

Salisbury Historic District Commission

AGENDA

Wednesday, October 22, 2025 at 7:00 pm

Government Office Building Room 301

1. 7:00 P.M. - CALL TO ORDER – Brenden Frederick, Chairman

2. ROLL CALL

3. APPROVAL OF MINUTES – September 24, 2025

PUBLIC INPUT – Public members are welcome to comment at this time, subject to a time allotment of two (2) minutes per person.

5. CONSENT DOCKET – To be determined at the meeting

6. OLD BUSINESS – None

7. NEW BUSINESS –

- **#25-21 – SBY Market Center – New Construction**
- **#25-22* – 325 N Division St – Addition – Porch to Kitchen Alteration**

*The structure has been deemed a contributing structure by the SHDC

*The structure has been deemed a non-contributing structure by the SHDC

Salisbury Historic District Commission

September 24, 2025

The Salisbury Historic District Commission met in regular session on Wednesday, **September 24, 2025**. The meeting took place at 125 N Division St, Room 301, with attendance as follows:

COMMISSIONERS

Acting Chairman – Brenden Frederick – *Present*

Vice Chairman – Matt Auchey – *Present*

Commissioner – Lynne Bratten – *Present*

Commissioner – Margaret Lawson - *Present*

Commissioner – *Lisa Gingrich* - *Present*

Commissioner – Brad Philips –*Present*

CITY OFFICIALS

City Attorney – Laura Ryan – *Present*

Associate Planner – Will Canner – *Present*

City Planner – Betsey Jackson – *Present*

Associate Planner – Jennifer Jean – *Present*

1. **CALL TO ORDER** – **Mr. Brenden Frederick** called the meeting to order at 7 p.m.
2. **ROLL CALL** - Each member of the Commission introduced themselves for the record. The Acting Chairman explained the meeting procedure to all applicants and administered the oath en masse to all persons intending to testify.
3. **APPROVAL OF MINUTES** – **Ms. Laura Ryan** recommended to separate the minutes by month to ensure the commissioners did not vote on the month they were not present. **Mr. Matt Auchey** made a motion to approve the June minutes, seconded by **Ms. Margaret Lawson**. The motion was brought to vote and approved. **Ms. Lisa Gingrich** was made a motion to approve the July minutes, seconded by **Mr. Brad Phillips**. The motion was brought to vote and approved. **Mr. Auchey** made a motion to approve the August minutes, seconded by **Ms. Gingrich**. The motion was brought to vote and approved.
4. **PUBLIC INPUT** – Members of the public are welcome to comment, subject to a time allotment of two (2) minutes per person.
5. **CONSENT DOCKET** – **None**.
6. **OLD BUSINESS** – **None**.
7. **NEW BUSINESS** -

Case #25-18 - 302 N Division St - Alterations - Replacement of Roof

Discussion Summary:

- **Mr. Frederick** determined that a motion needed to take place regarding if the site is contributing.
- **Mr. Auchey** made a motion to deem the structure as contributing based on the property being on the Wicomico County Historic Survey. **Mr. Phillips** seconded the motion. The

property was then brought to vote and passed therefore deemed contributing by the commission.

- **Mr. Will Canner** read the staff report, recommending approval due to the roof having structural integrity issues presented by documentation from a roofing company hired by the applicant as well as pictures showing the damage.
- **Mr. Blair Carey**, property owner, presented a request to replace the roof with synthetic slate mimicking the currently present slate. As well as rustic black shingles to replace the asphalt shingling. The rest of the exterior would be preserved as-is.
- The Commission approved the proposed Roof replacement mimicking the old style and stated that rustic black shingles replaced in-kind would not require additional approval.

Public Comment- Members of the public are welcome to comment at this time, subject to a time allotment of two (2) minutes per person.

Public Comment: None

Motion and Vote:

- *Motion:* **Mr. Auchey** moved to approve the Roof Replacement.
- *Second:* **Mr. Phillips** seconded the motion.
- *Vote:* **Mr. Frederick** called for a vote. The application was **approved as submitted**.

Case #25-19 - 105 Oakdale Rd - Alterations - Replace Shutters/Approve Exterior Panels

Discussion Summary:

- **Mr. Frederick** determined that a motion needed to take place regarding if the site is contributing. The Commissions went through their checklist of determining contributing factors.
- **Mr. Auchey** made a motion to deem the structure as contributing based upon Exhibit A. **Ms. Gingrich** seconded the motion. The property was then brought to vote and passed therefore deemed contributing by the commission.
- **Mr. Canner** read the staff report, recommending the proposal be denied as White Vinyl Shutters are typically not appropriate. The alternative recommended are wood or not replaced.
- **Mr. Melvin R. Seldon Sr.**, property owner, presented a request to replace the shutters and voluntarily requested to amend the application to include Wood Shutters instead of Vinyl White Shutters.
- **Mr. Auchey** made a motion to approve the Wooden Shutters as amended on the Front, East, and West to correspond with the window sizes, and to approve the panel. **Ms. Lawson** seconded the motion. The motion was brought to vote and resulted in a split vote..
- The Commissioners deliberated further and decided that the applicant should use vinyl shutters sized to match the full height of the window and panel. **Ms. Gingrich**

motioned to retroactively approve the exterior paneling. **Ms. Lynne Bratten** seconded the motion. The motion was brought to vote and approved.

The Commission then retroactively asked the applicant if he would be willing to proceed with his original application, to which he agreed. The Commission brought the original application, as submitted, for white vinyl shutters — long on the Front and East elevations and short on the West — to a vote, and it was approved.

Public Comment- Members of the public are welcome to comment at this time, subject to a time allotment of two (2) minutes per person.

Public Comment: **Mr. Wirt Wolfe** made a comment about the period of time the material that would be used is either Metal or Vinyl for the Shutters as the house was built in the 1960's.

Motion and Vote:

- *Motion:* **Mr. Auchey** moved to approve the White Vinyl Shutters.
- *Second:* **Mr. Phillips** seconded the motion.
- *Vote:* **Mr. Frederick** called for a vote. The application was **approved as submitted**.

