afro-American* 1916, 4). Consistent with statewide development patterns for African American neighborhoods, the community continued to develop over the span of decades. In 1920, St. John's M. E. Church was expanded and a new school opened in 1923 (*The Afro-American* 1920, 3; *The Afro-American* 1923, 6).

Annapolis, in the last decade of the nineteenth century, was home to approximately 7,600 residents (World Population Review n.d.). The introduction of railroads in the 1880s brought a period of growth to the city by enabling greater imports and exports. By the early twentieth century, seafood packing had become the primary industry in Annapolis. Dozens of packing houses that processed primarily oysters and crabs were constructed near the harbor. One of the largest oyster shucking, packing, and shipping companies was McNasby Seafood and Oyster Company (Figure 2-3: Undated photo of McNasby's Seafood and Oyster Company (Annapolis Maritime Museum)**Figure 2-3**), which moved south from Annapolis across Spa Creek to Eastport in 1919 and remained in operation until 1985 (Trieschmann and Williams 2002, 8.5, 8.13).

Federal installations established in and near Annapolis were a source of employment and led to an increase in the county's population. The USNA, which was expanded after the United States' success in the Spanish-American War of 1898, was a major driver of growth in Annapolis (Anne St. Clair Wright n.d.). Within 50 years of the USNA's establishment in 1845, Annapolis's population more than doubled, in part due to the employment opportunities and student population at the academy (*The Evening Capital* 1892, 3) **(Figure 2-4**).

The Navy established the US Naval Engineering Experiment Station in 1908 at Greenbury Point across the Severn River from the Naval Academy. Five laboratory groups conducted research there into World War II, divided into Chemical, Mechanical, Internal Combustion, Metallurgical, and Welding sections (Naval District Washington n.d.; Calvert 1940).

Figure 2-3: Undated photo of McNasby's Seafood and Oyster Company (Annapolis Maritime Museum)



Figure 2-4: Bancroft Hall at the USNA, the largest single dormitory in the world, shown under construction in 1904 (USNA Nimitz Library, Special Collections & Archives Department)



Naval Air Facility (NAF) Annapolis, a seaplane base that opened in 1937 on Greenbury Point, provided midshipmen with aviation instruction. After World War II and into the 1950s, the Navy made attempts to build a new airfield for the Academy but could not find agreement on land for it. Instead, the

training effort was moved to nearby Andrews Air Base, in Prince George's County, in 1961. NAF Annapolis shut down in 1962 and became part of the Naval Academy's auxiliary facilities (Preston, Lanman, and Breihan 2003, 69).

Farther outside of Annapolis, Congress established Fort George G. Meade northwest of the city in May 1917, for troops drafted for service into World War I. The site was selected for its proximity to the railroad, Washington, DC, and Baltimore, and was named for the Union general who commanded the Army of the Potomac from 1863 to 1865. The base trained three infantry divisions, three training battalions, and a depot brigade. More than 400,000 soldiers passed through Fort Meade during World War I, including those attending the Cooks and Bakers School and the Third Service Command, which specialized in administrative service. Fort Meade continued its service as a training center during World War II. Its ranges and facilities were used by more than 200 units and approximately 3.5 million troops between 1942 and 1946. Following the conclusion of the war, the post reverted to peacetime activities. In 1947, the US Second Army transferred to Fort Meade from Baltimore (United States Army 2023; Preston, Lanman, and Breihan 2003, 65).

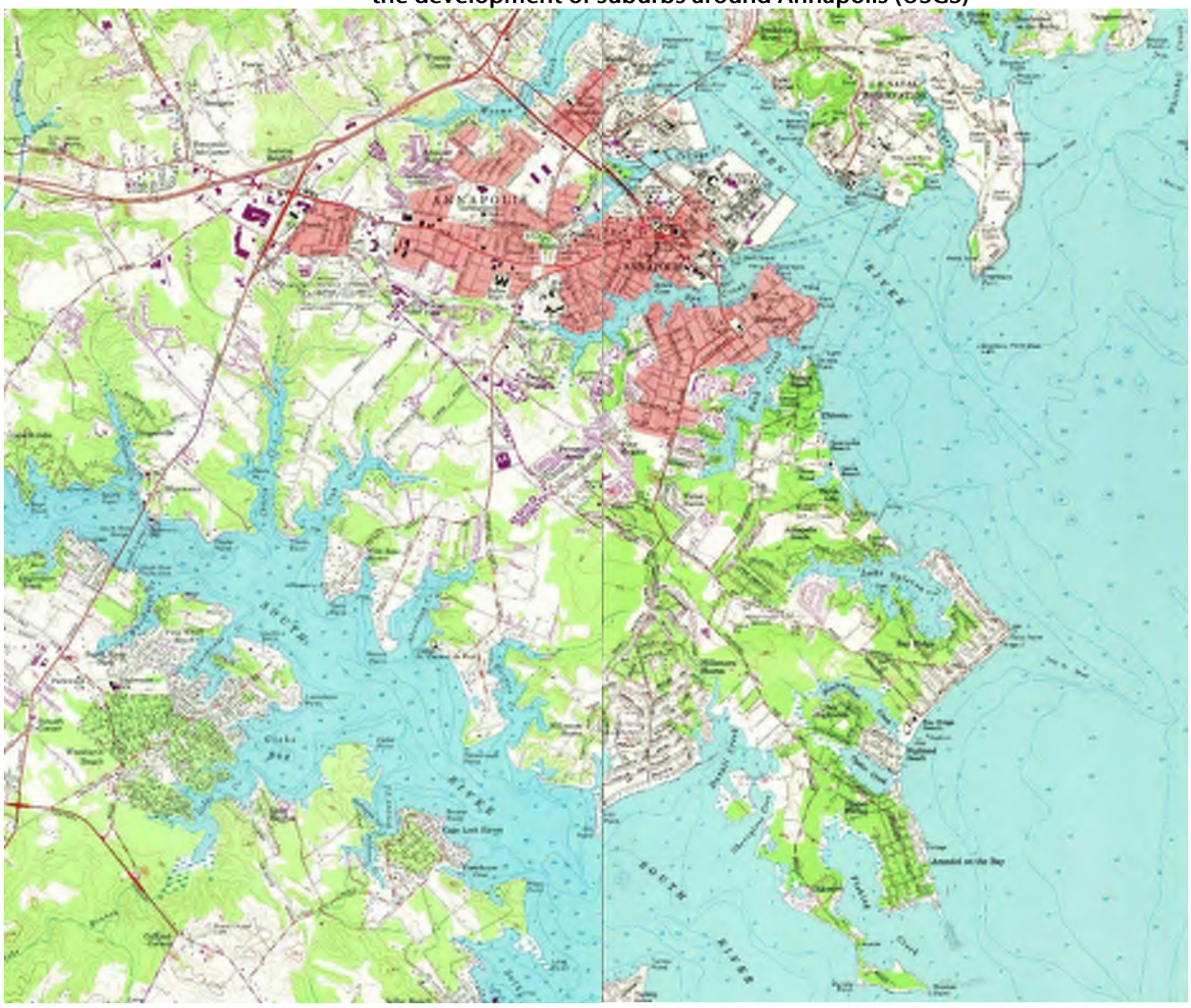
The presence of the USNA and Annapolis' proximity to other military installations brought an influx of residents in the twentieth century, driving residential development. Navy personnel and other civilian defense workers who flooded into Annapolis to support war efforts during World War II prompted an immediate need for housing in the area. Federal funds became available for defense worker housing with the passing of the National Defense Act in 1940. In Annapolis, the Housing Authority used these funds to build new apartment buildings within the city for military personnel. Similar housing was not provided for civilian workers, who sought out rentals in the existing summer communities nearby (McWilliams 2011, 292–93). Odenton, near Fort Meade, was described as a "boom town" during World War II as small commercial establishments opened to serve the growing number of military personnel (McWilliams 1977, 5).

The USNA also held influence in regional decision making. In 1967, the Naval Academy superintendent wrote a letter to seventeen landlords of apartment complexes and trailer courts in Annapolis, requesting them to sign anti-discrimination pledges in their rental practices. The letter was sent after the Annapolis City Council passed a resolution calling for open rentals to servicemen and in response to a Department of Defense non-discrimination policy. Discrimination against African American servicemen occurred throughout the state, not just in Annapolis; an earlier Department of Defense directive took action against landlords who refused to rent to African Americans near Andrews Air Force Base, Fort Meade, and Aberdeen Proving Grounds (Goeller 1967, C6, C20).

By 1940, Anne Arundel County had become inextricably linked to Baltimore as urban growth pressure in the city resulted in a spillover effect in Anne Arundel County. Residents and industries moved outside the city boundaries to the northern parts of Anne Arundel County. New commercial and retail establishments followed, leading to rapid urbanization. Increased connectivity provided by development and improvements of railroads and roadways between Baltimore and Annapolis, particularly the construction of the Governor Ritchie Highway (MD 2) in 1939, resulted in a continuous suburban corridor between the two cities by the mid-twentieth century. Annapolis was additionally linked to Washington, DC, by US 50, which became a limited-access highway soon after the Bay Bridge was completed in 1952, providing another suburban corridor through Anne Arundel County.

Although agriculture was still an important industry in the county, in 1940 only 12.1 percent of the population was employed in the field. Much of this agricultural production was located in the south portion of the county. The primary agricultural products were tobacco, sweet potatoes, peaches, legumes, and vegetables. The role of agriculture continued to decrease as large areas of land in the northern portions of the county and in areas around Fort Meade were developed into residential areas for workers in Baltimore City and Annapolis (Maryland State Planning Commission 1949, 19-25).

Figure 2-5: USGS topographic quadrangles South River, MD, and Annapolis, MD, 1957 (1971 ed.), showing the development of suburbs around Annapolis (USGS)



The population of Anne Arundel County exploded between 1940 and 1950, increasing 71.7 percent, from 68,375 to 117,392 residents (United States Census Bureau 1952, 20–20). Much of this growth surrounded Annapolis, spurred by the increased need for military and civilian defense workers during World War II. The transition of older summer resort communities along the county's waterfront areas to year-round residential neighborhoods also prompted development of community amenities and commercial areas, resulting in further suburbanization. The population of the suburban area surrounding Annapolis exceeded that of the city by 1940, and by 1950, the suburban population was almost 250 percent higher than the city's. Developers sought to subdivide large parcels outside the city

limits even before World War II ended, and at first focused new building on the Eastport peninsula to replace the temporary wartime housing. This development, like other suburban development in the state at this time, was fueled by Federal Housing Administration (FHA) policy and funding (McWilliams 2011, 299).

County growth during the 1940s also followed the improvement of transportation networks, as seen by development in Severn, Glen Burnie, Harundale, and Marley. Development continued along the various peninsulas in north county, such as in Point Pleasant, Greenhaven, and along the Magothy River, along with infill of earlier communities such as Gibson Island, Brooklyn Park, and Linthicum Heights. In south county, the shoreline continued to fill in at Clearwater Beach/Orchard Beach, Bayside Beach, and Deale. This period of growth is indicated in yellow on the map in **Figure 2-1**, **Figure** 2-6, and **Figure** 2-7.

Consistent with nationwide trends, following World War II Anne Arundel County's agricultural land largely transitioned to new housing as farmers abandoned their land due to labor shortages. Housing in the county was predominantly single-family, and that continued into the mid-twentieth century. Housing development in the county increased rapidly after World War II. In a 30-month period between 1945 and 1948, 3,467 building permits were issued for dwellings estimated to house 12,000 people (Maryland State Planning Commission 1949, 35–37). Between 1948 and 1968, the percentage of Anne Arundel County's land area used for farming decreased from 48 percent to approximately 24 percent. With that decline came a transition from diversified farm products to corn and soybeans (Robinson & Associates, Inc. 2019, 37).

In place of farming, manufacturing and wholesale trade grew dramatically in the county in the late 1950s and 1960s, while employment at the federal, state, and local governments remained strong. Industrial growth was focused on the northern portion of the county, but other facilities existed, including Westinghouse's Oceanic Division on the Bay just south of the Chesapeake Bay Bridge. The area surrounding the 1950 Friendship International Airport (later renamed Baltimore/Washington International Airport) was also a focus of industrial activity, including 12,000 people that worked at Westinghouse's various aerospace and systems development facilities.

Annapolis began earnest efforts to annex its growing suburbs in 1941 with the election of pro-annexation mayor, Roscoe Rowe. Benefits of annexation included City control over water and sewer systems, improvement of suburban gravel roads to pavement, and increased tax base. Local businessmen and government officials also believed annexation would increase the City's political weight within the state. To incentivize the pro-annexation vote, Rowe promised the city would hook up all acquired properties to the city's water and sewer lines for no cost. Rowe's efforts paid off in 1951 with the largest land annexation in Annapolis' history in the subject period. Wardour, West Annapolis, Admiral Heights, Germantown, Homewood, Parole and Eastport were all annexed, and the city's land area grew by 600% (Goetzke 2023; McWilliams 2011, 309–10). Population growth during this period was also influenced by the increase of service men and women during World War II; the civilian population grew, too, to support war efforts. For these reasons, between 1950 and 1960, the population of Annapolis jumped 8.2 percent to 23,385 people (World Population Review n.d.). Between 1960 and 1970 there was a 29 percent population increase, from 28,006 to 35,582, largely from in-migration. The influx

was mostly white individuals, with African Americans as the largest minority **(Figure 2-5)**. By 1990, the population had reached 38,633 citizens (McWilliams 2011, 333, 380, 385-386).

As in Annapolis, growth in other areas of the county continued to stem from increasing commuter access within the greater Baltimore-Washington region. Anne Arundel County's population nearly doubled in both the 1950s and 1960s. By 1960, the population was 206,634 people, prompting the first countywide zoning plan to facilitate population growth in 1968 (Anne Arundel County n.d.). Nearly two-thirds of that growth was due to migration into the county, a direct result of increasing employment opportunities in the Baltimore-Washington Region. In 1960, more than one-third of the county's 60,000 workers worked in Baltimore City, Baltimore County, and the Washington metropolitan area (Anne Arundel County 1967, 12). By 1970, more than half of Anne Arundel County's working population worked outside of the county (McWilliams 1977, 9). 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. Garden and high-rise apartment buildings were constructed to supplement single-family subdivisions. In 1964, 2,269 permits were issued for single-family dwellings. Twenty-seven permits were issued for the construction of 447 apartment units the same year (*The Sun* 1965, 154).

The growing need for apartment buildings stemmed from a scarcity of land for single-family houses. When land in the northern part of the county became too limited for single-family housing, developers began to build apartments and townhouses, increasing residential density. The county's population density per square mile in 1950 was 280; by 1970 it had increased to 720 (McWilliams 1977, 9). By 1990, the county's population was 427,239 and was home to over 1,000 people per square mile (United States Census Bureau 1992, Table 1).

The southern and western portions of Anne Arundel County did not experience the intense suburbanization of other portions of the county. Much of the land remained rural and in agricultural use. Large tracts of land were inaccessible to private developers. These include the 5,400-acre Fort Meade; the 13,000-acre Patuxent Research Refuge established in 1936; the USNA's 180-acre dairy farm in Gambrills; the state-owned Severn Run Natural Environment Area and the Crownsville Hospital Center; and the county's 1,700-acre Jug Bay Wetlands Sanctuary. Of these publicly owned lands, most are preserved for environmental or recreational use, and only Fort Meade is intensely developed. Other land was privately owned, either by individuals or nonprofit organizations, but not developed. These lands are also predominately in resource conservation or environmental protection use.

The remaining portions of land in the southern portion of the county, away from the waterfront, experienced residential and commercial development, but the character of these developments was more rural as houses were built on much larger lots, reducing the density. These rural developments lack the amenities found in other denser communities, such as signage, sidewalks, and recreational facilities. Several examples of these large-lot developments can be found near Davidsonville. Tara, developed by Arundel Enterprises in 1972, at the northeast corner of MD 424 and Governor Bridge Road has lots that range from one to three acres set along cul-de-sacs. The houses are a mix of large, one-story ranches and two-story Colonial Revival inspired houses. A 1973 advertisement describes them as "estate homesites" (*The Evening Sun* 1973). Royale Glen, on the south side of Mt. Airy Road, was developed a few years later, beginning in 1974. It features large lots of approximately three acres with

a few lots greater than six acres (Anne Arundel County Circuit Court 1974). Houses are predominantly large ranches with a few split-levels and two-story colonials. In comparison, development in southern Anne Arundel County along the waterfront is generally denser, as seen in villages such as Galesville, Shady Side, and Fairhaven.

Figure 2-6: Detail map illustrating the tremendous growth in the northern part of the county in the postwar period (RK&K 2023)

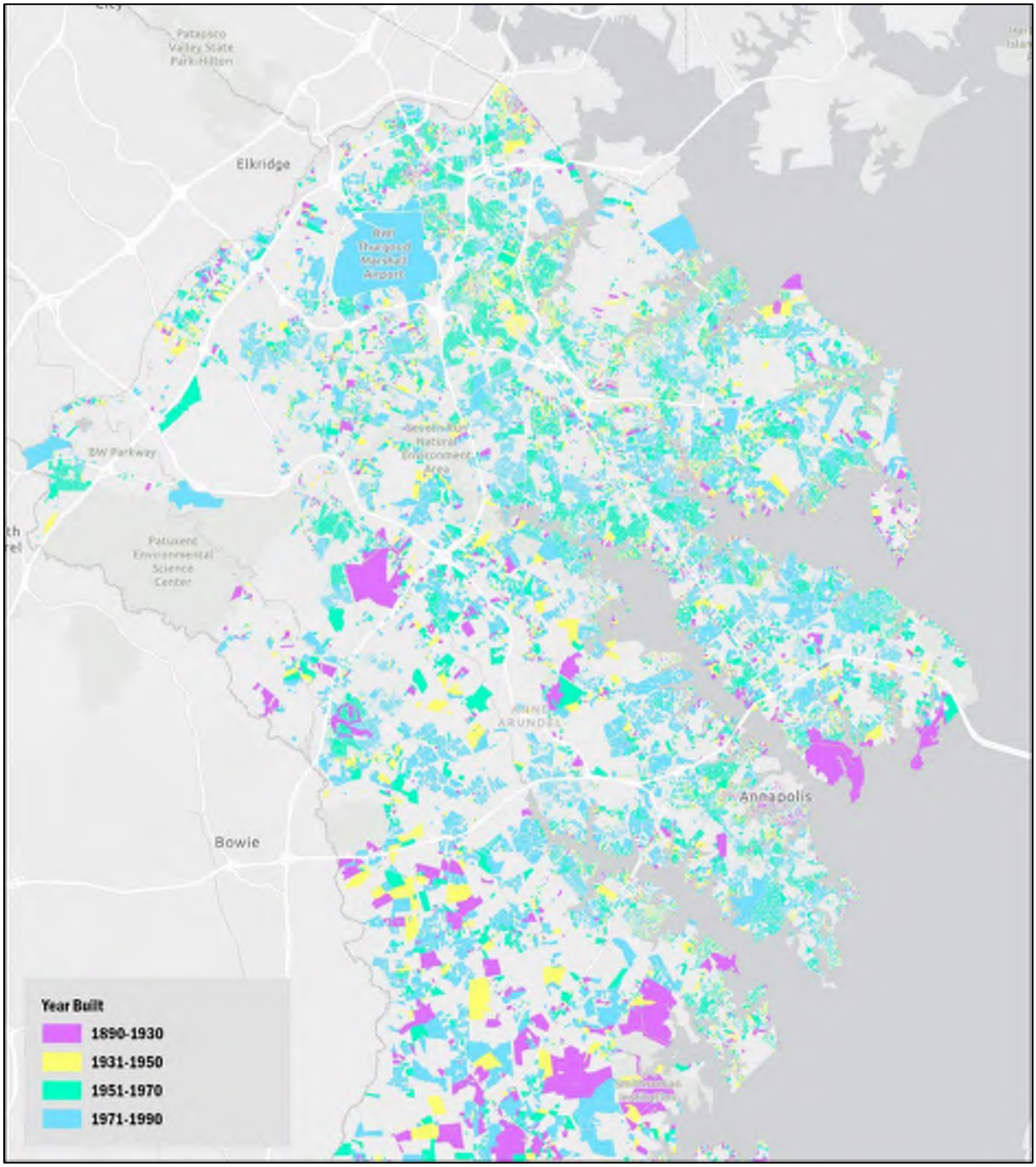
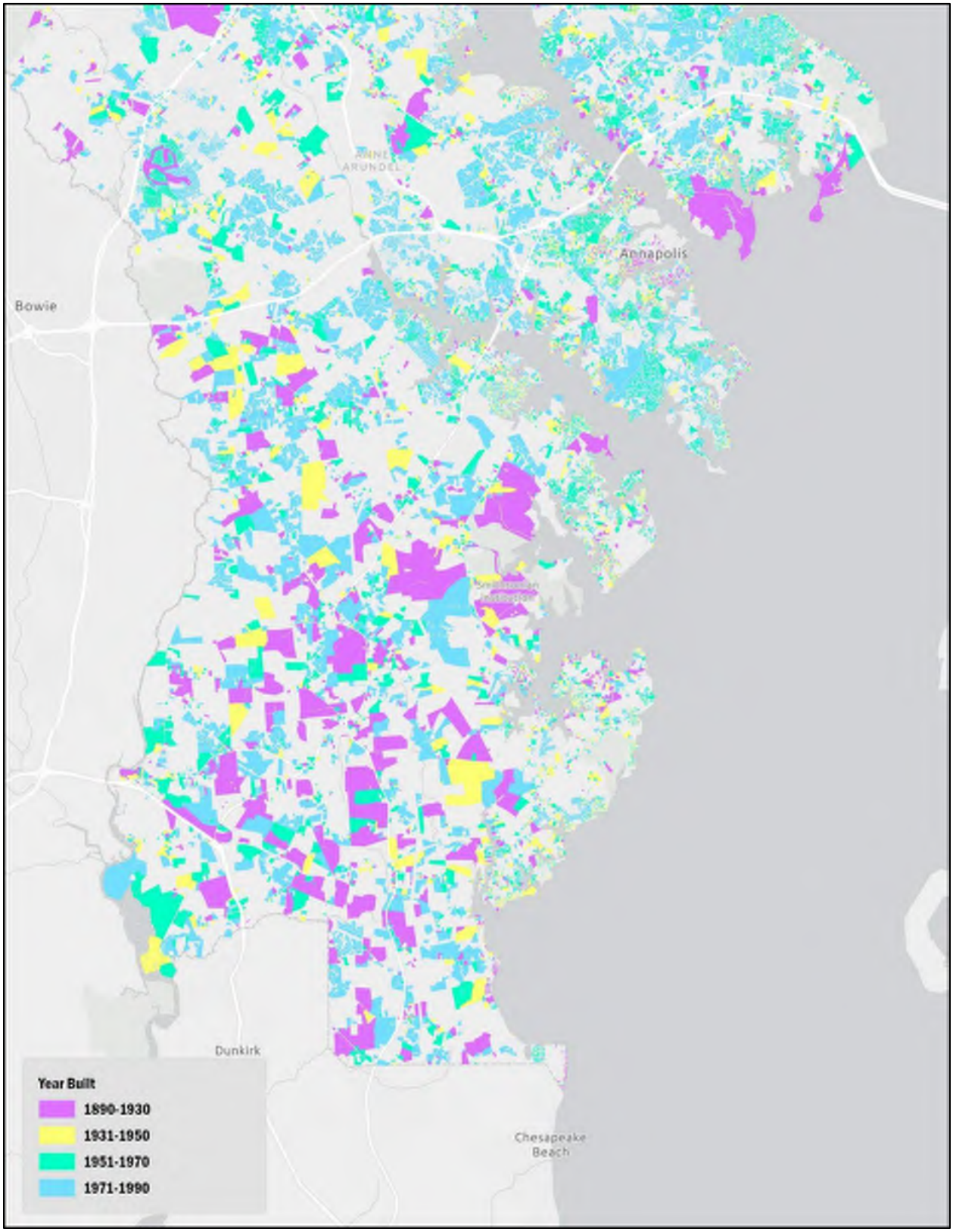


Figure 2-7: Detail map of growth in southern Anne Arundel County between 1890 and 1990 (RK&K 2023)



2.1.2 Queen Anne's County

Growth in Queen Anne's County was slower to occur over the twentieth century and was directly attributable to growth from the Western Shore of the Chesapeake Bay. While some suburban development was spurred by access to Chesapeake Bay steamship lines, the July 31, 1952, opening of the first span of the Chesapeake Bay Bridge opened the Eastern Shore to Western Shore migrants seeking affording housing and a water-oriented recreational lifestyle.

In the decade following the end of the Civil War, the economy of the region improved, allowing for the completion and extension of railroad lines throughout Maryland. The expansion of the railroad lines throughout Queen Anne's County further fueled development in more remote or rural areas of the county. Town development in Queen Anne's County prior to and during the early part of the context period stemmed from shipping ports and towns that were established along rural roads and railroad lines.

Established in 1707, Queenstown was the first county seat. It served as the county seat until 1782 when it was moved to Centreville. Queenstown is sited along the southeast bank of the Little Queenstown Creek which opens onto the Chester River. Wharves played a pivotal role in Queenstown's economic landscape, fostering trade with the export of grains and oysters and importation of manufactured goods. Steamboats came to Queenstown when a landing was constructed in 1853; before its introduction travelers were required to travel further away to Wye Landing. One of the first steamship lines running between Baltimore and the Chester River was the Slaughter Line, developed by Henry Slaughter in the 1840s. The arrival of railroads to Queenstown in 1897 increased the volume of cargo that could be sent by barge or ship. A grain elevator was constructed near the piers and in 1897, the Queenstown Creek channel was dredged to a greater depth. In 1902, the terminus for the railroad was moved to Love Point, causing a slowdown in Queenstown's business (Rhodes 1985, 101-106). In 1917, the first road "in the middle of town" was paved; this was likely Steamboat Avenue. Queenstown was increasingly connected to neighboring towns with the construction of the concrete-surfaced Grasonville-Queenstown Pike in 1921. The completion of the Bay Bridge and MD 50/301 replaced railroads and ships with buses, automobiles, and trucks (Rhodes 1985).

Centreville, northeast of Queenstown, was named the county seat after Queenstown by an Act of the Assembly in 1782. The town was laid out on the land of Chester Plantation and incorporated in 1794. Four of the town's original streets remain today: Liberty Street (MD 213 southbound), Commerce Street (MD 213 northbound), Broadway, and Water Street (MD 304). Centreville's access to the Chester River by way of the Corsica River encouraged growth. The city grew quickly with the additions of an academy, a jockey club, taverns, a grocery and general store—all before 1810 (Centreville Maryland n.d.). Through the nineteenth century, Centreville operated as a typical town with a mixture of commercial and industrial enterprises. The town still serves as a commercial and governmental hub for its largely agricultural surroundings.

Grasonville, originally Winchester, developed along MD 18 (Main Street), south of Winchester Creek by the mid-nineteenth century. The road predated the town, having been developed between Queenstown and Annapolis in the colonial period (Causey and Maready, Jr. 2007). The town grew in the 1870s and 1880s as a result of the maritime industry boom. Commercial oystering and crabbing were the primary industries in this area, particularly on Kent Island. In 1886, a wharf on Jackson's Creek was

constructed approximately two miles northwest of Winchester to serve steamboats traveling to and from Baltimore. The wharf established Winchester as a crossroads of land transportation along MD 18 and steamboat transportation throughout the Chesapeake Bay. Winchester remained a central location for commercial activity into the twentieth century, especially due to its connectivity along roads, waterways, and rails (Causey and Maready, Jr. 2007).

Stevensville was founded in 1850 on Kent Island, just north of current day US 50/301. The establishment of a steamboat terminal at Love Point, north of the town, in 1866 prompted a period of growth for the town by connecting it and nearby farmers to other shipping lines across the Chesapeake Bay. The town continued to grow after railroad service connected it in 1909 to Queenstown and other towns throughout the Eastern Shore. Growth stalled during the Great Depression and after due to the construction of US 50/301, which bypassed the town (Steuart, White, and Smith 1986).

In Queen Anne's County, canning became the primary industry by 1870, and remained so until 1930. The Queen Anne's Railroad, which opened in 1897, was critical in facilitating the shipment of canned goods from local farms to urban centers. In the late nineteenth century, about 1,300 people were involved in the packing industry, either as watermen or in the ten processing plants on or near Kent Island (Chidester 2004, 21-22). "Shantytowns" were established in and around Kent Narrows through the 1930s, which provided approximately 200 temporary housing units for people working in the area's packing houses. Some workers stayed year-round to work through three seafood harvesting seasons: oysters, clams, and crabs. The housing lacked plumbing and relied on heat from kerosene stoves. (Bishop 2022, 1, 8).The Great Depression proved detrimental to canning, and few canneries survived in Queen Anne's County after that time (Chidester 2004, 26). By the 1990s, the "shantytowns" established for the once-prominent canning industry had been torn down as a result of the decline of the seafood industry and the construction of the Kent Narrows US 50/301 overpass. The Queen Anne's County Housing Authority oversaw relocation of people still living in these areas into affordable housing nearby. Many moved to Fisher Manor, a county-owned housing development of townhouses in Grasonville (Bishop 2022, 1, 8). United Shellfish in Kent Narrows remains the sole seafood processor in the area (**Figure 2-8**).

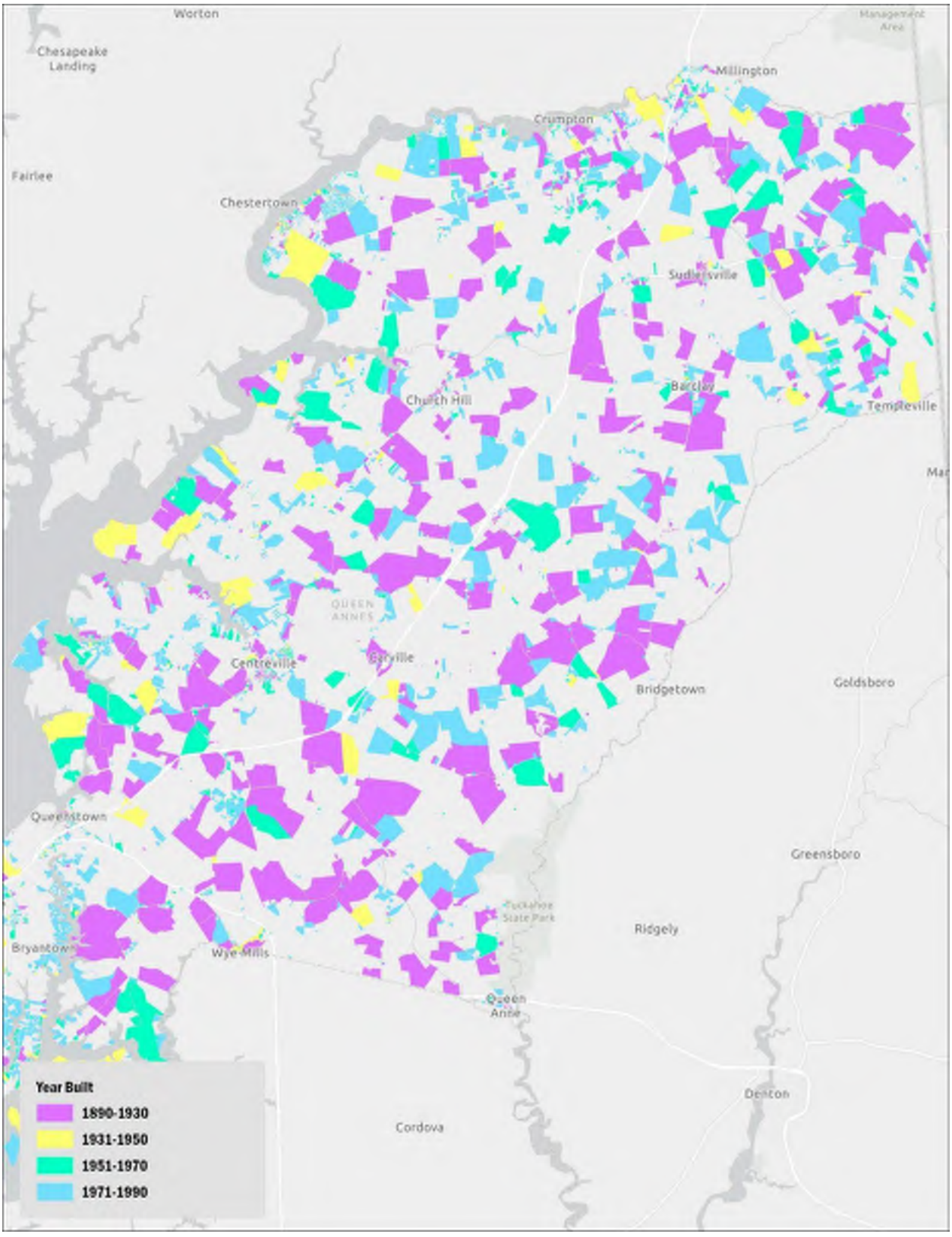
Figure 2-8: United Shellfish packing plant on Kent Narrows (RK&K 2022)



Queen Anne's County was also a throughfare for tourists on their way to the Atlantic Ocean beaches of New Jersey, Delaware, and Maryland. Tourists would stop in Stevensville and Queenstown, while traveling by ferry and rail through the county (Steuart, White, and Smith 1986, 8:10). By the late 1920s and early 1930s, automobiles had become a more popular mode of transportation, overtaking travel by boat and train. This trend necessitated the improvement of roads throughout the county (Schoch 1982, 117). In 1921, Winchester changed its name to Grasonville to honor William Grason, Maryland's 28th governor, and MD 18 was renamed the Grasonville-Queenstown Pike. With the decline of steamboat and rail transportation in favor of automobiles for commercial transportation, Grasonville's location along this major thoroughfare proved beneficial (Causey and Maready, Jr. 2007). The Maryland Public Service Commission ordered all passenger trains to cease operation between Love Point and the town of Queen Anne—southeast of Queenstown—in 1938. Freight rail service between Love Point and Queenstown ended in 1956 (Schoch 1982, 115). Commercial activity dwindled with the change in transportation routes through Queen Anne's County in the 1950s. With the completion of the Chesapeake Bay Bridge and US 50/301 in 1952, which followed the old railroad track alignment around the town, Grasonville was no longer on a main commercial corridor (Causey and Maready, Jr. 2007).

Growth in Queen Anne's County between 1890 and 1930 was slow. Development was focused in existing towns and near older commercial ports, including Stevensville, Grasonville, Queenstown, Centreville, Sudlersville, Ruthsburg, Queen Anne, and Church Hill. Kent Island was particularly rural and undeveloped. Between 1931 and 1950, development remained slow and limited to the shoreline and existing towns in the county or sprawl from towns in adjacent counties such as Chestertown in Kent County. This growth is illustrated in purple on the maps in **Figure 2-9,** and **Figure 2-10.**

Figure 2-9: Detail map of the eastern portion of Queen Anne's County indicating the older and rural nature of the area (RK&K 2023)



Efforts to suburbanize parts of Queen Anne's County began prior to the construction of the 1952 bridge but were unsuccessful. For example, Dr. Theodore Cook Jr., a Baltimore physician with experience subdividing and developing land in Baltimore had large landholdings in the county (The Sun 1911, 7). Dr. Cook maintained a yacht called "Grayling," and in 1929 he reportedly used it to commute between the Maryland Yacht Club basin in Broening Park in Baltimore and his "large estates on Kent Island" (The Sun 1929, 29). He had a house near Stevensville on the Chesapeake Bay known as the "Log Cabin Lodge." The exact location of the property is unclear; however, it may have been Cloverfields (QA-269, demolished). Dr. Cook was involved in Democratic Party politics, even hosting a dinner for Governor Ritchie during his reelection campaign in 1933 (O'Donnell 1933, 16). He was highly critical of a proposed bridge from Baltimore County through Hart Island to Tolchester in Kent County, testifying against the proposed bridge before the US Senate several times in the mid-1930s (US Senate 1936, 11). Perhaps protecting his own Kent Island interests, Dr. Cook argued that in its proposed location "the bridge would not carry the traffic expected of it, and would not divert to Baltimore the business of the Eastern Shore that now goes elsewhere," noting that much of the shore business was focused on Philadelphia (The Evening Sun 1935, 31).

