

9602939

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Glen Burnie Historic District Survey Number: AA-996

Project: Glen Burnie Light Rail Extension Agency: FTA/MTA

Site visit by MHT Staff:  no  yes Name E. Hannold, P. Kurtze Date June 20, 1996

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

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

Based on the available information, the Glen Burnie Historic District appears to meet the National Register Criteria. Encompassing approximately 18 blocks within the original confines of the platted town of Glen Burnie (originally 62 blocks recorded in 1889), the district consists largely of residences, but also commercial, institutional and religious properties, dating to the late 19th and early 20th centuries. The district is significant under Criterion A as an example of a late-nineteenth century planned suburb and under Criterion C as embodying distinctive collection of buildings characteristic of the suburban development of Baltimore from the turn of the century to just before WWII. The period of significance spans from 1888, when the town was planned, to 1938, when Ritchie Highway was constructed. The highway allowed traffic to bypass the town and signalled its transition from a coherent residential community to a sprawling residential and commercial center reliant on automobile transportation. The town had been planned around the Baltimore and Annapolis Railroad, which opened in 1887 and provided a direct link between Baltimore and Annapolis. The eligible portion of approximately 18 blocks represents the most cohesive section of the original town. Outlying sections have higher concentrations of 1940s and later construction. A substantial portion of the town center was cleared and rebuilt through urban renewal in the latter half of the 20th century. Although a number of buildings in the Glen Burnie Historic District have been altered and "remodeled," the district as a whole contains a significant concentration of historic dwellings within an historic town grid and continues to convey the feeling of a small commuter suburb.

Documentation on the property/district is presented in: Project File, Maryland Inventory  
FormAA-996

Prepared by: Elizabeth O'Brien, JMA Inc.

Elizabeth Hannold  
Reviewer, Office of Preservation Services

November 4, 1996  
Date

NR program concurrence:  yes  no  not applicable

Peter Kurtze  
Reviewer, NR program

11/7/96  
Date

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

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

**II. Chronological/Developmental Periods:**

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

**III. Prehistoric Period Themes:**

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

**IV. Historic Period Themes:**

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

**V. Resource Type:**

Category: Buildings

Historic Environment: Suburban

Historic Function(s) and Use(s): Domestic -single dwelling, Commercial, Institutional, religious

Known Design Source: \_\_\_\_\_

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**MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN DATA**

**Geographic Organization:** Western Shore

**Chronological/Developmental Period(s):**

Industrial/Urban Dominance A.D. 1870-1930; Modern Period A.D. 1930-present

**Historic Period Theme(s):** Architecture, Landscape Architecture, and Community Planning

**Resource Type:**

**Category:** District

**Historic Environment:** Suburban

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

DOMESTIC/single dwelling; RELIGION/religious facility; EDUCATION/school, library; RECREATION  
AND CULTURE/fair; GOVERNMENT/fire station; SOCIAL/meeting hall

**Known Design Source:** Town planned by George T. Melvin

# Maryland Historical Trust

## State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. AA-996

Magi No.

DOE  yes  no

### 1. Name (indicate preferred name)

historic

and/or common Glen Burnie Historic District

### 2. Location

street & number Roughly bounded by Greenway Avenue, M Street SE, Third Avenue, C Street  
and Maple Lane  not for publication

city, town Glen Burnie  vicinity of congressional district 5

state Maryland county Anne Arundel

### 3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input checked="" type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input checked="" type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name Multiple Ownership

street & number telephone no.:

city, town state and zip code

### 5. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber

street & number folio

city, town state

### 6. Representation in Existing Historical Surveys

title Glen Burnie Survey District AA-996

date undated  federal  state  county  local

depository for survey records Anne Arundel County Department of Planning and Code Enforcement

city, town Annapolis state Maryland

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The Glen Burnie Historic District includes 196 contributing buildings, 2 contributing structures and 2 contributing sites, 73 noncontributing buildings, and 1 noncontributing site within approximately 18 blocks within the original confines of the platted town of Glen Burnie. In the original plat, recorded in 1889, consisted of a square tract divided into rectangular lots by 80-foot-wide streets and avenues. The street grid was based upon two existing landmarks, the Annapolis Road, also known as General's Highway or Light Street Road (later Crain Highway and Route 3) and the route of the Annapolis and Baltimore Short Line Railroad. The Short Line Railroad tracks no longer run through the town, but the path of the right-of-way has been preserved as a linear park containing a well-traveled hiking and biking trail. The trail is flanked by two narrow roads known collectively as Greenway Avenue. Within the original platted square, the recommended Glen Burnie Historic District lies southwest of Greenway Avenue and encompasses nearly half of the square region originally platted as Glen Burnie.