Case #25-20 - 307 Newton - Alterations - Replace Front/Back Stairways with Concrete Blocks/Red Bricks

Discussion Summary:

- **Mr. Canner** read the staff report, recommending the material remain wood for both staircases as the staircases were previously made of wood, although noting that Brick is an allowable material by Appendix B.
- **Mr. Zaheer Ahmed**, Applicant state that there are Staircases in vicinity that are made of brick.
- **Mr. Auchey** stated that the existing staircase is likely not original and noted that stairways on Newton Street are constructed of both wood and brick. He commented that brick would be more durable and age better than wood. Since the back staircase is not visible from the street and its original material cannot be verified, it would not be an issue. Mr. Auchey requested to amend the application to include parging the sides of the back staircase.
- The commission brought the amended application to vote and was approved.

Motion and Vote:

- *Motion:* **Mr. Auchey** moved to approve the Front and Back Staircases only requesting that the Back Staircase sides be parged.
- *Second:* **Mr. Phillips** seconded the motion.
- *Vote:* **Mr. Frederick** called for a vote. The application was **approved as amended**.

Adjournment:

There being no further business, the meeting was adjourned following the vote.

This is a summary of the proceedings of this meeting. Detailed information is in the permanent files of each case as presented and filed in the City of Salisbury, Housing & Community Development Department.

Brenden Frederick, Acting Chairman

Date

Will Canner, Associate Planner

Date

Structure Features	Contributing	Non-Contributing	Not Applicable	Notes
Overall proportion of house	✓			Original location
Front Door	✓			
Front door side lights			N/A	
porch layout	✓			Original
porch flooring	✓			spare
porch railings	✓			Metal
porch columns			N/A	
front steps	✓			Brick
bay window			N/A	
windows	✓			wood
Shutters		✓		Vinyl
dormer windows			N/A	
basement windows			N/A	
stained glass windows			N/A	
storms on windows		✓		Metal
siding	✓			wood
roof		✓		Asphalt
rear porch		✓		Asphalt
trim around windows	✓			wood
facia	✓			wood - dentel detail
soffit/leaves	✓			wood
gutters		✓		Vinyl
Additions or Modifications		✓		rear addition
Other 1				
Other 2				
Other 3				
Other 4				
Other 5				
Other 6				

11 6

Salisbury Historic District Commission

Hearing Notification

Hearing Date:	October 22, 2025
Time:	7:00 pm
Location:	Government Office Building 125 N. Division Street Salisbury, MD. 21804 Room 301
Case Number:	#25-21
Commission Considering:	New Construction – SBY Market Center
Owner's Name:	Joe Buckley
Applicant Name:	Same as owner
Agent/Contractor:	N/A
Subject Property Address:	111, 201, and 205 Lake St, 401, 405-409, 415-417 W Main St, 110 Small St., and Parcels 2309046186 and 2309051422
Historic District:	Downtown Historic District
Use Category:	Commercial
Chairman:	Mr. Brenden Frederick
HDC Staff contact:	Jennifer Jean Associate Planner (410) 548-3170

Salisbury Historic District Commission

125 N. Division Street
Room 304
Salisbury, MD 21801
(410) 548-3170/ fax (410) 548-3107

Permit Application

\$150 Fee Received 9/18/2025 (date)

Date Submitted: 9/18/2025

Date Accepted as Complete: 9/23/2025

Subject Location: 111 Lake Street

Application by: Joe Buckley

Applicant Address: 212 East Main St, Salisbury Md 21801

Applicant Phone: 410.443.4000

Case #: 25-21

Action Required By (45 days): _____

Owner Name: SBY Market Center, LLC

Owner Address: 212 East Main St, Salisbury Md 21801

Owner Phone: 443.614.4976

Owner Email: tom@greenstreethousing.com

Work Involves: Alterations ☒ New Construction Addition Other
Demolition Sign Awning Estimated Cost

DESCRIPTION OF WORK PROPOSED (Please be specific. Attach sheet if space is inadequate) Type of material, color, dimensions, etc. must accompany application. If signs are proposed, indicate material, method of attachment, position on building, size and front lineal feet of building, size and position of all other signs on building, and a layout of the sign.

This application is seeking approval to build the SBY Market Center, which is a new mixed use building with ground floor commercial space and three levels of residential units (50). See the attached site plan, building plans/elevations and 3D renderings for the work and materials proposed.

Are there any easements or deed restrictions for the exterior of this property? If yes, submit a letter from the easement holder stating their approval of the proposed work. Yes ☒ No

Do you intend to apply for Federal or State Rehabilitation Tax Credits? If yes, have you contacted Maryland Historical Trust staff? Yes ☒ No

If you have checked "Yes" to either of the above questions, please provide a copy of your approval letter from the Maryland Historic Trust along with this application.

See Reverse Side for DOCUMENTS REQUIRED TO BE FILED WITH APPLICATION

All required documents must be submitted to the City Planner, Department of Infrastructure and Development at least 30 days prior to the next public meeting. Failure to include all the required attachments and/or failure of the applicant or his/her authorized representative to appear at the scheduled meeting may result in postponement of the application until the next regular scheduled meeting. If an application is denied, the same application cannot be resubmitted for one year from date of such action. Please be advised that members of the Salisbury Historic District Commission or staff, may visit the subject property prior to the scheduled meeting date to familiarize themselves with the project.

The Salisbury Historic District Commission Rules and Regulations and Design Guidelines are available for review in the office of the Department of Infrastructure and Development for the City of Salisbury as well as on the city's website: www.ci.salisbury.md.us.

I, or my authorized representative, will appear at the meeting of the Salisbury Historic District Commission on October 22, 2026 (date).

I hereby certify that the owner of the subject premises has been fully informed of the alterations herein proposed and that said owner is in full agreement with this proposal.