In 1936, the Claiborne-Annapolis-Matapeake Ferry Company proposed new shuttle ferry service across Eastern Bay from lower Kent Island to Claiborne and asked the Queen Anne's County Commissioners to build a four-and-a-half-mile improved highway on Kent Island to link the new shuttle ferry service with the company's existing terminal in Matapeake. Dr. Cooke offered landing pier rights for no cost on land he owned at Romancoke on the Kent Island terminus (*The Star-Democrat* 1936, 12). The county declined to pay for the road, but the following year, the State Roads Commission (SRC, precursor to the SHA) constructed the road on the alignment of current day MD 8 (Romancoke Road). The channel was dredged and a 500-foot-long pier was constructed at Romancoke (*The Star-Democrat* 1937, 1). Despite these efforts, Cooke was not able to capitalize on his Kent Island landholdings; however, his advocacy on the Eastern Shore established an infrastructure framework that later developers, such as Baltimore real estate magnate David M. Nichols and Nathan Morris, used for their own subdivisions. Beginning in the 1940s, Cooke sold property that is now known as Kentmorr to Nathan Morris in two separate transactions, one in 1945 and one in 1946 (Queen Anne's County Circuit Court 1947b). David Nichols purchased the property that is now Kent Island Estates in Romancoke from Cook in January 1949 (Queen Anne's County Circuit Court 1949a; 1949b).

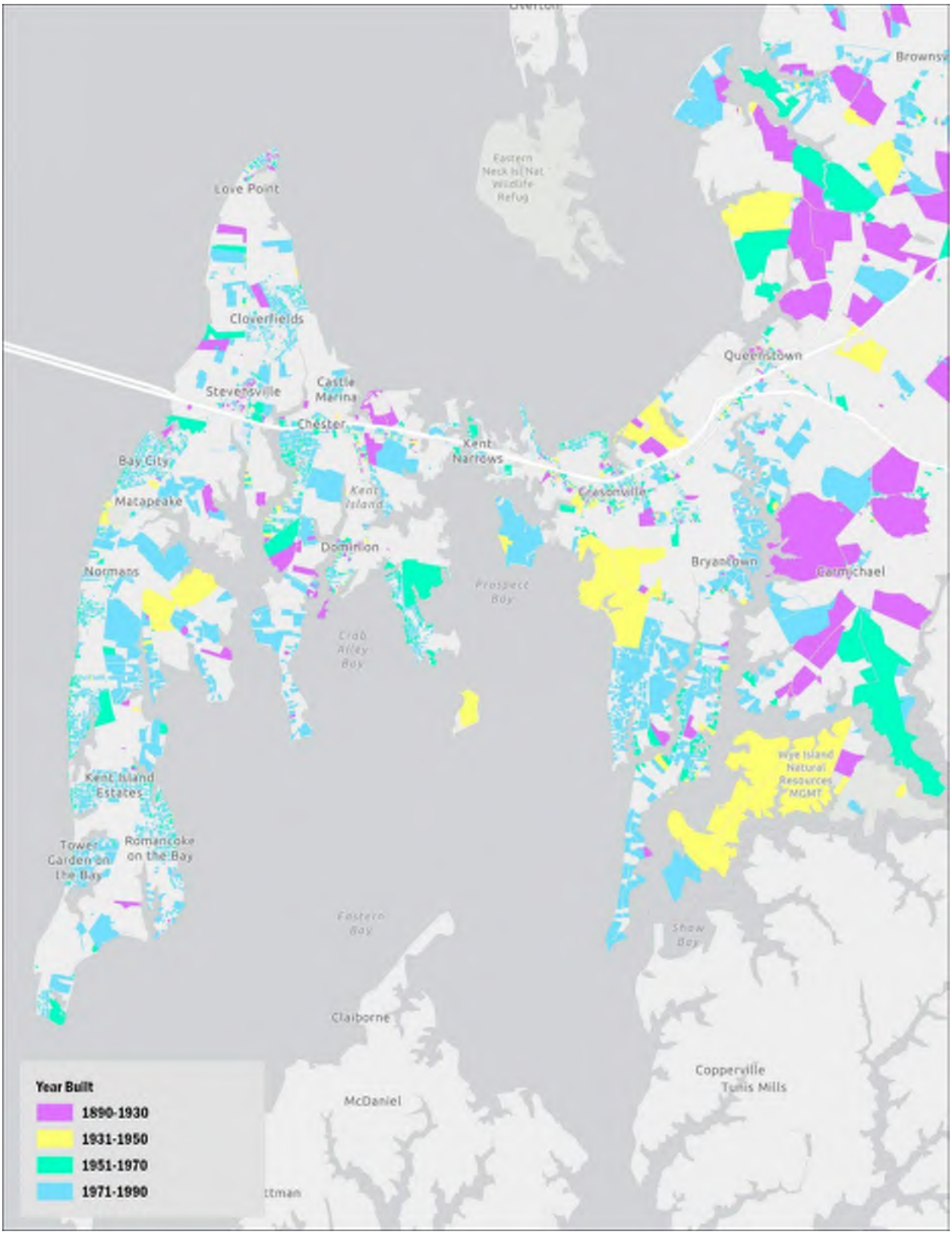
In 1947, the Maryland General Assembly authorized the SRC to construct the Chesapeake Bay Bridge between Sandy Point and Kent Island. Anticipation of growth resulting from the construction of the bridge was strongly apparent in rural Kent Island, which was mostly home to watermen, farmers, and tradesmen. Farms on the island averaged 170 acres each, some of which were highly specialized. The end of wartime material restrictions and the promise of easy automotive access to the relatively untouched land of the Eastern Shore was a gold mine for suburban developers like David Nichols, who began acquiring property in the late 1940s in anticipation of the bridge's construction, buying large swaths of land and subdividing them into neighborhoods with small housing lots and community amenities, like Kent Island Estates and Harbor View (Bohm and Scozzari 2011, 3). Some communities, such as Harold H. Barshop's 1950 Sunny Isle of Kent, advertised their proximity to the ferry (The Sun 1950d, 43). On the eastern end, the bridge would not only connect to the existing route south to Romancoke, but it would also connect to a new highway east across Kent Island and the Kent Narrows that would form part of the coastal highway leading from Maine to Florida (US 301). This also coincided

with the widespread arrival of modern conveniences to the county, such as electrification and telephone service (Scarborough 1949). This growth began to displace and erase the waterman community (those who make their living from the water), particularly on the road between Chester and Dominion (Scarborough 1949, A1).

While initial suburbanization was slow and mostly resulted in the sale of unimproved lots, over time, it was lifechanging for Queen Anne's County residents, particularly those on Kent Island. Between 1950 and 1960, the population of Queen Anne's County jumped 13 percent, but the population of Kent Island grew by 40 percent (Gibbons 1977a). In the early 1960s, NSA opened a research facility on former farmland in Kent Island between Cox Neck Road and Dominion Road, south of Chester. The 178-acre facility contains a few one-story buildings surrounded by farmland and wooded areas and employs workers who conduct research on antenna systems (Bamford 1983, 230–32). Between 1951 and 1970, Kent Island was transformed, with new developments at Bay City, Harborview, and along the shoreline north and south of US 50. Crab Alley Neck, Long Point, and other areas extending from Grasonville and Centerville were developed. The portion of the county northeast of Queenstown and Wye Harbor saw less development than the portion southwest of that line since these areas were farther from the Chesapeake Bay Bridge and were not targeted by speculative developers for residential subdivision. Where development occurred in the northeast portion of the county, it remained more rural in nature, with construction on single, large parcels. This growth is illustrated in yellow on the map in **Figure 2-2.**

Development in the county continued relatively unchecked through the 1960s, despite the passage of zoning and subdivision ordinances in 1965 (Gibbons 1977). 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. Prices were around 20 percent lower on Kent Island than for equivalent properties on the Western Shore (The Sun 1979). The County population increased 13 percent between 1950 and 1960 and 11 percent between 1960 and 1970, but jumped to 23 percent between 1970 and 1979, likely reflecting the construction of the second span of the Bay Bridge and development pressures in Anne Arundel County (The Sun 1979).

Figure 2-10: Detail map of growth on Kent Island and the Grasonville and Queenstown areas between 1890 and 1990 (RK&K 2023)



Water and sewage treatment in areas surrounding the Chesapeake Bay was a consistent problem throughout the twentieth century. The risks of failing water and septic systems to public health, the seafood industry, and the environmental health of the Bay necessitated ongoing local and state government action. Rapid development of these areas, particularly on Kent Island, added pressure on the already sensitive systems. Queen Anne's County relied on individual wells and septic systems for water and sewer service for much of the twentieth century. While this was generally adequate for the county's rural, agricultural areas, the shortcomings of such a system became readily apparent after the 1952 opening of the Bay Bridge when many large farms were subdivided into small lots that could not support such infrastructure. When combined with the area's low water table, many of these lots experienced failing wells and catastrophic sewage leaks. The need for a more comprehensive water and wastewater system in the county was apparent, but slow to be installed. Queenstown first considered a town sewerage system in 1955, but it was not planned until 1966 (Rhodes 1985, 187).

Rapidly growing residential and commercial development strained the county's water and wastewater systems in the 1970s and 1980s. The Kent Narrows/Stevensville/Grasonville vacuum collection wastewater service area was built between 1979 and 1982. Within three years of its construction, it was already reaching its capacity, with additional requests for connections to residential developments with failing septic systems and new commercial developments, such as the Chesapeake Outlet Village. In 1986, Queen Anne's County built a second plant using the Rotating Biological Contractor Process. (Queen Anne's County 2011; Hassett and Starnes 1981; Queen Anne's County 2022).

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 popular areas remained Kent Island and Queenstown (The Sun 1984). Between approximately 1982 and 1987, property values in Kent Island doubled, and the number of building permits issued increased by a factor of five. These developments were primarily higher density luxury condominiums and commercial buildings oriented along the US 50/301 corridor, catering to seasonal tourists. One example is Oyster Cove, a 230-unit residential community of townhouses and condominiums, with 115 deep-water boat slips, built throughout the late 1980s near Grasonville. The development was aimed to attract second-home or vacation-home buyers. In 1987, a 30-acre outlet mall was built on waterfront property on Kent Island (Jensen 1987, 1A, 14A). By 1990, 37.8 percent of Queen Anne's County 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 (Louis Berger Group Inc. 2006, 2–3).

2.2 Transportation Improvements

2.2.1 Rail and Steamboats

Commercial and passenger transportation in both counties relied on boats and railroads during the nineteenth century. These routes supported the agricultural industries of both counties allowing for the movement of goods between rural and urbanized areas. Produce and seafood were exported from farms and rural communities, while finished goods were shipped to rural areas (Steuart, White, and Smith 1986). In addition, in Anne Arundel County, these new transportation routes provided access to the growing recreation industry centered on the county's numerous waterways. Rail lines in Queen

Anne's County also facilitated access to the growing resort communities on the Atlantic Ocean, including Ocean City in Wicomico County.

The Annapolis & Elk Ridge Railroad began operating in 1840 as a single-track railroad between Annapolis and Annapolis Junction, in Howard County. There, it connected with the Washington Branch of the Baltimore & Ohio Railroad, linking Baltimore, Annapolis, and Washington, DC (Germantown-Homewood Community Association n.d.). In 1866, a steamboat terminal opened near Stevensville on the Chester River in Queen Anne's County. The terminal supported local seafood and agriculture industries, allowing farmers and watermen to ship goods on the Chesapeake Bay into markets such as Baltimore. The steamboat terminal contributed to the development of Stevensville as a commercial corridor for Kent Island (Steuart, White, and Smith 1986; Clark 1950a, II:1057).

In the late nineteenth century, new and improved steamship and rail lines provided even faster access to the growing resort communities on the Chesapeake Bay and its numerous tributaries, facilitating their growth. Many steamship lines provided access to Chesapeake Bay resorts from both Baltimore and Washington, DC. The Baltimore & Annapolis Railroad, using steam-powered engines, opened in 1887 as the Annapolis & Baltimore Short Line Railroad. The trip from Camden Station in Baltimore, down the Broadneck Peninsula, across the Severn River, and into a new station on Bladen Street in Annapolis took only half an hour, a quarter of the previous time (McWilliams 2011, 213–14). George Burnham Jr. purchased the line in 1893 and reorganized it as the Baltimore & Annapolis Short Line. In 1908, the line was electrified by the Maryland Electric Railway Company. In 1921, the Short Line merged into the Washington, Baltimore & Annapolis Railroad (WB&A) (Annapolis Railroad History n.d.) (**Figure 2-11**). The Annapolis & Elk Ridge Railroad was sold in 1885, reorganized, and rechartered with the Bay Ridge and Annapolis Railroad, which ran from Annapolis to Bay Ridge in Anne Arundel County. That line provided passenger service to summer resort communities and to Fort Meade until it ended operations in 1935 (Germantown-Homewood Community Association n.d.).

On the Eastern Shore, the Baltimore & Eastern Shore Railroad began in 1889, connecting the towns of Claiborne, in Talbot County, and Salisbury, in Wicomico County. In 1890, it purchased the Wicomico & Pocomoke Railroad, reaching Ocean City and renaming itself the Baltimore Chesapeake & Atlantic Railway. After financial difficulties, the Pennsylvania Railroad became the full owner, and the name reverted to the Baltimore & Eastern Railroad (Forgotten Railways, Roads & Places 2020; Queen Anne's Railroad Society n.d.). A charter in 1894 established the Queen Anne's Railroad to provide a connection between Maryland and Delaware. The railroad traveled between Queenstown, in Queen Anne's County, Maryland, and Lewes, Delaware, on the Atlantic coast. Steamboat connections provided access to Baltimore via Queenstown and to Cape May and southern New Jersey via Lewes. In 1902, the line moved its Queenstown terminus to Love Point at the northern tip of Kent Island. Thirteen miles of track were laid to connect the new station, known as Stevensville Station, to Queenstown. Stevensville Station became the first stop on Kent Island for trains heading eastward. The railroad operated independently for several years, until a storm demolished the Lewes steamboat pier. The Pennsylvania Railroad also acquired the Queen Anne's Railroad and operated the rail line under the name Maryland, Delaware, and Virginia until 1923, when the line was incorporated into the Baltimore & Eastern Railroad (Kent Island Heritage Society n.d.).

Figure 2-11: Circa 1925 photo of the WB&A Railroad Terminal Station at 100 South Howard Street in Baltimore (Maryland Center for History and Culture)



2.2.2 Highways

In the early twentieth century, steam and rail lines were still important transportation modes, but as the century progressed, much of the transportation focus was on highways for automobiles. The SRC was created in 1908 to improve and construct roads for use by the growing number of automobiles in the state. By 1909, the SRC had planned for a state road system by identifying existing roads that should be improved, and by 1911, they had built 168 miles of solid-surface roads and had 176 miles under construction. Over the course of the early twentieth century, the agency continued to construct new roads and improve existing ones, benefiting from the passage of federal funding for highway aid in 1916. The SRC also developed standardized designs and safety standards for these new roads (Spero and Berger 1995, 29–30). A significant improvement in roadways in the early twentieth century was Crain Highway (now US 301), which opened in the 1920s, linking Baltimore with Popes Creek along the Potomac River in Charles County. Originally known as the Southern Maryland Truckline, it was renamed after Robert Crain, a Charles County lawyer and the most ardent supporter of the project. Crain Highway expedited the shipping of goods from farms north to Baltimore, and travel and tourism headed south (C. H. Thompson and Diehlmann 2021, 31).

The northern portion of Crain Highway ran through the center of northern Anne Arundel County between Crofton and Baltimore City and provided easy access to urban markets for farmers, as well as for new suburban residents in the county. The road facilitated the rise of "truck farming" and played a

critical role in Anne Arundel County's diversified agricultural industry (Bourne et al. 1998, 9). The term refers to the trucking of produce from farms where they were grown to local markets or to shipping ports like Baltimore. Initially, produce such as watermelon, snap peas, tomatoes, and berries were trucked by wagon and later, by trucks. Given that most truck crops were perishable, the profit for delivering them to non-local markets was high (Kidd 2004). Baltimore started out as the primary market for these goods, but eventually crops were sold to other markets along the eastern seaboard (Anne Arundel County n.d.). "Pickers' shanties" housed the workers, who in Anne Arundel County were primarily Eastern European immigrants, that farmers brought from Baltimore for the picking season (Bourne et al. 1998, 9).

In 1939, the Governor Ritchie Highway (MD 2) became the first dual highway in Maryland. Conceived as a naturally landscaped parkway, free of billboards and other commercial interests, the route incorporated natural, native plants and retained select vegetation along the highway and within what would become the median. Despite these efforts, Ritchie Highway quickly developed into a major commercial corridor that would include Maryland's first drive-in theater (the Governor Ritchie Drive-In, opened 1939 and demolished after 1983) and the first enclosed shopping mall east of the Mississippi River (Harundale Mall, opened 1958 and demolished in 1999). Later attempts, such as the 1950-54 Baltimore-Washington Parkway (AA-5, PG:69-26), proved more successful at restricting commercial intrusions.

In 1937, under the administration of Governor Harry W. Nice, the Maryland General Assembly passed an act giving the SRC authority to create a comprehensive plan for the construction of bridges and tunnels financed solely by tolls. This plan, approved in 1938, became known as Maryland's "Primary Bridge Program" and recommended a bridge at the Susquehanna River, a bridge or tunnel across the Patapsco River in Baltimore from the mouth of the northwest branch to Fairfield, a bridge across the Potomac to Virginia near Ludlow's Ferry, and a bridge across the Chesapeake Bay from Millers Island in Baltimore County to Tolchester in Kent County or a bridge or tunnel or combination thereof from near Annapolis to the opposite shore of Kent Island. The SRC hired the engineering firm of J. E. Greiner Company to create the plans and make a report. John Edwin Greiner was a nationally known bridge engineer who, by the late 1930s, was in partnership with Herschel H. Allen, a Baltimorean who formerly worked as a bridge designer with the SRC. When Greiner died in 1942, the firm continued under his name with Allen acting as the senior partner. The J. E. Greiner Company was ultimately responsible for designing and supervising construction of all the structures associated with Maryland's Primary Bridge Program (State Roads Commission 1954, 15; 1958, 143).

The Primary Bridge Program required Congressional approval and a US Army Corps of Engineers permit under the Rivers and Harbors Appropriation Act of 1899, as all the proposed bridges crossed navigable waters in the United States (Bruder 2011, 21). Federal approval for the project was obtained in 1938, and Public Works Administration (PWA) funds were used in the construction of the Susquehanna and Potomac River Bridges which were completed in 1940. Because of World War II, the Patapsco and Chesapeake Bay crossings were deferred (State Roads Commission 1954, 16).

After World War II, traffic volumes in the state increased dramatically, putting great stress on the existing highway system, which was already in poor condition due to the lack of maintenance during the war years. As industries expanded on both shores of the Patapsco River, highway congestion continued to

grow in Baltimore City (State Roads Commission 1954, 12). In response to the state's traffic needs, in 1947, Governor William Preston Lane announced the "Five-Year Program" for construction of a modern highway system composed of major arterial roadways. This program enabled completion of the Baltimore–Washington Parkway (MD 295), which opened to traffic in 1952 (Bruder 2011, 23–24).

In 1947, the Maryland General Assembly authorized the SRC to construct the Chesapeake Bay Bridge using bond financing that would be repaid by user tolls. The following year, Congress re-approved construction of the Bay Bridge, as well as the Patapsco River project. Construction of the Bay Bridge began in 1949, and it opened to traffic in 1952. Construction of the Patapsco crossing would not commence until the mid-1950s (SRC 1953–4, 16-7; SRC 1957–8, 143–4, 187). Theodore McKeldin was elected Governor in 1950, but he continued Lane's program of highway expansion. In 1951, the SRC submitted a report to McKeldin, entitled *Proposed 12-Year Program for Road Construction and Reconstruction, 1954–1965*, that proposed ramping up SRC's program of rehabilitating existing roads and constructing new highways. In developing the plan, SRC engineers inventoried all 4,736 miles of road in the state system and evaluated issues with the present system, including sharp curves and other problem areas that were not up to the improved standards established by the SRC in 1948. The $568 million plan was designed to rebuild Maryland's highway system by 1965 with a scheduled priority system of improvement. The goal was to construct or reconstruct 3,452 miles of highway and 557 bridges throughout the state. The study also recommended beltways around Washington, DC, and Baltimore, as well as the use of controlled access to prevent encroachments (SRC 1957–8, 165–7).

The 12-Year Program was approved by the Maryland General Assembly in 1953 and work started in 1954. Funding through the 1956 Federal Aid Highway Act accelerated construction under the 12-Year Program. One piece of the 12-Year Program was the completion of the Baltimore Harbor Tunnel and the Baltimore Harbor Tunnel Thruway (I-895), which improved access from Baltimore to Crain Highway and MD 2 to the Bay Bridge). As second component of the 12-Year Program was the construction of the Baltimore Beltway (I-695), which started in 1954 and was completed in stages through 1962. The road circled most of the city from MD 2 in the south, around the west and north sides of the city to US 40 on the east. The final segment completing the loop was completed in 1977 with the opening of the Francis Scott Key Bridge over the Patapsco River (Bruder 2011, 30); SRC 1955–6, 11). The Capital Beltway (I-495) around Washington, DC, was also started in 1954 and was completed in 1964. By 1970, prior to the construction of the second span of the Bay Bridge, the Baltimore-Washington Parkway was still the main route between Baltimore and Washington, as I-95 was not completed until the early 1970s (Bruder 2011, 43). Portions of Crain Highway (MD 3/US 301) had been changed into a limited access highway from the Beltway to near Pasadena. MD 2 was still the main corridor down the Broadneck Peninsula from Baltimore to Annapolis, but the current alignment of the limited access MD 10, was under construction just east of and parallel to MD 2. US 50/301 was limited access between Washington, DC, and MD 2 near Annapolis and the existing US 50/301 alignment in Queen Anne's County was in place (State Roads Commission 1970) (**Figure 2-12**).

Figure 2-12: 1970 Highway map indicating road network in Anne Arundel and Queen Anne's Counties (State Roads Commission 1970).



By the end of the twentieth century, major highways linked Baltimore, Washington, DC, Annapolis, and Queen Anne's County, facilitating the movement of people and goods around the region and spurring suburban development in formerly agricultural areas. This road network enabled the suburbanization that would form development patterns that linked both counties. The triangular network of highways between Baltimore, Annapolis, and Washington, DC, promoted regional growth. Construction of the Bay Bridge further expanded this regional network across the Bay into Queen Anne's County.

2.2.3 Aviation

Advances in aviation over the early twentieth century brought a new method of travel that was increasingly available to the public. Small, general aviation airports began to develop across Maryland in the mid-twentieth century allowing people to travel even farther and faster than ever before. These facilities generally included a paved runway, terminal building, and hangars and aircraft tie-down areas. The privately owned Lee Airport five miles south of Annapolis in Edgewater on the east bank of Beards Creek, south of the South River, is an example of a typical general aviation facility. Charles Carroll Lee opened the 79-acre airport around 1940. It has a single 2,500-foot paved runway and offered charters, flying lessons, fuel, and minor repairs (Preston, Lanman, and Breihan 2003, 73). A landing strip existed at Fort Meade as early as 1920 and was known as Fort Meade Army Airfield in the 1930s. In 1961, the Army built a new airfield with the same name at the southern end of the base. The next year it was renamed Tipton Army Airfield, in honor of Maryland native Colonel William D. "Shorty" Tipton of the US Army Air Service, who was a founding officer of the Maryland Air National Guard and served in several posts during World War II. Tipton Army Airfield was privatized as part of the Base Realignment and

Closure Act of 1988. It closed in 1995, and reopened in 1999 as Tipton Airport, a general aviation facility (Preston, Lanman, and Breihan 2003, 63; Tipton Airport n.d.).

In Queen Anne's County, the Bay Bridge Airport was planned in 1967 as part of the 190-acre Bay Bridge Industrial Center that was developed by Nathan "Bill" Morris under his development company Kent Island Limited Partnership. Located south of US 50/301 and west of MD 8, the airport was dedicated in September 1968 and included a 3,500-foot runway and an administration building. Morris hoped the airport would attract research and development organizations that needed direct access to company planes (Lewis 1967). Morris continued to own the airport until he sold it to the county in 1988. The airport is still in operation as a general aviation facility (Preston, Lanman, and Breihan 2003, 123) (Chesapeake Business Ledger 2005). Kentmorr airfield is a unique private facility in Queen Anne's County, also developed by Bill Morris, to serve the residents of the community.

Small general aviation facilities typically served a small audience, often returning veterans with an interest in continuing to fly recreationally, but do not appear to have been a major driving force in suburbanization, unlike the larger municipal facilities that were constructed to serve growing areas in the post-World War II era and were seen as economic development generators. Friendship International Airport was dedicated on June 24, 1950, on a 3,170-acre tract west of Glen Burnie. It was Baltimore City's municipal airport and originated in a 1946 masterplan to address insufficient air service to Baltimore. The airport was notable for its time with a 110-foot-tall control tower, one-acre central lobby, and three runways. The State of Maryland purchased the facility from the city in 1972, changing the name to Baltimore/Washington International. The state then began major upgrades, doubling the size of the terminal and adding a parking structure by 1979. The facility was continually upgraded over time to meet growing demand, including the addition of a taller control tower and new cargo facilities. A new international terminal opened in 1997. The facility remains Maryland's premier airport and continues to provide efficient air transportation to its residents (Preston, Lanman, and Breihan 2003, 105). Industrial firms, particularly those associated with the growing aerospace industry, were attracted by the proximity to the airport and constructed offices, laboratories, and manufacturing plants nearby. Westinghouse Electronic Corporation opened its facility near the airport in 1951. The facility later expanded, and the company became the largest employer in the county. Other companies soon followed (McWilliams 1977, 8).

3 Trends Influencing Growth and Development in Anne Arundel and Queen Anne's Counties (ca. 1890–1990)

Growth and development in Anne Arundel and Queen Anne's Counties during the period 1890 to 1990 follows the statewide trends identified in the 1999 Suburbanization Context and 2019 Context Addendum for each of the relevant context periods: Industrial/Urban Dominance (1870-1930), Modern (1930-1960), and Suburban Diversification (1961-1980). Those included changing population demographics due to immigration, in-state movement, and regional population movement; development of transportation systems and corridors; and changing social ideals and preferences for residential living.

Periods of economic growth and expanding transportation networks in the state, and more particularly in the Baltimore region, prompted suburbanization throughout Anne Arundel and Queen Anne's Counties at different times. Waves of immigration in the late nineteenth and early twentieth centuries to urban areas of the state, such as Baltimore and Annapolis, also led to population movements and demographic changes in Anne Arundel County.

A primary factor in the growth of Queen Anne's County was its approximately 495 miles of shoreline, much of which is on Kent Island ("Queen Anne's County, Maryland" n.d.; Queen Anne's County 2022, 2.1). The population of Queen Anne's County grew much more slowly than that of Anne Arundel County, due to its more remote location before the first Bay Bridge was built in 1952. Between 1940 and 1950 the population only increased 0.7 percent, from 14,476 to 14,579 (United States Census Bureau 1952, 20–20). The population of Queen Anne's County more than doubled between 1950 and 1990, to 33,953 residents (United States Census Bureau 1992, Maryland 1).

Growth in both counties was facilitated by expanding transportation networks and shaped by the region's natural waterways. These transportation networks served a variety of purposes. They allowed farmers and watermen on the Eastern Shore to bring their products to growing urban centers on the Western Shore. They also facilitated the growth of recreational summer communities along the Chesapeake Bay, and later the development of permanent water-oriented recreational communities in the second half of the twentieth century. Ferries and steamships were the earliest forms of transportation and were supplemented, but not replaced, by railroads. Steamship lines carried people headed to the Atlantic beaches. Travelers boarded steamships in Baltimore harbor and arrived at landings on the Eastern Shore where they connected to rail lines that would carry them to ocean resorts.

The arrival of the automobile and its accompanying road networks revolutionized transportation in the region, shaping where and how development happened. Ferries and steamships persisted in the region longer than in other places because of the complex network of waterways that required construction of bridges, but eventually they were supplanted by automobile transportation.

The area's recreational focus would result in the development of a host of water-oriented, leisure-focused resources, such as public and private beaches, marinas and yacht clubs, and golf courses.

Entertainment in these communities included dining, horse racing, gambling, concerts, and more. Commercial and community development followed to serve the needs of the new residents.

3.1 Waterfront Tourism and Leisure

A leading factor in Anne Arundel and Queen Anne's Counties' residential and commercial development was its abundant opportunities for waterfront recreation, tourism, and leisure activities. The resort communities that sprung up along the county's waterfront between the mid-nineteenth and mid-twentieth centuries were the starting points for further suburbanization of the county. At first developed at existing transportation hubs and along established transportation corridors, these communities' success prompted additional growth and improvements to railroad and road infrastructure to support and sometimes encourage more development.

3.1.1 Growth of the Leisure-Oriented Recreation and Resort Industry

During the Industrial/Urban Dominance Period, between 1870 and 1930 as defined in the 1999 Suburbanization Context, population growth, increased manufacturing and industrial development in urban areas, expansion of mass transportation systems such as railroads and trolley lines, and popularization of the suburban ideal prompted exodus from the city, particularly by wealthy white urban residents (KCI 1999, B-3-4). The period between the end of the Civil War and the Great Depression brought economic and social prosperity throughout the country. The middle-class population expanded, creating a larger group of people with more spending power and time for and interest in recreational and social opportunities. Baltimore's economic growth, like other industrial urban centers, prompted an influx of immigrants seeking work and the subsequent demand for suburban and rural retreats for the wealthy and middle-class population looking to move out of urban areas. The expansion of the railroad network throughout the East Coast made these suburban and rural areas more easily accessible (Marsh 1988a; 1988b).

In Anne Arundel County, these nationwide and regional trends combined with an increased interest and access to seasonal recreational opportunities, particularly on the county's waterfront. For example, the Annapolis Short Line Railroad connected Annapolis to waterfront communities located south of the city. This resulted in the establishment of waterfront communities along the Chesapeake Bay in areas that were until then either used for agriculture or were completely unoccupied.

Prior to the 1930s, beaches and resorts largely developed around shipping and excursion ports in the northern part of the county, accessed by existing transportation networks including steam ships and railroad lines. One example is Fair Haven, where George Weems converted a residential property near a shipping wharf into the Fair Haven Hotel in the 1830s. Throughout the nineteenth century, property owners took advantage of the economic benefits of converting their properties into boarding houses for summer waterfront vacationers (Melton 2017, 7). Some resorts initially relied on steamboats to bring visitors, but later installed direct railroad lines, such as Bay Ridge's line from Annapolis (Melton 2017, 47). In Anne Arundel County, public beaches, beachfront recreational facilities, and beachfront amusement parks popped up along the various creeks and bays along the county's shore between the mid-nineteenth century and the turn of the twentieth century.

Racial and religious discrimination influenced the development of beaches and beach resorts throughout Anne Arundel County by restricting access to certain groups of people. Many of these beach resorts were segregated by race and sometimes religion, excluding Jews from admission. Minority-owned resorts likewise would restrict admission to only patrons of color, or patrons of a certain social status. Sometimes these restrictions were written on signs or newspaper advertisements, or a staff member of the resort would oversee admittance. Established beachside resorts for African Americans were not prevalent in the county, and when present, were often short-lived (Melton 2017, 12–13). The first exclusive African American beach resort was Highland Beach, on the Chesapeake Bay south of Annapolis. Charles Douglass, son of Frederick Douglass, opened Highland Beach in response to being refused admittance to the nearby Bay Ridge Beach Resort. This prompted future development of other exclusive African American beach resorts and communities in the area (Melton 2017, 46).

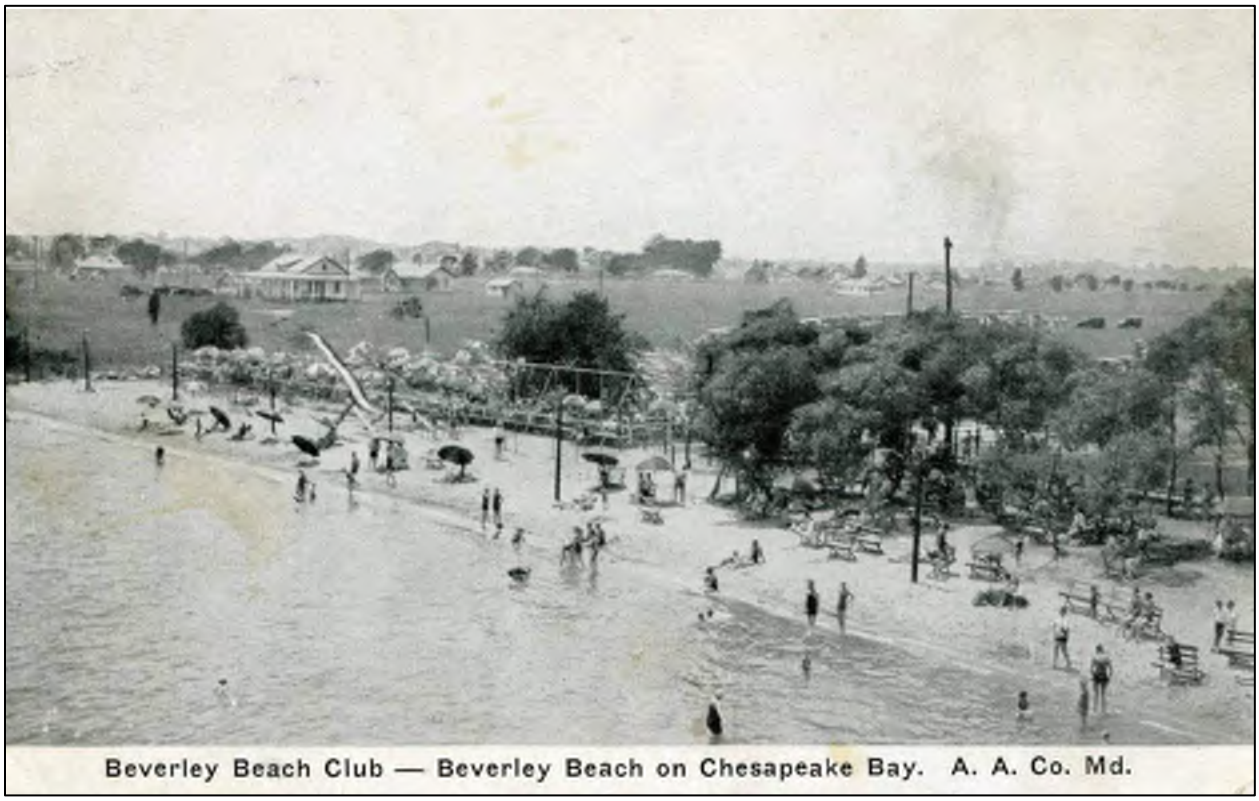
A few public beach areas allowed patrons access indiscriminate of race, including Round Bay and Beechwood Park. Round Bay was an interracial beach resort on the Severn River accessed from a station on the spur line of the Baltimore and Annapolis Short Line Railroad. It was established in the late 1880s and featured a waterfront hotel, boardwalk, dance pavilion, and bathhouse until its closure in 1910. It was a popular African American resort until Jim Crow laws in the early twentieth century resulted in increased harassment of patrons on the segregated railroad cars used to access the beach (Melton 2017, 42). Beechwood Park in Pasadena, on the Magothy River, was promoted as "Maryland's finest interracial beach and amusement park." Beechwood Park, which operated between 1943 and 1960, offered swimming, boating and water skiing, amusement rides, gambling opportunities, a pavilion, playground, and picnic area; the park attracted famous musicians to perform at the pavilion. Church groups would arrive from Baltimore by bus on Saturdays to spend the day at the beach. As one of the few nonsegregated public recreation areas, Beechwood Park mostly attracted African American patrons, who did not have many other options. After the Supreme Court's 1954 decision in *Brown v. Board of Education of Topeka*, which started the process of ending segregation in the country, additional opportunities for beachfront recreation became available to African Americans in the county and business at Beechwood Park declined as former patrons visited other areas (Melton 2017, 33; Gardner 2011).