The historical planned area, which is now only a small section in the sprawling town, is divided into four quadrants by two main axes that intersect at a right angle. Light Street Road forms one axis, and the other is formed by Central Avenue, which intersects Light Street Road at the same point as the former Short Line Railroad crossing. This intersection formed the historic heart of Glen Burnie and retains a number of Glen Burnie's historic community buildings. The largest of these historic community buildings is the Glen Burnie Fire Department. The three-story brick building was erected in 1925 and expanded in 1940. After the new fire station was built across the street in the 1960s, it was converted as the YMCA, but is now leased for commercial use. The same year the original fire station building was erected, the two-story brick Glen Burnie Mutual Savings Bank was built at the southeast corner of Crain Highway and Central Avenue. Adjacent to the bank, the Kuethe Library, built in 1932, is a small but elegant Flemish-bond-brick building. Built with parapetted gables, multi-paned glazing, massive end chimneys, and a main entry embellished by fluted pilasters and a date stone set in a shield and swag motif, it exhibits features of both Tudor- and Classical-Revival styles. Across the street a more functional brick commercial building at 2-4 Crain Highway SW, served for many years as the Glen Burnie Post Office, and is now leased for commercial space. One block to the southeast of this intersection is the triangular grassy lot that has served as the site of the Glen Burnie carnival since 1908. Despite this cluster of fairly dignified buildings at the town center, a large tract on the northeast side of the Short Line Railroad right-of-way was the site of the Johnson Lumber Company's lumber yard from 1905 until the 1970s, when it was replaced by a large parking garage during urban renewal. Nevertheless, the lumber company provided a local supply of building materials for decades of construction in Glen Burnie.

Fanning out from the core of Central Avenue and Crain Highway, the historic plan of Glen Burnie included four parallel avenues to the north and four to the south of Central Avenue, numbered in rising order with Fourth Avenue North forming the northeastern boundary and Fourth Avenue South forming the southwestern boundary of the grid. Similarly, lettered streets were laid parallel to the axis of Light Street Road. To the northwest of Light Street Road, these streets were designated A, B, C, and D streets, with D Street forming the northwestern boundary of the grid. Parallel to Light Street Road to the southwest was the route of the proposed Drum Point Railroad (now Padfield Boulevard), followed by M Street, N Street, and O Street, which formed the southeastern boundary of the square town plan.

Of the sixty-two blocks that comprised the plat, approximately twenty blocks in Glen Burnie retain the basic shape and configuration of the original plan. These blocks, for the most part, are located in the area south of the former Annapolis and Baltimore Short Line Railroad right-of-way, bounded by N Street, Fourth Avenue South, and B Street. About eleven of these blocks, and sections of about four more, contain a high density of properties built between 1889 and 1938 that retain historic integrity and are therefore included in the Glen Burnie Historic District. The historic district also includes several blocks west of B Street that were replatted early in the twentieth century. The roads in this part of Glen Burnie were redesigned to align with Baltimore-Annapolis Boulevard, probably around 1912 when the new road was completed parallel to the Annapolis and Baltimore Short Line Railroad tracks. West of B Street, Central, First, and Second avenues turn slightly north to parallel

(Continued)

## 7.1 Description (continuation)

Baltimore-Annapolis Boulevard. C Street was replatted and three new streets, Oak, Maple, and Linden lanes were added to the plan to intersect the avenues at right angles. Two buildings in this area that appear to have been built prior to the realignment of the streets are 201 Central Avenue and 8 Oak Lane, which are aligned with the old street pattern.