Applicant's Signature  Date 9/18/26

Application Processor (Date)

Secretary, S.H.D.C. (Date)

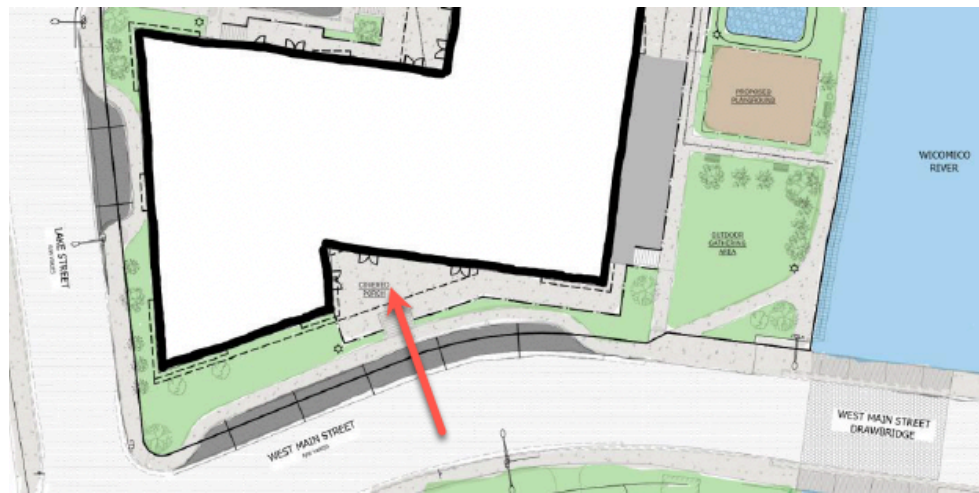
- A. The completed application form.
[Attached - see pages 1-11 for additional details](#)
- B. The application fee of \$150. Checks can be made out to the City of Salisbury.
[Submitted](#)
- C. Site plan, if applicable.
[On page 12](#)
- D. Scaled and measured detailed drawings, including, but not limited to, plans and elevations of the proposed alterations or improvement, or in the alternative, a scale mock up.
[See pages 13-19](#)
- E. For an existing structure, color photographs of the structure showing all elevations, the area to be altered, close-ups of architectural detail and the area in the immediate vicinity (the property to the immediate left and right of subject property)
[N/A - Vacant Lot](#)
- F. For a proposed new structure, photographs of the subject site and all buildings in the immediate vicinity.
[See pages 20-24](#)
- G. All photographs shall be printed on 8½ x11 paper, however, you may put several photos on one page, and each shall be labeled with a description of the contents of the photograph.
[Provided](#)
- H. Samples of materials or copies of manufacturers product literature.
[See drawings for intent](#)
- I. The applicant shall deliver one (1) complete application and attachments to the City of Salisbury, Department of Infrastructure and Development, 125 N Division Street, Room 304, Salisbury, MD.
[Delivered 9/18/2025](#)

SBY Market

Historic District Guidelines that guide the design for new buildings within the Downtown Historic District:

Downtown Historic District - page 44

1. Characterized by wide streets and sidewalks and densely packed masonry buildings featuring retail and commercial space at the ground floor level
 - a. The building is sited so that it is fronted on W. Main Street with retail/commercial on the ground floor. The existing sidewalk that services all buildings on W. Main Street is utilized to access the retail/commercial spaces.



Commercial Architecture of Salisbury - page 50

1. Two-Part Commercial Block
 - a. The majority of historic commercial buildings in Salisbury are of two-part commercial block type. This building type is common throughout the United States and is typified by being two to four stories in height and having a horizontal division which splits the building into two distinct parts based on interior use – typically, public spaces such as storefront, lobbies, or restaurants at ground level and more private spaces, such as offices, meeting rooms, or living quarters on the upper stories.

SBY Market Two -Part Design



- i. The building is designed to emulate the two-part commercial block architecture seen in Downtown Salisbury. The building is four stories high, with the first floor housing common and public spaces, while floors 2-4 house the more private residential units. The exterior facade is designed to accentuate the horizontal division between the two uses.

Guideline 8 - New Exterior Walls - page 77

1. For new construction, select building materials that are in keeping with materials used on the block
 - a. The exterior materials focus on the use of brick and synthetic stucco, also known as EIFS. Both of these materials can be found on buildings around the Downtown area. Below is a great example of a building in Downtown that meshed both EIFS and brick. (150 W. Market Street).



2. For masonry walls, use bricks of similar size, color, and texture to those used historically. Concrete block and jumbo brick are not appropriate to the character of the Downtown Historic District
 - a. Standard size brick will be used. The color will be complimentary to the shades of brick found in Downtown Salisbury.

Guideline 11- Stucco - page 80

1. Historic use of stucco is rare in Salisbury; however, the material does appear on some buildings within the Downtown Historic District
 - a. *The Downtown Historic District has a variety of properties with masonry construction, including brick, stonework, and stucco facades.*
 - i. As mentioned above, synthetic stucco - EIFS will be utilized. Below are examples of EIFS within the Downtown Historic District.





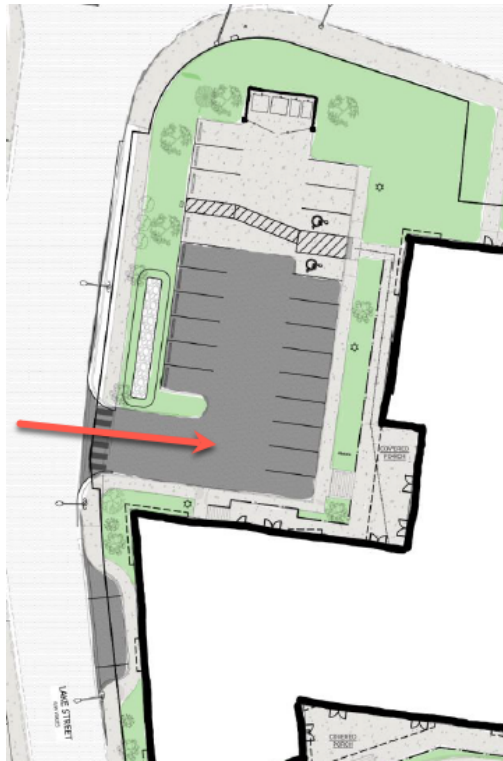
Guideline 31 - Solar Panels - page 91

1. Solar panels should be installed in a location that minimizes their visibility as much as possible, flat roofs, and rear sloping roofs are the best candidates
 - a. Solar panels will be installed on the flat roof, hidden behind parapets.

Guideline 33 - Walkways, Driveways, and Parking Lots - page 94

1. For commercial or institutional parking, the overall effect on the character of the surrounding area must be considered. Locate parking lots away from the primary elevations – the rear or side of the property is usually ideal

- a. Parking will be located off of the side street (Lake St.). This is very much in keeping with parking not being a part of the vernacular of W. Main Street.