On the north end of the county, early beach recreational activity hubs for white patrons were created near Curtis Bay, which was annexed by Baltimore City around 1918. Examples of these facilities include Walker's Pavilion, a picnic and bathing beach park operating between 1860 and 1878; Acton Park and the Walnut Spring Hotel, a beach resort and picnic park with entertainment pavilions and opportunities for gambling operating between the 1880s and 1910; and Flood's Amusement Park, which contained a hotel, picnic areas, a theater, dance hall, and a beer garden, and operated from the 1890s to 1917 (Melton 2017, 20–21). Beaches and resorts in the Stoney Creek and Rock Creek areas of the county were popular at the end of the nineteenth century and relied on excursion steamboat services to bring patrons from other areas. This area offered picnic groves, hotels, boarding houses, clubhouses, and beaches along the waterfront. Examples include public beach parks for white patrons such as Locust Grove, Outing Park (later Green Haven), and Colonial Beach. Altona Beach (later Altoona Beach), operated between circa 1899 and 1980, featured a hotel, carousels, a public beach, picnic grounds, a game room, and a snack bar. Beauty Beach, located on Stoney Creek, was an African American amusement park that opened in 1914 with typical amusement rides, baseball diamonds, a dance pavilion, and a hotel. Visitors accessed the beach park using the Charles H. Werner steamship (Melton

2017, 23–27). In southern Anne Arundel County, the Shady Side peninsula was a popular, and possibly the most well-known summer resort destination in the county around the turn of the twentieth century. Existing wharves used by steamships for import and export of goods provided easy access from urban areas. At first boarding houses were the primary destination, later followed by resorts and construction of summer cottages (Melton 2017, 61–62).

Though some public beaches were established in the late nineteenth century along the Magothy River, waterfront recreational areas and resort communities became more prevalent in this area in the early twentieth century, primarily on the south shore because of the 1908 electrification of the Annapolis Short Line railroad. Earlier developments catered to patrons of excursions to these beaches, while those established in the 1920s and 1930s were more residential in nature (Melton 2017, 31). On the Mayo Peninsula, where oystering and farming were prevalent, boarding houses and hotels were the only options for waterfront recreation until the 1920s, when large portions of farmland were sold for planned summer residential communities. These beaches, including Mayo Beach, Beverly Beach (**Figure 3-1**), and Triton Beach, were exclusively for white patrons. After road networks expanded in the county in the 1930s, the Fort Smallwood and Gibson Island area began to develop for waterfront recreation. Public beaches in this area were mainly used for weekend recreation, with rental beach cottages, hotels, and picnic areas (or "groves"); sometimes beaches featured dance halls, club houses, and gambling opportunities (Melton 2017, 29–30).

Figure 3-1: Aerial View of Beverly Beach Club from 1934 postcard (Anne Arundel County Public Library)



The twentieth century saw increased interest in summer youth camps, primarily formed by religious groups or clubs such as the Boy Scouts or Girl Scouts. Development of these camps appears to follow the timing and geographical trends of other beachfront development in Anne Arundel County, and they were likewise primarily for white patrons. Along the Magothy River, examples include the Grachur Club, founded in 1912 as a moral training camp for teenage boys by Grace United Methodist Church of Baltimore; Camp Whippoorwill, a Girl Scouts camp established in 1928; and Camp Mil-Bur, a military-style camp for boys developed in the 1920s that in the 1940s also added a "farm harvest camp" for women (Melton 2017, 36). Youth summer camps along the Severn River appeared later, in the late 1930s and 1940s, with the exception of "Camp Linstead on the Severn," a Boy Scouts camp established in 1918.

Increased spending power and interest in recreational and social opportunities also made popular certain leisure activities besides beachgoing such as gambling, bingo, and use of watercraft. In Maryland, sports betting was a popular form of gambling that had early roots, beginning in the eighteenth century. The Maryland Jockey Club was established in 1743 in Annapolis for thoroughbred horse racing (Maryland Jockey Club 2023). The first races at Pimlico, near Baltimore, took place in the 1740s. The industry remained unregulated until 1870, and the sports pages of the region's newspapers throughout the twentieth century regularly offered betting odds and payoff amounts. Horse racing has diminished in significance in the modern day, but Maryland remains an important focal point of horse racing with Pimlico and other horse tracks (Fox 2023).

Bingo games were advertised in Anne Arundel County as early as the 1940s. Charitable bingo was legalized in 1952. Due to the success of commercial bingo halls, and resulting concerns about revenue losses from charitable groups' bingo events, commercial bingo licenses in Anne Arundel County were frozen in 1958, and the number of commercial bingo licenses was limited to seven (Smith 1962; Argetsinger 1996). Bingo hall proprietors chartered buses operated by the Baltimore and Annapolis (B&A) Railroad Company, to bring players from Baltimore and southern Anne Arundel County to the Annapolis-area bingo halls. Customers on the B&A bingo buses rode for free. As of 1962, the B&A operated 82 bingo bus runs per week, carrying approximately 180,000 passengers per year (Smith 1962). The same year, Maryland had the highest level of gambling in the country, from slots and bingo enterprises (*The Washington Post, Times Herald* 1962). After years of controversy, the Maryland legislature made slot machines illegal in the 1960s and phased out slot parlors (K. Thompson 1983; McDaniel 1958). Commercial bingo halls continued to operate in Anne Arundel County through the 1980s, with players arriving by car or bus (K. Thompson 1983).

Following the end of World War II, the use of boats for personal leisure activities grew in popularity in Annapolis. This led to the establishment of local boat and yacht clubs that attracted both local and visiting yachtsmen. The Annapolis Yacht Club hosted sailing races and regattas that drew sailors from throughout the Northeast and Mid-Atlantic. The boom in yacht racing prompted development of marinas and associated facilities along Annapolis' shoreline (McWilliams 2011, 304–5).

In Queen Anne's County, excursion boats brought tourists from Baltimore to waterfront resorts in places such as Love Point, at the northern tip of Kent Island, and Queenstown. The Love Point Hotel also provided amenities for day trippers to the resort, such as a beach, watercrafts, amusements, and fisherman for hire for fishing excursions (Freedman 2002, 30–31). Beginning around 1910, the Bolingly

Hotel—which had been closed for nearly a decade since the relocation of the railroad terminus from Queenstown to Love Point in 1902—reopened with a new pier and an amusement park. Patrons arrived by excursion steamers (Schoch 1982, 110).

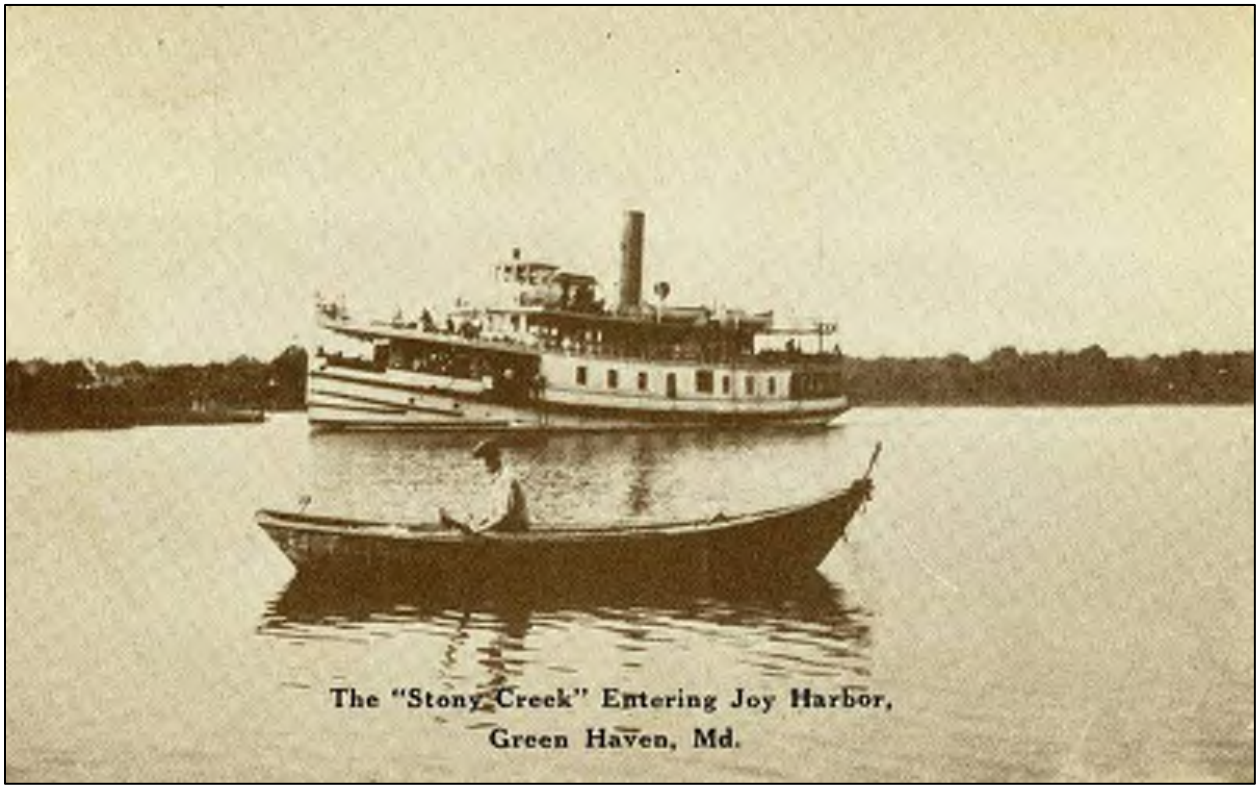
Unlike the resorts in Anne Arundel County, prior to the construction of the 1952 Bay Bridge, resorts in Queen Anne's County were not well connected by improved roads to more populated areas such as Annapolis, Baltimore, and Washington, DC. Vacationers relied on boat and rail service to reach their destination in Queen Anne's County; the decline of passenger railroad and ferry service in the area throughout the first half of the twentieth century, combined with growth of the Atlantic beaches, resulted in the demise of beach resorts in Queen Anne's County that had relied on those modes of transportation (Freedman 2002, 35).

3.1.2 Privatization of the Waterfront

Nationwide economic trends, including increased spending power, expanding transportation networks, and increased interest in recreational opportunities, led to the development of summer and resort communities, particularly in the Northeast and Mid-Atlantic. These also came in the form of Chautauquas (traveling educational and social assemblies), religious retreats and camp meetings, artist colonies, and spa resorts (Marsh 1988b). In Anne Arundel County, waterfront property owners and local developers increasingly capitalized on this seasonal tourist industry by subdividing large plots of waterfront property for the construction of summer cottages (Melton 2017, 9). Along the Severn River in Anne Arundel County—an area with relatively few public beachfront destinations—private summer residential communities developed as early as the beginning of the twentieth century. This resulted from the improvement of transportation in this area. Examples of communities in this area include Sherwood Forest, Epping Forest, and Herald Harbor (Melton 2017, 39). These resorts were strictly private, but some early developments such as Herald Harbor temporarily allowed non-residential beach use. Opportunities for beach recreation, particularly private developments, on the lower Broadneck Peninsula was slow due to limited access until a rush spurred by the planning and construction of the 1952 Bay Bridge. Some small beach communities developed in the 1920s, with larger ones, such as Cape St. Claire following in the late 1940s (Melton 2017, 41–43).

Following the end of World War I, new summer resort development was characterized by larger communities with hundreds of residential lots, and an increased use of cars to access these resorts. By this time, the automobile had become a popular mode of transportation, and the road networks through the county had expanded. Bus lines were also created to transport vacationers from urban areas to the county's beaches. One example was a route between Baltimore and Green Haven, run by two Polish immigrants to Maryland, Joseph and Francis Gonet, in the 1930s. The Green Haven community partially subsidized the bus operation in order to incentivize prospective buyers (Robinson & Associates, Inc. 2019, 35–36). Despite this automotive access, ferries remained an alternative mode of transportation to these communities (**Figure 3-2**). Just as the expansion of transportation networks allowed the summer waterfront tourism industry to flourish, the success of the industry and the rapid development of residential resort colonies throughout the county prompted additional road improvements and expansion to provide access to the more remote areas (Melton 2017, 9).

Figure 3-2: The steamship *Stoney Creek* entering the harbor at Green Haven from a 1923 postcard (Anne Arundel County Library)



Racial discrimination continued to influence development of these private residential resort communities, within which lot ownership was sometimes by invitation only as a means of restricting ownership. Gibson Island, on the Magothy River, explicitly excluded Jewish and African American owners. As a result, African Americans formed communities such as Magothy Park Beach, where they could build summer cottages (Melton 2017, 38).

Development of residential resort communities slowed following the Great Depression but rebounded by the end of the 1930s. According to a 1939 article in the *Sun*, the county's population quadrupled in the summer months from its permanent population of 64,000 during the remainder of the year. The article further noted the presence of "seventy-five summer playgrounds," which did not take into account the privately owned developments not subject to State or county health regulations. Of those, less than ten did not feature waterfront property (White 1939).

Beginning as early as the late 1940s, the waterfront became increasingly privatized, with leisure activities in the area targeted toward residents rather than seasonal tourists. As the economy rebounded following World War II, and more economical and efficient means of mass housing development flourished, the county's waterfront became increasingly privatized. Property owners began to transition their summer houses into year-round residences. In the 1950s and 1960s, public beach resorts began to close. Factors contributing to their closure included increased interest in privately owned property in waterfront communities; the opening of the Bay Bridge in 1952, which provided easier access to Ocean City and its beachfront attractions; the state's outlawing of slot machines in the 1960s; and the effects of the Civil Rights Act of 1964, which banned public institutions

from discriminating based on race, color, religion, sex, or national origin. The Civil Rights Act requirement to integrate public beach resorts in Anne Arundel County resulted primarily in closure, either because of white owners' refusal to integrate or, for minority-owned resorts, due to reduced patronage as nicer resorts were now integrated and accessible (Melton 2017, 11). Waterfront resort communities provided leisure opportunities within their property, reducing the need for public waterfront leisure and recreation areas.

The opening of the Bay Bridge in 1952 also resulted in increased development of year-round, waterfront residential communities in Queen Anne's County. Like those in Anne Arundel County, these new Queen Anne's County communities incorporated opportunities for water-oriented leisure and recreation into the neighborhood or residential complex. Construction of suburban, single-family neighborhoods in both counties continued to be the primary type of residential development until the 1970s, when townhouses and condominiums became increasingly popular. These private residential developments continued to provide leisure activities and amenities within each property, further privatizing the waterfront and reducing the tourist nature of the area.

3.2 Crossing the Chesapeake Bay

Travel across and throughout the Chesapeake Bay shaped the landscape of both Anne Arundel and Queen Anne's Counties, connecting communities on both the Eastern and Western Shores of the Bay and along the Bay's many tidal tributaries. The earliest travel was by boat, first by sail, then by steamships. These routes fostered trade and provided access to the Bay's many popular waterfront resort communities. In the twentieth century, the rise of automobile travel ultimately led to the construction of a bridge over the Bay. During the bridge's construction, Charles Branch Clark described the history of transportation between the Eastern Shore and the mainland in 1950: "The lack of good transportation connections with Baltimore and other Western Shore points has taken a large part of the Shore's trade northward to Wilmington and Philadelphia. In this development the Western Shore and Maryland as a whole have been the loser. From the point of view of Eastern Shoremen, their products have found an outlet… Culturally, socially, and in other respects, the Eastern Shore often seems closer to other regions than to the remainder of Maryland. Transportation problems may be credited with this" (Clark 1950b). Easy automotive access via the bridge forever changed the Eastern Shore, drawing Queen Anne's County into the Baltimore-Washington Metropolitan Region, and lessening its ties to Wilmington and Philadelphia. New full-time residents were willing to commute long distances across the Bay for the opportunity to live in affordable recreation-oriented communities, changing the agricultural landscape into suburban communities.

3.2.1 Ferries

Ferries were established as early as the beginning of the eighteenth century to cross the Chesapeake Bay and move among the Bay's many navigable tributaries. Smaller ferry lines were rope-hauled, flat-bottomed boats. Longer ferry routes, such as those crossing the Bay, were completed by larger and sturdier sailing boats. An early example was the Annapolis-Rock Hall Ferry across the Chesapeake Bay, which was established in the early eighteenth century. In 1728, Queen Anne's County established a second ferry across the bay, to avoid travelers' delays waiting for the other ferry to return from the opposite shore. Ferry services were provided from private and public sources; private ferries relied solely

on fees and tolls from their patrons, where public ferries were overseen by the county courts and would either be free to all patrons or to those residing in the same county (Clark 1950b, I:304–5).

The first steamship arrived in Queen Anne's County in 1817, running between Baltimore and Centreville twice per week, with stops in other towns in between. Each plantation along the water also had its own wharf that was used for shipping agricultural products such as wheat, corn, tomatoes, fish, and crabs (Clark 1950a, II:1068). The Chester River Steamboat Company was established in 1868 out of an earlier steamboat line. It made daily round trips between Baltimore and the wharf at Bowlingly, in Queenstown (Causey and Claypool 2007, 8–1). In 1923, a ferry service connected Queenstown and Bay Shore, from where people could ride a trolley car into Baltimore; however, this serviced ended in 1926 due to the company's financial losses (Schoch 1982, 116). By later in the 1920s, automotive ferries replaced the steamships, allowing travelers to arrive via automobile (Gibbons 1977).

The Claiborne-Annapolis Ferry Company carried passengers and automobiles across the Chesapeake Bay from Annapolis to Claiborne in Talbot County between 1919 and 1952. The crossing took an hour and a half, and the ferry made two trips daily. In 1930, the Matapeake Ferry Terminal opened on the western shore of Stevensville, which allowed for a shorter ferry crossing. The Claiborne route remained with a stop in Romancoke, that connected by road to Matapeake. The Matapeake Ferry Terminal Clubhouse opened in 1936 and originally contained a restaurant, kitchen, changing rooms, and restrooms. Five years later, O. Eugene Adams designed the Matapeake Ferry Terminal Shop as a repair facility for the service equipment used on the ferry. In 1937, a new terminal was built in Annapolis. Business increased and additional ferry boats were put into service. Anticipating the construction of the Bay Bridge, in 1941, the SRC took over operations of the ferry route, which paralleled the path of the future Chesapeake Bay Bridge. In 1943, the US Naval Academy acquired the Annapolis terminal property, leading the SRC to construct a new terminal at Sandy Point (Proptalk 2017) (**Figure 3-3**). When the Chesapeake Bay Bridge opened in 1952, the ferry line became obsolete. Today, the Matapeake terminal site contains one functioning pier and remnants of bulkheads and ramps (Apple 2008, 1-2). The Sandy Point Terminal consists of two piers, a jetty, and two stone breakwaters (Groesbeck 2023).

Figure 3-3: Undated photo of the Sandy Point Ferry Terminal (Chesapeake Bay Maritime Museum, B.F. Sherman Collection)



3.2.2 Chesapeake Bay Bridge

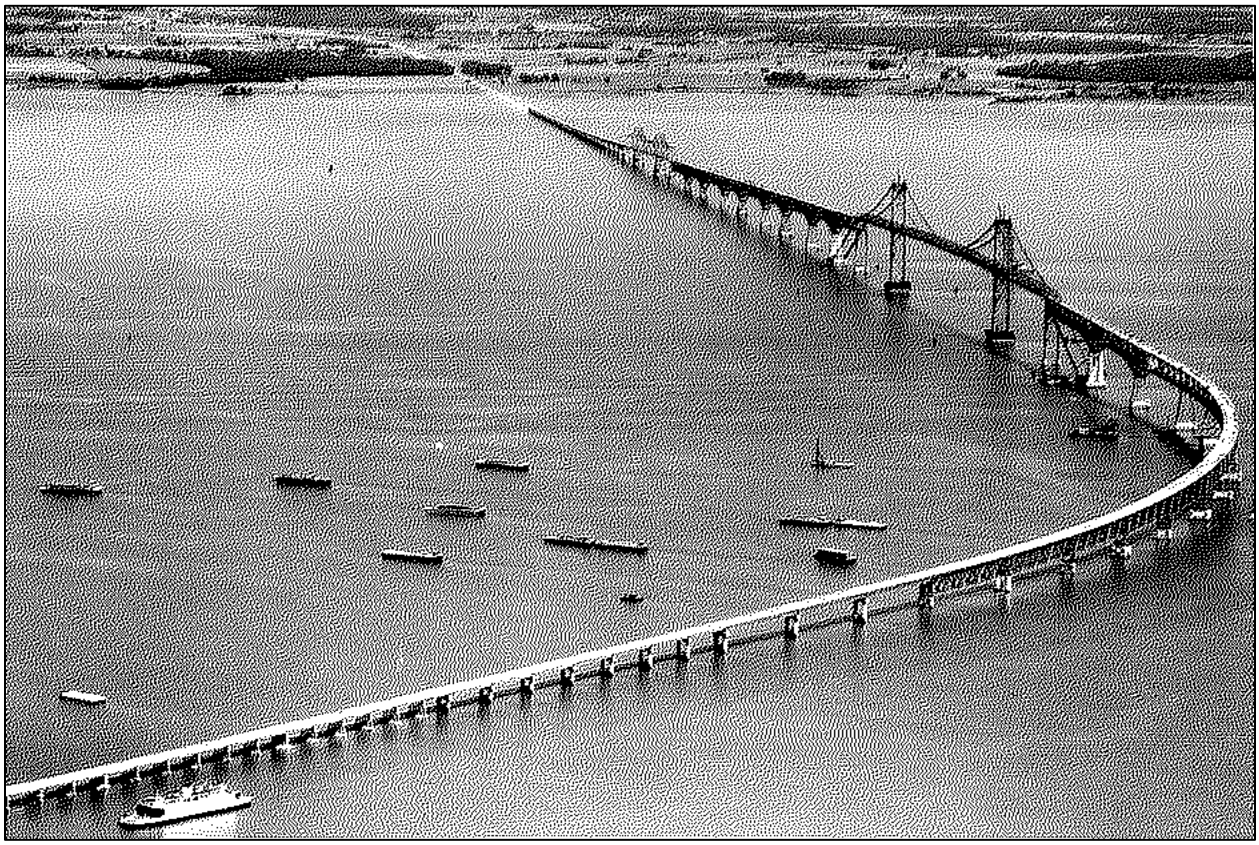
The idea of crossing the Chesapeake Bay via bridge circulated for decades before it was realized. In 1907, Peter C. Campbell, businessman and State Senator, noted that it was easier for Eastern Shore trade to go north by railroad and highway to other markets out of state, rather than by boat to Baltimore. The first public proposal was the Hoen Committee report of 1908, which recommended engineering studies on a Bay crossing. The consulting engineers Westinghouse, Church, Kerr & Company found that a bridge was viable but expensive, at an estimated $13 million. A bridge would not be constructed until the state's establishment of the Primary Bridge Program in the mid-twentieth century (State Roads Commission 1954).

The J. E. Greiner Company built the $45 million Chesapeake Bay Bridge from 1947 to 1952. The four-mile-long bridge is 200 feet tall at its highest point over the water. It was built on steel piles driven as far as 200 feet to the bottom of the bay and contains approximately 118,000 tons of cement and 60,000 tons of steel (**Figure 3-4**). At the time it was the state's largest-ever public project (Marsh 2002). The western approach followed most of the existing alignment of Route 404, Revell Highway. The eastern approach required more work, including clearing of woods and a bridge at Cox Creek, but no houses were removed (Bready 1948, 33). The first span of the bridge opened on July 31, 1952, to much fanfare

with speeches, performances, and a parade of officials including Governor Theodore R. McKeldin and former Governor William Preston Lane Jr. An observer described the day: "The governors then got in their Cadillac convertibles and led a stuttering, mile-long car caravan across the bridge to the watermelon stands on the Eastern Shore for another two hours of speeches that ended only when the public address system mercifully broke down. It was a day of ceremonial masochism" (Gibbons 1977). The toll was $1.40 for a car and driver, and $0.25 each for additional passengers. In November 9, 1967, the bridge was officially named the William Preston Lane Jr. Memorial Bridge, in honor of Governor Lane who had passed away earlier that year and was instrumental in the establishment of the bridge (Maryland Transportation Authority 2009).

The purpose of the bridge was to improve transportation between the Eastern and Western Shores of the Bay and provide quick access to the Atlantic Ocean resorts for residents of Annapolis, Baltimore, and Washington, DC. The impact of the bridge was clogged roads along the entire Eastern Shore, particularly at peak times like summer weekends. Newspaper articles in the decades following the bridge's opening note high traffic volumes, slowdowns at the toll facilities, and backups on the Revell Highway on Friday evenings and on Kent Island on Sundays. The maximum capacity of 1,250 vehicles per hour was often exceeded. Traffic accidents compounded the backups. In July 1962, the SRC implemented plans to make the bridge one-way during high volume periods. For a ten-minute period on Sunday, July 29, the bridge was one-way westbound, alleviating a two-mile backup on Kent Island (*The Sun* 1962).

Figure 3-4: Chesapeake Bay Bridge in 1952 (MDTA)



The original span of the bridge had hardly opened when it became apparent that an additional structure was necessary. The *Sun* reported that "almost as soon as the first Chesapeake Bay Bridge was finished in 1952, plans to build a parallel bridge began gaining political momentum" (Orrick 1973, 8). In 1966, the Maryland state legislature approved Senate Bill 153, later Chapter 517 of the Laws of Maryland, authorizing the SRC to construct a new bridge 450 feet north of the existing bay crossing (Daily Times 1966, 4). The parallel route was selected for a variety of reasons, including traffic projections, tolls, the availability of approach roads, and comparative costs. The old span would be converted to one way eastbound, and the new span would be one way westbound. Traffic was projected to be 10,090 vehicles per day (*The Sun* 1964). The J. E. Greiner Company was again commissioned to construct the bridge, which reached a cost of $148 million (**Figure 3-5**). On Thursday, June 28, 1973, Governor Marvin Mandel paid a $1 toll to Secretary of Transportation Harry R. Hughes, and the new bridge span opened. The three-lane bridge paralleled the two-lane structure built 21 years earlier. As part of the bridge's construction, an overpass with cloverleaf interchanges was added to provide direct access to Sandy Point State Park. The work required acquisition of a portion of state park property. The interchange was planned in 1966 as part of an extension of the Arundel Expressway (US 50) from Revell Highway to the Bay Bridge and was funded in part by toll revenue and highway construction funds (Gallagher 1973, 1). Like its predecessor, the new bridge was subjected to backups from the moment it opened to the public (Morning Herald 1973, 19).

Figure 3-5: 1973 and 1952 spans of the Bay Bridge (MDTA)



While many drivers used the new bridges to access new residential resort communities on Kent Island, many more used the bridge to access oceanside resorts along the Maryland and Delaware Atlantic beaches. Others used the bridge as an alternative northward route to Wilmington, Delaware, and Philadelphia, Pennsylvania, following US 301. Traffic jams were legendary along US 50/301 from west of the Severn River Bridge near Annapolis through the US 50/301 split in Queenstown. The SRC incrementally added overpasses over US 50/301 at key intersections, including at Sandy Point State Park in Anne Arundel County and at MD 18/8 in Queen Anne's. In March, 1987, Maryland Governor William Donald Schaefer introduced the "Reach the Beach" campaign, designed to improve the flow of summertime traffic eastward (*The Washington Post* 1987). Many of these improvements were focused on replacing older two-lane bridges.

The effects of suburbanization and the construction of the Chesapeake Bay Bridges on the region was tremendous. Over the course of the twentieth century, growth and development pressures would bring both Anne Arundel and Queen Anne's Counties into the greater Baltimore-Washington Metropolitan region. Annapolis and Kent Island, in particular, would become bedroom communities for commuters working in Baltimore, Washington, DC, and closer-in suburbs. As soon as the first span of the Bay Bridge opened, developers eyed the Eastern Shore as a potential suburb of Baltimore and Washington, DC. As noted in the *Sun* in 1953: "The operators look upon this corner of the county, an island 5 miles wide and 12 miles long, as a potential Baltimore suburb. But it will be a suburb with a difference. It will be "Eastern Shore," an apparently indestructible phenomenon, impervious to time and tide, progress and prosperity." It was called the "greatest land boom in the history of the Eastern Shore" (Breen 1953). The developers envisioned their communities as year-round residences. By the time the second span opened in 1973, Queen Anne's County was becoming a bedroom community for commuters to jobs in Baltimore and Washington, DC. These new residents were willing to commute long distances for the benefit of "year-round vacation living" (Kimelman 1973). A local realtor called Kent Island "the last frontier within commuting distance of the metropolitan area" (The Sun 1979). The number of Bay Bridge commuter tickets grew from 1.1 million in 1976 to 1.56 million in 1978, indicating just how rapid the growth in commuting across the bay had become (Jackson 1979).

In 1983, Queen Anne's County was added to the Baltimore Metropolitan Statistical Area, which also contains Baltimore City, and Anne Arundel, Baltimore, Carroll, Harford, and Howard Counties. In 1993, after the 1990 census showed significant continued growth in the region, the US Census designated the Washington-Baltimore Consolidated Metropolitan Statistical Area (CMSA). At the time, it was the fourth largest CMSA in the country. It consists of cities and suburban counties in Maryland, Virginia, and West Virginia that are tied by both economic and commuting ties. This region includes the cities of Washington, DC, and Baltimore, 26 surrounding counties, and six independent cities. In Maryland, these suburban counties contained 77.8 percent of the state's population, making Maryland the second most suburban state in the country after New Jersey (Roylance 2000). Commuting patterns in Maryland demonstrate this interconnectedness. Daily commuters from Anne Arundel to Montgomery and Prince George's Counties increased from 32,200 in 1980 to over 50,000 in 1990. Many commuters were lured by the relatively lower house prices in the Baltimore region, including in Queen Anne's County (Baltimore Regional Council of Governments 1990, 3–4).

Figure 3-6: Map indicating the Washington and Baltimore Metropolitan Statistical Areas in 2000 (familypedia.fandom.com)



3.3 Managing Growth and Protecting the Bay

In the second half of the twentieth century the need for sound land use planning became apparent to many local advocates, not only to provide improved municipal services and prevent environmental degradation, but also as sound fiscal policy. Both Anne Arundel and Queen Anne's Counties experienced rampant, unchecked suburban growth that eventually led to adoption of growth management policies; however, the counties undertook planning processes that were shaped by their unique geographies and individual politics. Anne Arundel's efforts began much earlier than Queen Anne's, but many of the policies adopted were similar. Growth management efforts included similar tools found in Montgomery and Prince George's Counties, such as comprehensive planning documents, zoning and subdivision ordinances, planned unit developments (PUD), and cluster development. Unlike Montgomery and Prince George's Counties, where environmental protection efforts focused on the area's numerous stream valleys, in Anne Arundel and Queen Anne's Counties, environmental protection focused on the Chesapeake Bay and its tributaries.

While individual counties were struggling with growth management and environmental protection policies, there were also federal efforts to protect the Chesapeake Bay. The Chesapeake Bay is the largest

estuary in the United States and contains a 64,000-square-mile watershed. The increased development in the watershed over the twentieth century began to have a negative impact on the Bay's ecosystem, also threatening the communities that rely on the Bay for economic development or enjoyment. Concern over the health of the Bay spurred environmental efforts and legislation to manage growth and protect fragile resources. The Environmental Protection Agency (EPA) initiated a comprehensive study of the Bay and its tributaries in 1975. The EPA study noted that land use and population growth were major factors driving the decline of the Chesapeake Bay. The cumulative effect of increased population and demands on the Bay's ecosystem had degraded both water quality and wildlife habitat. The results of the study were published in September 1983 and formed the basis for the first Chesapeake Bay Agreement, where the governments of all states in the watershed, along with Washington, DC, and the federal government agreed to protect the Chesapeake Bay water quality (Department of Natural Resources n.d.). This agreement would have long-term planning impacts in both Anne Arundel and Queen Anne's Counties.

As a result of the EPA study, the Maryland General Assembly enacted the Chesapeake Bay Critical Area Protection Program in 1984. This was a far-reaching effort to control future land use development in Maryland's Chesapeake Bay watershed. Land within 1,000 feet of tidal influence in the Bay was the focus, as what happens within that "critical area" has direct and immediate effects on the health of the Bay. The legislation established the Chesapeake Bay Critical Area Commission, which was tasked with developing criteria to minimize the effects of human activities on the Bay and establish consistent, uniform, and sensitive development in the Critical Area. Local critical area management programs work in cooperation with the state commission to implement local programs consistent with the statewide guidance. These are administered by the 61 local governments fully or partially within the Critical Area (Department of Natural Resources n.d.). The impact of this legislation can be seen in later developments in Anne Arundel and Queen Anne's Counties.

The Critical Area works as a partnership between the state and the local governments. The state program established the basic requirements and standards, but each local government administers its own locally implemented program. Development activities on private or local government-owned land are governed by local planning and zoning regulations. The Commission is not an independent enforcement authority. It works with local enforcement officials to administer and implement local Critical Area regulations (Department of Natural Resources n.d.). Anne Arundel County's Critical Area program was first approved by the Commission in 1988, and is reviewed every six years (Anne Arundel County n.d.). The Queen Anne's County program was also approved in 1988. Local governments such as Annapolis and Stevensville also maintain their own Critical Area regulations, creating a patchwork of environmental protection efforts across the region.

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. In 1985, representatives of the Oyster Cove development between Wells Cove and Marshy Creek in Grasonville 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 (Tom Horton 1985).

Figure 3-7: The boat basin at Oyster Cove Condominiums (ERG 2023)



3.3.1 Anne Arundel County

The process for managing growth in Anne Arundel County occurred over a long period of time and was in reaction to the county's geographic location between Baltimore and Washington, DC. Prior to World War II, Anne Arundel County leaders were concerned about unchecked growth coming from both Washington, DC, and Baltimore City. The replacement of farmland with housing subdivisions and the widespread popularity of beach resorts bringing large crowds to the county were of particular concern. As large portions of Montgomery and Prince George's County were subject to zoning controls under the Maryland National Capital Park and Planning Commission (M-NCPPC), developers seeking unregulated development moved to Anne Arundel County. In 1940, it was estimated that the county population would double in the next 15 years due to migrants from Washington, DC, and Baltimore City (White 1940). In an attempt to manage this growth in the central part of the state, a 1937 report by the State Planning Commission recommended a planning and zoning authority for the Baltimore metropolitan region, including parts of Anne Arundel and Harford Counties, an extension of the area covered by M-NCPPC, and a separate zoning authority for the part of Anne Arundel not covered by the Baltimore metropolitan area (Hobbs 1940). In 1940, some county leaders attempted to enact local

planning and zoning controls with a countywide referendum to create the Anne Arundel County Planning Commission. Opponents claimed it would be an infringement on their civil liberties. Proponents claimed without passage, the county would become "the Junkyard of Baltimore and Washington" (White 1940). Notable opponents were owners of private beaches who were concerned with the creation of public beaches that would be patronized by out of county visitors and ruin their businesses. The referendum was defeated, but proponents of growth controls continued to advocate at the state level for additional local controls.

Many of the county's challenges related to comprehensive planning were a result of its county commissioner government system. Through the mid-twentieth century, the executive functions of government were conducted by eight county commissioners who were nominated by district in the party primary. Commissioner duties were minimal and included county road maintenance, issuing building permits, and enforcing building codes. Other government functions were managed by other entities, including the Sanitary Commission, which was responsible for water and sewer systems, the County Police Department, the Board of Fire Commissioners, and the Board of Education. The county commissioners wielded power within their district, but the overall system lacked centralization to coordinate countywide efforts and effectively manage day-to-day government functions, such as fire prevention. Local government functions were operated by committees that often had no clear authority or connection to the County Commissioner.