Because Glen Burnie was intended as a commuter suburb, most of the town blocks were divided into lots for residential development. Throughout the late nineteenth and early twentieth century, the lots primarily southwest of the Short Line Railroad tracks were gradually filled with many of the modest dwellings that remain in place today. The portion of Glen Burnie northeast of the tracks is not included in the Glen Burnie Historic District because it tended to grow more slowly and as a result contains a greater number of buildings erected after the 1940s. One area north of the tracks that did contain a number of buildings erected during the late nineteenth and early twentieth century was cleared during urban renewal.

In general, the residential lots in the Glen Burnie Historic District contain houses set back from the street and face onto the numbered avenues. According to the original plan, many of the houses in the old section of Glen Burnie stand on lots that are 150 feet deep and terminate in rear alleys that run parallel to the numbered avenues and bisect the blocks. These alleys are lined with detached sheds and garages, many of which appear to be contemporary with their associated dwellings and are therefore recommended as contributing resources in the historic district. In several cases, corner lots have been further subdivided to allow the construction of dwellings fronting onto the lettered streets.

The town's oldest dwelling is the former home of Samuel Tracey, the postmaster of the settlement at Myrtle. The situation of the dwelling, set deep in its lot at an angle to Second Avenue and Padfield Boulevard, belies its construction prior to the subdivision of Glen Burnie. Prominent local physician Thomas Brayshaw purchased the two-story frame dwelling in 1894 and added the jerkin-headed roof and other embellishments. Remodeled in 1990, the former dwelling now serves as a law office. Possibly the first dwelling after Glen Burnie's establishment is the Thomas Woodfall House at 100 Central Avenue, built in 1889. Although the dwelling has been enlarged and altered and now serves as a childcare facility, early photographs indicate that the two-story cross-gable-roofed dwelling had a wrap-around porch and Queen Anne details. Woodfall's sons, Edward and Thomas Woodfall, Jr., were builders who erected a number of other buildings in the early town, including 104 and 108 Central Avenue and the double houses at 101 and 103 and 105 and 107 Central Avenue.

The dwellings in the Glen Burnie Historic District consist mainly of modest single family homes and represent a variety of architectural styles. The dwellings built in Glen Burnie during its first decades are substantial in size, yet reflect the economy and modesty of builders', rather than architects', designs. One of the most popular, larger family home types in Glen Burnie is the American foursquare. This generic house type, also known as the hipped cottage, consists of a two- or two-and-one-half-story, box-shaped dwelling with a hipped roof. Examples of foursquare dwellings in Glen Burnie include 112 Central Avenue SW and 14 First Avenue SW. Also common in Glen Burnie are two- or two-and-one-half-story cross-gable-roofed cottages, also known as gabled-ell cottages. These dwellings, either T- or L-shaped, generally include corner or wrap-around porches. An excellent example of this type is 11 Second Avenue, which was built in 1918. The middle- or working-class version of the gabled-ell cottage is the open-gabled cottage, which is also represented in Glen Burnie. One of the earliest known photographs of Glen Burnie shows a row of three open-gabled cottages adjacent to the Curtis Creek Furnace, Mining, and Manufacturing property. A surviving example of this housing type is 207 Third Avenue SW. In addition to these two- and two-and-one-half-story dwelling types, Glen Burnie has a large number of one- and one-and-one-half-story bungalows and cottages. While the term bungalow describes a one-story building characterized by horizontal lines, the form was commonly adapted through the addition of dormers to form an upper half story. While Glen Burnie features a few one-story bungalows, the one-and-one-half story bungalow cottages are widespread. A row of three such dwellings at 103, 105, and 107 Third Avenue, SE, include the quintessential features of this house type, large front dormers and wide front porches included under the main roof. (Continued)