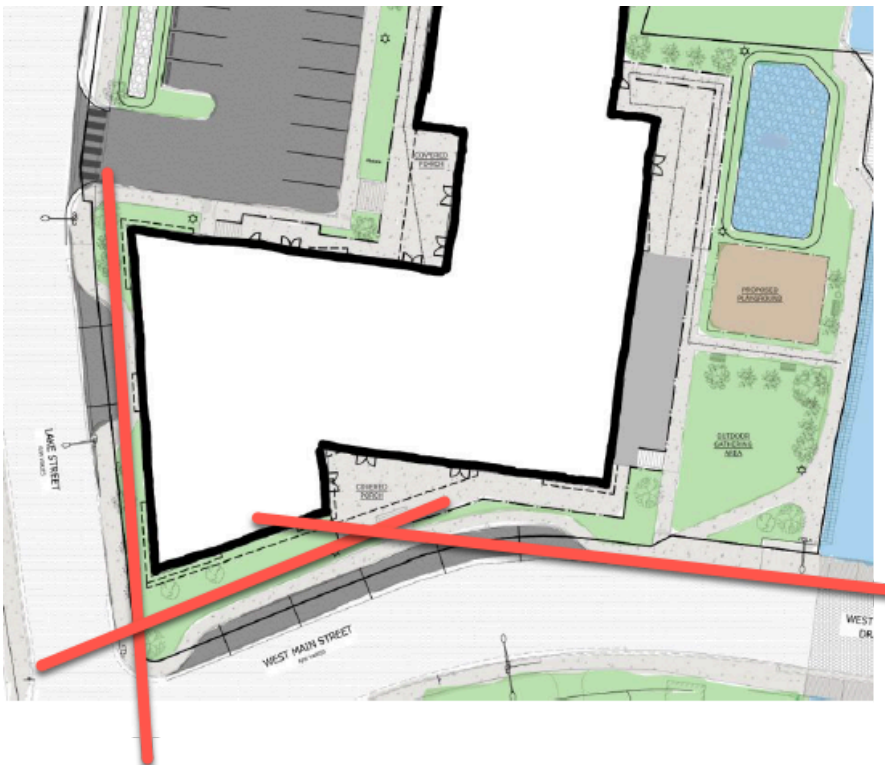
Guideline 36 - New Construction - page 100

1. Historic downtown commercial buildings, for example, often have a form that is boxy (rectangular), tall in proportion, and long or deep.
 - a. New structures should be similar in form, scale and height to the surrounding structures
 - i. The building's height is in keeping with what can be found Downtown, where you will find historic buildings ranging in height from 2-7 stories. The building's shape (form) was derived from the shape of the lot on which it sits. While not always perceived at street level, most of the buildings Downtown are shaped to fit the lot within which they are sited. Below is an aerial view showing several close-by buildings that were shaped by the lot on which they sit.

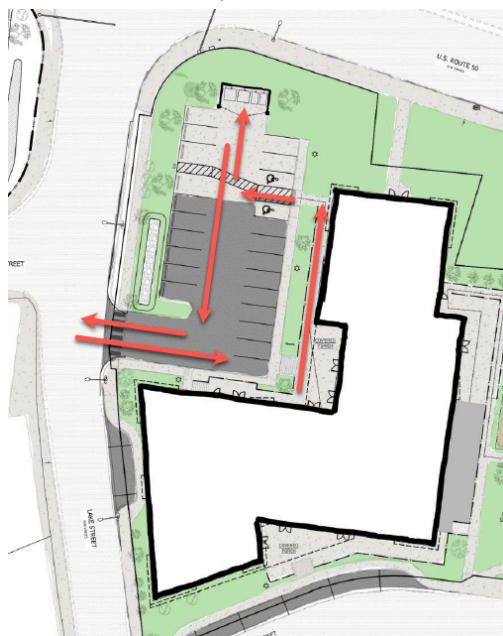
Outline of buildings showing how the site shape dictated building shape.



Diagram showing how the site shape impacted the building design, much like the surrounding buildings.



- b. New structures should be placed on existing vacant lots whenever possible, and should match the setback of surrounding structures. The vast majority of properties in the Downtown Historic District have little to no setback
 - i. As per this section, the building has been placed on a vacant lot which once housed a dense array of buildings. The building has been placed close to the sidewalk on W. Main Street and Lake Street, much like the building next door at 501 W. Main Street (Mad Hatter Cafe).
- c. Parking lots or parking structures should be placed at the rear of the lot whenever possible. Ideally, access to them should be from a side street to lessen the number of curb cuts along main streets
 - i. Parking is off of Lake St., therefore there will not be a curb cut on Main St.
- d. New buildings should be compatible with adjacent structures in terms of massing, proportion, size, and scale
 - i. See response to a. above.
- e. New buildings should be oriented to face the street rather than turned inward
 - i. The building is oriented to face W. Main st.
- f. Services such as delivery or trash removal should be handled from alleys that pass through the middle of the block or otherwise located on a non-visible elevation
 - i. Trash/mail/delivery services are located off of the side street (Lake St.).



Commercial Facades - page 102

1. Much of the architectural streetscape in the Downtown Historic District is defined by the upper facades of its buildings. The upper facades provide rhythm and character to the street through their setback, fenestration (pattern of window openings), ornamentation and roof-line treatments.
 - a. The symmetry and rhythm of the window openings is identical to those that you will find on most buildings along main street.

Example of Downtown window patterns



SBY Market



Guideline 37 - Facade Configuration - page 103

1. For two- and three-part block configurations, maintain the division of the upper and lower stories.
 - a. The building has a very distinct lower cornice that separates the lower commercial space from the upper residential floors.



Distinct Cornice

Windows - page 105

1. Historically, buildings in the Downtown Historic District have windows on the upper floors. Most common was the use of simple double-hung windows in plain, lightly decorated walls. These windows were generally one-over-one wood frame sash in either rectangular or arched openings. Some buildings from the 1920's and 1930's used casement windows or group of double – hung windows in openings that were larger than those of earlier buildings. Window openings were generally plain, with simple stone lintels and sills.
 - a. The windows are simple casement and double hung in design.

Windows - page 142

1. Approved materials
 - a. Wood
 - b. Aluminum Clad
 - c. Composite/Fiberglass
 - i. Windows will be constructed of one of the three allowable materials listed above. The window style and sizes will be as shown on the elevations.

Guideline 43 - Roof Shape - page 109

1. On new buildings, roof shapes should be consistent with those found historically throughout the district. Most buildings in the Downtown Historic District have flat roofs or flat parapets with roofs that slope away from the street
 - a. The building will have a flat roof.