In 1947, the Board of County Commissioners of Anne Arundel County sought the assistance of the Maryland State Planning Commission in developing a long-term capital improvement program, the first such effort in the county. That same year, the county had switched to a county-manager form of government, and there was a need to understand the changes necessary to implement such a government change. The resulting report, *A Plan for the Development of Anne Arundel County*, was published in January 1949. Among its recommendations was that the county should establish a Planning Commission consistent with state enabling legislation that was passed in 1933. In addition, a Zoning Commissioner would be an agent of the Planning Commission. The Planning Commission was tasked with developing a long-term capital improvement plan and updating it annually (Maryland State Planning Commission 1949, 5–6). The county appointed a Zoning Commissioner in 1947 to recommend building and zoning regulations and issue building permits. The county had implemented zoning regulations by 1952, and a subdivision ordinance was passed in 1953. The subdivision regulations provided for large lot sizes and required adequate standards for new streets to reduce maintenance costs, but they did not provide a logical process for expanding different land uses in the rapidly growing county. Despite the presence of these regulations, dramatic growth continued throughout the decade, mostly uncontrolled due to poor government oversight and the inability of the decentralized county commissioner system to administer municipal services on a county-wide basis. Although the Anne Arundel board of commissioners had implemented a county business manager model of government, the commissioners refused to give the business manager any meaningful executive control over county personnel, purchasing, road maintenance, or police protection, rendering the system ineffective. Individual county commissioners still maintained a great deal of control within their districts to the detriment of the county as a whole (Crain 1977, 214).

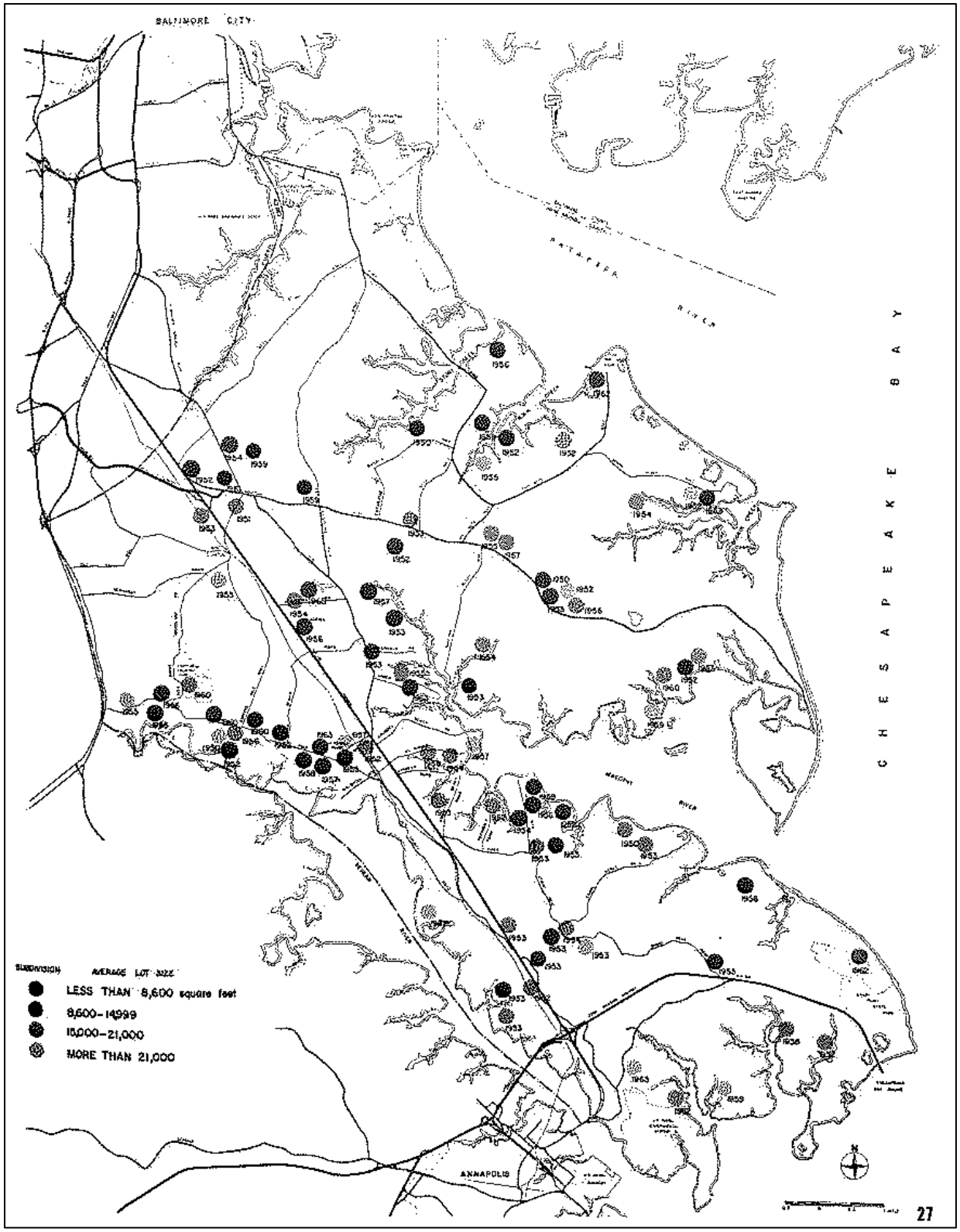
By the 1960s, Anne Arundel County was within one of the fastest growing metropolitan regions in the United States. The Baltimore-Washington Metropolitan Region was expected to grow from 4.3 million

people in 1967 to 11 million by 2000. Anne Arundel County alone was expected to reach 750,000 residents (Mock 1967). In 1960 the county population, which had reached 230,000 people, was demanding increased public services. A bipartisan committee was formed to petition for an elected charter form of government that would be responsive to the needs of local citizens, as the county commissioner and county business manager models had both proven ineffective. The charter would create new executive and legislative branches elected by the citizenry and completely reorganize the county government. Prior to the charter, all local laws were passed by the state General Assembly, which deferred to the wishes of the State Senator and Delegates, leaving control of the county in the hands of a few politicians. The charter form of government was enacted in Anne Arundel County in 1965 (Crain 1977, 217–18).

An illustration of the impact of changing government systems and increased planning can be seen in the treatment of wastewater in these increasingly urbanized areas, which had long been a citizen concern. In 1920, the Maryland General Assembly directed the governor to appoint a commission to draw up plans to deal with sewage issues. In 1931, Annapolis established the Metropolitan Sewerage District. Due to the constraints of the Great Depression, progress was slow, and operation did not commence until September 1936 (McWilliams 2011, 280–82). Several other separate water, wastewater, and drainage systems in Anne Arundel County were established and controlled by a Sanitary Commission prior to 1949. The Sanitary Commission was later incorporated into the new Department of Public Works created as part of the county's 1949 plan (Maryland State Planning Commission 1949, 89–90). Over the second half of the twentieth century, older septic systems were replaced by countywide sewage treatment plants (McWilliams 1977, 10). Over the course of the twentieth century, individual systems were unified under county control to provide consistent service and efficient management of the countywide system.

When the charter government was enacted, development in the county was haphazard with urban and suburban uses scattered throughout the county. Much development was focused on areas around the waterfront, and by 1967 most of the land along the Chesapeake Bay and its navigable waterways was developed, primarily with housing. The highest population centers were near Baltimore City and around Glen Burnie, Annapolis and Laurel, collectively containing over half the county's population; however, these areas of concentrated development also contained large swaths of vacant land (Anne Arundel County 1967, 16).

Figure 3-8: Map indicating major subdivision activity in Anne Arundel County between 1950 and 1963 (Comprehensive Development Plan, North Bay Plan, Anne Arundel County, 1965)



An early step in managing growth in the county was the drafting of the 1965 North Bay Comprehensive Development Plan (**Figure 3-8)**. North Bay consists of roughly the northeast quadrant of the county, roughly between the Patapsco and Severn Rivers. The plan was viewed as a first step toward a county-wide planning and zoning study. In 1967, Anne Arundel County released a draft General Development Plan attempting to focus development in certain areas of the county and ensure that all areas have adequate public services (Mock 1967). The preface to the plan notes: "As people live and work closer together it will become necessary to bring some order out of the former chaos and to arrange for public services which were never before necessary. Without these, Anne Arundel County can strangle in its own congestion, pollution, and blight" (Anne Arundel County 1967, 2). Accompanying the plan were zoning and subdivision ordinances. Like other Maryland zoning ordinances of the time, Anne Arundel County's ordinance allowed for Planned Unit Developments (PUD), where large tracts of land could be developed as a whole, allowing for a carefully planned mix of residential densities and types with commercial uses. The subdivision regulations provided standards for the design and construction of streets and public utilities and allowed for cluster development with higher density development permitted in exchange for large areas of open space (Anne Arundel County 1967, 46–50). The plan was adopted by the County Council in 1968, the subdivision regulations in 1970, and the zoning ordinance in 1971. The county also passed a grading and sediment control ordinance, one of the first in Maryland, that establishes requirements for stripping, excavating, and filling land to control soil erosion and stream pollution caused by siltation (Maryland Department of Economic and Community Development 1976, 70–71).

While the 1968 plan was a first step to control growth in the county, population growth continued dramatically. In 1976, additional efforts to curb decades of suburban sprawl were put forward. The plan was to channel growth into already heavily developed areas, including Glen Burnie, Linthicum, and the Broadneck Peninsula north of US 50/301, and Annapolis. Growth in the southern part of the county would be channeled into a smaller area around Deale and Shadyside on the Chesapeake Bay. It also contained criteria for water and sewer allotments as well as adequate public facilities. The plan would limit subdivision development to the availability of county water and sewer service (Wade 1976). The interim plan was ultimately passed in 1977 with the intent of partially banning new development until planners created a longer-term comprehensive growth management plan. The final plan was passed in 1978. In describing the rezoning process in the 1970s, former county planning officer F. Beck Kurdle noted: "In that time, the county had changed from a rural, sleepy county to an urban-suburban area. We were beginning to see a Washington influence. A lot of summer waterfront housing had become year-round homes" (Karp 1986; Burns 1986) .

The General Development Plan was updated again in January 1986. That plan allowed for increased density in previously developed areas, such as apartments in Severna Park and industrial parks around BWI Airport. The plan also reduced the potential for residential development by approximately 70,000 homes as compared to the 1978 plan (Burns 1986). A comprehensive rezoning effort consistent with the plan followed over the next several years; however, in an effort to control growth outside of Annapolis, the county had already passed rezoning rules that limited development along the waterfront in 1985 (Karp 1986).

In addition to county planning efforts aimed at curbing growth and protecting fragile environmental resources, conservation efforts were concurrently being undertaken by the federal, state, and local

governments, nonprofit organizations, and private landowners. The Patuxent Research Refuge straddles the Prince George's and Anne Arundel County border north and south of the Patuxent River. The 13,000-acre preserve was established by executive order in 1936 by President Franklin D. Roosevelt for its important habitat occupied by deep-forest songbirds. Currently owned by the US Fish and Wildlife Service, it is the only wildlife refuge established to support wildlife research in the United States (US Fish & Wildlife Service n.d.). The State of Maryland owns significant acreage in Anne Arundel County that is in resource conservation use. The discontiguous, 1,800-acre Severn Run Natural Environment Area at the headwaters of the Severn River in Severn and Millersville, was planned as early as the 1950s to protect the Severn River from siltation. By 1976, the state owned over 1,000 acres, and it continued to purchase additional acreage in the following years (*The Evening Sun* 1976).

The Anne Arundel County government and nonprofit organizations also occupy large tracts of protected lands. Jug Bay Wetlands Sanctuary, established in 1985, is in southern Anne Arundel County within the tidal reaches of the Patuxent River. The facility is operated by the Anne Arundel County Department of Recreation and Parks and protects approximately 1,700 acres of unique ecosystems along the Patuxent River (Jug Bay Wetlands Sanctuary n.d.). The Smithsonian Institution's Environmental Research Center (SERC) consists of 2,650 acres on the west bank of the Rhode River. The center was established in 1965 on a former 368-acre dairy farm and continued to grow in size and mission over the next three decades, eventually owning or protecting most of the undeveloped waterfront and adjacent lands on the Rhode River. The center leads coastal ecosystem research in the Chesapeake Bay and beyond (Smithsonian Environmental Research Center n.d.).

3.3.2 Queen Anne's County

The development of local planning and growth management policies in Queen Anne's County occurred over a much shorter period of time and was directly related to the construction of the Chesapeake Bay bridges in 1952 and 1973. The impact of suburbanization on Queen Anne's County from the Western Shore of the Chesapeake Bay led to a rapid shift in planning policies over a 25-year period. Prior to the 1960s, Queen Anne's County had no land use plan or zoning or subdivision ordinances to control or manage growth. In anticipation of the opening of the Chesapeake Bay Bridge in 1952, Baltimore-based developer David Nichols began purchasing property on Kent Island in 1949. By the time the first span of the Bay Bridge opened in 1952, he had subdivided former farms into 2,800 lots, most of which were substandard. By 1960, that number had increased to 4,681 lots in five separate subdivisions (Gibbons 1977).

Much of this early suburban development resulted in land speculation. Buyers would purchase the lots, but not always construct houses on them right away. Waterfront lots generally were built upon first, while interior lots lingered undeveloped for years. Buyers constructed houses on their lots using septic systems for sewage disposal. Because the Eastern Shore's water table was so low, the systems often failed, sending sewage across the yards (Gibbons 1977). Concern about the environmental impact of new development in Queen Anne's County began as early as 1953. The Board of Health took action against a dozen housing developments on the Kent Island, including Kent Point Manor, Sunny Isle of Kent, Tower Gardens on the Bay, Chesapeake Gardens, Kentmorr, Bay City, Harbor View, Kent Island Estates, and Romancoke on the Bay. State law required real estate developers to file a plat with the State Health Department in advance of building construction showing arrangements for water supply and

sewage disposal. Health department records show none of the developments were in compliance with the provision. The Health department sought injunctions forcing them to comply with the requirement, but ultimately the developments were constructed (The Sun 1953b).

The first efforts to control development in the county began in 1951, when a group of 14 county businessmen formed a group to protect county roads from "unsightly roadhouses, motels, garages, and signs" (Gibbons 1977). In 1962, the county enacted interim zoning and subdivision ordinances and appointed a planning commission to meet the few minimum requirements provided for in the law. These included ensuring that there were roads to all lots being sold (Gibbons 1977). The permanent zoning and subdivision ordinances and a comprehensive plan were passed in 1965, the year of David Nichols' death; however, the county still lacked full-time staff to administer the new rules, and by that time, much of Kent Island had already been subdivided into smaller lots. Nevertheless, the attitude toward subdivision in the county became far less permissive. The plan encouraged new development to be placed near existing small towns by zoning the majority of the county for one-acre lots. Areas along many of the rivers, which had already been attracting wealthy buyers, were zoned for five-acre lots in an area termed the "estate zone." A wealthy property owner sued the county, stating that the zoning map was arbitrarily drawn, but the court upheld the ordinance, giving it legitimacy (Gibbons 1977).

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 (**Figure 3-9**). 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. The County had no police force other than the Queen Anne's County Sheriff office and only a volunteer fire department. There were no building codes, no public works department, and no full-time planners (Kimelman 1973), yet new residents kept coming, enticed by the area's natural beauty, low taxes, and low house prices.

After David Nichol's bankruptcy and death, speculators bought undeveloped lots in his communities. Seabreeze Properties, a wholly owned subsidiary of Oriole Land & Development Corporation based near Fort Lauderdale, Florida, acquired over 600 lots on Kent Island, including 400 lots in Cloverfields on the Chester River. Seabreeze planned to sell these lots in 1971, noting that all the lots are suitable for well and septic service, a notification that would not have appeared ten years earlier (*The Sun* 1971). By the 1970s, it was common for advertisements to note "approved" or "perced" building sites, which refers to sites with approved percolation tests, indicating the site is suitable for septic service.

Rapid growth and development in Queen Anne's County continued into the 1970s. A proposal to build a nuclear laboratory on Pioneer Point on the Chester River was backed by local businessmen who saw the facility's promise of bringing well-compensated employees into the county. These businessmen backed a zoning amendment to allow the construction, but local resident Brad Smith formed the Kent-Queen Anne's Conservation Association to fight to block the amendment. The project sponsor ended up backing out of the project, so the lab was never built, but the property was subject to a second proposal to subdivide it into residential lots by Pennsylvania developer Charles Rist. The planning commission turned down the initial proposal (Gibbons 1977).

Figure 3-9: Kent Island USGS topographic quadrangle, 1942 (1976 ed.), showing the expansion of residential and commercial development between 1942 and 1976 in pink (USGS)



Undeterred, Rist came back with a second, even more ambitious proposal to develop the property into a convention center, hotel with marina, golf courses, single family homes on variously sized lots, and 1,100 condominiums. The planning commission delayed voting on the project to assess its impact on the county. Facing financial distress, Rist sold 45 acres, including two mansions, a swimming pool, tennis courts, and guest houses constructed by former owner John J. Rascob, the former head of General Motors, to the Russian Embassy to use as a summer estate for vacationing embassy staff. Rist eventually filed for bankruptcy, and the remainder of the Pioneer Point property was sold to a pair of developers from Florida and New York. Their 1973 proposal for the site included a cluster development of single-family residences, townhouses, and apartments. The planning commission unanimously voted against the proposal. The developers took their case to the county commissioners, extolling the benefits of planned unit developments; however, the commissioners unanimously voted down the proposed zoning amendment (Gibbons 1977).

Faced with the potential for future proposals for the Pioneer Point property, as well as several other large subdivision proposals in the county—Prospect Plantation on Piney Neck, Mylander Farm adjacent to Kent Island Estates, high rises near the Bay Bridge, and a Rouse Company project at Wye Island—on November 1, 1973, Queen Anne County declared a moratorium on subdivisions of more than five lots until the county could complete a new plan and updated zoning and subdivision ordinances. At that time, the county also hired full-time professional planning, engineering, and public works staff to help manage growth in the county. Moving forward the county strongly enforced its subdivision regulations, refusing to allow the developer of the Mylander property to build more than 99 lots on individual septic systems. The Rouse Company proposal for Wye Island, which included a cluster development of 890 dwellings and a 200-room hotel with marina set within a largely preserved 2,500-acre setting was introduced in March 1974. The proposal faced stiff opposition from county leaders as well as the public, leading the Rouse Company to withdraw its plan just two months later. The state eventually purchased the property and leased it to private tenants as a closed farmland preserve (Gibbons 1977). The Maryland Department of Natural Resources now manages the property as the Wye Island Natural Resources Management Area. Within 25 years of the opening of the Bay Bridge, the county had completely shifted its approach to development to focus on land conservation.

By the 1980s, growth in the county was still strong, and the population of Kent Island was exceeding the County's ability to provide services to its residents. Schools were overcrowded and taxes were increased to pay for additional services. The population of Kent Island grew from 3,000 in 1950 to over 8,100 in 1980. Between 1970 and 1980, the population of Kent Island increased by 113 percent, making it the fastest growing area in the county (Emory 1983d, 10). The rapid growth, fueled by the demand for more affordable housing than that found on the Western Shore, led to the county's consideration of implementing planning initiatives, including the development of a new comprehensive plan and updated zoning ordinance (Jensen 1987, 1A, 14A).

A new county comprehensive plan was passed in 1987, the goals of which were "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" (County Commissioners of Queen Anne's County 2022). The County subsequently adopted a new set of performance-based zoning and subdivision regulations. The new regulations "down zoned" inland agricultural areas to one house for every eight acres, with a condition that the houses be clustered on 15 percent of the site, leaving the remaining 85 percent open space.

Waterfront areas were also "down zoned" to one house for every five acres with requirements for clustering and open space. Commercial and industrial areas were concentrated into "growth nodes" in Stevensville, Chester, Kent Narrows, Grasonville, Queenstown, and Centreville. The implementation of the County's 1987 Comprehensive Plan and 1989 Critical Area Program succeeded in reducing the potential for future development in agricultural and waterfront areas by "down zoning," redirecting new development to areas around existing communities, and ensuring new development projects are reviewed for their potential environmental impact. The 1987 plan, along with another major comprehensive plan passed in 1993, prompted preparation and adoption of growth area plans for specific communities, including Queenstown, Centreville, Chester, Grasonville, and Stevensville (Department of Planning and Zoning Queen Anne's County 2002, 1: County Profile:7–8).

Subsequent community, town, county, and state plans have maintained these goals. The county government completely shifted its approach from uncontrolled development to seeking to manage growth in a way that balanced the needs of residents and preserved environmental resources and community character. This is best seen by growth patterns and population changes following the 1990 end of the context period. For example, the population of Centreville remained relatively stagnant between 1960 and 2000, but more than doubled by 2010. Additionally, the percentage of the county's population residing in Centreville declined in the same period of 1960 to 2000, from 11.2 to 4.9 percent, but by 2010 comprised 11.2 percent of the county's population. This data confirms the success of the County's efforts to concentrate growth in and around existing communities (Planning & Zoning Commission Public Hearing 2022, 11–12).

As seen in Anne Arundel County, governmental and private resource conservation efforts were occurring concurrently with county planning programs. The Wye Island Natural Resources Area established in the 1970s is managed by the Maryland Department of Natural Resources and focuses on providing habitat for wintering waterfowl populations and other wildlife. Chesapeake Wildlife Heritage was founded in 1980 to manage habitats that enhance wildlife value. CWH manages three wildlife sanctuaries in Queen Anne's County—the 13-acre Piney Creek Wetland Preserve, the 284-acre Bennett Point Farm on the Wye River near Queenstown, and the 540-acre Barnstable Hill Farm on Kirwan Creek and Eastern Bay (Chesapeake Wildlife Heritage, n.d.). The Chesapeake Bay Environmental Center was established in 1981 when the Wildfowl Trust of North America purchased a 315-acre farm in Grasonville along Prospect Bay. The Trust purchased a second 195-acre tract in 1998. The 510-acre preserve is focused on habitat restoration and environmental education (Wildfowl Trust of North America n.d.). Queen Anne's County did not begin purchasing land for conservation purposes until the 1990s. The county owns the 300-acre Blue Heron Nature Preserve, which provides water quality and habitat conservation in Price Creek (Queen Anne's County n.d.). They also own the 758-acre Conquest Preserve between the Corsica and Chester Rivers that they purchased in 1998 (Queen Anne's County Circuit Court 1998).

4 Suburban Development Patterns and Systems

This section applies the suburban development patterns and systems introduced in the 1999 Suburbanization Historic Context and 2019 Context Addendum to the period 1890 to 1990 in Anne Arundel and Queen Anne's Counties and identifies those instances in which Anne Arundel and Queen Anne's Counties' waterfront location; Queen Anne's County's early lack of easy access to the urban areas of Baltimore and Washington, DC; and the associated trends described in the previous section contributed to patterns of development unique within the state.

4.1 Residential Development

Residential development in Anne Arundel and Queen Anne's Counties between 1890 and 1990 largely followed the patterns seen elsewhere in the state and the region. Architectural styles, forms, and types featured in residential buildings were current with the popular trends. The 2019 Context Addendum noted that residential development in the Suburban Diversification Period primarily followed the neighborhood unit model. The 1970s and 1980s saw a rise in multi-family residential development (Manning et al. 2019, C-1–5). These same systems of planned neighborhood development were seen in Anne Arundel and Queen Anne's Counties during this period. As the population grew and land supply dwindled, more multi-family housing such as townhouses, condominiums and apartment complexes were constructed. However, developments along the Chesapeake Bay and its riverine tributaries have a distinct character associated with water-oriented recreational activities and often include distinct community amenities such as club houses, beaches, picnic areas, boat ramps, marinas, and docks.

4.1.1 Anne Arundel County

Residential development in Anne Arundel County centered around Annapolis in the early twentieth century with the creation of single-family residential neighborhoods in and just outside of the city. Germantown and Wardour are early examples. Though the same trends of expanding transportation networks and changing population demographics identified in the 2019 Context Addendum resulted in similar patterns of development as seen in other suburban areas of the state, residential development in Anne Arundel County in the first half of the context period—from circa 1890 to the 1930s—developed in a different way. The single-family residential developments built during this time largely began as exclusive seasonal resort communities, all of which were waterfront communities scattered along the county's shoreline. This pattern of residential development differed from traditional suburban growth radiating from an urban area and was instead influenced by the trend of increased interest in waterfront tourism and leisure. The summer resort communities transitioned into year-round residential neighborhoods after the Great Depression. Transportation improvements led to an increase in suburbanization of Annapolis, particularly in waterfront areas northwest and south of the city beginning in the 1940s. Both single-family and multi-family residential development boomed between the 1950s and 1990, spurred by interest in waterfront living, easy commuting opportunities, and economic factors such as federal and military employment in the region.

Single- and multi-family developments in the county generally share similar features to others built in the suburban areas of Baltimore and Washington, DC, during this period, both in architectural styles and shared amenities. Waterfront communities offered additional, water-oriented recreational

amenities. Waterfront townhouses and condominiums built in the 1970s and 1980s feature slight differences in material and style than their inland counterparts, opting for more contemporary styles and use of wood siding or shingles.

4.1.1.1 Single-Family Residential Development

Single-family residential development in Anne Arundel County can be divided into two distinct categories: waterfront and non-waterfront suburban residential property. Waterfront development predominantly began as summer resort communities that were later converted into year-round residential neighborhoods. Non-waterfront development occurred later in the twentieth century as the north part of the county rapidly suburbanized. Near Annapolis, residential development grew out from the city limits following similar patterns seen in other parts of the state and country throughout the twentieth century. Over time, some of these residential neighborhoods were annexed into the city. Non-waterfront, traditional suburban residential communities developed in the patterns identified in the 1999 Suburbanization Context and the 2019 Context Addendum.

Prior to the construction of the 1952 Bay Bridge, creation of residential recreational communities was limited to Anne Arundel County, which was more easily accessible from the urban centers of Baltimore and Washington, DC. Many of the residential recreational communities in Anne Arundel County were planned with recreational amenities like community docks or landing areas, community beaches, community halls, pools, tennis courts, and playgrounds. Many, if not all, of the white summer resort communities implemented racial covenants and deed restrictions to exclude African Americans from living there, including Gibson Island and Bay Ridge. Post offices at some, such as Arundel-on-the-Bay, would close at the end of the summer season, when the communities would be deserted.

Developers often created these summer communities by subdividing land into small lots and providing the bare minimum of road access. It was not uncommon for owners of lots in these developments to set up tents or small shacks that they visited on the weekend or over the summer. An example of one such neighborhood is Woodland Beach, which started as a subscription promotion development owned by the *Washington Post*. This model was commonly used by newspapers throughout the United States in the early decades of the twentieth century to boost a paper's subscriber base. Newspapers such as the *Washington Post* would partner with developers to create these communities and offer a free newspaper subscription with the purchase of a lot. The developments were laid out to maximize profits, platted without consideration of topography and, in some cases, purchasers had to buy more than one lot to build a permanent structure. The *Washington Post* partnered with developers Warren and Arthur Smadbeck, who for decades had worked with East Coast newspapers to create new suburban developments, often marketed as summer resort communities. In March 1931 William Smadbeck purchased 400 acres; he platted Woodland Beach in May and in June sold the lots to Frank Williams, an employee of the *Washington Post*. The newspaper advertised individual lots for $93, but property records and tax maps indicate that two lots were required to build a permanent structure. The venture lasted a little more than a year; the final advertisement ran in August 1932. The Smadbecks continued developing Woodland Beach after buying the remaining lots at auction in June 1933 (Manning 2016, 2-3).

Following the Great Depression, these communities experienced a transition period from summer-only to year-round communities due to financial stress among residents. With this transition came

alterations and renovations to the residences, and changes to the overall communities, to adapt to year-round living and community needs.

By the early 1930s, the popularity of the summer communities in Anne Arundel County had caused an infrastructure problem due to the lack of developers' consideration of essential sanitation needs for the influx of people. This resulted in concern for water quality in this area (The Sun 1932, 22). In 1939, Anne Arundel County reportedly was home to 75 summer resorts and communities, all but ten of which were situated on the waterfront. These communities were not subject to state or county health regulations because of their private ownership (White 1939, SM1).

Gas rationing and military and war worker populations in Baltimore during World War II affected the populations of these communities. Buses and trains could not meet the demand of people wanting to reach the summer beach resorts for a weekend trip in 1943. "Stay-put" communities, where people could stay for the season, were more successful. Sherwood Forest in particular became popular year-round by military families stationed at Fort Meade, partially due to ease of access by a direct bus line (White 1943, SM1).

Another wave of economic prosperity following World War II led to a boom in development of summer houses in waterfront areas nationwide. A factor contributing to this trend was the establishment of companies that manufactured "shell houses," which would be erected on the site and finished to each owner's preferences as they had time and financing to do so. Conversion of these houses to year-round use was particularly common in Anne Arundel's waterfront communities. This conversion was made easier by the light, weather-resistant materials, insulation, and vapor seals used on these houses. Overcoating of the exterior with stucco, asbestos shingles, wood shingles or shakes, aluminum siding, fiber cement siding, and board-and-batten was relatively inexpensive and easy (The Sun 1961d, R3).

Later developments continued through the 1970s and 1980s, such as the Downs on Severn, Carriage Hills, and South River Colony in Anne Arundel County. These developments feature common amenities, including club houses, pools, sports courts, marinas, and boat slips.

A. Waterfront Summer Resorts

The early wave of summer resort communities began around 1890, established in unoccupied areas are properties formerly used for agriculture, and situated near existing transportation hubs such as steamship and ferry ports and railroad lines. Later, these communities were accessed by bus lines running from Baltimore and Annapolis, and then, with the improvement and expansion of the county's road network, by personal vehicles. Communities first established as summer resorts in Anne Arundel County later transitioned into year-round communities. Their composition was influenced by their origins as seasonal residential communities in more remote areas of Anne Arundel County, which required them to provide other amenities for their residents within the development itself. Recreation, being the impetus for these resorts, was the focal point.

Extant examples of very early residential developments are Arundel-on-the-Bay and Highland Beach. Arundel-on-the-Bay was created in 1890 when the Chesapeake & Colombia Investment Company purchased 350 acres of land at Fishing Creek on the Chesapeake Bay. The company provided passenger train service from Annapolis on their "Blackberry Train" from 1893 through the early twentieth century

(Property Owners Association of Arundel-on-the-Bay n.d.). Advertisements in the *Sun* boasted the community's trees, waterfront location, "first-class cottages," and amenities, which included "boating, bathing, fishing, crabbing, and shooting" (The Sun 1891, 5). The community was a popular summer resort for Washington, DC, residents. Social activities included weekly community dances and social clubs such as the "Country Club" for young women (*The Evening Capital* 1903, 1). As these early summer resorts were segregated, Arundel-on-the-Bay began as an all-white community, then became almost exclusively an African American neighborhood in the 1950s, as African American legislators, doctors, musicians, and businesspeople purchased property there (Property Owners Association of Arundel-on-the-Bay n.d.). The reasons for and details of this transition are unclear but are evidenced by real estate advertisements in the *Evening Sun* for "Colored" summer homes in the community beginning circa 1954. The transition may have been influenced by the prevalence of exclusive African American resort communities such as Highland Beach and Elktonia Beach, the latter of which developed in the 1940s (Melton 2017, 51).

Another early resort community, Highland Beach, resulted from an 1893 purchase by Major Charles R. Douglass, son of abolitionist Frederick Douglass, of a 40-acre farm located approximately five miles south of Annapolis in Anne Arundel County (**Figure 4-1**). He founded the community after he and his wife were denied entry to Bay Ridge, an all-white resort nearby, and sold lots to his friends (Johnson 1978b). Residents were upper-middle class African Americans who lived in Washington, DC, and Baltimore, and the community was considered a haven for its residents (Ifill 1985). It is an incorporated township chartered in 1922 and was the first African American community to be incorporated in Maryland. It was created to be an exclusive residential-only area where families "would be protected from the undesirable influences of the average summer resort" (Walton 1930; Murray 1939; Taylor 1952). The incorporation of the township helped to curb residential and commercial development unwanted by the residents. Many of the early houses built were large, while later cottages were smaller, more simple styles (Norton 1993, 4B). The summer colony also included two hotels. Beachgoers were required to be residents of the community or to register at one of the hotels (Lautier 1927, 2). In the 1950s, the Highland Beach community contained a beach pavilion and post office. Most residents only lived in the community during the summer season (Taylor 1952). In 1978 the community had 57 houses (Johnson 1978b). Most houses are passed down from older generations of residents, which allowed the community to remain a more isolated, sanctuary-like place for its residents (Norton 1993, 4B).

Figure 4-1: Highland Beach cottages (RK&K 2022)



Often waterfront summer resort communities developed on former agricultural land sold by opportunistic property owners capitalizing on the resort and tourism industry. For example, in the 1920s, the Riviera Beach Development company created Riviera Beach, a summer colony in Pasadena, between the Patapsco River and Rock Creek. Part of the development used land formerly owned by a German American farmer, who had started to sell waterfront lots from his property to vacationers (Robinson & Associates, Inc. 2019, 30). Similarly, Epping Forest was established in 1926 by Severn Shores Inc., which purchased a tract of land on the south shore of the Severn River that had been owned by Dr. Arthur Drevar since 1874. The property contained a frame house, a barn, and planted terraces. The new planned development was named Epping Forest as a nod to its proximity to Sherwood Forest, much like Sherwood Forest and Epping Forest in England are proximal. The development company laid out lots, roads, and parks and opened for public sale of lots in spring 1926. A restaurant named "Ye English Inn" provided meals for a small fee. Other amenities included a beach with a bathhouse, a clubhouse, pier, parks, and playgrounds (Shea and Allen n.d.). Some communities, such as Pinehurst on the Bay, a summer colony development started in 1922 on the Pasadena peninsula on former farmland, featured additional luxurious amenities. The development had a harbor that could accommodate its residents' large yachts. The developer, the Pinehurst Company, provided the community with gravel roads, sidewalks on main streets, and a community water system and water tower (Cunningham 1999, 101–3). Other amenities included a beach with a bathhouse, a clubhouse, pier, parks, and playgrounds (Shea and Allen n.d.).

Residential summer resort communities that developed early in the twentieth century evolved over time, responding to changing economic and social trends. For example, Sherwood Forest is an 800-acre summer resort developed by William F. Cochran, a Baltimore investor, beginning in 1913 on the south side of the Severn River (*Evening Capital* 1923, 4; Atwood 1993, 1B). It was first conceived as a Chautauqua-style community by Cochran and two Baltimore Methodist reverends, Richard W. Houge and John Roach Stratton. By 1915 it was reimagined as a summer colony (Fielding 1989, 1L, 6L). Later referred to as the Sherwood Forest Club, the resort was founded as a co-operative with its members having full governing powers and use of all amenities. The resort's design included a community store and community dining halls—because only a few of the cottages had kitchens—in addition to typical summer resort amenities such as a boat house, tennis courts, and baseball fields. The community organized group outings by boat in the summer. The development was accessed using an existing trolley line to Iglehart Station, then residents would use take a bus to Sherwood Forest (*The Evening Capital* 1915, 4; *Evening Capital* 1919, 3). Within six years of its founding, it was the summer home for hundreds of Baltimore and Washington, DC's, middle-class and wealthy residents (*The Evening Capital* 1921, 4; Atwood 1993, 4B). Houses were prohibited from being ostentatious, and were built on small lots scattered throughout the wooded development (Atwood 1993, 4B). In 1916, a nine-hole golf course was created near Sherwood Forest (*The Evening Capital* 1921, 4). Unique features of the club included frequent community dances and parties and a summer day camp for children. The camp activities included swimming, boating, archery, crafts, and a nature program (Atwood 1993, 4B). Sherwood Forest was expanded in the 1950s (Fielding 1989, 6L). By the 1970s, the development comprised over 338 residences, of which 120 were lived in year-round. The community's membership was selected by committee, which favored families over individuals (Young 1972, 1).