## 7.2 Description (continuation)

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Although the construction of bungalows and foursquares continued in Glen Burnie into the 1930s, this later period also gave rise to a number of Colonial-Revival style dwellings, such as 210 Second Avenue SW. Also included among these Colonial-Revival-style dwellings were Dutch Colonial dwellings, characterized by either front- or side-gabled gambrel roofs. The dwelling at 109 Second Avenue SW is one of many Dutch Colonial dwellings in Glen Burnie. Also popular in the 1920s and 1930s were English- or Tudor-revival styles, characterized by distinctive steep front gables. The modest dwelling at 315 Central Avenue is an example of this revival style, as is the more elaborate dwelling at 105 Greenway Avenue SW. One of the more unique dwellings built in Glen Burnie in the 1930s, this whimsical Tudor-style cottage was built by the Dunker family in 1932. Many of the house plans in Glen Burnie appear similar to those available throughout the country through builders and manufacturers pattern books. Some possibly represent mail order houses, bought by catalogue from manufacturers such as Sears or Montgomery Ward. Although a large number of the dwellings erected in Glen Burnie have been altered through additions, new cladding, enclosed porches, and new windows, most retain their original massing and character.

In addition to dwellings, Glen Burnie's quiet side streets also include a school and several churches. The two-story brick First Avenue School was built in 1917 at the corner of First Avenue, SW, and A Street by the Woodfall brothers. It was erected in front of a two-room brick school built in 1899. The new school was built with features of the Tudor-Revival style, which was commonly employed for educational buildings throughout the county during this period. Although the building no longer serves as a public school, it is currently used as the International Beauty School. Across the A Street from the school is St. Alban's Episcopal Church. Formerly known as Marley Chapel, this building was moved to Glen Burnie in 1904 and rebuilt, also by the Woodfall brothers, to serve as the community's first church. The brick building has a shingled front gable and a corner steeple. Several blocks to the southwest at the corner of Third Avenue and A Street is another nave-plan brick church, this time with pointed-arched windows, in contrast to the round-arched fenestration of St. Alban's. Erected as St. Paul's Evangelical Lutheran Church in 1909, the building was expanded with the addition of a parish hall in 1930 and a school building in 1953 and now serves as a church for Glen Burnie's Korean community.

In contrast to Glen Burnie's quiet side streets, Crain Highway remains a busy thoroughfare and is lined with public and commercial buildings. It is likely that this busy road developed as it was intended because on the original plan, the blocks between Crain Highway and the Drum Point Railroad right-of-way were divided into shallow lots with wide frontages on Light Street Road and the planned railroad route. Likewise blocks on the northwest side of Light Street Road were divided into shallow lots fronting on Light Street and separated from the residential properties to the rear by an alley (now Platzer Lane). In addition to the bank, post office building, and library near the intersection of Central Avenue, Crain Highway also includes the brick Masonic Temple, built for Glen Burnie Lodge No. 213 A.F. & A.M. by the Woodfall brothers between 1917 and 1920, and the large, brick Glen Burnie Methodist Protestant Church, built in 1926 at 201 Crain Highway. Although some of the most significant buildings in the Glen Burnie Historic District are located along Crain Highway, this portion of the district also includes the largest percentage of non-contributing resources. A number of properties along Crain Highway have lost integrity, in the case of the Singleton Funeral Home buildings (200 Crain Highway), or have been replaced with modern buildings, such as the Crestar Bank (100 Crain Highway).

# 8. Significance

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

Specific dates 1889 Builder/Architect Planner: George T. Melvin

check: Applicable Criteria:  A  B  C  D  
 and/or  
 Applicable Exception:  A  B  C  D  E  F  G  
 Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Glen Burnie Historic District has National Register significance in the area of community planning and development. As an example of a late-nineteenth-century planned suburb it is eligible under Criterion A as a property associated with events that have made a significant contribution to the broad patterns of our history and under Criterion C as a property that embodies the distinctive characteristics of a type, period, or method of construction. Its period of significance spans five decades from 1888 until 1938, beginning with the year Glen Burnie was planned and platted and ending with the year Ritchie Highway was built. The highway not only allowed through traffic to bypass the town, but also signalled the town's transition from a small residential community to a sprawling residential and commercial center reliant on automobile transportation. In the contexts developed in the Maryland State Comprehensive Historic Preservation Plan, the district is in the Western Shore Geographic Region and is significant under the Architecture and Community Planning themes during the Industrial and Urban Dominance (1870-1930) and the Modern (1930-present) periods.