Doors - page 142

1. Allowable
 - a. Wood
 - b. Aluminum
 - c. Steel
 - d. Fiberglass
 - e. Composite
 - i. Doors will be constructed of one of the five allowable materials listed above. The door style and sizes will be as shown on the elevations.

City of Salisbury Ordinance

17.52.100 - page 160

D. Strictness in Judgment of Plans; Limiting Architectural Style to One Period

2. Unless the plans would seriously impair the historic, archeological, or architectural significance of the surrounding site or structure, the historic district commission may not strictly judge plans:

b. Involving new construction.

3. The commission is not required to limit construction, reconstruction, or alteration to the architectural style of any one period.

[Plans shall not be limited to the architectural style of any one period.](#)

17.60.010 - page 165

1. At the request of the city of Salisbury and other interested parties, the Regional Urban Design Assistance Team (R/UDAT) of the American Institute of Architects completed a study of the downtown area in May, 1980. Its report recommended a strong traditional Main Street image, the reestablishment of the downtown area as the historical center, the restoration and rehabilitation of older or architecturally significant buildings and **the encouragement of construction of new structures of architectural quality or merit compatible with their neighbors but not necessarily of the same style**

a. [The architectural style of SBY Market Center helps to restore the traditional main street image along W. Main St. This is accomplished by filling in the void left by historic buildings being demolished in the past. While respecting the past, the building does not try to replicate an original Downtown historic building. The look and materials pay homage to the older buildings but allow one to understand that the building is new.](#)

17.60.020 - page 165

C. In addition to the requirements of Section 17.52.100(C) of this title, when reviewing applications and plans, the commission shall consider the "traditional main street" concept enunciated in the R/UDAT report, dated May, 1980, and **the desirability of new buildings and diversity in architecture.**

[As stated above, the design/materials respect the traditional main street design concept and fulfills the desire of the report to add new buildings.](#)

R/UDAT report, dated May, 1980

Recommendations - page 9

1. New Construction
 - a. Farmer's Market
 - b. Multi-story apartment building
 - i. The report suggests that both a farmers market and apartment buildings are needed in Downtown Salisbury. This building's first floor commercial space is flexible in that it can cater to a farmers market and the upper floors are designed as apartment units.