Another early summer residential community was Gibson Island, which was laid out following a 1922 plan by the Olmsted Brothers. Located at the mouth of the Magothy River and the Chesapeake Bay, the Gibson Island development encompasses approximately 1,000 acres. Baltimore judge and businessman Stuart Symington developed Gibson Island as a private, exclusive, summer community—an invitation-only social club—for Baltimore's elite white population. The development includes approximately 190 single-family residential buildings, a boat house, a club house, a golf course, a church, a gas station, employee housing, marine railway, and a post office, among other amenities. The cottage-style residential architecture reflects the styles popular in the 1920s and early 1930s that referenced residences in rural England and France, including French and Spanish Eclectic, Colonial, Gothic and Tudor Revivals, Mission, and Art Deco styles. The Gibson Island Club offered golf, tennis, and sailing to its members. Like in other summer communities throughout the county, the stock market crash of 1929 and subsequent Great Depression caused many members either to let go of their summer homes or to make them their permanent residence. This population shift prompted renovations and expansions to many of the residences to adapt to full-time use, and led to the establishment of the Gibson Island Country School (Marsh 1988a).

Other communities developed around existing beach resorts and beachfront amusement parks that were connected by passenger rail lines. For example, the Bay Ridge residential community, at the end of the Annapolis Neck peninsula on the Chesapeake Bay, began as a resort and amusement park (**Figure 4-2).** With financial assistance from the Baltimore & Ohio Railroad, an Annapolis businessman, James Vansant, created a 150-acre resort and amusement park in 1879 on land originally known as Tolley Point Farm. Visitors to the resort and park, referred to as the "Queen Resort of the Chesapeake," came by the

Bay Ridge and Annapolis Railroad and steamships from Baltimore (Marsh 1988b). The resort welcomed African American visitors in its early years but had stopped by 1889 (Murray 1939). The resort closed in 1915 due to financial problems and a disastrous fire (Marsh 1988b). In 1922 the Bay Ridge Realty Company purchased the property and adjacent land and subdivided 387 acres for development as a "desirable and high-class" summer resort community. Many early residents came for the summers from Washington, DC. Houses were designed using the bungalow and summer cottage forms. Unlike other resort communities, like Gibson Island and Sherwood Forest, Bay Ridge did not feature formally structured recreational opportunities. Following the Great Depression development in Bay Ridge shifted from substantial waterfront residences to more modest residences on interior lots. Bay Ridge became more of a year-round community by World War II, due to residents' inabilities to maintain and finance two houses, and by improved access to the community by better roads. Like other resort communities that experienced this transition, the houses in Bay Ridge were renovated and altered to meet the needs of year-round occupation (Marsh 1988b).

Figure 4-2: Bay Ridge Streetscape (RK&K 2022)



The development of planned summer resorts dwindled by the mid-twentieth century. A late example is the Columbia Beach summer residential community, established in 1941 by a group of African American families from Washington, DC, and Baltimore seeking a waterfront retreat. The community was composed of doctors, lawyers, and government executives who had been denied entry to other bay-area summer resorts due to racial discrimination. The community held social activities, such as boating regattas, parades, and a Miss Colombia Beach pageant (Columbia Beach Citizens Improvement Association n.d.). Although it started as a summer resort, Columbia Beach experienced the same

conversion to a year-round community, though some residences remain seasonal. The community retains some of the original summer cottages, along with newer-construction houses.

Residential development during and after World War II focused on purpose-built, year-round communities. During World War II, as the need for defense workers in and around Baltimore and Annapolis grew, people flooded into nearby areas. On the Pasadena peninsula, existing summer cottages provided the needed housing for these workers; the houses became year-round residences. The peninsula was conveniently located to industrial and defense-industry manufacturing jobs. Boats made an easy trip to defense plants on the opposite side of the Patapsco River (Cunningham 1999, 77). After the war, the peninsula continued to be a popular place for veterans and their families due to its proximity to Baltimore and its appealing waterfront location. Development was made possible by the decline in the county's agriculture during the war, prompting farmers to sell their land. Additionally, as the gas rationing and scarcity of building materials experienced during the war was over, and developers raced to create new neighborhoods and meet demand for housing (Cunningham 1999, 81). By this time, seasonal resort communities fell out of favor due to the ease and affordability of permanent residence in waterfront areas.

B. Purpose-Built, Year-Round Waterfront Residential Communities

Residential neighborhoods that were developed for year-round occupation, rather than as a summer resort, followed more traditional patterns. Planned neighborhoods in the early part of the context period primarily grew in areas outside of Baltimore and Annapolis following the pattern described in the 1999 Suburbanization Context for residential growth in the Industrial/Urban Dominance Period (1870-1930). An example of this type of neighborhood is Wardour, which was developed outside of Annapolis according to a 1907 plan by Fredrick Law Olmsted Jr. Olmsted created the plan for Elizabeth Giddings, who inherited the 225-acre property on the south side of the Severn River. Giddings named the development Wardour for the castle of the same name in England, which was the birthplace of Ann Arundell, wife of Cecil Calvert. The development featured Olmsted's curvilinear street pattern that followed natural topographic contours, irregular lots, and community open spaces (Wardour Improvement Association Inc. 2016). Wardour comprises three plats. "Wardour Bluffs" was platted by Olmsted for Giddings in 1907; it was downriver from land Giddings sold in 1886 to the Annapolis and Baltimore Short Line Railroad Company, which later was acquired by the Maryland Electric Railway. "Wardour on the Severn River" was platted in 1915 upriver from the railway line. Wardour Plat No. 2 was filed in 1927 by Charles Lee, a developer who acquired Gidding's estate; this section of Wardour was not included in Olmsted's plan (Wardour Improvement Association Inc. 2018). A 1911 advertisement for a "Wardour on the Severn River" property for sale boasted its location along the Short Line Railroad, along with electric light and hot-water heating (*Evening Capital* 1911).

Consistent with typical residential properties built during this period, as described in the 1999 Suburbanization Context, houses in Wardour are overwhelmingly Colonial Revival in style, with some examples of Spanish Revival and Craftsman styles. The larger, more elaborate houses are along the waterfront and along the curvilinear roads of the original design at the north end of the peninsula. The 1927 addition is composed of small lots situated along a grid of straight streets. Wardour strays from the typical development pattern due to its location on the water and the resulting provision of additional amenities for its residents, such as small beach access points. Properties along the waterfront feature private piers and docks. The addition of these waterfront recreational amenities is the primary

way planned, non-seasonal residential neighborhoods differ from those seen in landlocked areas of the state.

As developers began to focus on year-round residential neighborhoods, parts of the county farther from urban areas were targeted. These neighborhoods typically were located in areas where summer resort communities existed, and where road networks already provided easy access. These developments follow the patterns described in the 1999 Suburbanization Context for the Modern Period (1930-1960) but featured water-oriented recreational amenities. Amberley is one of the earliest year-round residential neighborhoods developed in Anne Arundel County (**Figure 4-3**). The neighborhood was originally planned as "Hollywood Acres" in the late 1940s on a peninsula between Whitehall and Ridout Creeks. The 1947 plat laid out the neighborhood on gently curving streets lined with roughly uniform rectangular lots; those along the waterfront were larger and more irregular in shape (Anne Arundel County Circuit Court 1951). In 1950, it was advertised as being located in a suburban area near a dual highway, with easy access to the shoreline (The Sun 1950a, 79). Houses are generally one- and two-levels, built in the Colonial Revival style, with later ranches, sprawling ranches, split-levels, and split-foyers. In addition to the private piers and docks for each of the waterfront properties, the neighborhood also features community piers.

Figure 4-3: Typical House in Amberley (RK&K 2022)



Waterfront location and recreational amenities were used as selling points for these neighborhoods, in addition to FHA incentives. Victor Haven was platted in 1953 as a 500-home development of Minimal Traditional and ranch houses on small lots, located south of Annapolis (*The Capital* 1953a, 5). The houses were built and sold by the Clayburn Construction Company of Baltimore. Newspaper advertisements in the *Capital* offered lower downpayments to military veterans and noted FHA and Veterans Administration (VA) inspections and touted the waterfront location, where homeowners "will have the pleasure of a brand-new pier, picnic tables and lovely rustic fireplaces." According to the advertisements, the houses featured hardwood floors; automatic gas heat; Youngstown kitchen cabinet units; carports with driveways; landscaped lots; paved streets and sidewalks; and connections to Annapolis city sewer, water, and gas (*The Capital* 1953b, 10; *The Capital* 1954, 7).

Developers of these neighborhoods sought to draw in prospective buyers by showing how residents could have an affordable yet luxurious waterfront home, with all the amenities of a resort, and an easy commute to work in the cities. In addition, developments built in the 1950s and 1960s were often much larger than previous developments because of the affordability and mass production of materials. One example is Cape St. Claire, which the River Bay Company began to develop around 1949 **(Figure 4-4**). It comprises the peninsula between the Little Magothy River and Deep Creek on the Magothy River. Plats indicate the subdivision was developed in sections through 1953. The neighborhood was large, totaling over 800 individual single-family dwellings. It was advertised as containing "large, beautiful cottage sites" with "one of the finest and safest beaches on Chesapeake Bay," within easy commuting distance to Baltimore (The Sun 1949, 16; *The Evening Capital* 1949, 3). Residents also gained use of a protected harbor for large boats (The Sun 1950b, 11). The main thoroughfare in the neighborhood is Cape St. Claire Road, which crosses US 50/301 at the southern end and continues in a northernly direction to Persimmon Point. By 1969, traffic had become so congested that the Maryland Department of Public Works designated the road as a through highway (*The Capital* 1969, 11). Later that year, a new four-signal light system was installed at Cape St. Claire Road and US 50/301 to address the summer Chesapeake Bay Bridge traffic (Watson 1969, 3). Houses in Cape St. Claire first developed primarily along the waterfront, then filled in through the 1950s and 1960s, with the majority of the interior construction occurring in the 1970s. Thus, architectural styles and forms of houses in the community vary widely, featuring Minimal Traditional styles, ranches, one- and two-story Colonial Revivals, split-foyers, and Contemporary styles, with some modern infill. The Cape St. Claire community also established a firehouse, shopping center, public beaches, marinas, a park, and a community center.

Figure 4-4: 1950 advertisement for the Cape St Claire neighborhood (*The Sun*)



Similarly, residential developments constructed during the Suburban Diversification Period (1961-1980) and throughout the 1980s followed statewide and national patterns, with the addition of waterfront amenities. These later purpose-built communities have more unified architectural designs, where builders only offered a limited number of models and available modifications. An example of this type of development at the end of the context period is Annapolis Cove, a 1981 single-family housing development built by Pulte Builders on the north side of Bay Ridge Road, south of Lake Ogleton. Houses in the subdivision are primarily two-story Colonial Revival residences with attached garages, situated on relatively uniform lots along lining curvilinear streets and cul-de-sacs. Waterfront properties on Lake Ogleton have private docks and slips; the community also features shared amenities such as piers, boat slips, and a pool.

Figure 4-5: Houses in Annapolis Cove (RK&K 2022)



4.1.1.2 Multi-Family Residential Development

Multi-family residential development during the context period was primarily in the form of townhouses and condominiums built in the 1970s and 1980s. Duplexes appear to be rare but were constructed in parts of Revell Downs near Annapolis. Garden apartments and condominiums were also built near Annapolis; waterfront apartment and condominium developments were less common. Gated waterfront communities of multi-family residences became more popular in the 1980s. Chesapeake Harbour, built on the site of Sparrow's Beach, and Severn House, both built circa 1987, offer townhouse and condominium options (**Figure 4-6**).

Figure 4-6: Gatehouse and condominium buildings at Chesapeake Harbour (RK&K 2022)



The development of these multi-family residential communities followed the pattern described in the 2019 Context Addendum; however, waterfront examples also sometimes feature private beach and pier access; private wet boat slips for each resident; and community recreational areas, such as pools, club houses, and sports courts. Inland multi-family residential communities appear rarely to be gated, but often offer recreational areas and shared community amenities. Garden apartments and condominiums built in the latter half of the twentieth century in Anne Arundel County largely share the same features as garden apartments in other areas of the region and the state, with buildings arranged around central communal spaces with pathways and shared amenities such as sports courts and surface parking lots. Several garden-style, multi-family developments were identified on waterfront property in Annapolis but were much less common than other multi-family residential types.

Watergate Village, a rare waterfront garden apartment complex on Back Creek in Annapolis (now called Nautilus Point), opened circa 1967. The development contains 20 three-story, rectangular-plan apartment buildings arranged around surface parking lots and grassy courtyards with sidewalks and shared community amenities, including a pool, playground, and sports courts. A unique feature of this development was the provision of community piers with boat slips. Advertisements in 1967 editions of *The Capital* liken the community to a year-round resort, promoting its waterfront location with boat slips, a "waterfront promenade," picnic areas, pools, and sports courts (*The Capital* 1967, 16). Another waterfront garden condominium complex is the Spa Cove Apartments, built circa 1969 on Hawkins Cove off of Spa Creek. The two-story garden apartments are arranged around a central surface parking lot; the community includes boat slips and a pool.

Consistent with multi-family development in other parts of the state, in Anne Arundel County this development grew from an interest in increased density around urban areas. For example, construction of the Revell Downs neighborhood began in the late 1970s after nearly 10 years of controversy and five years of zoning issues (**Figure 4-7**). The 104-acre tract that Revell Downs was constructed on was known as the "Agnew Tract," named after former Maryland Governor and former Vice President Spiro T. Agnew, who was once one of seven owners of the property. Agnew sold the land in 1966 after he was accused of knowing the location of the second span of the Chesapeake Bay Bridge and wanting to capitalize on that knowledge with the new development (McCord 1975, 13). Revell Square Joint Ventures, who became owners of the Agnew Tract by 1975, planned to construct single and semi-detached dwellings under the existing R-5 zoning (five units to each acre). In 1975, the property owner was given special exemption to operate a private water treatment plant on the property (McCord 1975, 13). Several developers were eventually involved in the neighborhood's construction into the mid-1980s, including Ryland Homes, Bay State Builders, and Washington Homes (The Sun 1985, 117; 1981b, 87; The Evening Sun 1980, 67). The earliest plat for the subdivision, which dates to 1977, identifies the developer of a 22.5-acre parcel for semi-detached dwellings as Revell Square Associates (MSA 63/39). A 1978 advertisement for the opening of Revell Downs indicates Ryland Homes was an early developer (The Sun 1978, 103).

In 1980, 10 semi-detached residential dwellings in the subdivision in "various stages of completion" were advertised to be auctioned, though it does not appear they sold, as the advertisement ran again, this time in late January 1981 (The Sun 1980b; 1981a, 170). It appears Ryland Homes remained involved in the development after the auction. Advertisements show that the developer was selling split-level and split-foyer detached single-family dwellings and two-story, semi-detached, single-family dwellings that contained between three and five bedrooms (The Sun 1981b, 87). Revell Downs was one of three Ryland subdivisions in Anne Arundel that offered low-interest mortgages through the Maryland Single Family Homeownership Development Program in 1980. In early March of that year, buyers purchased 19 of the 100 available new houses in Revell Downs at a 9.25 percent interest rate, which was significantly lower than the 13 percent FHA-VA rate at the time (*The Sun* 1980a, 75; Bennett 1980, 22).

Figure 4-7: Duplex in Revell Downs (RK&K 2022).



Consistent with the growing environmental movement, and perhaps to compete with popular waterfront communities, inland communities in the 1980s sometimes incorporated natural areas to attract buyers. The Seawright Company developed several communities with these features, such as Timber Creek and Woods Landing. Timber Creek was platted in 1977 and developed beginning in 1979 (*The Star-Democrat* 2002, 24). The subdivision features curvilinear streets with irregular lots, community open space, and conservation easement and drainage areas (Anne Arundel County Circuit Court 1977). The single-family houses featured Contemporary and Shed style architecture with skylights, clerestory windows, and reverse shed roofs. Contemporary-style residences are rarely found in Annapolis, where the Colonial Revival style is much more popular. Woods Landing, a 1980 townhome development by the Seawright Company contained undisturbed natural wetlands and water frontage. Built just north of US 50/301 near Little Magothy River, the small development featured townhomes with skylights, bay windows, and stained-glass transoms. In addition, Seawright developed a wooded trail system and advertised Woods Landing as looking like it did "the way the Puritans found it in 1649" (*The Sun* 1980, 70).

4.1.2 Queen Anne's County

Residential development in Queen Anne's County prior to the opening of the Bay Bridge was largely unplanned residential development of towns and individual or small groupings of houses along rural roads. After the 1952 Bay Bridge opened, residential development in the county boomed and was almost exclusively single-family until the 1980s. Many of the developers just provided lots, and buyers

were responsible for designing and constructing their house, resulting in a wide variety of house types and designs in a single neighborhood. Houses were constructed in popular mid- to late twentieth century forms. Ranches were most common, followed by split-levels and split foyers. Materials and decorative details vary widely. The majority of communities were water-oriented and featured amenities like beaches, clubhouses, playgrounds, marinas, docks, and boat launches. Community associations were formed to own and maintain these public areas. Later developments were subjected to stronger regulations regarding water and sewer allocations as the county sought to manage growth.

4.1.2.1 Single-Family Residential Development

Development of planned single-family residential neighborhoods in Queen Anne's County prior to the opening of the 1952 Bay Bridge was uncommon. As plans for the bridge crossing became more solidified, a handful of developers started to purchase and subdivide land in anticipation of future growth in the county realized by the convenience the bridge would offer. Due to the vast amount of shoreline in the county, much of this development was waterfront. Over time, as the waterfront was developed, inland communities were created, but many of these were constructed after the context period, such as circa-2002 Greenwood in Grasonville.

A few small-scale developments on former farmland near towns such as Stevensville were planned and platted, yet never built, while others were realized. Chesapeake Gardens was platted in 1947 but does not appear to ever have been built out. The development was north of Stevensville between the Chesapeake Bay and Love Point Road on what was known as the "John H. Price Farm." The property was owned by Jerome G. Zimmerman (Queen Anne's County Circuit Court 1947a). The Evalyn S. Roby lands on the east side of Love Point along the Chester River were subdivided in 1948 (Queen Anne's County Circuit Court 1948). The small Cheslou Village Subdivision, named after owners Elmo Chester Holland and Anna Louise Holland was platted in 1954 with 11 home sites in Chester between MD 18 and US 50/301. All houses fronted Cheslou Road (Queen Anne's County Circuit Court 1954). Like most subdivisions on Kent Island, only two houses were built in the 1950s—102 Cheslou Road and 2211 Main Street. The remaining properties were built over the following three decades.

Two developers, David Nichols and Nathan "Bill" Morris, began subdividing large parcels of former farmland before the bridge was complete. By the time the first span of the Bay Bridge opened in 1952, Nichols had subdivided former farms into 2,800 lots. By 1960, that number had increased to 4,681 lots in six separate subdivisions—Kent Island Estates, Harbor View, Bay City, Romancoke on the Bay, Chesapeake Estates, and Cloverfields. He mostly sold lots, building only a few speculative houses (Gibbons 1977). Owners were responsible for constructing houses to their own designs, although most were constructed in the popular styles of the time, including small minimal traditional and ranch houses. All the subdivisions had frontage on the Chesapeake Bay or one of its riverine tributaries. Amenities varied, but included public beaches, piers, and picnic areas (Darsie 2005, 8.0).

Morris developed Kentmorr Air Park, an unusual development with a grass airstrip and marina (Darsie 2005, 8.0). Morris purchased land for the development and platted it in 1947. The property was five miles south of the Bay Bridge between the Chesapeake Bay and Romancoke Road. The development was unique in that it included a 20-acre, unlighted 2,400-foot-long grass runway along the northern border (**Figure 4-8**). The eleven houses south of the air strip had attached hangars for residents to store their aircraft. Large hangar doors provide direct access to the airstrip. The development is likely the first

subdivision in the country to incorporate an airstrip as an amenity for property owners (Emory 1985). The inclusion of the airstrip appears to be related to Morris's personal interest in aviation, and not a vision for a potential commuting method from Kent Island to Baltimore and Washington, DC. The plan for the approximately 500-residence development also included a marina with protected access to the Chesapeake Bay, a clubhouse, and a beach. It was marketed as ideal for both summer and year-round residents (The Sun 1953a, 20). The land was purchased by Bill Morris from former developer Theodore Cooke in two separate transactions, one in 1945 and one in 1946. The eastern portion of the development as envisioned in 1947 was never executed and remains wooded (Queen Anne's County Circuit Court 1947b). A second plat was filed in 1951 that reconfigured and enlarged the marina, which featured the Kentmorr Restaurant (Queen Anne's County Circuit Court 1951) (Shaum 2006). In 1983, the property owners formed an association to purchase and manage the airfield. Tightened restrictions after the September 11, 2001, terrorist attacks have made it harder for residents to fly out on a whim, but many residents still own aircraft (Desmon 2003) (Preston, Lanman, and Breihan 2003, 94).

Figure 4-8: Kentmorr runway and houses with attached airplane hangars (RK&K 2022)



Kent Island Estates was David Nichols' oldest and most ambitious development (**Figure 4-9**). David Nichols, as president of the Queen Anne Holding Company, purchased the property in January 1949 from Theodore Cooke, who acquired the property in two transactions in 1933 and 1943 (Queen Anne's County Circuit Court 1949a; 1949b). The oldest section, platted in July 1949, is on the east side of Romancoke Road (MD 8), west of the south prong of Shipping Creek (Queen Anne's County Circuit Court 1949a). Section Two was platted in March 1950 and straddled the north and south sides of Romancoke Road and borders Eastern Bay to the east. This property was called the Hoxter Farm, which was part of

the former Bullen and Gibson Farms. A "brick house" shown on the plat is likely circa-1760 Morgan's Enclosure (QA-169), which is still extant but in altered condition (Queen Anne's County Circuit Court 1950a). Section Three was platted in October 1950 and ran from the Chesapeake Bay on the west to Romancoke Road on the east. This land was indicated as being owned by Chesapeake Bay Corporation, with David Nichols as president. It is bordered by Tolson Creek to the south and Price Creek to the north, both billed as a "lakes" on the plat (Queen Anne's County Circuit Court 1950b). The south side of Section Two blends into Romancoke on the Bay, where Allegany Road curves east. The Kent Island Estates community association building is at 9402 Romancoke Road. At the eastern terminus of Romancoke Road is the former Romancoke Ferry Wharf, which is now a county park.

Nichols and Morris were not the only developers to see the promise in the Eastern Shore. Henry and Reuben Bonnett platted Tower Gardens on the Bay in August 1952. The property was purchased by Tower Gardens on the Bay Inc. on April 23, 1952 (Liber TSR 4, folio 516). The community is on the west side of Kent Point Road, accessed by Tower Drive, and bordered by Carter Creek to the north (called "Tower Lake" on the plat), the Chesapeake Bay to the west and Chews Creek to the south. Community beaches were at the southwest and northeast ends of Beach Side Drive (Queen Anne's County Circuit Court 1952d). The community was platted over several years, with the first streets laid out north of Tower Drive. Plats filed in 1959 were still developed by Tower Gardens on the Bay, but were signed by Nathan Morris (Queen Anne's County Circuit Court 1959b). A second advertising push appears at this time in the Baltimore newspapers. Later plats southeast of Tower Drive were developed by Twinbridge Inc. with Frank G. Baldwin as president beginning in 1973 (Queen Anne's County Circuit Court 1973). This brought a new flurry of advertising for lots. Kentmorr and Tower Gardens were advertised together in 1954 with Melvyn Goldman Inc. as the sales agents.

The 1952 Bay Bridge was a selling point for new residential developments, as was their waterfront location and associated recreational community amenities (**Figure 4-10**). Harbor View (QA-556) is a circa-1952 subdivision in Chester, Kent Island, on the south side of US 50/301, west of Cox Neck Road and east of Cox Creek. It features 377 residences and three churches on 217 acres that once comprised a mid-nineteenth-century farm (Darsie 2005). The property was platted in 1952 by Chester Beach Inc., with David Nichols listed as the president (Queen Anne's County Circuit Court 1952a). One of the earliest advertisements encourages people to "cross the Bay and get away to Harbor View… Eastern Shore's newest waterfront development near new Chesapeake Bay Bridge. Boat harbor accommodates any craft" (The Sun 1952a). Advertisements also noted that the area was less than an hour drive from Baltimore or Washington, DC. By 1954 advertisements increased, noting "buy now in time to enjoy your vacation on Eastern Shore's famous Kent Island." In addition, they advertised the availability of year-round homes on extra-large building sites in a carefully planned community only 40 minutes from Baltimore (The Sun 1954). Nichols was still advertising Harbor View in 1960. At that time a pool was proposed for the community, however, it does not appear to have been constructed (The Sun 1960b). Harbor View has an irregular gridded street pattern with narrow, deep lots ranging from one-quarter to one-half acres each. Houses have uniform front yards and are set back from the roads, which have no curbs, sidewalks, or streetlights. Properties with water frontage include small docks. Because the houses were constructed by the owners, and not based on developer models, the subdivision was constructed over time with houses built between the late 1940s and 1960s, and a substantial increase in building during the 1970s. Small ranches built in the first phase of development in the 1950s are mixed in with

larger ramblers and Colonial Revival dwellings built in the 1960s and 1970s. The oldest houses are concentrated on the water along Harbor Drive (Darsie 2005).

Figure 4-9: 1956 map with locations of David Nichols' subdivisions (*The Sun* 1956)

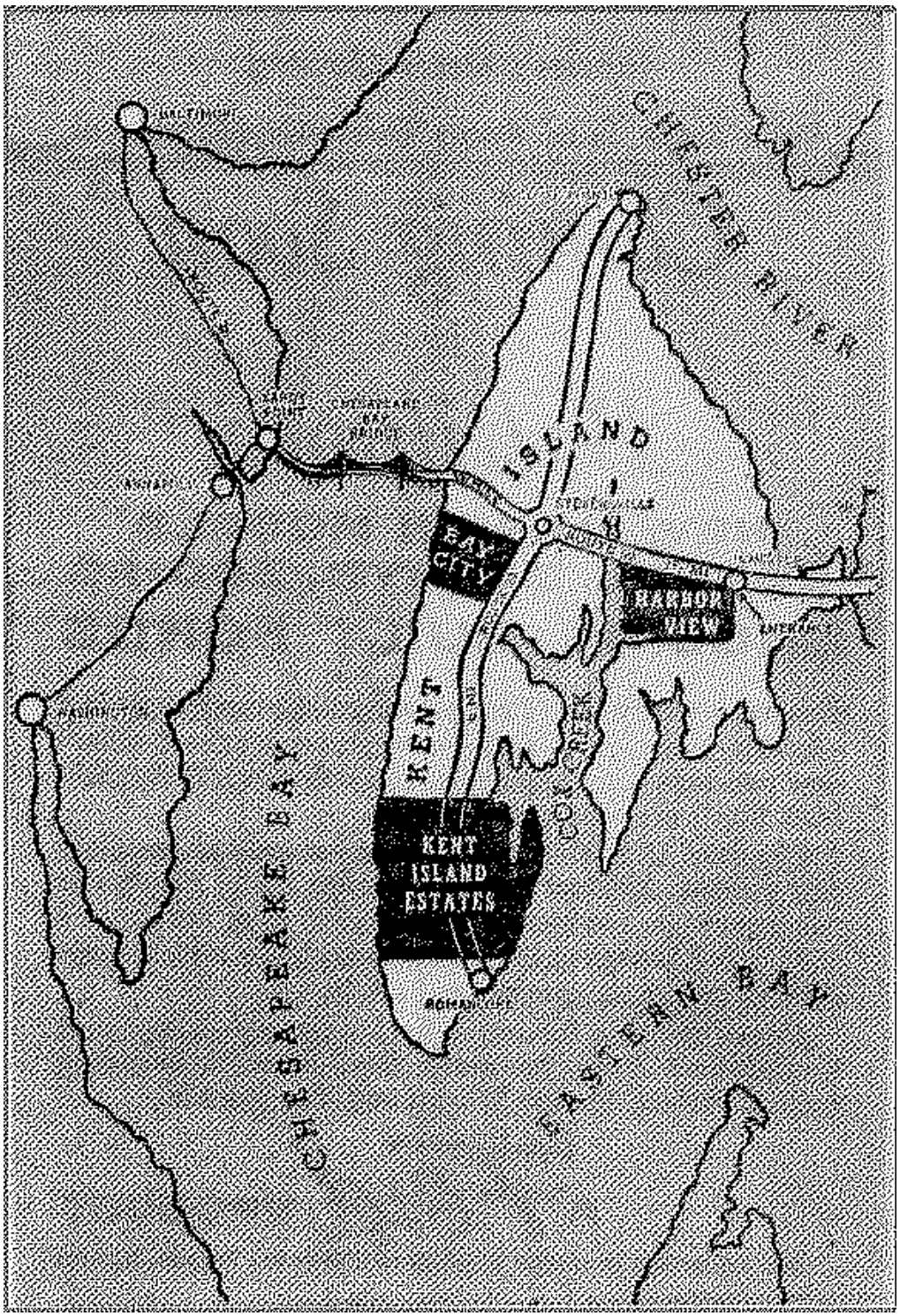


Figure 4-10: 1954 Harbor View advertisement (*The Sun*)



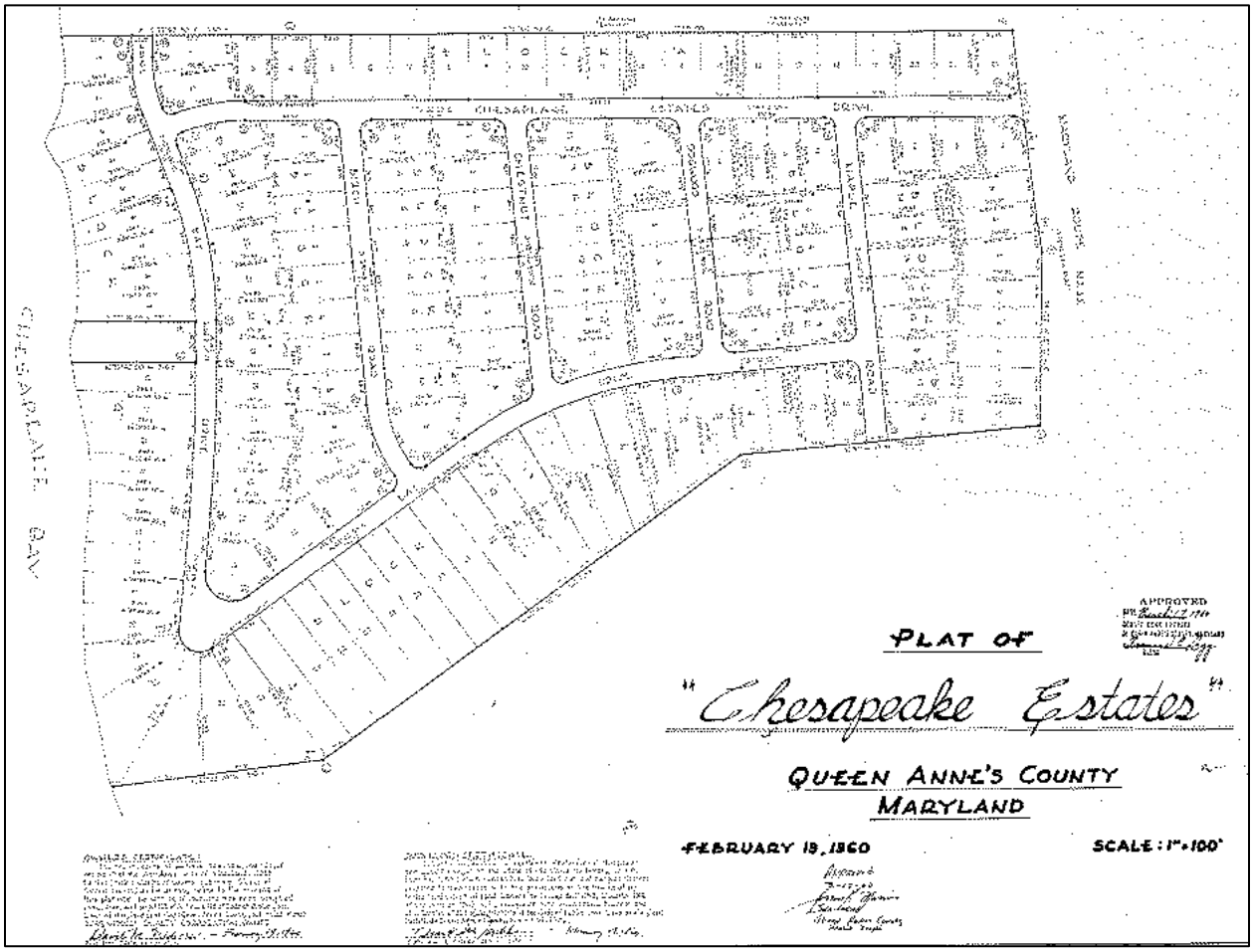
Developments like Bay City, on the Chesapeake Bay, south of US 50/301, were designed to maximize waterfront property (**Figure 4-9**). First platted in 1952 by the Bridgeside Company, the first section of the neighborhood was oriented along the bay, with development moving inland over the subsequent decades as the neighborhood filled out (Queen Anne's County Circuit Court 1952c). Advertisements in the *Sun* from 1952 describe it as "a planned, new, modern development on historic Kent Island just south of the Eastern approach of the new bay bridge." It had "unexcelled bay-front lots only 45-minutes from Baltimore" (The Sun 1952b). David Nichols did not sign the original plat, but he was listed as president of the Bridgeside Company in 1956 when Section 2 plat of Bay City was filed. What was originally a beach reservation on the northwest corner of the neighborhood and along the south bank of Broad Creek was eventually sold for private development; however, the southwestern beach reservation is maintained as a private community park and community beach at the southwest side of Bayside Drive (Queen Anne's County Circuit Court 1952c). The neighborhood included land north of Broad Creek that was platted in 1959. Bounded by Wallman Way to the northeast, Romancoke Road and Chesapeake Drive to the southeast, and the Chesapeake Bay to the west, the neighborhood contains approximately 812 lots. The development did not take off immediately; aerial photographs from 1957 indicate that only a portion of the street grid was established, mostly on the southside of the development, and only a few houses had been built, most of which were along the water **(Figure 4-11**). By 1970, the street grid was complete and additional houses had been constructed, moving inland. By 1982, the neighborhood had boomed with houses on most lots.

Figure 4-11: Typical example of a Bay City house (RK&K 2022).



As demonstrated by Harbor View and Bay City, these large developments expanded slowly. Another of David Nichols' Kent Island communities, Romancoke on the Bay, shows this slow growth. The first plat was filed in 1952 with Allegany and Long Point Roads running north-south in a gridded pattern, just south of Kent Island Estates. Section 2 was not filed until May 1958, but was much larger. The neighborhood is bound by Eastern Bay to the East, Chesapeake Avenue to the south, Touhey Drive to the west, and Romancoke Road and Kent Island Estates, Section 2, to the north. It was a development of Chester Beach Inc. with David Nichols as president (Queen Anne's County Circuit Court 1958) (Queen Anne's County Circuit Court 1952b). The property also contains a community clubhouse, playground, beach, boat launch, and pier.

Figure 4-12: Plat of Chesapeake Estates (Maryland State Archives)



As planned residential developments trended away from a traditional gridded street pattern and toward curvilinear streets and cul-de-sacs, David Nichols' developments continued to be arranged in grids (**Figure 4-12**). Chesapeake Estates in Stevensville was former farmland platted into a residential community by David Nichols as president of the Guaranteed Realty Corporation in February 1960 (Queen Anne's County Circuit Court 1960). It had 150 lots, 19 of which were waterfront lots (The Sun 1960a, 27). The community is south of the bridge on the west side of Romancoke Road and accessed by Chesapeake Estates Drive. The community was mostly built out by 1982, with only a few interior lots remaining vacant. Houses are generally ranches with a few split-level and split-foyer examples. Houses

on the Bay have private docks, but there is a community beach and clubhouse at the southwest corner of Bay Drive that is managed by the Chesapeake Estates Improvement Association.