Glen Burnie's origin dates from the late 1880s when John Glenn, Jr., and his cousin, John M. Glenn decided to lay out a suburban subdivision on a 3,000-acre tract they owned at the intersection of the proposed Drum Point Railroad and the Annapolis and Baltimore Short Line Railroad (renamed the Baltimore and Annapolis Short Line Railroad in 1894). The property had been in the Glenn family since the mid-1800s and was the site of a family business called the Curtis Creek Mining, Furnace, and Manufacturing Company. On March 9, 1887, the Annapolis and Baltimore Short Line Railroad opened, forming a 22-mile link between Baltimore and Annapolis. The year after the rail line opened, the existing Myrtle Post Office was renamed Glenburnie, after a country estate in Baltimore, known variously as Glensburne, Glensborne Farm, and Glenburnie, owned by John Glenn, Jr.'s grandfather, Judge Elias Glenn. The Glenns hired George T. Melvin and Henry S. Mancha to develop a subdivision on a portion of the 3,000-acre tract. To guide the sale of the Glen Burnie lots, Melvin drew up a town plan.

Glen Burnie's early growth was slow, and by the mid-1890s it consisted of a few buildings clustered along Crain Highway with a population of about 200. The Drum Point Railroad went bankrupt and was never built, possibly contributing to the town's initial slow growth. In 1899, a two-room brick school building was erected at the corner of A Street and First Avenue SW, and in 1904 the old Marley Chapel was moved from a location outside of town and rebuilt across the street from the school to serve as St. Alban's Episcopal Church.

In 1908, Albert Hamlen and several other prominent citizens formed the Glen Burnie Improvement Association (GBIA), which continues to serve as a form of local government. The GBIA planned a carnival as its first project to help raise funds for much needed sidewalks along the town's oyster-shell-paved roads. The event started an annual Glen Burnie tradition, and for more than a century, the GBIA has sponsored the carnival each summer on the expansive grassy triangle between First Street, Greenway Avenue, and Padfield Boulevard. Over the years, the proceeds from the carnival have financed street lighting, a water supply, playgrounds and recreational facilities, and the Glen Burnie Volunteer Fire Company. (Continued)

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## 8.1 Significance (continuation)

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The pace of development in Glen Burnie quickened in the early decades of the twentieth century as automobiles improved access to the town. In 1910, the Maryland State Legislature authorized construction of the Baltimore-Annapolis Boulevard, and by 1912, it was completed through Glen Burnie. Within several years, Light Street Road was incorporated into Crain Highway, a route extending from Baltimore to Southern Maryland. It was probably around the time that the Baltimore-Annapolis Boulevard was built that several blocks in the northwest section of the original Glen Burnie plan were replatted in alignment with the new boulevard.

As the residential lots throughout Glen Burnie were gradually sold and developed with single-family dwellings, new public buildings, such as schools, churches, and businesses, were erected to keep pace with residential development. Steady growth continued into the 1920s and 1930s, despite the onset of the Depression. Near the center of town, the GBIA funded the construction of a three-story brick fire station on the west corner of A Street and Central Avenue in 1925, and in the same year William F. Kuethe built the Glen Burnie Savings and Loan at the corner of Crain Highway and Central Avenue. In 1928, the Glen Burnie post office was reestablished and was operated out of the brick building at 2 Crain Highway. On April 15, 1930, Glen Burnie postmaster Louis DeAlba officially changed the name of the post office from Glenburnie to Glen Burnie. In 1932 the elegant library donated by William Kuethe was completed at 5 Crain Highway, and Thomas Singleton opened Glen Burnie's first mortuary, which continues to operate, having expanded to encompass half of the block between Second and Third avenues on Crain Highway. In 1936, F. Ward DeGrange and his father John founded the DeGrange Lumber Company and began building inexpensive dwellings with pre-built sections in some of the vacant lots that remained throughout the town.

The growing population of the town, coupled with the growing popularity of the automobile brought increasing traffic congestion to Glen Burnie's main streets. The town's location at the juncture of two major roads, the Baltimore-Annapolis Boulevard and Crain Highway, led to traffic frequent traffic bottlenecks. To divert some of this through-traffic flow from the center of town, the federal government contributed funds toward the construction of Governor Ritchie Highway in the 1930s. Built between 1934 and 1938 as part of the make-work program of the Works Progress Administration, the road was intended as a scenic highway between Baltimore and Annapolis.