Housing - page 17

1. Notes that there is a shortage of adequate housing Downtown
 - a. This project will provide 50 units of housing.

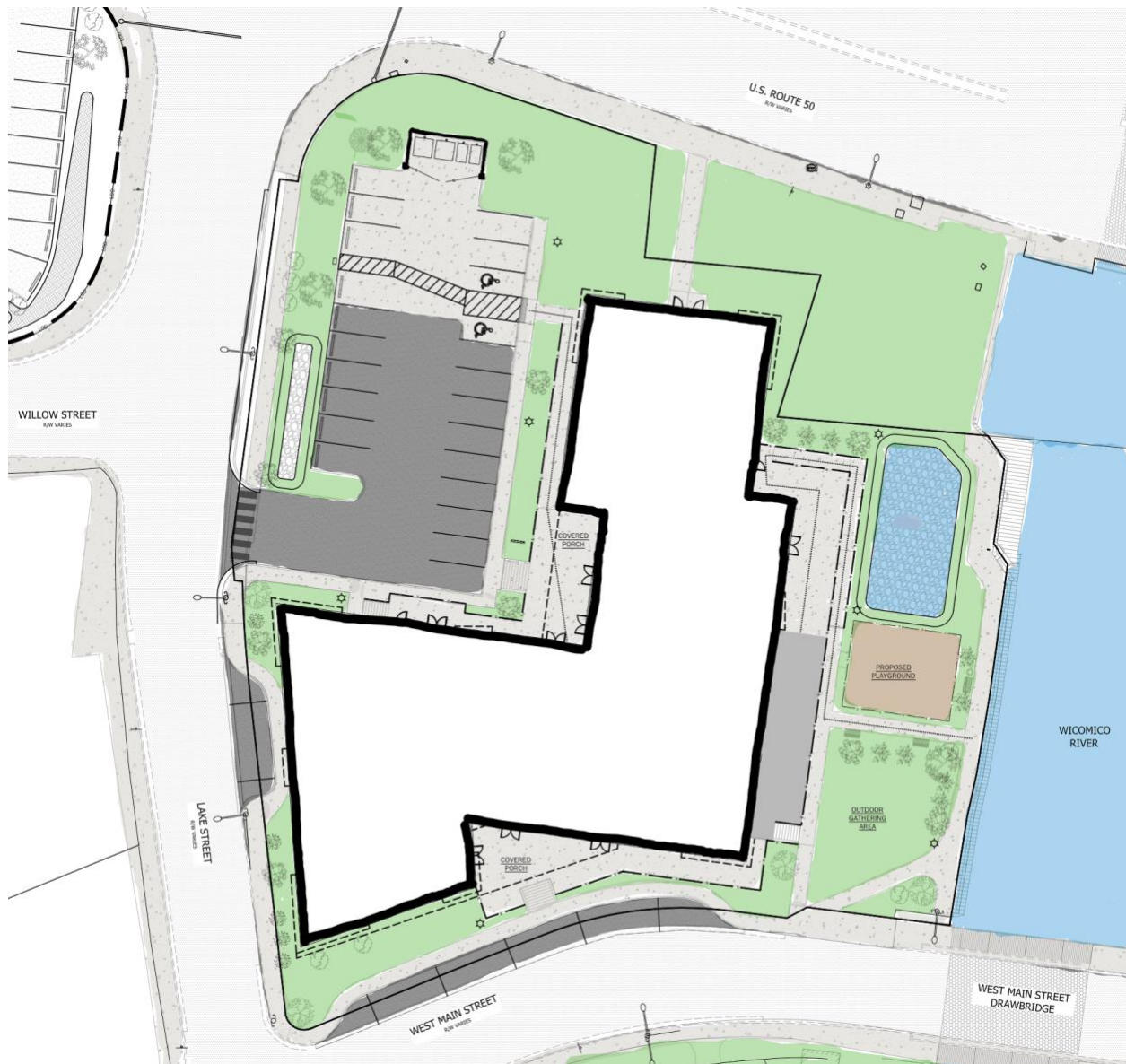
Design Quality - page 24

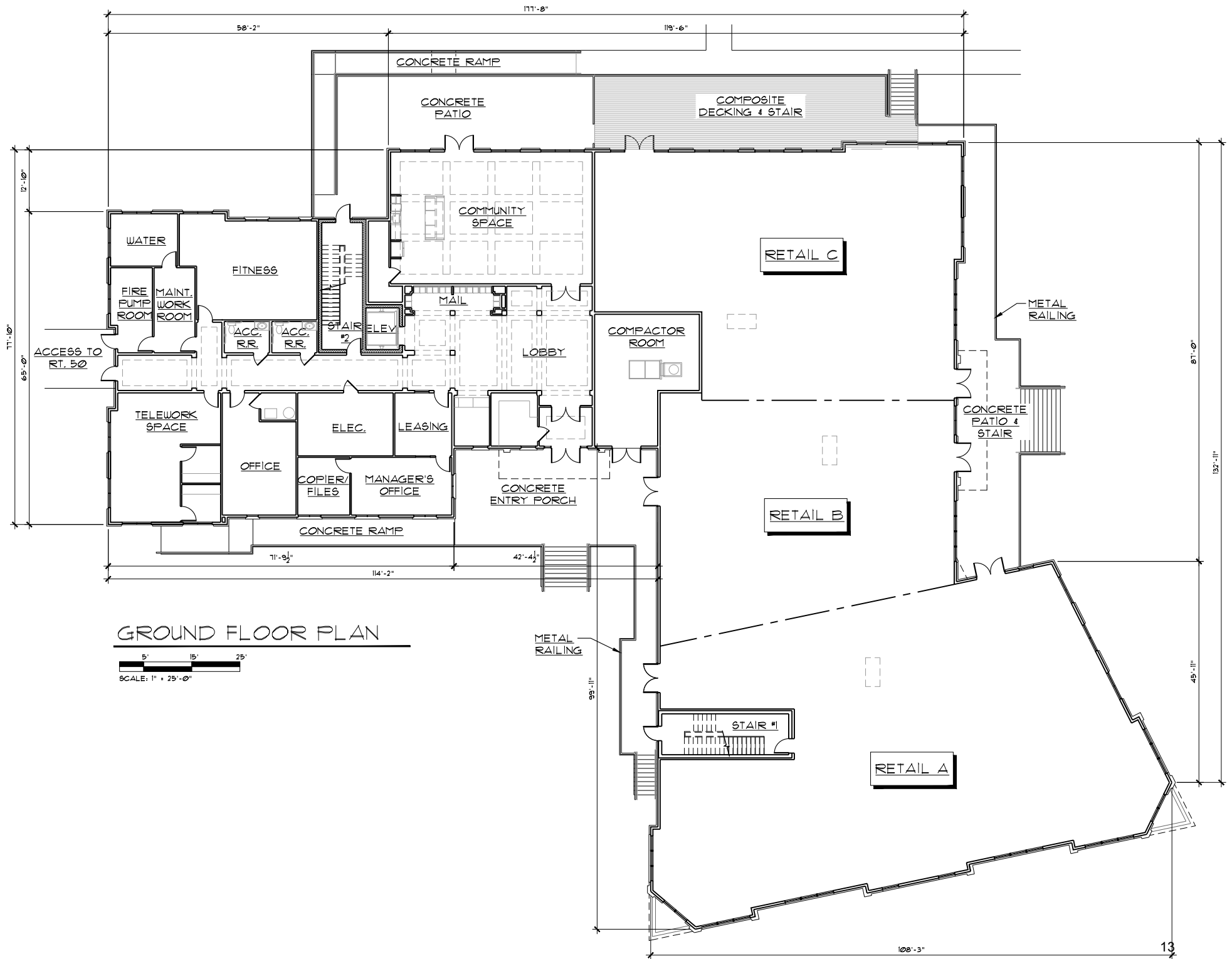
1. New buildings which are near the Plaza might well utilize materials which are harmonious in color and texture with the older buildings. However, **they should not attempt to copy the detailing of historic buildings**
 - a. The building uses the historic Downtown as inspiration for its scale, shape and materials. By using brick and synthetic stucco, as well as the two part design, the building is harmonious with its surroundings while not attempting to replicate any one building Downtown.