Cloverfields in Stevensville was the last of David Nichols' subdivisions on Kent Island. Nichols purchased the late-eighteenth-century Cloverfields (QA-269) property in 1946 for use as his personal hunting lodge (*The Star-Democrat* 1983, 10). It was not until the late 1950s that he subdivided the property, keeping the Cloverfields name. Plats for the entire 337-acre community were filed in 1959 by the Guaranteed Realty Company with David Nichols as president (Queen Anne's County Circuit Court 1959a); however, the first ad appears in 1957 noting the neighborhood's "club and resort facilities". Unlike previous Nichols' communities, Cloverfields has more curvilinear streets than his other neighborhoods, perhaps because a major drainage ditch runs roughly northwest-southeast between Petinot Place and Kimberly Way. Nichols offered new home sites with community amenities that included a community beach, swimming pool, an air-conditioned club house, basketball and tennis courts, and a bulkheaded boat basin (The Sun 1957). The historic Cloverfields house at 101 Nichols Manor Drive served as the neighborhood's clubhouse for many years (Ridout 1981). The house was demolished circa 2015 when a new clubhouse was constructed on the site (NETROnline, n.d.). The Cloverfields Improvement Association incorporated in September 1961, in response to rumors that the David Nichols & Company may enter bankruptcy and that the recreation area could be sold. The association was formed to own and operate the community's recreational facilities, a role it continues today (Cloverfields Improvement Association 1968). By 1977, 907 of the 972 lots at Cloverfields were still vacant (Gibbons 1977). The community was almost entirely built out by the 1990s and includes many amenities, including a beach, picnic pavilions, club house, boat ramp, fishing pier, pool, and playgrounds (**Figure 4-13**).

Figure 4-13: Cloverfields recreation area (RK&K 2022)



Queen Anne Colony may have been the last of the large developments to be platted before passage of the interim subdivision regulations in 1962. The large development directly south of Kentmorr, between the Chesapeake Bay and Price Creek, was platted in January 1961 by Village Green Inc., with R. L. Willis as president. A canal was dredged to connect the bay and Price Creek and provide access to a protected marina. The neighborhood also has a beach and clubhouse (Queen Anne's County Circuit Court 1961a). Several other developments were established or renewed in the early 1960s. Matapeake Estates, a small development on the west side of Romancoke Road, south of the bridge, was platted in 1961 by Carl Jewell and Henry Berniker. The wooded neighborhood featured a large community park, camping site, boat launch, and beach (Queen Anne's County Circuit Court 1961b). While established in 1950, the Sunny Isle of Kent was not officially platted until 1962 in an ambitious plan that included landscaped medians along Baltimore, La Gorce and Washington Drives. At the center of the community was a circular hotel site. Along the bay is a wide grassy area and a curved beach is along Lake Cardoza. While a few houses exist along the Chesapeake Bay and Baltimore Drive, the community as envisioned was never realized and much of the community remains undeveloped (Queen Anne's County Circuit Court 1962).

Similarly, residential developments constructed during the Suburban Diversification Period (1961-1980) and throughout 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. Later developments incorporated a mixture of detached single-family residences and townhouses. Castle Marina on Kent Island was developed in the 1960s by the Union Development Company Inc. from Baltimore. The marina and yacht club with its planned community was situated on the Chester River north of US 50/301, east of Stevensville. The single-family dwellings were laid out in a curvilinear fashion south of the marina (The Sun 1961c). Developments of townhouses were laid out east and north of Castle Marina between 1982 and 1992.

4.1.2.2 Multi-Family Residential Development

Mid-to-late-twentieth-century residential development in Queen Anne's County was primarily single family; however, as opportunities for developing waterfront land became limited and growth controls were implemented by the county, developers shifted to building townhouses and condominiums. The installation of county-owned wastewater treatment facilities enabled the construction of these higher-density communities.

Occasionally, multi-family residential development expanded on existing single-family neighborhoods. For example, condominiums called Queens Landing were added to Castle Marina, which was platted as a single-family community with a large marina and commercial area in 1961. By 1982, single-family homes and a marina had been constructed. The following year, the approximately 300-unit Queen's Landing Condominiums had been platted east of the single-family houses (Queen Anne's County Circuit Court 1983). It was the project of Luther W. Gregory of Heritage Leasing Ltd. By 1992, several groupings of townhouses had been constructed along Queen Anne's Way (NETROnline, n.d.). The two- and three-story buildings are grouped in clusters of approximately seven units. They are stuccoed and have red asphalt-shingle roofs. Arched entries and inset tile give the buildings a vaguely Spanish Revival feel. Amenities included a clubhouse and pool, dock, and lighted shared use paths. The community contained its own water supply system with three deep wells and a water tower that was turned over

the county public works department to maintain once completed. Sewer facilities were constructed by the developer, but the Queen Anne's County Sanitary District maintained and operated the system. The system consisted of vacuum lines similar to the county's existing vacuum lines, and there was a direct main line to a nearby county-owned collection station. The cost of the water and sewer systems were charged to users (Emory 1982, 4) (Emory 1983a, 11).

Duplexes are rare in Queen Anne's County, but there is a small grouping of duplexes at Pinewood Landing on Waterman's Court in Grasonville that were constructed in 1987. The community consists of a single long cul-de-sac with eight buildings designed to appear like one large ranch dwelling. Multi-family complexes, such as garden apartments that were very popular on the Western Shore appear to be rare or non-existent in Queen Anne's County.

Figure 4-14: Oyster Cove is a 1980s gated community on Wells Cove in Grasonville (RK&K 2022)



By the 1980s, high-density gated waterfront communities were being constructed including Queens Landing, southeast of Castle Marina on the west side of the Chester River north of MD 18, which began in 1983 and is described above, and Oyster Cove on the east side of Kent Narrows, south of MD 18, which began in 1984 (**Figure 4-14**). Oyster Cove is a gated residential development on the east side of Kent Narrows developed by Wells Cove Development Company, led by J. Michael Waring. The project was conceived in 1982 at a time of increasing environmental regulation. The development was designed to meet the county's interim Critical Area criteria and only use half the allowed density of the land. The $40 million development contains 230 townhouse and condominium units on approximately 40 acres of land along Wells Cove, Kent Narrows, and Marshy Creek. 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 include deep-water boat slips, tennis courts, a pool and clubhouse, and lighted shared-use paths (Emory 1983c, 1). The starting price for homes in 1987 was $160,000, eight times the average county household income (Jensen 1987, 14). 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 (Emory 1984, 1).

Small-scale, non-gated townhouse and condominium developments also grew in popularity in Queen Anne's County throughout the 1980s. Several examples are along Thompson Creek, as described below. Singular groupings of townhouses and condominiums—not in a complex—were also constructed, such as those built circa 1978 along Swan Cove Lane in Piney Narrows, Kent Island. W. Evans Buchanan Corporation, of Silver Spring, developed the Kent Cove Condominiums circa 1974 off Thompson Creek Road. The waterfront community on Thompson Creek features 18 two-story condominium buildings densely organized around curved roads and cul-de-sacs. The units included garages and balconies or patios with wooden walkways (Queen Anne's County Circuit Court 1974). Community amenities included a recreation area, pool and pool house, and piers with boat slips. The buildings have gable roofs, vinyl siding, bay windows, and large fixed windows, but lack a clear architectural style. Thompson Creek Condominiums were built in phases between 1984 and 1987. Located north of Kent Cove Condominiums between Thompson Creek and Marion Quimby Road, the small waterfront community includes two-story townhouse and condominium buildings with balconies or patios, surface parking lots, and community piers (Queen Anne's County Circuit Court 1984). Thompson Creek Colony and Thompson Creek Townhomes are adjacent to and north of Thompson Creek Condominiums on Thompson Creek. The related communities were developed between 1986 and 2005. The multi-phase development included two-story condominium buildings and groupings of townhouses with condominium boat slips (for purchase), a pool, pool house, and tennis courts. The earlier buildings are similar to Thompson Creek Condominiums in style, form, and exterior materials; the later phases, built circa 2005, feature decorative wood detailing on the exteriors (Queen Anne's County Circuit Court 1984; 1992; 2005).

4.2 Planned Mixed-Use and New Town Development

As defined in Section E.3.4 of the 2019 Context Addendum, a mixed-used development contains an array of functional uses within a larger property as the result of a master plan. Mixed-use developments include residential and commercial development, often with other uses such as office complexes, medical offices, and recreational facilities, and were frequently built between larger city centers like Annapolis, Baltimore, and Washington DC. Mixed-use developments in Anne Arundel are more in-line with typical mixed-used developments of the mid-twentieth century than larger-scale new town-style developments like James W. Rouse's Columbia in Howard County. These developments were also more loosely conceived and did not have fully fleshed out master plans but were always envisioned to contain a variety of uses.

One of the largest postwar developments in the northern part of Anne Arundel County was Harundale which was conceived in the early 1940s as a 1,250-unit housing development near Glen Burnie on both sides of MD 2 (**Figure 4-15**). The builder, Byrne Communities Inc., designed Harundale to provide a

balance of town and country feel, and to provide shopping, recreational facilities, and community buildings (*The Washington Post* 1946, 4). It was designed for veterans and their families. The financing plan offered by the builder included a death benefit clause that allowed for the mortgage payments to be covered for 30 months following the death of the wage earner (Harness 1947, 8B). Houses in Harundale are detached single-family homes made of steel frames covered with stucco, brick veneer, asbestos shingles, or aluminum, situated on small, neatly landscaped lots (*The Washington Post* 1946, 4; Harness 1947, 8B). Houses in the subdivision were sold at a lower cost than the average in the real estate market for the area because of the money-saving construction methods, which used mass-produced materials and on-site assembly-line construction to build between 10 and 15 houses each day. The builder's production line was housed in Quonset huts on site (*The Washington Post* 1947, R2). Roofs were constructed complete with chimneys and moved on rollers to the house site for fitting and installation. Houses featured radiant heating, fiberglass insulation, and a centralized utility room (Harness 1947, 8B).

Figure 4-15: Typical streetscape view in Harundale (RK&K 2022)

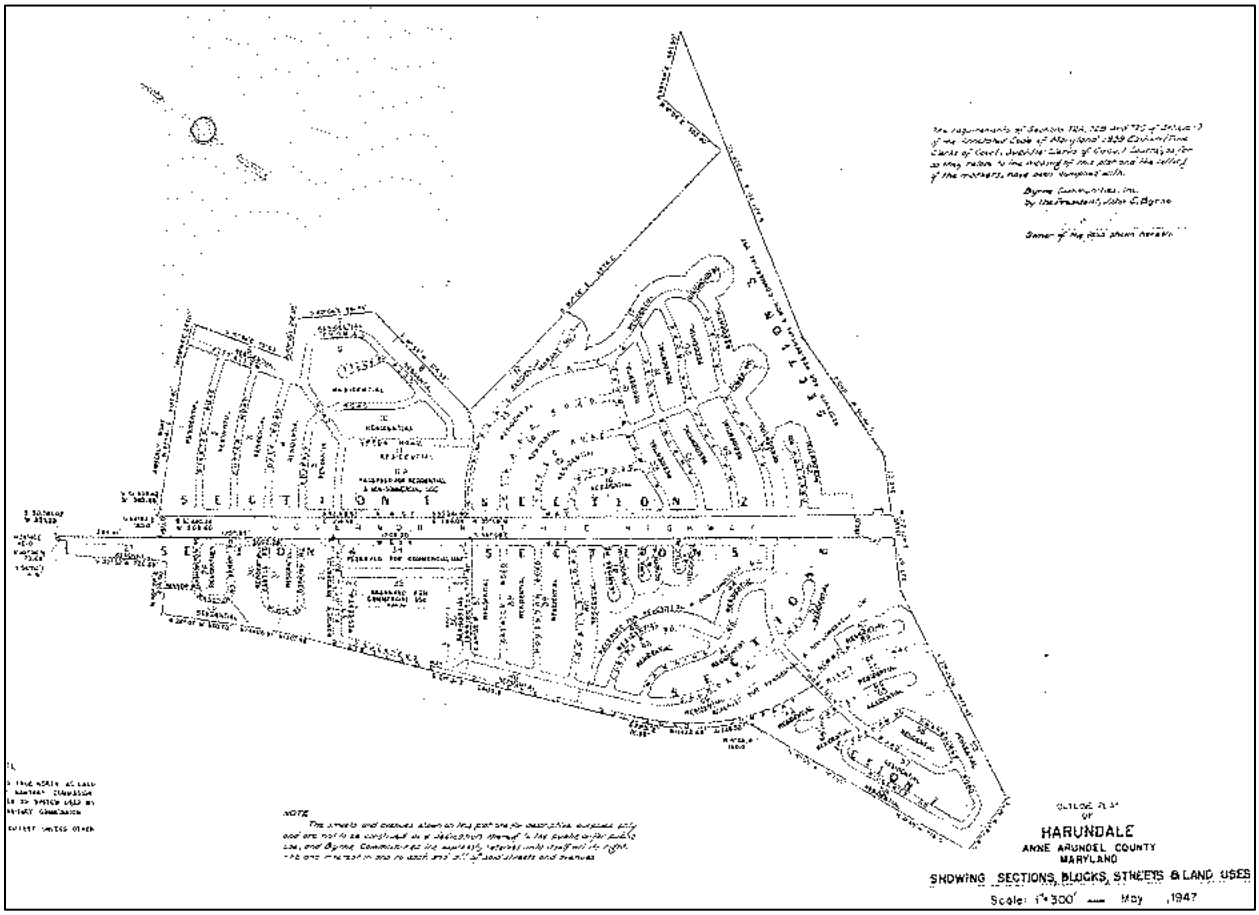


Within the first two years, the builder only sold about 500 of the 1,000 houses built, as rising material costs led to the purchase prices of the houses nearly doubling, from approximately $7,000 to $13,000. By 1949, 300 additional houses were occupied by renters. Many families were transient, with military assignments relocating families to and from nearby Fort Meade and bases near Washington, DC, or people residing there while attending the USNA's Post Graduate School. Residents worked collectively to raise funds for the construction of a church, an elementary school, a playground, and a park (Bateman 1949, F1; Breen 1951, 12). A branch of the Anne Arundel County Public Library was constructed in 1969 across from the mall. New houses continued to sell through at least 1961, when all but 100 of the 1,000 houses built were occupied. At that time, the houses were offered with either aluminum siding or brick

veneer exteriors, electric appliances, automatic washing machines, and new kitchens with either wood or plastic cabinets. Buyers chose from a range material and color options for interior and exterior features (*The Sun* 1961b, RE14).

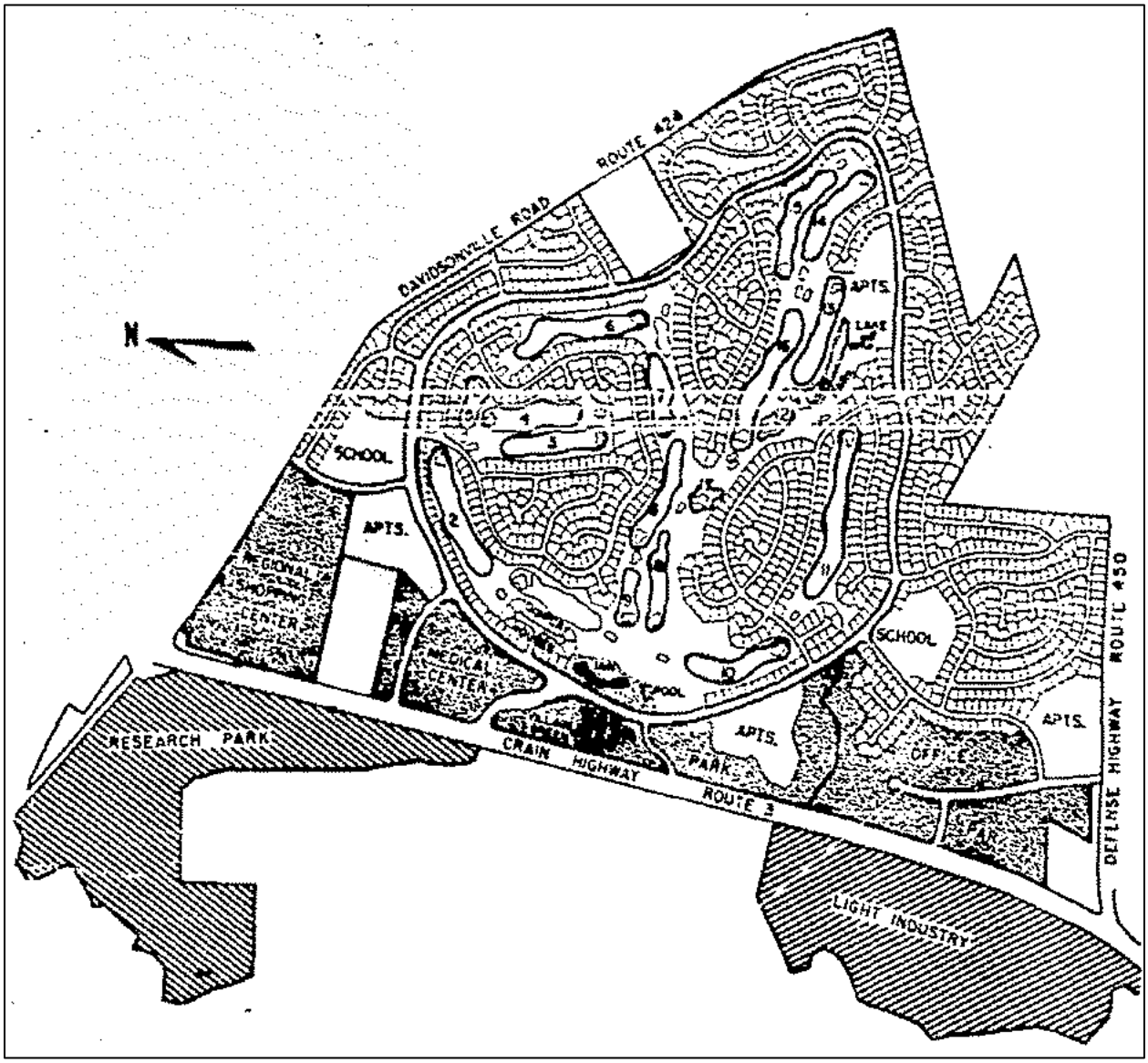
The Harundale Mall was developed by James Rouse in 1958. It was the second enclosed, air-conditioned mall in the United States and its development spurred "a rush of similar development" (Manning et al. 2019, B-3). Located on the southwest side of MD 2 in Glen Burnie, the $10 million project featured a Hochschild Kohn's Department Store and Food Fair as anchors, along with 45 smaller stores and restaurants (**Figure 4-16**). Rouse modeled the mall after Southdale Mall in Edina, Minnesota, which was the first air-conditioned mall in the country. Both malls included fountains and indoor plantings (Epstain-Mervis 2014; Dinsick n.d.). The Harundale mall remained popular until the 1980s, when newer malls such as Marley Station and changing demographics and shopping interests caused a decline in Harundale's success. Rouse sold the mall in the late 1990s, and it was mostly razed in 1999 for conversion of a commercial strip mall, which remains today (Dinsick n.d.).

Figure 4-16: 1947 Harundale plat indicating areas reserved for commercial use (Maryland State Archives)



Crofton in Anne Arundel County is another example of an early mixed-use development (**Figure 4-17**). Crofton was strategically located approximately halfway between Annapolis and Washington, DC, along MD 3 on former tobacco-farming land (Kast and Krempel 2014). The gated community was planned by W. Hamilton Crawford, a Louisiana-based developer. As designed, the development was centered around a golf course with a country club and included apartment buildings, a school, regional shopping, medical center, tennis courts, parks, and a walking trail (*The Evening Capital* 1963, 11). The first round of dwellings was completed in late 1964 in the northern section of the development fronting the golf course. By 1966, Crawford had run out funding and sold remaining lots in the southern section to Levitt and Sons, developers of the Levittowns in New Jersey, New York, and Pennsylvania. Approximately 70 of Crawford's lots were also sold to Charles H. Steffey, Inc, a Baltimore-based developer and real estate broker (Lang 1972). Apartment buildings were constructed in 1967 and the elementary school followed in 1969 (*The Evening Capital* 1967b, 13; 1969, 2).

Figure 4-17: Crofton site plan from 1963 (*The Evening Capital* 1963)



Crofton experienced explosive growth in the 1970s, rising from about 4,500 residents to 12,000 residents by 1980 (USDC 1983, 1-133). A new shopping center was constructed, an elementary school added, and single-family dwellings and townhouses constructed in the southeast corner of the triangular development.

Queen Anne's County does not appear to contain any large-scale, mixed-use communities like Harundale or Crofton or those found in Montgomery or Prince George's Counties. While James Rouse proposed a large mixed-use community on Wye Island, he withdrew the proposal in the face of county and community opposition.

4.3 Community Development

Community-based resources generally followed the development of residential communities with suburbanization. Early community development was primarily limited to Annapolis and the small towns throughout the counties. With the explosive post-World War II growth in Anne Arundel County, community resources such as churches and schools followed for the new populations and increased need for educational facilities (Cunningham 1999, 82). Similar to Montgomery and Prince George's Counties in the Modern and Suburban Diversification Periods, common community resources include schools, worship facilities, and public services.

4.3.1 Schools

The Maryland state government enacted a law in 1825 that provided for public education for youth in primary schools. The law allowed counties to opt in through adoption of the law; thirteen counties participated, including Queen Anne's County. The first uniform, statewide school system was established by the state Constitution of 1864, and was supported by property taxes (Clark 1950a, II:712–13). The 1865 Maryland Public School Law made compulsory the elementary education of white children, and mandated each county establish one public high school. In 1916, the law was revised to allow counties greater discretionary authority, including for construction of school buildings. As a result, Anne Arundel County implemented a program of replacement and consolidation of rural schools. The ten-year program consolidated 80 schools into 54 (Ware 1986).

The pattern of school development in Anne Arundel and Queen Anne's Counties throughout the twentieth century is consistent with other counties in Maryland. Several public schools were constructed in the early twentieth century as segregated schools. Anne Arundel County schools implemented a phased desegregation of schools, beginning in 1956 with integration of first through third grades, and other grades following in subsequent years (*The Afro-American* 1956, 8). Public schools in Queen Anne's County were among Maryland's firsts to desegregate in 1967 (Bishop 2022, 8). With racial integration of public schools in the 1960s came a new wave of school construction. These buildings constructed in the mid- to late twentieth century are similar in architectural style and form to others built in this period throughout suburban areas of the state.

4.3.1.1 Segregated Education

Until the passing of *Brown v. Board of Education of Topeka* in 1954, many of the schools in Anne Arundel and Queen Anne's Counties were segregated. The Rosenwald Schools played a key role in educating

African American children in the early twentieth century. The schools began as an effort borne of the partnership between Booker T. Washington and Julius Rosenwald, President of the Sears, Roebuck and Company. Their Rosenwald Fund provided matching grants for more than 5,000 schools, shops, and teacher's residences in 17 states in the South between 1917 and 1931. Many of these Rosenwald School were rendered defunct when schools began to integrate. In Anne Arundel, integration did not fully come until the late 1960s, nearly a decade after *Brown v. Board of Education of Topeka (The Baltimore Sun* 2004, B1, B8). The first integrated high school in Queen Anne's County was opened in 1966.

In Maryland, 155 Rosenwald schools and ancillary structures were constructed. A total of 23 schools were built in Anne Arundel County; as of 2005, ten of those buildings remained extant (Marsh 2005, E-2). The schools were constructed following several standards established by the fund. Most wood-framed buildings had east- and west-facing windows and were sited on at least two acres with space for privies, playgrounds, and plots for agricultural demonstrations (Heck 2011, A7). The Brown's Woods Rosenwald School was built in 1924 on Browns Woods Road near the intersection with Forest Beach Road. It was funded by the local African American community, government contributions, and the Rosenwald Fund. It was later converted to residential property (Anne Arundel County n.d.). The Skidmore Rosenwald School was built in 1927 near present-day US 50/301 and Whitehall Road in Anne Arundel County, on land donated by Timothy Harris and his wife Mary Ann Elizabeth (Bailey) Harris. Harris was an enslaved worker at the Whitehall Plantation; after Emancipation he worked as a carriage driver at Whitehall. The school was a two-room building, built using funds from the local African American community, government contributions, and the Rosenwald Fund ("African American Voices, Memories and Places: A Four Rivers Heritage Trail Story Map" n.d.; Marsh 2005, E-9, E-13). The school is not extant in 2023.

Across Queen Anne's County, six Rosenwald schools were constructed, the Carmichael School, the Chester School, Grasonville School, Hope School, Salem School, and Union School (Shivers 2020). Alongside and before the Rosenwald Schools, educational opportunities for African American students were often created by local and community leaders. In Queen Anne's County, African American students in the early twentieth century attended vocational schools, such as the "Centerville Colored Industrial High School" in Centerville. In 1919, Lucretia Kennard was appointed "Supervisor of Colored Schools" in Queen Anne's County—a position she formerly held in nearby Caroline County—and began to effect changes for public education of African American students in the county. She worked with the local African American community to recruit teachers, develop curricula, create active Parent Teacher Associations, and establish a general education high school in Centerville. Kennard High School opened in 1936 in Centerville, Queen Anne's County (**Figure 4-18**). The frame school building with wood shingles was constructed on property purchased using funds raised by local African American residents, organized by Lucretia Kennard Daniels. Due to the lack of bus transportation provided for African American students, some students lived in a boarding house in Centerville while attending high school. The original Kennard High School building later became Kennard Elementary School, after a new Kennard High School was constructed in 1951. When the new high school opened, the building lacked common features of white high schools, namely a cafeteria and a kitchen (Kennard African American Cultural Heritage Center n.d.).

Figure 4-18: A 1936 photograph of the Kennard High School (Kennard African American Cultural Heritage Center).



4.3.1.2 Post-World War II Public Schools

In both counties, school buildings constructed during the mid-twentieth century follow similar plans and have similar architectural features as other suburban public-school buildings. They are largely one- or two-story brick buildings with sprawling wings added over time, casement windows, and flat roofs.

Anne Arundel County's population increased during and following World War II, with military servicemen and their families located at the Naval Academy and Fort Meade, and with the Baltimore-area war industries. The resulting expansion of residential development throughout the county was paired with an increase in births, much like the rest of the country. This trend necessitated the creation of and investment in public schools. Until this time, schools in Maryland only provided education through grade 11. In 1945, Anne Arundel County started a junior-senior highs school program and requested a $7 million bond from the Maryland State legislature (*The Capital* 1949, 15C).

Another big push for school system expansion occurred in Anne Arundel County in the mid-1960s. To prepare for the anticipated population increase in the subsequent two decades, the county proposed construction of ten new elementary schools, two new junior high schools, one senior high school, one vocational-technical high school, and the Anne Arundel Community College. Many of these planned schools were modeled after existing county public schools. Schools built as part of this expansion include Germantown Elementary and Hillsmere Elementary in Annapolis, Southgate Elementary in Glen Burnie, Cape St. Claire Elementary, and the 1968 Southern High School in Harwood (Lewis 1966, 21–22). Crofton Elementary School opened in 1969. It was designed as part of the planned neighborhood,

which was common for large-scale developments. The school is one-story brick building with a low-slung flat roof.

High schools in Anne Arundel County were constructed in the 1970s and 1980s to address the continued population growth. South River High School opened in 1978 to alleviate crowding at Southern High School (Anne Arundel County Public Schools n.d.). Annapolis High School began in 1896 and was the first public high school to open in Anne Arundel. The school moved to its current building on Riva Road in Parole in 1979. It is a sprawling, two-story brick building with a flat roof. Broadneck High School is on the north side of College Parkway in Anne Arundel County, adjacent to the Cape St. Claire neighborhood. It opened in 1982 to address overcrowding at Severna Park High School, which before then was the only high school that served students on the Broadneck Peninsula (Broadneck High School n.d.).

Queen Anne's County elementary schools were distributed throughout the county to serve population centers, particularly as the County focused on consolidation and centralization of schools and closure of "country schools" beginning in 1950 (Tarrant 1965, 59). Integration of Queen Anne's County's public elementary schools began with transfers of students upon request, rather than construction of new, integrated schools. Built in 1956, Kent Island Elementary School was the first school to provide education to children of all elementary grades in one facility on Kent Island ("About" n.d.). It is on the north side of US 50/301 in Stevensville. The school is a one-story, sprawling brick building typical of a mid-twentieth century suburban elementary schools. Of the ten public elementary schools in the county in 1965, six had been constructed within the prior decade, while the remaining four were older schools with 1950s and 1960s renovations, including the 1954 Grasonville Elementary School (Tarrant 1965, 60) (**Figure 4-19**). By 1977, the number of elementary schools decreased to five, with a reallocation of grade levels between elementary and middle schools (Maryland Department of Economic and Community Development 1977, 57).

By 1960, Queen Anne's County contained four high schools: Kennard High School, for African American students only; and Centerville High School, Sudlersville High School, and Stevensville High School, all of which were only for white students. The opening of Queen Anne's County High School in 1966 provided the county's first racially integrated high school (Kennard African American Cultural Heritage Center n.d.). The building was incomplete when it opened, so students split their time between the new building and various other nearby school facilities until the building was complete in 1967 (Bishop 2022, 8; Kennard African American Cultural Heritage Center n.d.). The school has several additions constructed between 1967 and 1981. Queen Anne's County High School is one of two public high schools in the county. The other is Kent Island High School in Stevensville which was established in 1998 to manage the county's increase in population.

Figure 4-19: The Grasonville Elementary School, constructed in 1954 (RK&K 2022)



4.3.1.3 Community Colleges

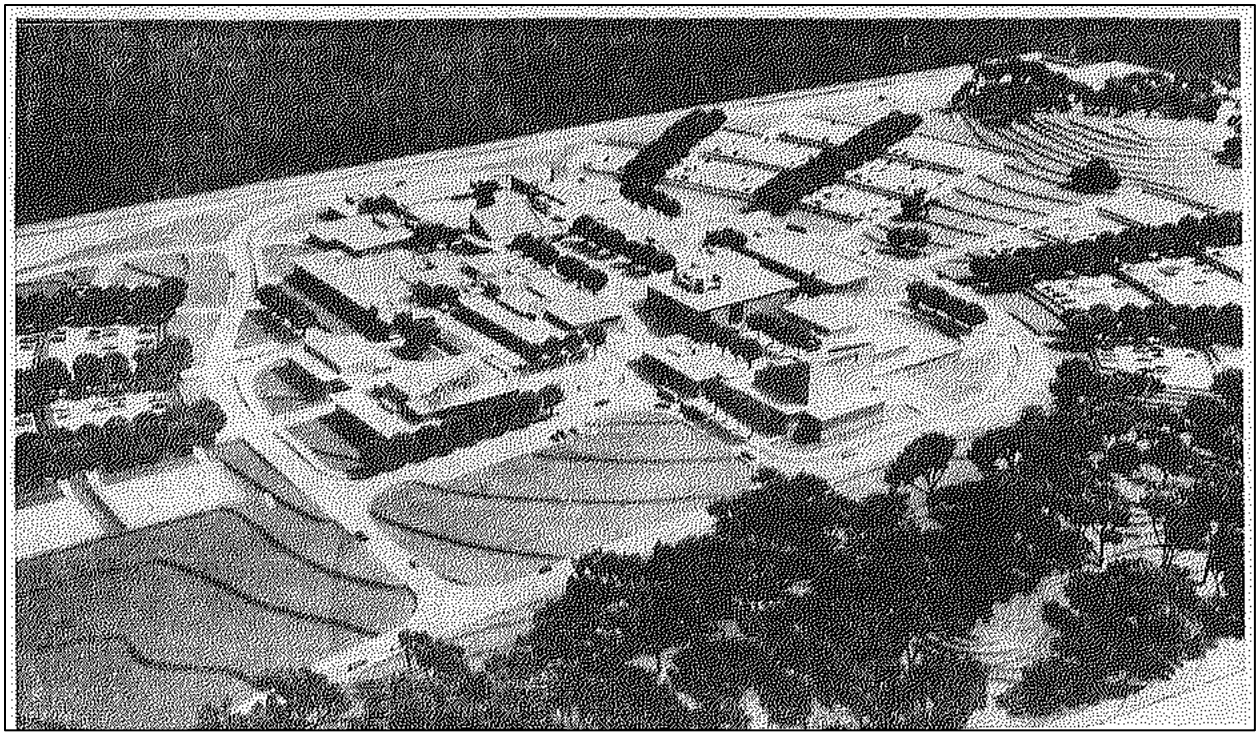
Community colleges rose in popularity by the second half of the twentieth century. They offered post-secondary courses typically taught in the freshman and sophomore year of four-year colleges, technical and occupational courses, general education courses, and extra-curriculars. They are generally run by the county board of education and feature larger campuses with multiple buildings. As they serve a commuting student body, parking lots are important campus features.

Anne Arundel Community College in Severna Park served students in Anne Arundel County (**Figure 4-20**). The college was established in 1961 by the county Board of Education. The college opened with 270 students with classes being held in Severna Park High School. The community college's first buildings were constructed in 1967. The first few buildings, including the present-day Humanities building and the gymnasium, were one-story and two-story brick buildings with ribbon windows and flat roofs. Four new buildings, parking lots, and recreational sports fields were added between 1971 and 1981. A Child Development Center satellite building was opened in Arnold and another satellite location was opened in Glen Burnie between 1976 and 1979 under the presidency of Dr. Robert P. Ludlum. Campus enrollment grew from 13,000 to 36,000 between 1979 and 1994.

Chesapeake College near Wye Mills on MD 50 in Queen Anne's County was the Eastern Shore's first community college and the state's first two-year regional college serving four counties—Queen Anne's, Talbot, Caroline, and Kent Counties. It was formed by the Maryland Board of Education in 1967 and held its first classes in the Queen Anne's High School building. The college's condensed semester schedule was designed to make education available to those who otherwise could not afford it. The first class graduated in May 1969 (Megargee 1967, 21). Enrollment grew and in 1979 the college began to serve Dorchester County. An early childhood development center was opened in 1989, a satellite campus in

Cambridge was opened in 1995, and a 600-seat performing arts center was built in 1996 (Chesapeake College n.d.).

Figure 4-20: 1966 Model of Anne Arundel Community College (The Sun 1966)



4.3.2 Worship Facilities

Like other community resources, construction of worship facilities came with population and demographic changes in the counties. Worship facilities constructed in Anne Arundel and Queen Anne's Counties typically follow the trends seen in buildings for their respective denominations throughout the state and region. Examples of notable early rural churches include the 1880 Christ Church (QA-212) in Stevensville, 1895 St. Margaret's Church (AA-318) in St. Margaret's, and 1912 Bryan's Chapel (QA-573) near Grasonville. All these churches were constructed in the folk gothic style as was typical of the late-nineteenth and early-twentieth centuries. With the influx of permanent residents to Anne Arundel County following World War II, rural areas such as the Pasadena peninsula where Methodism had been the primary denomination, saw a diversification of religious buildings with the addition of Lutheran and Roman Catholic churches (Cunningham 2001, 198).

Similar to Montgomery and Prince George's Counties, mid-twentieth-century religious architecture in Anne Arundel and Queen Anne's Counties tended to follow popular styles than adhere to more traditional styles like Gothic and Romanesque styles. These buildings were more likely to be constructed from brick and concrete than be wood framed. Often rooflines were swooping, and dramatic and interior light was manipulated with ribbon windows, casement windows, and stained-glass windows. These religious institutions were designed to stand out in residential and mixed-use developments. Often Christian churches were oriented with the entrance towards the main road and providing ample parking in the rear or sides of the building (Manning et al. 2019).