With the completion of the highway in 1938, Glen Burnie had reached a crossroad in its history. As residents in the town became more dependent on the automobile, the Baltimore and Annapolis Railway Company substituted passenger trains with buses and ran only freight trains through the center of Glen Burnie. Beginning in the 1940s, a number of suburban subdivisions were built on the outskirts of the planned town, and Ritchie Highway became a commercial strip lined with car dealers and shopping centers. As a result of the competition, the shopping area in the historic core declined.

Urban renewal in the latter half of the twentieth century led to the clearing of several blocks on the northeast side of the Short Line Railroad right-of-way, but as Glen Burnie sprawled way beyond its original 3,000-acre tract, the residential streets southwest of the Short Line tracks remained largely intact. Although a number of the buildings in the Glen Burnie Historic District have been updated with new siding, windows, and additions, the district as a whole contains a significant number of historic dwellings within an historic town grid, and continues to convey the feeling of a small commuter suburb.



## 9.1 Major Bibliographical Reference (continuation)

Survey No. AA-996

Name Glen Burnie Historic District

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Ware, Donna M. *Personal Communication*, July 1996.

# 10.1 Geographical Data (continuation)

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## Verbal Boundary Description and Justification

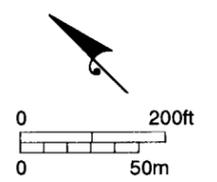
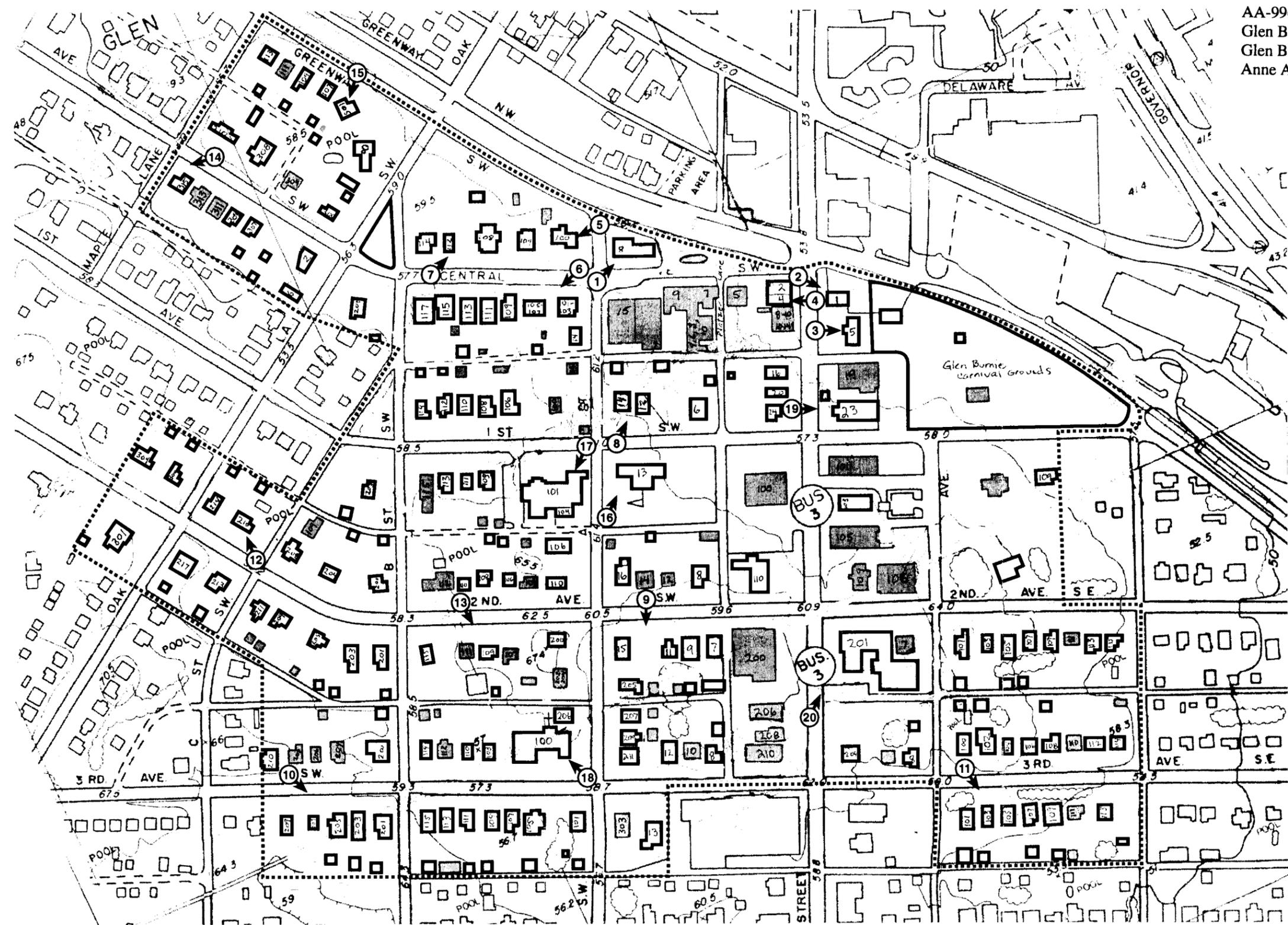
The recommended boundary of the Glen Burnie Historic District is shown on the attached map. According to the standards set by the National Register of Historic Places, the recommended boundaries of the Glen Burnie Historic District encompass but do not exceed the extent of the significant resources comprising the district. National Register guidelines state that the majority of the property must retain integrity of location, design, setting, feeling, and association and must contain the essential qualities that contribute to the eligible property's significance. The Glen Burnie Historic District is located within the confines of the historic square area, designated for the town in 1889. It includes areas with streets platted as part of the 1889 plan, as well as portions of the area where the streets were replatted in the early twentieth century.