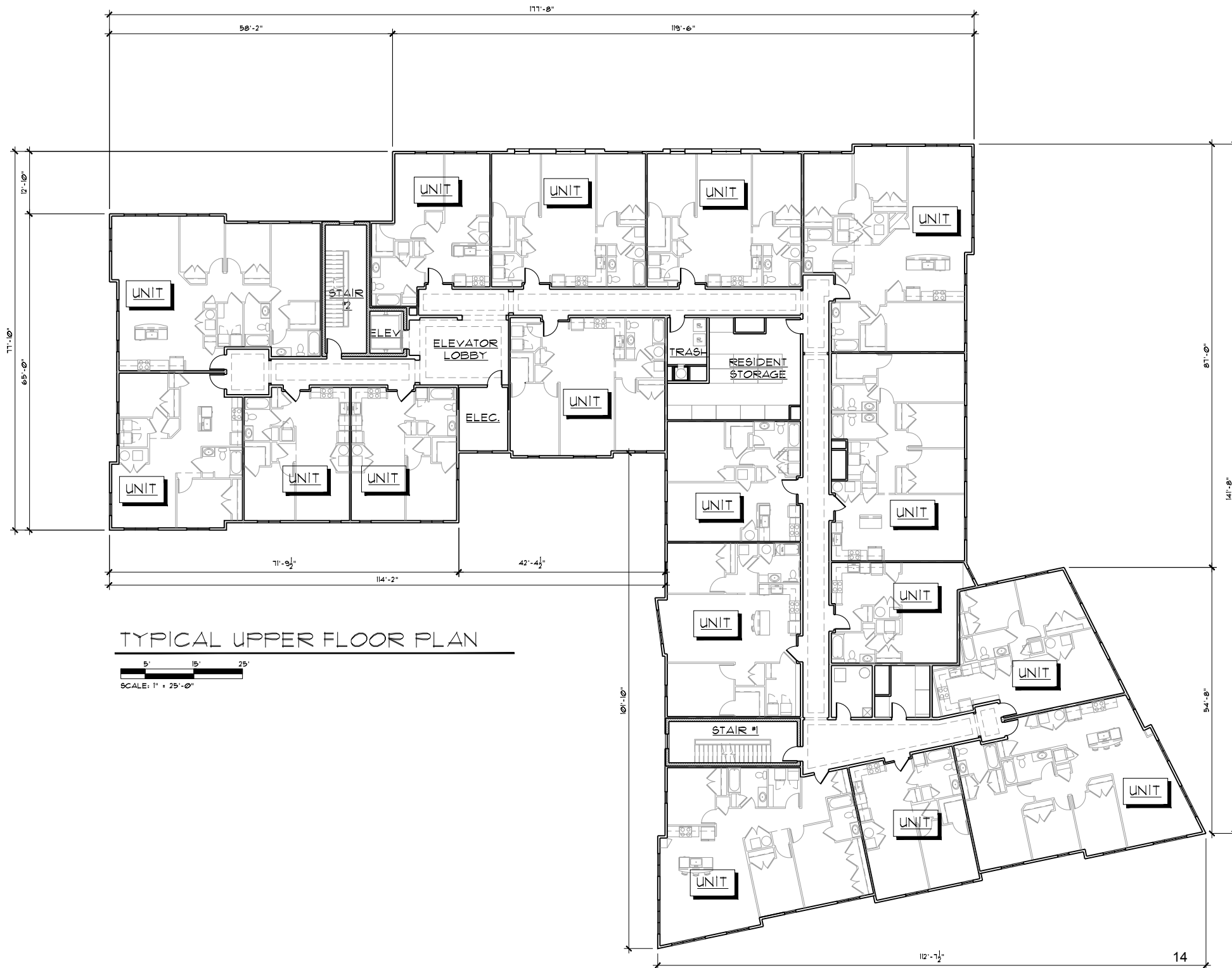
Plan - Riverwalk Residential - page 30

1. New residential construction can complement the already attractive environment of the River Walk, and act as a stimulus of its extension
 - a. By adding residential units and extending the River Walk, the site will help stimulate the west side of the river.
2. The location of this residential area is able to take advantage of riverwalk amenity, while having a functional interrelationship to the employment shopping, and cultural facilities to be found in the core area
 - a. The residents of the apartments will be close to and within walking distance of many downtown amenities.

SBY Market Center Site Plan









KEY	
A. SYNTHETIC STUCCO (EIFS PANELS) AND WINDOW HEAD TRIM.	G. EXTERIOR DOOR TO BE CONSTRUCTED OF WOOD, ALUMINUM, STEEL, FIBERGLASS, OR COMPOSITE (PER THE ALLOWABLE TYPES LISTED ON PG 142 OF THE GUIDELINES).
B. BRICK VENEER	H. COMPOSITE DECKING
C. DECORATIVE FIBERGLASS CORNICE	I. ELEVATED CONCRETE PORCH
D. METAL AWNING	J. STONE BASE VENEER
E. METAL PORCH RAILING	K. CONCRETE RAMMING
F. CASEMENT AND DOUBLE-HUNG WINDOWS, TO BE CONSTRUCTED OF COMPOSITE/FIBERGLASS, ALUMINUM CLAD, OR WOOD (PER THE ALLOWABLE TYPES LISTED ON PG 142 OF THE GUIDELINES).	L. CONCRETE STAIRS
	M. COMPOSITE WOOD STAIRS





KEY	
A. SYNTHETIC STUCCO (EIFS PANELS) AND WINDOW HEAD TRIM.	G. EXTERIOR DOOR TO BE CONSTRUCTED OF WOOD, ALUMINUM, STEEL, FIBERGLASS, OR COMPOSITE (PER THE ALLOWABLE TYPES LISTED ON PG 142 OF THE GUIDELINES).
B. BRICK VENEER	H. COMPOSITE DECKING
C. DECORATIVE FIBERGLASS CORNICE	I. ELEVATED CONCRETE PORCH
D. METAL AWNING	J. STONE BASE VENEER
E. METAL PORCH RAILING	K. CONCRETE RAMPS
F. CASEMENT AND DOUBLE-HUNG WINDOWS, TO BE CONSTRUCTED OF COMPOSITE/FIBERGLASS, ALUMINUM CLAD, OR WOOD (PER THE ALLOWABLE TYPES LISTED ON PG 142 OF THE GUIDELINES).	L. CONCRETE STAIRS
	M. COMPOSITE WOOD STAIRS





RENDER VIEW 1
MAIN ST. & LAKE ST.