Mid-twentieth century examples of suburban churches in and near established towns built during the Suburban Diversification Period are: Cape St. Claire United Methodist Church, built in Cape St. Claire, Anne Arundel County, in 1955; Grasonville Seventh-Day Adventist Church, built in 1962 near Grasonville (**Figure 4-21**); the Church of Jesus Christ of Latter-day Saints, built in 1972 north of Annapolis on MD 450; Annapolis Church of Christ, built in 1974 in Arnold; and Antioch Apostolic Church, built in 1982 in Arnold. These church buildings generally use the Modernist style, varying in form and size.

Figure 4-21: The Grasonville Seventh-day Adventist Church was constructed in the mid-1960s (ERG 2023)



Non-Christian worship facilities were not identified in Queen Anne's County. Several Jewish synagogues were identified in suburban areas of Annapolis—Congregation Kneseth Israel, built in 1963; Temple Beth Shalom, built in 1963 in Arnold; and Congregation Kol Shalom, built in 1978, in Annapolis. The buildings are similar in style to mid- to late-twentieth-century suburban synagogues in the greater Baltimore and Washington, DC, region. Temples and worship facilities for Eastern religions during the study period were not identified.

4.4 Commercial and Office Development

Commercial and office development in Anne Arundel and Queen Anne's Counties share similarities with Montgomery and Prince George's Counties, particularly in the late Modern and Suburban Diversification Periods. In Anne Arundel County, commercial and office development was largely tied to Annapolis' economy, but as growth spilled over from Baltimore City, commercial development in the northern part of the county grew. In Queen Anne's County, commercial and office development focused

on the US 50/301 corridor and surrounding the county's small towns. Office development came later to Anne Arundel and Queen Anne's Counties than it did in the neighboring Prince George's and Montgomery Counties.

Residential population growth led to accelerated commercial growth in both counties. Commercial and office development in Anne Arundel County during this period is primarily focused in dense urban and suburban areas and in groupings along major highways such as MD 2 (Ritchie Highway), US 50, and MD 177. In Queen Anne's County, development was more limited to US 50/301. Commercial development is seen in a variety of forms. Individual commercial and office buildings and restaurants are scattered along the entire corridors, on arterial streets, and in towns. Strip malls, shopping malls, and outlet malls are found on the major transportation corridors. Both counties have examples of residential buildings that have been converted to commercial use. In Anne Arundel County these are typically seen along the US 50 and MD 2 corridors. In Queen Anne's County they are seen along US 50/301 and in the older towns such as Stevensville and Grasonville. The late twentieth century brought a few office parks and office centers to Anne Arundel County and Queen Anne's County.

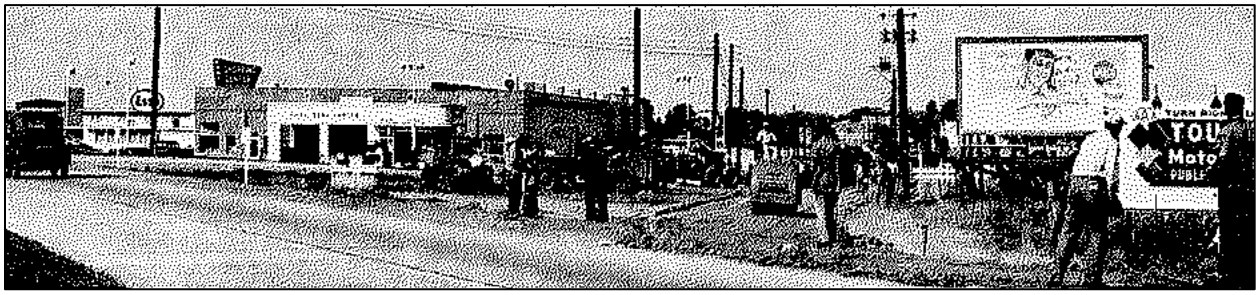
Some of this commercial growth was associated with the leisure-oriented recreation trend. Bingo games came as early as the 1940s to Anne Arundel County and with them came bingo halls. While there are no bingo halls within the project area, a few are still in operation in the county. The circa-1960 Delta Bingo on Laurel Fort Meade Road in Laurel is a one-story concrete block building with minimal windows. Bingo World at 4901 Belle Grove Road was built circa 1961. Like Delta Bingo, it is a one-story concrete block building with minimal windows. Bingo World was previously known as Arundel Arena (The Capital 1963).

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. These were established along existing roadway corridors and near residential subdivisions and are consistent in design and siting as other suburban commercial shopping centers in the region. The Bay Bridge Market Place (AA-2589), a strip mall, now called Jemal's Bay 50in Anne Arundel County, opened in 1985 on Whitehall Road south of US 50/301. It formerly housed outlet stores and was renovated circa 1994 (Commercial Cafe n.d.). The Crofton Shopping Center was constructed in the late 1960s to early 1970s as a part of the development's master plan. K-Mart moved into the shopping center in 1972 as an anchor store along with Grand Union grocery store (*The Capital* 1972d, 9). South of the development, a small cluster of business and commercial buildings grew between 1970 and 1980. The area continued to fill through the 1980s (NETR 1970, 1980, 1993).

One of the first shopping centers in Queen Anne's County was the 1953 Kent Island Shopping Center, now known as "Chester Place" (**Figure 4-22**) The Kent Island Shopping Center was developer David M. Nichol's only commercial venture on the Eastern Shore. The shopping center is on the north side of US 50/301, across from Nichol's Harbor View residential subdivision. The shopping center, built under the Eastern Corporation name, was developed while Nichols was on the SRC (*The Sun* 1961a, 38). The shopping center was called the "Nichols Building" with the name etched on the concrete façade. When it opened in 1953, the shopping center contained 17 businesses, including a bank and an Acme food market (Gibbons 1977). The property also contained the Islander Motel and Family Restaurant, which included 10 one-story motel units with 40 motel rooms with private baths, a two-story building with

offices, motel service area, the Hunt Club Tavern, a dining room, and a lunch room (*The Sun* 1963, 127). In the "New Hunt Room & Cocktail Lounge" guests could feast on steak, lobster, Eastern Shore seafood and roast beef (*The Sun* 1959c, 6). In 1977, the Kent Island Volunteer Fire Department destroyed the hotel in a controlled burn to make way for an expansion of the shopping center (Norris 2001).

Figure 4-22: Undated photograph of the Kent Island Shopping Center (*The Sun*, 1977).



Factory outlet developments are a subset of strip malls, distinguished by their tenant mix. Their development in Queen Anne's County was prompted by the high volume of vehicular traffic along US 50/301 through the county, particularly the tourist trade with leisure time. The 30-acre Chesapeake Outlet Village, developed by Frank Hardy, was under construction by 1983. The first phase of the outlet mall opened in 1983 with the Pennsylvania Dutch Market and Chesapeake Pottery, Inc. stores (Emory 1983d, 10; Bowie 1983, 1A). The outlet mall continued to develop through the 1980s. It is now called the Queenstown Premium Outlets. The Eastern Shore Factory Stores was an outlet center constructed in 1987 on the west side of Kent Narrows, north of US 50/301, by Willy Creek Development, an Exton, New Hampshire-based company. It comprised two warehouse buildings totaling 98,000 square feet on a 30-acre waterfront site at 59 Piney Narrows Road. The developer selected the site because it was the largest commercially zoned lot along the heavily traveled US 50/301 Route on Kent Island. The developer was drawn to the site not by its waterfront location, but by its sewer allocation (Jensen 1987, 14). The property is currently vacant.

Construction of enclosed malls was an Anne Arundel County phenomenon. The construction of Annapolis Mall in 1972 was encouraged by the success of the 1958 Harundale Mall in Glen Burnie. Annapolis Mall, on the north side of US 50/301 in Parole was developed by the Metro Development Co. The original $13 million proposal for the mall included 90 stores, including two department stores (Marcks 1971, 1). The construction of the mall prompted a rise in land value near the site as soon as the mall's construction was underway (Gallagher 1972, 17). Advertisements for property and houses for sale found in the fall 1972 issues of the *Evening Sun*, the *Capital*, and the *Sun* feature references to the property's proximity to the new Annapolis Mall, at the time under construction. Montgomery Ward was the first store to open at the Annapolis Mall on November 8, 1972. It was the largest retail store in the Annapolis area, with 125,000 square feet of retail space. The store featured home furnishings, hardware and electrical supplies, appliances, clothing, toys, and "international gourmet food department"; additional services offered included an "in-home" decorating service, automotive service center, cafeteria, optical department, beauty salon, and interior decorating and sewing courses (The Evening Capital 1972, 19). The mall continued to expand on the original property through the early 2000s and later became known as Westfield Annapolis Mall. The construction of Annapolis Mall in turn, prompted the development of additional shopping centers in suburban areas of Annapolis, including the Odenton

Shopping Center near Fort Meade, which was built with open and enclosed mall sections (Camenga 1973, A-19). The fully enclosed Marley Station Mall opened in 1987 on MD 2 between Glen Burnie and Pasadena.

Single office buildings continued to be constructed throughout the context period, though a new type of office establishment was rising in popularity. The office park or business park, a collection of office buildings, often set in pastoral or picturesque setting, provided a draw for the newly relocated suburbanites, shorter commutes and a natural setting (Abrams 2019). Office parks arrived first in the denser areas of Anne Arundel County near Parole, Annapolis, and outside Baltimore and second, in more suburban areas. Office parks in Anne Arundel County, all in Millersville, include: the Severna Office and Storage Park (1983), the Riva Business Park (1989), and the I-97 Business Park (1994). The Deerfield Business Park in Stevensville, Queen Anne's County, was constructed in 1994 (Maryland Department of Assessments and Taxation 2023).

Restaurant development also grew during this time as people were spending more leisure time outside the home (Manning et al. 2019). Fast-food restaurants were built along main transportation corridors. They reached Anne Arundel County first and then came to Queen Anne's County. The first reference to a McDonald's in Anne Arundel County appears in *The Evening Capital's* November 14, 1967, issue. It was located in Cape St. Claire, northwest of the Bay Bridge (*The Evening Capital* 1967, 15). Burger King first appears in Anne Arundel County newspapers in 1968; it was located in Glen Burnie *(The Evening Capital* 1968, 29). There was also a Burger King in Annapolis, it opened in 1971 (*The Evening Capital* 1968, 26). A Hardees restaurant was open by 1980 in Stevensville in the Kent Island Shopping Center (Carroll County Times 1980, 57).

Fisherman's Inn restaurant is on the south side of US 50/301 at Kent Narrows (**Figure 4-23**). In 1930, Captain Alex Thomas purchased 10 acres of marshland at this location and built a small house. Captain Thomas and his wife operated a restaurant out of the house, which was the origin of Fisherman's Inn. After several renovations and a transfer of ownership to Thomas's daughter and her husband—Sonny and Betty Schulz—the restaurant was replaced with a new building in 1971. A fire destroyed that building, which was replaced with the current building in 1981 (McNulty 2015, 32). The area around Fisherman's Inn has grown into a larger commercial cluster with several restaurants serving local residents and tourists alike.

Figure 4-23: Fisherman's Inn is a popular seafood restaurant on Kent Narrows (RK&K 2023)



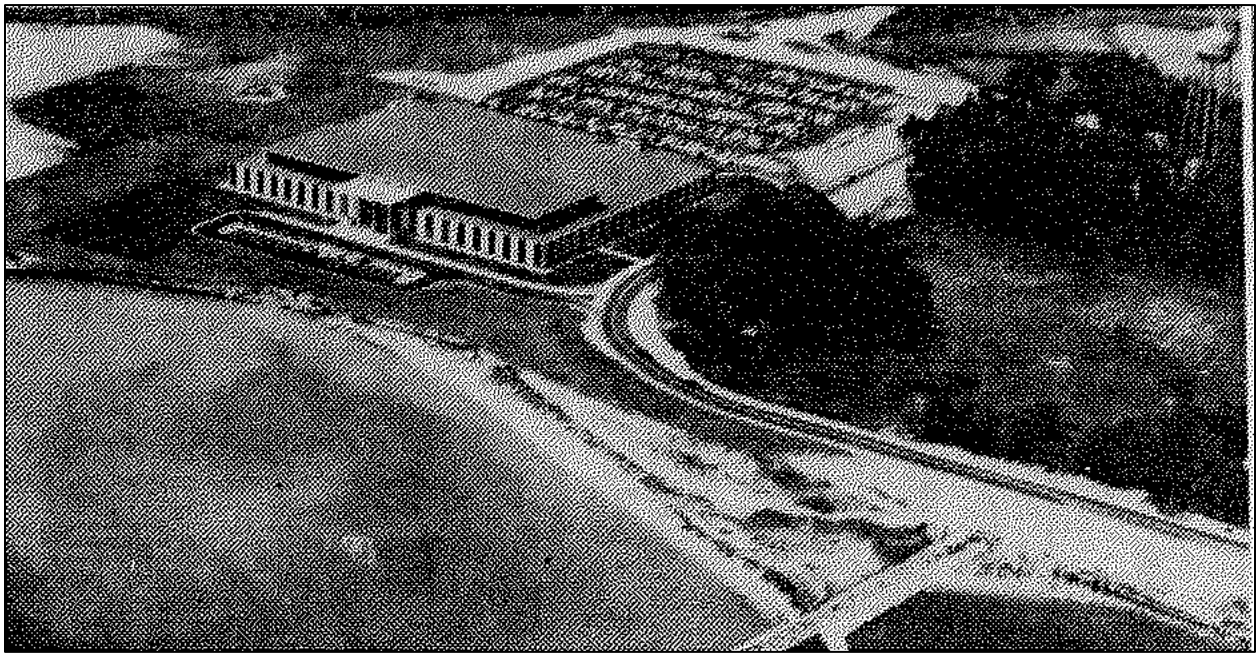
4.3 Industrial Development

Late-nineteenth and early-twentieth-century industrial activities in Anne Arundel and Queen Anne's Counties centered primarily around the agriculture and fishing industries. Packing houses and processing plants were prevalent in Queen Anne's County and around Annapolis. Mid- and late-twentieth-century development was centered in northern Anne Arundel County and around BWI airport, predominantly in industrial parks. The location around BWI airport was a draw for many industrial research facilities focused on aerospace. In addition, Westinghouse constructed an oceanic research facility in Anne Arundel County, just south of the Bay Bridge (**Figure 4-24**). Queen Anne's County, likely because of its more remote location, has less industrial development. Industrial buildings from the late Modern and Suburban Diversification Periods are very similar to those seen in Montgomery and Prince George's County.

Industrial parks are less common in Anne Arundel and Queen Anne's Counties than in nearby Howard, Baltimore, and Wicomico Counties. In Anne Arundel County, industrial development is seen outside of Baltimore City and along MD 2, as well as outside of Annapolis. There were seven industrial parks in Anne Arundel County in 1975, the majority of which were in the northern portion of the county near BWI airport. Additionally, there was one center in the western portion of the county near Crofton and one in Annapolis. Many of these parks housed research and development firms, including major firms such as Westinghouse, ARINC, Gould, and Honeywell (Maryland Department of Economic and Community Development 1976, 19–26). By the late 1980s, there was also an industrial center along Admiral Cochrane Drive and Harry S. Truman Drive, west of Annapolis and along Bestgate Road, north of Annapolis Mall. In Queen Anne's County, light industrial buildings are typically standalone or in smaller groupings along main thoroughfares such as MD 18 north of Queenstown and US 301 in

northern Queen Anne's County. The Chesapeake Bay Business Park north of US 50/301 and west of MD 8 opened in early 1990s.

Figure 4-24: Westinghouse opened its Oceanic Research Center on the Chesapeake Bay south of the Bay Bridge in 1967 (*The Sun*).



The 190-acre Bay Bridge Industrial Center was developed by Kent Island Limited Partnership. Located south of US 50/301 and west of MD 8, the centerpiece of the development was the Bay Bridge Airport, which was dedicated in September 1968 (Preston, Lanman, and Breihan 2003, 123). The airport encompassed approximately 60 acres, leaving the remaining 130 acres for commercial and industrial development. Kent Island Limited Partnership, under the leadership of Nathan "Bill" Morris and his son Allen Morris, considered the area idea for light distribution services and manufacturing and hoped the deep-water pier would attract firms engaged in undersea research, such as that occurring at a Westinghouse facility on the opposite side of the bridge in Anne Arundel County. Three 8,000-square-foot buildings were proposed in 1967, as part of the first phase of construction; however, these buildings were never constructed. The second phase included construction of the Bay Bridge Marina and the circa-1973 Pier 1 Motel (Lewis 1967). Morris had intended to expand the hotel and install a restaurant and conference center, but those plans were halted in 1981, when SHA planned the MD 8 overpass over US 50/301 (Emory 1981). By 1983, Morris was seeking to change the zoning on 37 acres of the property to business and maritime use because he could not complete with a new county-owned industrial park north of US 50 (Emory 1983b). The Industrial Center property also included the circa-1856 Eareckson House (QA-125), which was under rehabilitation by Kitty and Paul Rose in 1974. Because of the industrial use zoning, the house was to be converted into offices (Dickman 1974). Morris sold the airport to the county in 1988.

4.6 Recreational Development

Recreational areas in Anne Arundel and Queen Anne's County are quite different from those in Montgomery and Prince George's Counties, primarily due to geography and the natural resources located in the counties. Strategically located along the center of the Chesapeake Bay and its major riverine tributaries, Anne Arundel and Queen Anne's Counties were always focused on the Bay and its bounty. Occupied by watermen and boat builders for centuries, by the turn of the twentieth century middle and upper-class residents began to see the Bay as a recreational resource. Swimming and boating became popular activities at the region's growing number of public and private parks, beaches, and marinas. These facilities often included club houses, pavilions, and picnic areas that were used for a variety of events. Other more exclusive activities, such as golfing, were near or attached to new waterfront recreational communities.

4.6.1 Parks, Beaches, and Wildlife Sanctuaries/Environmental Research Centers

Because of the waterfront geography of Anne Arundel and Queen Anne's Counties, many of the counties' parks contain beaches and waterfront access. This was a reflection of the trend towards recreational and leisure uses in the early-twentieth century as the rural coastline was shifting away from agricultural uses (Melton 2017, 1).

State and local parks in the region were largely created as conservation efforts in response to encroachment of residential areas resulting from suburbanization. In 1906, the Maryland General Assembly passed the state's first forestry law which enabled the state to establish forest management programs. These programs were the progenitors of the state park system. The demand for recreational activities post-World War II brought about the 1954 creation of the Superintendent of Parks and the commitment to expand state park lands (Kimmel and Johnson n.d.).

Sandy Point State Park consists of 786 acres on the Chesapeake Bay northwest of the Bay Bridge (**Figure 4-25**). Maryland Governor Theodore Roosevelt McKeldin dedicated the park in sweltering heat on June 25, 1952 (The Sun 1952b), and the park opened to the public a week later, with bathing, picnicking, and boating as the main attractions, including a spectacular view of the Bay Bridge from South Beach. The park was segregated when it opened, with the South Beach reserved for whites and the less picturesque East Beach for African Americans. While Fort Smallwood Park, owned by Baltimore City, also provided segregated facilities for African Americans, Sandy Point was the only state park open to Black people in Maryland at the time.

The segregated beaches were a contentious issue from the park's opening (*The Sun* 1952d). The same month the park opened, the African American Masons of Anne Arundel, Prince George's, Calvert, Charles, and Saint Mary's Counties sent a letter to Maryland Governor McKeldin decrying the separation of the beaches and urging him to abandon the segregation. Eight plaintiffs brought a lawsuit against the state, charging that the beaches were not equal (The Sun 1952c). On June 4, 1953, Federal Judge W. Calvin Chestnut agreed with the claim, and ordered the desegregation of the beaches at Sandy Point (*Afro-American* 1953); however, further proceedings were put on hold as the US Supreme Court was set to hear *Brown v. Board of Education of Topeka* in 1954. Rather than desegregating the park, the State

of Maryland closed the park and made changes in an effort to equalize the two beaches. As a result, in July 1953, Judge Chestnut vacated the injunction he ordered in June of that year, decreeing the segregated bathing facilities at the park equal (Heidenrich and Grandine 2003, 8.3; Afro-American 1953).

Brown v. Board of Education of Topeka was filed in 1951 by Oliver Brown and 12 African American families in Topeka, Kansas to protest segregated schools. In 1954, the Supreme Court declared that "separate was not equal." This decision, while it revolved around segregation in schools, had a far-reaching effect. It was used as precedent for the desegregation of parks, beaches, restaurants, public facilities, and more, including when the US Supreme Court affirmed the order made by the US Court of Appeals for the Fourth Circuit in *Mayor and City Council of Baltimore City v. Dawson*, decided on March 14, 1955, that segregation of public parks and bathing beaches is unconstitutional. The case addressed appeals regarding racial segregation of public beaches and bathhouses maintained by the State of Maryland at Sandy Point State Park and facilities maintained by the City of Baltimore, including those at Fort Smallwood Park (U.S. Supreme Court 1955) (Justia Law n.d.). On November 29, 1955, the Maryland Commission of Forests and Parks ended segregation in all public parks and recreation areas (*The Sun* 1955). On May 30, 1956, Sandy Point opened with shared beaches, and the facility remains a major recreational destination for the county (Baltimore 1956). That ruling also led to the integration of Fort Smallwood Park (Macadory 2020; Justia Law n.d.).

Figure 4-25: View of south beach at Sandy Point State Park looking toward the Bay Bridge (RK&K 2023)



Matapeake State Park is on the former site of the Matapeake Ferry Terminal in Queen Anne's County. The Maryland Board of Public Works approved the plan for development of a "bay-side park" at the Matapeake Ferry terminus in 1946 (The Evening Sun 1946, 48). After ferry operations ended in 1952 with the opening of the Bay Bridge, the property was used for various purposes by the state before its development as a park. The park provides public beach access, an outdoor amphitheater, picnic area, and trails (Queen Anne's County n.d.).

The development of local parks and beaches in Anne Arundel and Queen Anne's Counties occurred differently than it did in the neighboring Prince George's and Montgomery Counties. Prince George's and Montgomery Counties parks and conservation areas were created by M-NCPPC, which was started in 1927 and formed with the intent to plan for and protect the natural resources of the counties. The commission continues to be responsible for the creation and management of parks, preserves, and conservation areas in the counties. In Anne Arundel and Queen Anne's Counties, the creation of local and county-owned parks and beaches were largely the result of purchased or donated land or private development. Common features of smaller, county-owned parks include sports courts and connections to local trails.

Private beaches unrelated to residential communities were developed in the 1930s and 1940s with a few examples occurring earlier. Carr's Beach and Sparrow's Beach in Anne Arundel County were created by Ella Carr Smith and Florence Carr Sparrow, two African American sisters who inherited 180 acres of land purchased by their father in 1902 (**Figure 4-26**). The beaches opened between 1929 and 1940, but sources provide conflicting information about the dates the beaches were established. Both beaches were centers for summer entertainment for African Americans barred from using the area's white-only beaches. Visitors came from Baltimore; Washington, DC; Philadelphia; and New York. Buses and boats, captained by oystermen and fisherman, brought people to the beaches for the weekends from the Eastern Shore (*Chesapeake Bay Magazine* 2023). Carr's Beach included picnic grounds, pavilions for private rental, recreational areas and equipment, concessions, and entertainment attractions such as concerts and amusement rides. The beach was patrolled with lifeguards and "special policemen." The beach was open from the end of May through Labor Day (*The Afro-American* 1951b; *The Afro-American* 1951a). Performances at the Carr's Beach pavilion featured a variety of nationally famous artists, including the Four Tops, Aretha Franklin, James Brown, Sarah Vaughn, and Dionne Warwick, among others (Maryland State Archives n.d.). The performances were broadcast by WANN AM radio (Blacks of the Chesapeake Foundation 2006, 8). Sparrow's Beach was more of a family-oriented beach than Carr's Beach, and featured picnic tables and amusement rides (Blacks of the Chesapeake Foundation 2006, 6). Sparrow's Beach closed in the late 1960s after Anne Arundel County condemned the site behind the beach for the construction of a wastewater treatment facility. A developer purchased Carr's Beach and 55 acres of land surrounding it in 1984 for residential and recreational development (Blacks of the Chesapeake Foundation 2006, 21).

Figure 4-26: Crowd at Carr's Beach Pavilion (Blacks of the Chesapeake Foundation)



Beverly Beach was a resort at Mayo, in Anne Arundel County, established in the early 1940s by Baltimore attorney Edgar Kalb. The development was platted for single-family homes and a day-resort attraction along the waterfront. Kalb built three pavilions on the waterfront to serve as the day resort, which featured locker rooms for beachgoers, slot machines, refreshment stands, dining areas, and a bandstand (Beverly Beach Community Association (BBCA) n.d.). In 1968 an injunction was filed against the president of the firm that operated the beach for banning people of color visitors from the beach, in violation of the Civil Rights Act. The injunction applied to all beach facilities, including the beach club, apartments, and beach shop (*The Afro-American* 1968).

Newspaper articles for Conquest Beach, north of Centreville in Queen Anne's County, appear as early as 1940 advertising swim lessons by the Red Cross (*The Sun* 1950, 5). The beach, now part of Conquest Preserve, is accessible via walking paths and the paved Conquest Beach Road. Conquest Preserve, a 758-acre park developed between 1996 and 2003 by Queen Anne's County's Parks and Recreation Director Wes Johnson, was constructed around Conquest Beach (*The Kent Island Bay Times* 2003, 4; Queen Anne's County n.d.).

Commercial beaches and resorts declined in the mid-twentieth century as the waterfront communities were increasingly privatized, Atlantic Ocean beaches became more accessible, and desegregation led to the closure of many facilities. In the first half of the twentieth century, park and beach creation was primarily centered on recreational opportunities, whereas in the second half of the century, and particularly after 1970, the state and local governments shifted towards land conservation. This shift coincided with the with the encroachment of suburbanization. Anne Arundel County purchased land in 1965 in Pasadena for the creation of Lake Waterford Park—the county's first public park (Cunningham 2001, 229).

Wye Island on the Chester River in Queen Anne's County is an example of the shift towards conservation. Wye Island was home to agricultural land through the late 1960s. Residential development in the 1970s threatened the island, but the proposed development faced stiff opposition from county leaders as well as the public (Gibbons 1977, 20). The state eventually purchased the property through the Program Open Space fund and leased it to private tenants as a closed farmland preserve. The Maryland Department of Natural Resources now manages the property as the Wye Island Natural Resources Management Area. Conservation efforts include the managing waterfowl populations and the 30 miles of shoreline (Chesapeake Conservancy n.d.). Creation of wildlife sanctuaries and environmental research centers also supported conservation goals in the two counties. These resources can vary in size and be private or public. As the focus is typically on conservation and habitat preservation, they have minimal built features. Walking trails are common, and many include small education centers.

Parks established later in the twentieth century include Old Love Point Park, Terrapin Nature Park, and Conquest Preserve, all in Queen Anne's County. The county established Old Love Point Park in 1984 in Stevensville. Located on the east side of Old Love Point Road, the 30.5-acre county park contains baseball and softball diamonds, tennis courts, a beach volleyball court, soccer and lacrosse fields, a basketball court, and a concession stand. It is connected to the Cross Island Trail (Old Love Point Park n.d.). The Terrapin Nature Park was established in Stevensville before 1992. It is a 276-acre nature park established north of US 50/301 on the Chesapeake Bay. The park features a walking trail through wildflower meadows, wetlands, tidal ponds, woodlands, and a beach. Built features of the park include a gazebo, park benches, and observation blinds (Queen Anne's County n.d.).

4.6.2 Marinas and Yacht Clubs

Recreational boating, both under sail and engine power, became a popular pastime in the Chesapeake Bay, beginning as early as the late nineteenth century and coinciding with the rise of water-oriented recreational communities along the shoreline. The Annapolis Yacht Club, located on Spa Creek adjacent to the Spa Creek drawbridge in Annapolis, was formally established in 1937. Earlier origins of the club began in 1886 as a canoe club, later the Severn Boat Club, which operated out of a small shack rented from St. Mary's Church. The club built the first wharves in 1910 and organized club regattas. World War I and the Great Depression lowered interest in boating activities until the club reorganized and incorporated itself as the Annapolis Yacht Club (Annapolis Yacht Club n.d.). Growth of the club necessitated the construction of a new club building by 1959. The new building opened in 1963, though partially unfinished due to lack of funds. The club purchased additional land on the south side of Spa Creek in 1969; new buildings were built on that land in 1990 and 1995 (Annapolis Yacht Club n.d.).

Some marinas originally were constructed as part of private residential communities, such as the private Kent Island Yacht Club, located on a 10-acre parcel on the south side of MD 18 west of the Kent Narrows Bridge. The club was established in the 1950s as an amenity for property owners in David Nichols' Harbor View subdivision. The club originally leased land owned by John A. Gardner Jr., but purchased the property in November 1966 (Queen Anne's County Circuit Court 1966a) (Queen Anne's County Circuit Court 1966b). The club expanded their clubhouse in 1962. At that time, it had 190 active members and 50 honorary members (The Evening Sun 1962, 39). In early 1969, a devastating fire destroyed the original club house. Several months later a new club house opened on the site (The Evening Sun 1969). With the Queen Anne's Boat Racing Association, the club sponsors the Chesapeake Bay Regatta, a race for speedboats, which started in 1956. The property currently contains a pool, clubhouse and restaurants, and a marina.

The Chesapeake Bay Yacht Clubs Association formed in 1957 to protect the interests of better boating through legislation and event coordination (Chesapeake Bay Yacht Clubs Association n.d.). As of 1959, the Chesapeake Bay Yacht Clubs Association included several member organizations: Annapolis Yacht Club, Baltimore Yacht Club, Boumi Yacht Club, Bush River Boat Club, Kent Island Yacht Club, Maryland Yacht Club, Ventnor Yacht Club, West River Yacht Club, Capital Yacht Club, and Corinthian Yacht Club of Washington, DC (The Sun 1959a, 20). Bert Jabin, a native of Miami, Florida, who moved to Annapolis as a teenager, established Bert Jabin Yacht Yard in 1959 on Back Creek in Annapolis. Construction of the yacht yard involved clearing trees on the formerly undeveloped waterfront parcel, sinking pylons, and building piers. Jabin continued to expand the business through additional property acquisition; by 1980 the property comprised 20 acres and was the largest yacht yard in Annapolis (Wagner 2013, A1). The facility offers dry boatels, wet slips, boatlift slips, and on-site marine repair and maintenance services. Also on site is a café, store, and bath house with laundry facilities (Bert Jabin Yacht Yard n.d.). Jabin was a member of the Annapolis Yacht Club.

As Anne Arundel County became an increasingly popular destination for water recreation, and boating in particular, its waterways were overcrowded with watercrafts. Waterfront communities built throughout the twentieth century included boat slips and marinas, which offered easy access to the water from residential communities. This crowding led to environmental, safety, and recreational concerns, which resulted in the Anne Arundel County Council imposing an 11-month moratorium on marina construction and expansion in 1978. The intent of imposing the moratorium was to allow the county time to prepare zoning controls and other measures to curb the negative impacts of the heavy boat traffic on the Bay (Johnson 1978a, C2).

A new phenomenon of "resort marinas" developed around 1980; these marinas provide recreational facilities on the marina property, aimed to appeal to transient marine visitors. Alongside this trend was the creation of "condominium boat slips," which were available for purchase rather than rental (Holechek 1981, H2). The Piney Narrows Yacht Haven is on the north side of US 50/301 in Kent Narrows, between Piney Creek and Kent Narrows (**Figure 4-27**). The marina was established as a "resort marina," in 1980. When it opened it claimed to be the first marina on the Chesapeake Bay to offer sales of boat slips, which it called the "condominium plan." The purchase price for Piney Narrows' 223 slips ranged between $9,000 and $23,000 in 1980 (The Sun 1980d, C12). The marina offers wet slips, covered boat slips, and boatels; other amenities include a swimming pool, lounge, laundromats, and picnic stations.

The property also includes yacht sales and marine supply sales, pump-out services, and a fuel station (Piney Narrows Yacht Haven n.d.).

Figure 4-27: Piney Narrows Yacht Haven was established in 1980 (ERG 2023).



4.6.3 Golf Courses and Country Clubs

Golf courses in Anne Arundel and Queen Anne's Counties share many similarities with those found in Montgomery and Prince George's Counties; however, several of those found in Anne Arundel and Queen Anne's Counties were originally associated with summer resort communities and the leisure-oriented recreation trend. Other golf courses are located on or near the water and are associated with water-oriented recreational activities. Gibson Island, on the Magothy River, Annapolis Roads on the Bay north of Lake Ogleton, and Sherwood Forest on the Severn River, included golf courses for use by their residents. Some of these courses, such as Sherwood Forest, are now open to members outside of the residential community. Country clubs with golf courses appear to be less common in Queen Anne's County than in Anne Arundel County and the Washington, DC, suburbs.

In 1938, the Navy purchased land on Greenbury Point north of the Severn River to expand its radio communications facilities. As part of the purchase, they acquired an eighteen-hole golf course built by the Greenbury Point Yacht and Country Club, which was abandoned during the Great Depression. The Navy reopened the course in 1940, and it was redesigned during the war years by noted golf architect William Flynn. It is a private course for midshipmen, the USNA golf team, active and retired military, and USNA faculty and staff (U.S. Naval Academy 2023). Fort Meade operated a 27-hole course from 1950 until 2012, hosting famous military personnel such as President Dwight D. Eisenhower and Lieutenant General Floyd Parks, Commanding General of the Second Army, headquartered at that time at Fort Meade (Fort Meade Public Affairs Office 2012; Patterson 2023).

Several new country clubs with golf courses opened in the 1960s and 1970s to serve Anne Arundel County's growing population. These include the 1961 Chartwell Golf and Country Club in Severna Park, the 1964 Crofton Golf and Country Club in Crofton, and the circa-1970 Bay Hills Golf Club in Arnold. Like their metropolitan Washington, DC, counterparts, these facilities include clubhouses, tennis courts, swimming pools, and other recreational amenities. Anne Arundel County operates two municipal golf courses. The Preserve at Eisenhower Golf Course in Crownsville was dedicated as the Dwight D. Eisenhower Memorial Golf Course in 1969. Compass Pointe Golf Course was built in 2003 and has thirty-six holes on 800 acres in Pasadena (Anne Arundel County 2022). The Walden Country Club in Crofton opened in the late 1980s, and the course is open to the public.

Golf courses in Queen Anne's County were mainly developed in the 1970s and 1980s. Blue Heron Golf Course is an eighteen-hole executive course off Romancoke Road (MD 8) operated by the Queen Anne's County Department of Parks & Recreation. The course is built around Price Creek, an inlet of Eastern Bay, and was redesigned by golf landscape architect Richard Mandell in 2006. The course may originally have been associated with the Queen Anne Colony development of 1975, as advertisements refer to a "golf community" (Golf Architecture n.d.; Queen Anne's County 2023; The Evening Sun 1975). The Queenstown Harbor Golf Course is a thirty-six-hole course off US 301 on the Chester River. The land was a dairy farm into the 1970s. Golf architect Lindsay Ervin designed the course around the natural ponds and wetlands on the site (Queenstown Harbor Golf 2020). Prospect Bay Country Club in Queen Anne's County features an eighteen-hole championship course. It was established in 1978 by developers Albert Turner and Roy Kilby, who constructed a golf course, marina, and residences. The Yacht Club was founded in 1987. Today, Prospect Bay includes 320 homes with access to the golf course and clubhouse, tennis courts, swimming pool and a marina (Prospect Bay Country Club 2023).