The most apparent boundary of the recommended historic district is Greenway Avenue, which follows the line of the historic right-of-way of the Annapolis and Baltimore Short Line Railroad. This line forms the northwest boundary of the district. Although several historic properties are located north of the right-of way, Greenway Avenue forms large and visible division between the older southeast section of town and the northwest section, which contains a greater proportion of newer buildings, and where a number of historic buildings were removed during urban redevelopment. The remainder of the recommended boundary of the Glen Burnie Historic District mostly follows the line of other cultural features, including streets, avenues, and alleys. In several areas it is drawn along property lines.

The areas within the recommended Glen Burnie Historic District are characterized by buildings with uniform setbacks situated on regular blocks with alleys, giving the resources integrity of location, setting, and feeling. Although these characteristics of integrity of location, setting, and feeling characterize areas beyond the recommended boundaries, it is the integrity criteria of design and association that limit the extent of the area included in the recommended district. The boundary is drawn to encompass those areas with a majority of resources with the essential qualities that contribute to the property's significance--specifically, those resources dating from the period of significance between 1889 and 1938. Therefore, although a much larger area was initially surveyed, the boundaries were drawn to include only street segments on which at least half of the resources appear to have been constructed within this period. To achieve visual cohesion, the project area was considered in street segments, which include properties facing each other from both sides of the street, rather than in blocks, which include properties oriented back to back. For this reason, most of the boundary is drawn along the alleys to the rear of the properties and the streets at their sides, rather than along the avenues upon which most of the properties face.

During the survey, each individual resource was surveyed and assessed for its age and integrity and accordingly designated as a contributing or noncontributing resource. Street segments on which more than half of the resources were determined to be contributing were included in the district. In several cases, such as at the west ends of Second and Third avenues and at the southeast end of the block between First and Second avenues, Padfield Boulevard, and M Street SE, only portions of street segments were included in order to exclude noncontributing properties that would have been located along the outer edge of the recommended National Register district. Within the boundaries are two areas with a concentrations of noncontributing resources. These areas are the block bounded by Central Avenue, Platzer Lane, and A Street and the area between Platzer Lane, Crain Highway, Second and Third avenues. These areas have been included within the recommended boundary according to the National Register recommendation to "include small areas that are disturbed or lack significance when they are completely surrounded by eligible resources."

Resource Sketch Map  
 AA-996  
 Glen Burnie Historic District  
 Glen Burnie  
 Anne Arundel County



- Recommended Glen Burnie Historic District boundary
- ▭ Contributing resources
- ▨ Non-contributing resources
- ④ Key to photographs

Resource sketch map.



AA-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B. O'Brien 5/96

Negative at MD SHPO

Glen Burnie Fire Department, 8 Central Avenue SW, 1925 section  
to left 1940 section to right, from southwest

Photo #1 of 20



AA-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B O'Brien 5/96

Negative of MDSHPO

Glen Burnie Mutual Savings Bank, 1 Crain Highway SE,  
with Kuethe Library, 5 Crain Highway SE visible to right,  
from northwest

Photo # 2 of 20



AA-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B O'Brien 5/96

Negative at MDSHPO

Kurtine Lioran, 5 Crain Highway SE, from west

Photo # 3 of 20



A-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B O'Brien

Negative at MDSHPO

2-4 Crain Highway SW, from southeast

Photo #4 - 20



AA-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B. O'Brien 5/96

Negative at MDSHIPD

Thomas Woodfall House, 100 Central Avenue NW, from east

Photo #5 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile 5/96

Negative at MDSTIPO

101-103 (left) and 105-107 (right) Central Avenue SW, from east

Photo # 6 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Helene E. Snyder 5/96

Negative at MDSTHPO

112 Central Avenue SW, from west

Photo # 7 of 20



AP-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County,

Kern Barite 5/96

Negative at MD SHPO

14 (left) and 12 (right) First Avenue SW, from South  
photo # x 1/20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Baile 5/96

Negatives at MD SHPO

11 Second Avenue SW (left) and 15 Second Avenue SW (right),  
from northeast.

Photo # 9 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile 5/96

Negative at MDSA

201, 203, 205, & 207 Third Street SW (from left to right),  
from north

photo # 10 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile 5/96

Negative at MDS+IPU

109, 107, 105, 103, and 101 Third Avenue SE (from left to  
right), from north

photo # 1/20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Terri Barile 5/96

Neighborhood at MD 410

210 Second Avenue SW (to right) with 304, 300, and 214  
Second Avenue SW in the background, from southeast  
photo # 12 of 20



AA 996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile 5/96

Negatives at MDSHPO

109 Second Avenue SW (center) with 107 and 111 Second Avenue SW to left and right, from north.

photo # 13. / 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile s/a/a

Negative at MDSHPD

313 (left) and 315 (right) Central Avenue, SW, from northeast  
photo # 14 of 20



AA-996

Glen Burnie Historic District

Glen Burnie Anne Arundel County

Elizabeth B. O'Brien 5/96

Negative at MDSHPO

105 Greenway Avenue SW, from northeast

photo # 15 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Baile 5/96

Negatives at MDSHIP

First Avenue School, 13 First Avenue, rear of building

Showing original, 1879 section, from southwest

Photo #16 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County,

Kern Barile 5/96

Negative at MDSHPO

St Albans Episcopal Church, 101 First Avenue SW, from northeast

Photo # 17 of 20



NO  
DOUBLE  
PARKING  
ANYTIME  
←

SAVED  
1948

AA-996

Glen Burnie Historic District  
Glen Burnie Anne Arundel County  
Kerri Bantle 5/96  
Negative at MDSHPO

Glen Burnie Korean Presbyterian Church (formerly St. Paul's  
Evangelical Lutheran Church) 100 Third Avenue SW, from Southeast  
photo # 18 of 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerri Barile 5/96

Negative at MDSt/PO

Glen Burnie Improvement Association, 19 Crain Highway (to left)  
and the Glen Burnie Masonic Temple, 21 Crain Highway (to right).  
from northwest

photo # 19 . / 20



AA-996

Glen Burnie Historic District

Glen Burnie, Anne Arundel County

Kerr Barile 5/96

Negative at MDSH/PO

Glen Burnie Methodist Protestant Church (201 Grain Highway SE),

from west.

photo # 20 c) 20