5 Key Developers and Builders

There were several key figures who featured prominently in the development of land in Anne Arundel and Queen Anne's Counties. Anne Arundel County's developers were more typical of those seen in the Washington, DC, suburbs. Represented in Anne Arundel County were more typical development companies such as Ryland Homes, Clayburn Construction, Charles Steffey, and the Seawright Corporation, which were founded for the express purpose of subdividing and building residential communities. Some builders focused on appealing to the military veteran homebuyers market by advertising FHA and VA inspections and lower downpayments for veterans. Queen Anne's County featured quirky and larger-than-life characters such as Theodore Cooke, a retired physician who worked in Baltimore City prisons, David Nichols, a smooth-talking salesman who was driven around Kent Island in his Cadillac, and Bill Morris, who was still flying his small airplane around the world into his 90s.

5.1 Ryland Homes

Ryland Homes Group, based out of Columbia, Maryland, was a division of the Pittsburgh building firm James P. Ryan Co. The company built houses throughout the greater Baltimore-Washington, DC, area, specializing in ranch, split-level, and two-story Colonial Revival styles (The Sun 1967a, F2). Newspaper advertisements from 1967 highlighted Ryland Homes' use of aluminum siding exteriors, Anderson brand insulated windows, and Westinghouse appliances, touting energy efficiency, weatherproofing, and easy maintenance (The Sun 1967b, 5). Most of the company's projects in the 1960s were in Columbia, Maryland, built in association with the creation of the planned city of Columbia.

In the 1970s, Ryland expanded to building single-family residential neighborhoods in Anne Arundel County, including Whispering Woods near Arnold, Woodside West and Shannon Square in Glen Burnie, and Revell Downs (The Sun 1978, F4). Townhouse developments built by Ryland include Wedgewood and Parkwood in Glen Burnie. Revell Downs and Parkwood included both single-family houses and townhouses.

5.2 Seawright Corporation

Seawright Corporation was founded in Bethesda in 1972. The builder constructs single-family houses, townhouses, luxury high-rise condominiums, and apartments. The firm has received architectural awards for its design, land planning, and incorporation of landscape design and conservation (*The Star-Democrat* 2002, 24). Examples of Seawright developments are Timber Creek, a small subdivision of single-family, Contemporary-style houses built in the late 1970s, and Woods Landing, a townhouse development built in 1980 (**Figure 5-1**).

Figure 5-1: Houses in Timber Creek developed by the Seawright Corporation (RK&K 2022)



5.3 David M. Nichols

David M. Nichols (1910-1965) was a Baltimore-based developer, who was the first and biggest developer to subdivide Kent Island. He attended the University of Baltimore and worked in real estate management for the Julius Mintz Company and Union Trust Company until 1944, when he established David M. Nichols and Company Real Estate. Nichols also served on the SRC between 1951 and 1954. Nichols first encountered the Eastern Shore of Maryland during a 1939 hunting trip and quickly saw the potential of the region as both a vacation destination, as well as a year-round homesite for suburban residents of Annapolis, Baltimore, and Washington, DC (Darsie 2005, 8.0). Anticipating the opening of the Chesapeake Bay Bridge, Nichols began purchasing property on Kent Island in 1949. He mostly sold lots, building only a few speculative houses (Gibbons 1977). All the subdivisions had frontage on the Chesapeake Bay or one of its riverine tributaries. Amenities varied, but included public beaches, piers, and picnic areas (Darsie 2005, 8.0). His first and only major commercial development was the 1953 Kent Island Shopping Center. Nichols used his influence to convince the SRC to pave the dirt road leading from Love Point south to his subdivisions (Gibbons 1977). These roads are now MD 18 (Love Point Road) and MD 8 (Romancoke Road). Nichols maintained offices in Baltimore City at 15 West Franklin Street, but also had local offices in Stevensville in the Kent Island Shopping Center, after its opening (Queen Anne's County Circuit Court 1952a).

In 1956, Nichols took out a full-page advertisement in the *Evening Sun* touting his three "choice" developments on Kent Island—Harbor View, Bay City, and Kent Island Estates (Figure 5-2). In addition

to marketing in the Baltimore region, Nichols also put on events in Hagerstown, Maryland, and York, Pennsylvania, where potential buyers could view full-color movies of Kent Island (The Sun 1956). By 1959, Nichols had ads in the *Sun* for all his neighborhoods, calling Kent Island "Baltimore's most famous suburb in the heart of the Chesapeake."

Figure 5-2: Advertisement for David Nichols' subdivisions from the *Evening Sun* (The Sun 1959b)



Despite his extensive marketing efforts on Kent Island, David Nichols was not able to profit from his developments. In 1961, he and his wife declared bankruptcy. He had debts totaling over $1.3 million to over 200 creditors and only $87,792 in assets, including a $22,500 seven-room beach house on Kent Island in his Cloverfields development. His debts were attributable to business losses, including falling sales, lack of financing, defaulted contracts, and excessive marking costs (The Evening Sun 1961). Nichols died in November 1965. Ten years later, 80 percent of the lots subdivided by Nichols remained undeveloped. As of 1977, almost 5,000 of the 6,700 subdivided lots on Kent Island had not been developed. The majority of the developed lots were on the waterfront (Gibbons 1977). Many of these communities developed slowly over time in the late twentieth century, with the real boom occurring after the 1973 opening of the second span of the Bay Bridge.

5.4 Nathan "Bill" Morris

Nathan "Bill" Morris was a developer on Kent Island who worked with his son, Allen I. Morris. Bill Morris was an engineer for American Instruments and patented 15 inventions, including the burners for electric stoves (Emory 1985). Allen Morris was a partner in Allen Engineering (Lewis 1967). Both were avid aviators, and their developments reflect that interest. Nathan Morris learned to fly at the College Park Airport and purchased his first plane in 1938, a KCA Aeronica (Brewer 2000). In 1940 he bought 140 acres on Kent Island where he later built the Kentmorr subdivision, which is likely the first subdivision in the country to incorporate an airstrip as an amenity for property owners **(Figure 5-3)**. Bill Morris was also involved in developing the residential community of Tower Gardens on the Bay on the west side of Kent Point Road.

Figure 5-3: In addition to the private airfield, Kentmorr contains a marina (RK&K 2022)



Bill and Allen Morris combined with Queenstown Bank and Pointfield Development Company (copartners Edward J. Dyas Jr. and W. Calvin Gray Jr.) under the name Kent Island Limited Partnership to develop the 190-acre Bay Bridge Industrial Center that was west of MD 8 and south of US 50. The ambitious proposal included an airport, multiple commercial buildings and a marina (Lewis 1967). The centerpiece of the development was the Bay Bridge Airport, which was dedicated in September 1968 (Preston, Lanman, and Breihan 2003, 123). The development did not proceed as planned, but some development did occur on the property, including the Bay Bridge Marina and the circa-1973 Pier 1 Motel (Lewis 1967). Morris eventually sold off the property in smaller parcels. He sold the airport to the county in 1988. Bill Morris died in December 2005 at the age of 98.

5.3 Koch Homes

Koch Homes Inc. was founded by Ross J. Koch and served Anne Arundel County. Ross J. Koch, born in Maryland, was a lifelong resident of Pasadena. His father, Charles Koch, was a small-scale developer. Charles Koch purchased a 170-acre tract on the Magothy River in 1931 and subdivided the lots to create summer residences. Soon the neighborhood, North Shore, was transitioning to a year-round community (*The Baltimore Sun* 2017, A10).

Ross Koch formed Bucher and Koch Realty Company in 1954 with his colleague Henry Bucher. Bucher and Koch focused on constructing homes in the Pasadena neighborhoods of North Shore and Ross Cove. In 1977, Gary Koch, Ross' son, joined the company and the name was changed to Koch Homes Inc. *(The Baltimore Sun* 2017, A10). Koch Homes gained a reputation for quality construction. The company twice won the Land & Development Council Award in Anne Arundel County. Koch Homes constructed homes in the Whippoorwill Estates, Sillery Bay Forest, Chandler Point, Blue Waters Farm, and Meadow Run communities. Many of these homes were in waterfront communities (Cunningham 2001).

6 Identification of Suburban Property Types

Much of the suburban design in Anne Arundel and Queen Anne's Counties is typical of suburban designs seen throughout Maryland and similar to those previously studied in Montgomery and Prince George's Counties. Overall, the suburbanization boom in Anne Arundel County occurred during the post-World War II period, later than in Prince George's and Montgomery Counties. Suburbanization in Queen Anne's County did not begin until the 1952 opening of the first span of the Bay Bridge and did not accelerate until the opening of the second span in 1973. Because population growth and housing demand during the Modern Period (1930 to 1960), was not as pronounced as Montgomery and Prince George's Counties, early subdivisions in Anne Arundel and Queen Anne's Counties developed over a much longer period of time. While the longer development resulted in less homogeneous appearances, buildings constructed during this time are substantially similar to those seen across the state and country. Although communities built within a short span of time under a unified design motif are less common during this period, a few examples exist, including the circa-1953 Victor Haven in Anne Arundel County.

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. The Suburban Diversification period is characterized by rapid growth, which is seen in Anne Arundel and Queen Anne's Counties in the 1970s and continuing through the 1980s. Unlike Montgomery and Prince George's Counties, which offered higher density development near mass transit options, Anne Arundel and Queen Anne's Counties lacked meaningful mass transit. Instead, development was focused along the county's major highways, which county residents used to commute to jobs outside the county. Like Montgomery and Prince George's Counties, built resources predominantly fall into the categories of residential and commercial use. Other common resource types from this period include community buildings, educational facilities, parks and recreational facilities, and religious buildings.

What is distinctive about growth in Anne Arundel and Queen Anne's Counties near the Chesapeake Bay and its riverine tributaries is the focus on water-oriented recreation. While Washington, DC, exurban areas, such as Frederick and Charles Counties attracted residents with detached, single-family dwellings on large lots, Anne Arundel and Queen Anne's Counties attracted residents willing to trade long commutes to their jobs in Baltimore and Washington, DC, for the benefits of year-round resort living. Improved highways and bridges provided easy access, and these waterfront and water-access communities were in high demand. Limited waterfront areas meant that developers built on smaller and smaller lots, eventually focusing on condominium and townhouse developments that maximized the number of units in the community. Growth in Anne Arundel County closer to Baltimore City and on the western, more inland side of the county, was more typical of suburban development nationwide; these areas do not contain the types of recreational amenities found in water-oriented communities near the Chesapeake Bay.

The property types, building forms, and architectural styles constructed in Anne Arundel and Queen Anne's Counties during the industrial/Urban Dominance, Modern, and Suburban Diversification Periods are similar to those constructed in Montgomery and Prince George's Counties. All property types, character-defining elements, and significance identified in the 1999 Suburbanization Context (KCI 1999)

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. The subsections below outline distinct property types that are found in these counties.

To be considered eligible under Criterion A, resources must be associated with the historical events and trends outlined in earlier sections; however, since most suburban resources will be associated with these trends, eligibility under Criterion A requires they are the earliest examples, and therefore significant in establishing the trend, or altering the social composition or settlement pattern of the suburbs in a significant way. For these reasons, individual resources are unlikely to be eligible under Criterion A for their association with suburbanization. Resources significant under Criterion B will be uncommon, but more likely for individual resources than suburban development systems. A resource's association with a developer, builder architect, landscape architect, or planner would typically be evaluated under Criterion C; resources associated with individuals should be the best representation of their work in the suburbs and that individual must have played an important role overall in the development of the suburbs. If not the best representation, the resource must be a unique or defining example of the individual's work. In both cases, the resource must have a high level of integrity. A resource may also be eligible under Criterion C if it embodies the distinctive characteristics of a type, period, or method of construction, or introduces new design innovations; in this case, particular consideration of the resource's retention of character-defining elements and aspects of integrity, as described in the following sections, is necessary. These typically will be notable early examples or one of the last intact examples that still has a high level of integrity. Examples of suburbanization from the Industrial/Urban Dominance, Modern, and Suburban Diversification periods are numerous, and because they are well documented, they are unlikely to yield important information and will not be significant under Criterion D.

Examples are provided in the following sections for how a suburban development system or suburban building types specific to Anne Arundel and Queen Anne's Counties may be significant. These examples are intended to be used as a guide for how the resource may be eligible for its association with this suburbanization context, and not as an exhaustive list of how a resource type will be eligible. Additional research may reveal different associations with important historic trends not related to suburbanization during this period.

6.1 Suburban Development Systems

As defined in Section E of the 2019 Context Addendum, suburban development systems are the ways suburban land was actively developed for human occupation and use. These systems are the best representations of suburban growth during the context period and in most cases, should be evaluated as systems rather than individual buildings. The significance assessment for suburban development systems provided in the 2019 Context Addendum applies to the growth in Anne Arundel and Queen Anne's Counties during the period 1890 to 1990. Specific characteristics of each system that are associated with suburbanization during this context period and region are defined in the following sections; these characteristics should be considered in addition to those described in the 2019 Context Addendum.

6.1.1 Unplanned Neighborhoods

An unplanned neighborhood is one constructed without developer involvement. Most unplanned developments grow over time as individual owners purchase and improve lots, resulting in a mix of forms and styles. During the Industrial/Urban Dominance and Modern periods, these neighborhoods commonly grew over multiple periods. In contrast, unplanned neighborhoods from the Suburban Diversification were primarily constructed during that period. Refer to Section D.1.1 of the 1999 Suburbanization Context and Section E.1 of the 2019 Context Addendum for a full description of unplanned neighborhoods. Unplanned neighborhoods in inland portions of Anne Arundel and Queen Anne's Counties will follow the patterns and contain the elements described in the previous contexts; however, unplanned neighborhoods in coastal areas—along peninsulas and shorelines—may be less auto-oriented than those located inland. Particularly in north Anne Arundel County, some unplanned neighborhood development occurred in areas accessible by passenger rail, trolley, or bus lines, especially those constructed during the Industrial/Urban Dominance period. Developments in coastal areas may be situated on lots subdivided in a way that maximizes shoreline, with residences set back from the road. Often, they will also have recreational access to the water in the form of a dock, ramp, or slip.

6.1.1.1 Significance Assessment

To be considered for eligibility, an unplanned neighborhood must be a cohesive cluster of buildings. Unplanned neighborhoods constructed during the Industrial/Urban Dominance and Modern periods may have been constructed over the span of several context periods. Examples from the Suburban Diversification period will have the majority of resources constructed within that period. All other considerations for eligibility described in the previous contexts apply to unplanned neighborhoods in Anne Arundel and Queen Anne's Counties. Eligible examples of this type will be rare.

6.1.1.2 Character-Defining Elements

Unplanned neighborhoods must retain a majority of their character-defining elements. The following list duplicates and expands upon the character-defining elements identified in the previous contexts. Character-defining elements of unplanned neighborhoods include but are not limited to:

- Buildings accessed directly from an existing highway, passenger railroad or trolley line, or bus line, or from a single road stemming from an existing highway passenger railroad or trolley line, or bus line. (If the resource was historically accessed by rail, trolley, or bus, it is not necessary that the line or stop is extant.);
- Variety of building functions and types along the streetscape;
- Varied building arrangements, setbacks, and architectural styles resulting from different construction timeframes and/or lack of zoning regulations;
- Parking lots in non-residential examples;
- Buildings oriented toward the roadway from which the property is accessed; in coastal areas, buildings could also be oriented towards the shoreline;
- No coordinated streetscape design features (sidewalks, curbing, signage, lighting, and landscaping along roadways); and
- No community amenities such as private-access beaches, marinas, pools, or docks.

6.1.2 Planned Residential Neighborhoods

Planned suburban neighborhoods consist of tracts of land subdivided by real estate speculators and developers. Developers sold the lots, and it was the landowner's responsibility to construct the house. Refer to Section D.1.2 of the 1999 Suburbanization Context and Section E.2 of the 2019 Context Addendum for a full description of planned residential neighborhoods. Planned neighborhoods in inland portions of Anne Arundel and Queen Anne's Counties will follow the patterns and contain the elements described in the previous contexts; however, planned residential neighborhoods in coastal areas—along peninsulas and shorelines—may also be divided into lots in a way that maximizes shoreline, with roads parallel to the shoreline residences set back from the road. Often, particularly in shoreline residential neighborhoods, they will also have shared community amenities such as pools, clubhouses, playgrounds, and recreational access to the water in the form of beaches and/or boat ramps and slips (**Figure 6-1**). Individual waterfront properties in these neighborhoods may also have private water access such as docks and slips. These neighborhoods include those originally built as seasonal summer resorts in Anne Arundel County and purpose-built, year-round residential neighborhoods.

Figure 6-1: Private waterfront recreational area for residents of Bay City, in Queen Anne's County (ERG 2023)



6.1.2.1 Significance Assessment

Waterfront planned residential neighborhoods must represent the trend of incorporating non-traditional and water-oriented recreational amenities within the community. Those built originally as summer resort communities may feature accessory buildings such as clubhouses, pavilions, and dining halls that were built to provide for the residents' every need within the community. The neighborhoods

that were originally built as summer resorts and later converted to year-round residences may also feature material and structural changes that reflect this transition.

Homogeneity of design is a more notable feature in the Suburban Diversification Period where it was more common for buildings to be constructed in a short period of time, though it was common for planned neighborhoods on Kent Island to develop over several decades. Earlier neighborhoods developed more slowly and are characterized by a variety of architectural designs and materials. The most significant communities will retain their original water access, street plan, and all or most community facilities. They may also be significant under Criterion C for their association with notable developers, such as those described in Section 5.

To be considered for eligibility, a planned residential neighborhood must retain streetscape design, setbacks, building scale, and building styles characteristic of the original construction period. Alterations to waterfront neighborhoods that are associated with the transition from seasonal to permanent occupation may be significant if they portray that transition. New infill or alterations must be in keeping with the scale, massing, and style of original buildings, and be a small percentage of the overall neighborhood. Due to the nature of these planned neighborhoods being designed and built by the individual landowners, minimal, unobtrusive alterations and infill do not diminish integrity. Specific layout, styles, and characteristics will be tied to the relevant context period (Industrial/Urban Dominance, Modern, or Suburban Diversification), as laid out in the previous contexts. An eligible planned residential neighborhood will have a majority of the character-defining elements that were original to the specific resource.

6.1.2.2 Character-Defining Elements

Planned residential neighborhoods must retain a majority of their character-defining elements originally present in the neighborhood (i.e., the character-defining elements applicable only to waterfront neighborhoods must be present in those examples, but they are not required for eligibility in non-waterfront neighborhoods). Features of waterfront planned residential neighborhoods were intended to give residents the feel of resort living.

The following list duplicates and expands upon the character-defining elements identified in the previous contexts and should be used to evaluate resources in Anne Arundel and Queen Anne's Counties. Character-defining elements of planned neighborhoods include but are not limited to:

- Grid or curvilinear street pattern, as relevant to the specific context period, and in waterfront examples, street pattern maximizing shoreline views and access;
- Cohesive groupings of buildings by function, construction date, and architectural styles;
- Consistent lot sizes and building setbacks (however in waterfront examples, lots with shoreline may be larger than inland lots in the same neighborhood, and houses may be set farther back from the road);
- Landscape features such as sidewalks, street lights, plantings, curbs, and entrance signs or gates;
- Community amenities such as clubhouses, pavilions, community centers, pools, parks, sports courts and/or golf courses, and playgrounds;

- Waterfront access such as watercraft launch ramps, marinas, boat slips, beaches, and docks/piers;
- Gatehouse or sign at neighborhood entrance;
- Ornamental landscaping at the entrance and in medians or central community areas; and
- Location along or near major transportation corridors (note that some early waterfront, planned residential neighborhoods originally designed as summer resorts predated improved roads to the neighborhood, and were constructed in anticipation of transportation network improvements. In these cases, this element is not applicable).

6.1.3 Planned Residential Development

A planned residential development consists of all residential developments that are comprehensively planned and constructed by developers. In this development system, developers remained involved or vested after the construction of streets and extension of utilities. Refer to Section D.1.3 of the 1999 Suburbanization Context and E.3.1 of the 2019 Context Addendum for a full description of planned residential development. Planned residential development in inland portions of Anne Arundel and Queen Anne's Counties will follow the patterns and contain the elements described in the previous contexts.

Planned residential developments in coastal areas—along peninsulas and shorelines—follow slightly different patterns than those found in the previous contexts. They may also be divided into lots or organized in a way that maximizes use of and access to the shoreline, with roads parallel to the shoreline and buildings oriented toward waterfront views. Often, particularly in shoreline planned residential developments, they will also have shared community amenities such as pools, clubhouses, playgrounds, and recreational access to the water in the form of beaches and/or boat ramps and slips. Individual waterfront properties in these planned residential developments may also have private water access such as docks and slips. These neighborhoods include those originally built as seasonal summer resorts in Anne Arundel County and purpose-built, year-round residential neighborhoods.

6.1.3.1 Significance Assessment

Waterfront planned residential developments must represent the trend of incorporating non-traditional and water-oriented recreational amenities within the community. Those built originally as summer resort communities may feature accessory buildings such as clubhouses, pavilions, and dining halls that were built to provide for the residents' every need within the community. The neighborhoods that were originally built as summer resorts and later converted to year-round residences may also feature material and structural changes that reflect this transition.

To be considered for eligibility, a planned residential development must retain streetscape or site design, setbacks, building scale, and building styles characteristic of the original construction period. Alterations to waterfront developments that are associated with the transition from seasonal to permanent occupation may be significant if they portray that transition. Due to the high importance of integrity of design, setting, and materials in planned developments, new infill or alterations must be in kind with the scale, massing, style, and materials of original buildings, and be a small percentage of the overall development. Specific layout, styles, and characteristics will be tied to the relevant context period (Industrial/Urban Dominance, Modern, or Suburban Diversification), as laid out in the previous

contexts. Integrity of setting, feeling, and association are of particular importance to waterfront planned developments.

6.1.3.2 Character-Defining Elements

Planned residential development must retain a majority of the character-defining elements originally present (i.e., the character-defining elements applicable only to waterfront development must be present in those examples, but are not required for eligibility in non-waterfront development). For inland planned residential developments, the significance assessment and character-defining elements included in Section D.1.3.5 of the 1999 Suburbanization Context and Section E.3.1.1 of the 2019 Context Addendum apply in full.

The following list duplicates and expands upon the character-defining elements identified in the previous contexts and should be used to evaluate resources in Anne Arundel and Queen Anne's Counties. Character-defining elements of planned neighborhoods include but are not limited to:

- Grid or curvilinear street pattern, as relevant to the specific context period, and in waterfront examples, street pattern maximizing shoreline views and access;
- Cohesive groupings of buildings by function, construction date, and architectural styles;
- Limited to models provided by the developer;
- Cluster housing;
- Integrated multi-family apartment buildings and townhouses;
- Retail space planned with development and consistent in design;
- School(s) if planned with development;
- Consistent lot sizes and buildings setbacks (however in waterfront examples, lots with shoreline may be larger than inland lots in the same neighborhood, and houses may be set farther back from the road);
- Landscape features such as sidewalks, street lights, plantings, curbs, and entrance signs or gates;
- Accessible, shared open space and community amenities such as clubhouse, pavilions, community centers, pools, parks, sports courts and/or golf courses, and playgrounds;

Waterfront examples of planned residential and mixed-use developments must *also* have all of the following elements:

- Direct access to the water in the form of one or more features (only those that are original to the design): beaches, boat ramps or other watercraft launch points, boardwalks, piers, and/or docks; and
- Building orientation and site layout that maximizes or emphasizes its waterfront location.

6.1.4 Parks

Parks are the primary way public-use recreational areas and open space are incorporated into the suburban fabric. Parks are created by government agencies, sometimes with assistance from private developers. They feature designed improvements such as maintained trail networks and recreational facilities. Parks range from small quarter-acre local parks to regional parks encompassing thousands of

acres. Land reserved solely for conservation purposes without areas set aside for active engagement is not considered within this context. Parks fall into three categories: Local and Neighborhood Parks, Stream Valley Parks, and Regional Parks. **Refer to Section D.3.4 of the 1999 Suburbanization Context** for a discussion of Recreation/Conservation Areas **and E.4 of the 2019 Context Addendum for a full definition and description of Parks. Parks in Anne Arundel and Queen Anne's Counties predominantly are owned and operated by the state or county government, and sometimes were created with assistance from private developers. Public beaches served as a primary amenity of waterfront parks. Waterfront parks are unique to Anne Arundel and Queen Anne's Counties compared to those described in the previous contexts, and will have additional features and associations with conservation trends described within this context** (Figure 6-2)**. Refer to the previous contexts for detailed information about inland** parks **for each relevant context period (Industrial/Urban Dominance, Modern, or Suburban Diversification); however, in Anne Arundel and Queen Anne's Counties most examples of these resource types will be associated with the Suburban Diversification** period.

Figure 6-2: Informational sign, visitor's center, and pavilion at Sandy Point State Park (RK&K 2023)



6.1.4.1 Significance Assessment

All considerations for eligibility described in the previous contexts apply to these resource types in Anne Arundel and Queen Anne's Counties, with the exception of those in the 2019 Context Addendum for Stream Valley Parks, which are not a park type present in Anne Arundel or Queen Anne's Counties.

Parks with public beaches could be eligible under Criterion A in the areas of planning, social change, and recreation. For public beaches to be considered eligible in the area of planning, they should have a strong, demonstrated connection to community planning initiatives. To be considered eligible in the area of social change, the parks should have a connection to specific events associated with social change, like desegregation in the 1950s and 1960s after the US Supreme Court's *Brown v. Board of Education* decision. In the area of recreation, a public beach should be able to strongly demonstrate its ties to the increased growth of recreational activities in the counties. Public beaches are unlikely to be considered eligible under Criterion B. Given their ubiquity, public beaches are unlikely to be eligible under Criterion C.

6.1.4.2 Character-Defining Elements

Waterfront parks must retain a majority of the character-defining elements including, but not limited to:

- Passive areas that include shaded lawn, picnic areas, visitor's centers, restrooms, and/or pavilions;
- Active areas including trails, paths, boardwalks, playing fields, sports courts, playgrounds, camping areas, watercraft areas, and special-use areas such as visitor centers, event centers, and pavilions, as applicable;
- Entrance sign and directional signage throughout, and interpretive signage, as applicable; and
- Surface parking areas.

Waterfront examples must also include the following elements:

- Public access to the water in the form of boat ramps or other watercraft launch points, piers, and/or docks
- Man-made containment features like jetties and seawalls; and
- A beach area with associated amenities such as bathhouses or public restrooms.

6.2 Buildings in the Suburbs

There are several property types found in Anne Arundel and Queen Anne's Counties that are not discussed in the previous suburbanization contexts. The following sections provide a general summary of these resource types, how they may be identified, and where they are typically located.

6.2.1 Residential Resource Types

Residential resources associated with the context period in Anne Arundel and Queen Anne's Counties, like those described in the 1999 Suburbanization Context and 2019 Context Addendum, are best evaluated as planned neighborhoods rather than individual residential buildings. As described above, development of residential resources in these counties largely follows the same patterns identified in the previous contexts. They also feature the same residential types previously identified and described for each context period. A distinct type of residential development not discussed in the previous contexts is water-oriented multi-family recreational communities.

6.2.1.1 Water-Oriented Multi-Family Residential Recreational Communities

Water-oriented, multi-family residential recreational communities are found adjacent to navigable waterways, maximize usage of the waterfront, and were designed to provide residents with both shared and individual opportunity for water-oriented recreation. This category primarily consists of condominium developments, but a few apartment developments are also found, more often in Annapolis and its suburbs than in Queen Anne's County. Refer to Section D.2 of the 199 Suburbanization Context and Section F.2 in the 2019 Context Addendum for a full description of multi-family residential resource types.

A. Significance Assessment

Like the various forms and types of multi-family residential buildings elsewhere in Maryland during the 1890 to 1990 context period, water-oriented residential buildings should be evaluated as entire developments rather than individual components. Water-oriented residential resources considered under Criterion A, in addition to being associated with suburbanization, must also represent the trend of incorporating non-traditional and water-oriented recreational amenities within the community, as described within this context. To be considered eligible under Criterion A, a resource must be one of the first or an exceptional, intact example of either a water-oriented, multi-family residential recreational community constructed for a certain demographic, to comply with new zoning or other planning regulations, or to take advantage of the vast waterfront opportunities in Anne Arundel and Queen Anne's Counties. The significance and eligibility considerations presented in the previous contexts for Criterion B and C also apply to these resources. To be considered eligible, a resource must have a majority of character-defining elements that were part of the original design.

B. Character-Defining Elements

Features of these resources were intended to give residents the feel of resort living. Refer to the 1999 Suburbanization Context and 2019 Context Addendum for a list of character-defining elements specific to the relevant context period (Industrial/Urban Dominance, Modern, or Suburban Diversification). Character-defining elements of the water-oriented, multi-family residential recreational community that differ from those previously identified include, but are not limited to:

- Community amenities such as clubhouses, pavilions, community centers, pools, parks, walking paths, picnic areas, playgrounds, and community recreation areas;
- Waterfront access such as watercraft launch ramps, marinas, boat slips, piers, docks, and beaches;
- Gatehouse and/or sign at neighborhood entrance; and
- Ornamental landscaping at the entrance and in medians or central community areas.

Figure 6-3: Community entrance sign and landscaping at Bay City (RK&K 2022)



6.2.2 Recreational Resource Types

Waterfront recreational resources associated with the context period in Anne Arundel and Queen Anne's Counties, differ from those described in Section D.3.4 of the 1999 Suburbanization Context and Section F.7 of the 2019 Context Addendum, as the focus of recreational activities is water-oriented and located along the Chesapeake Bay and its navigable tributaries. Parks, golf courses, and country clubs found in coastal or waterfront areas of Anne Arundel and Queen Anne's County share similar elements with their Montgomery and Prince George's County counterparts, but water-oriented amenities should be considered character-defining elements of these resources, in addition to those listed in the previous contexts. In waterfront areas, stand-alone swim and tennis clubs appear to be far less common in Anne Arundel and Queen Anne's Counties than in Montgomery and Prince George's Counties, as these activities were most commonly included as amenities in water-oriented residential communities. As such, these recreational structures should generally be evaluated within the context of the entire community. A distinct type of recreational development not discussed in the previous contexts is marinas and yacht clubs.

6.2.2.1 Marinas and Yacht Clubs

Marinas are specially designed harbors with moorings for pleasure craft. Marina developers dredged a natural harbor to create a boat basin and installed permanent piers on pilings. Some contain floating piers and boat docks. In Anne Arundel and Queen Anne's County, marinas are found in private communities for the exclusive use of residents; in these cases, the marina should be evaluated as an

element of the residential community. Many of these are found within residential or mixed-use communities such as Castle Marina or Kentmorr. They are also found in stand-alone commercial operations for use by the general public. Yacht clubs are private, membership-only facilities with marinas that are not associated with a residential community. They often include other recreational amenities such as pools, clubhouses, and restaurants.

Some commercial operations provide recreational facilities on the marina property, aimed to appeal to transient marine visitors, such as Piney Narrows Yacht Haven on Kent Island. A resource related to marina development is the "condominium boat slip," where purchasers buy a single boat slip within a marina. These are found in private residential communities, such as Oyster Cove, and in commercial marinas. Yet another related resource is the "boatel." These are out-of-water, interior storage units for boats. A boatel often holds several stories worth of boats in a single building and is typically found in commercial marinas.

A. Significance Assessment

Marinas and associated resources proliferated along the Chesapeake Bay and may be significant as a contributing feature in a community or individually for their role in a community's economic development. The following significance assessment guidelines and character-defining elements should be used only when evaluating a marina or yacht club as an individual resource. Marinas and yacht clubs could be considered eligible under Criterion A in the areas of recreation and commerce. To be considered eligible 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, 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. Marinas may also be significant for their association with an important individual, though it is unlikely that they will be eligible under Criterion B. Given their ubiquity and innate need for continuous upgrades to remain safe, marinas are unlikely to be considered eligible under Criterion C. To be considered eligible, a marina should retain a majority of original character-defining elements and embody a type, period, or method of construction.

B. Character-Defining Elements

Character-defining elements of marinas and yacht clubs include, but are not limited to:

- Piers;
- Docks;
- Boat slips;
- Boats;
- Boatels;
- On-site marine and maintenance services;
- Gas pumps;
- Non-boating amenities, such as pools and clubhouses; and
- Restrooms

6.2.3 Public Utility Buildings

Section F.9 of the 2019 Context Addendum identifies common public utility buildings as electrical substations, pumping stations, and telephone exchanges (Manning et al. 2019, F-61). These are seen frequently through both Anne Arundel and Queen Anne's Counties.

More unique to the waterfront counties are pumping stations. Because of the low water table in land along the Chesapeake Bay, government action was necessary to ensure the delivery of clean water to residents and ensure sewage was disposed of appropriately to prevent disease outbreaks. Both counties constructed numerous pump stations throughout, largely in and around residential subdivisions. Often developers constructed systems with deep wells and pump stations to service their communities that were later turned over to the county government to maintain. These pump stations are small, square, and have gable or pyramidal roofs and can be seen across the landscape. These sewer pump stations worked by collecting wastewater via pipes using a high-pressure system then utilizing gravity to transport the waste in collection chambers. At a pre-determined fill level, another pump lifts the waste from the chamber to a discharge system.

Figure 6-4: A county-owned pump station in Queen Anne's County (RK&K 2022)



6.2.3.1 Significance Assessment

Individual components like pump stations are unlikely to demonstrate significance associations with suburban trends identified in this context and the 2019 Context Addendum and are unlikely to be considered eligible under Criterion A. As stated in the 2019 Context Addendum, these trends are best represented by larger projects, such as new treatment plants or distribution systems. Utility buildings such as pump stations may be contributing elements to larger historic districts considered under Criteria A and C if they have a demonstrated association with the planning and development of a residential or commercial neighborhood and were integrated into the overall design. Pump stations are unlikely to be considered eligible under Criterion B.

Pump stations are unlikely to be considered individually eligible under Criterion C, in the area of engineering. A pump station may be considered individually eligible in the area of architecture if it retains integrity and has high artistic value.

6.2.3.2 Character-Defining Elements

These character-defining elements include, but are not limited to:

- One or two stories;
- Brick construction;
- Doors, windows, and ornaments designed to blend in with residential or commercial neighborhoods; and
- Flat roofs; gables or cross gables on stylized forms

7 Conclusion

During the Modern and Suburban Diversification Periods internal and external forces shaped growth and development in Anne Arundel and Queen Anne's Counties. Spillover growth from Baltimore City and employment opportunities at federal installations drove population growth in Annapolis and Anne Arundel County over the twentieth century. Overwhelming growth in Baltimore City and Washington, DC, led to the construction of new roads connecting Baltimore, Washington, and Annapolis. Dramatic suburban growth along these transportation corridors led to the incorporation of Anne Arundel County into the greater Baltimore metropolitan region. The opening of the Bay Bridge opened vast new opportunities for suburban development, ultimately bringing both Anne Arundel and Queen Anne's Counties into the greater Washington-Baltimore metropolitan region. Workers used the new highways to commute even longer distances, seeking a resort-like experience and respite from the congestion of closer-in suburbs. The growing population demanded new housing opportunities and shopping centers, as well as public services such as schools, propelling a new wave of construction.

Suburban growth Anne Arundel and Queen Anne's Counties shares similarities with that in Montgomery and Prince George's Counties, in that suburbanization was driven by economic expansion caused by a growing federal government and associated civilian activities and directed by expanding transportation networks and comprehensive planning efforts. In addition, the buildings constructed in Anne Arundel and Queen Anne's Counties during this time are substantially similar to those seen across the state and country; however, the overall character of these developments and associated amenities is quite different than what is seen in the Washington, DC, suburbs. The Chesapeake Bay is an entirely different landscape and provided opportunities for water-oriented recreation that could not be found in Montgomery and Prince George's Counties. Queen Anne's County did not experience the same rapid growth as Anne Arundel County until the 1970s; therefore, much of its suburban architecture reflects the designs and styles of the late twentieth and early twenty-first centuries. Because of the sheer number of examples from this era, resources should be held to a high standard to meet the threshold of National Register eligibility. Architectural resources must demonstrate strong connections to important historical trends and retain a high degree of integrity that sets them apart from the many common examples that hold similar historical associations. These resources will typically be the best examples or represent important firsts.

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