RENDER VIEW 2
MAIN ST. AT THE DRAWBRIDGE



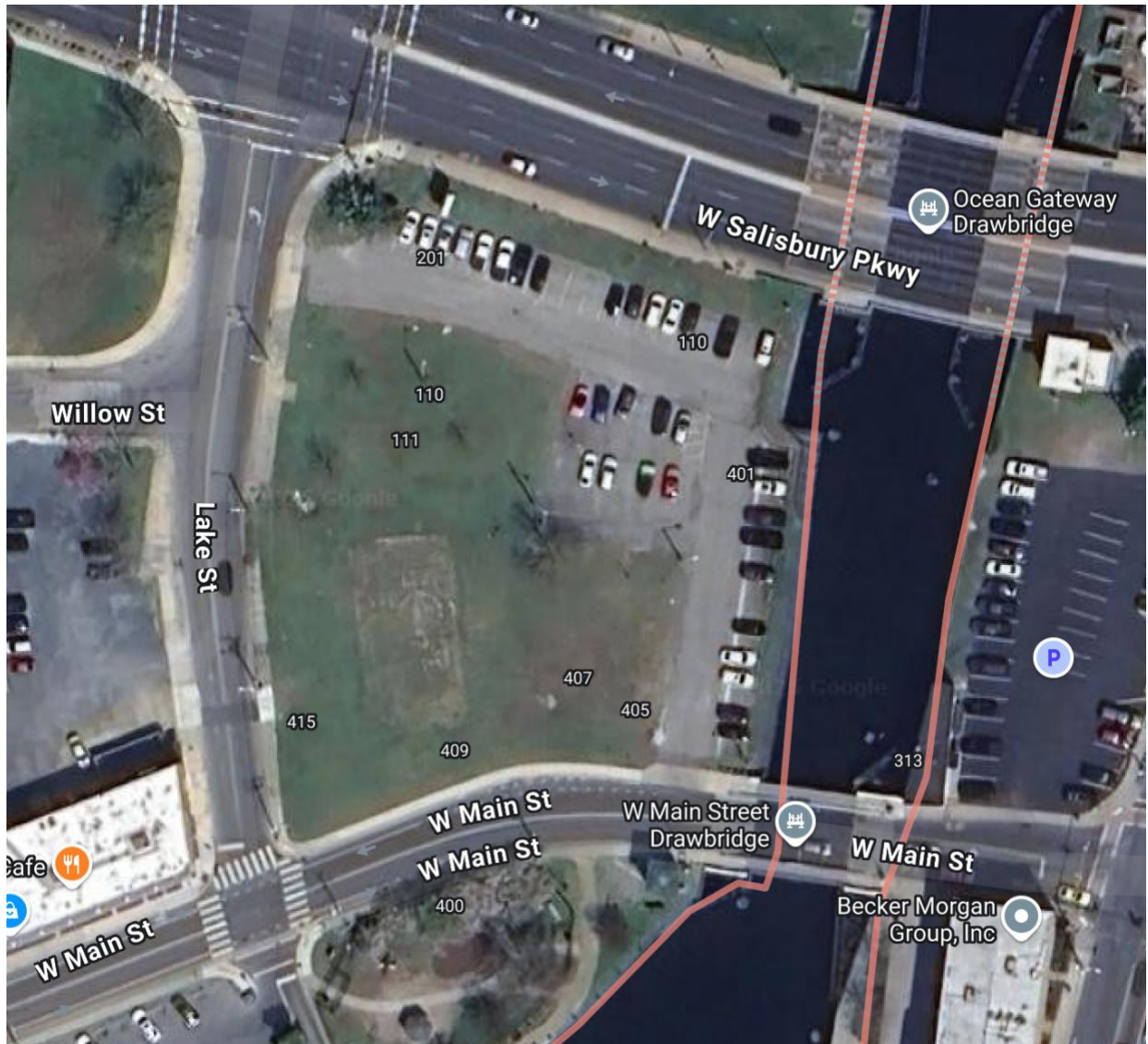
RENDER VIEW 3
ROUTE 50 & LAKE ST.

SBY Market Center
Photos of the subject property

The site is vacant



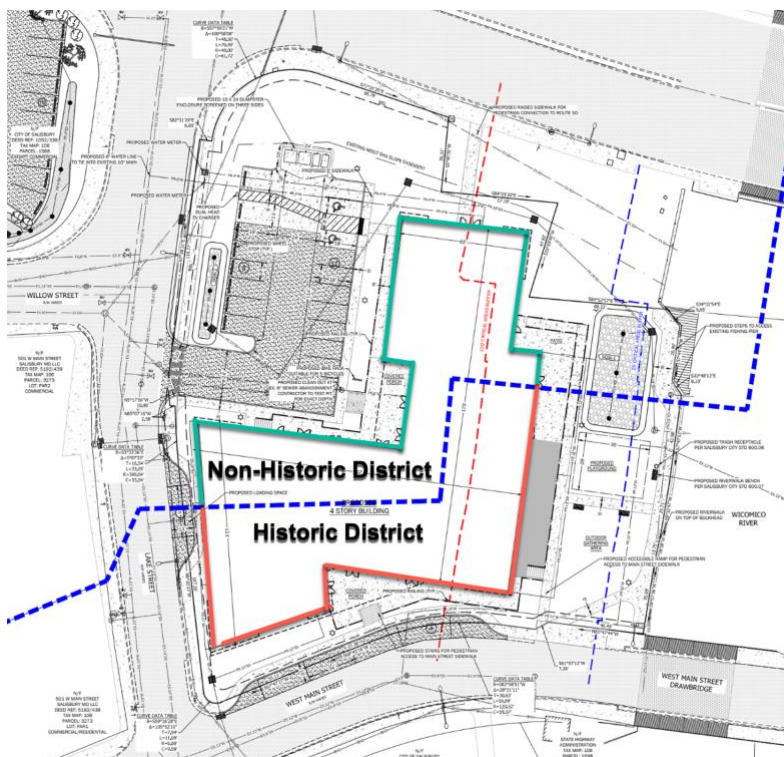
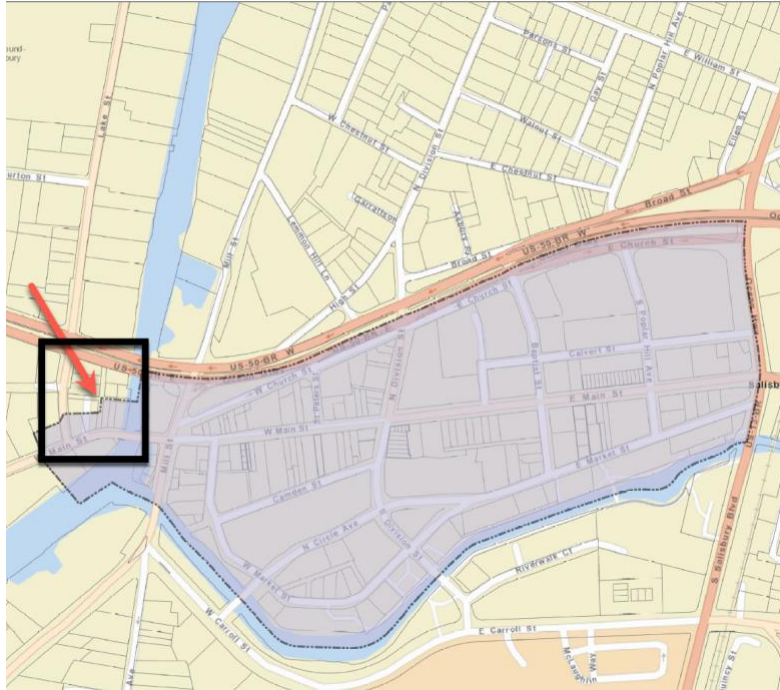
SBY Market Center
Aerial view



SBY Market Center

The blue line represents the extents of the Downtown Historic District in relation to our building and site.

DOWNTOWN HISTORIC DISTRICT



SBY Market Center

Photo of the property to the immediate left of the subject property



SBY Market Center

Photo of the property to the immediate right of the subject property

Property to the immediate right is the Wicomico River



Closest property to the right



Salisbury Historic District Commission

STAFF FINDINGS

Meeting of October 22, 2025

Case Number:	#25-21
Commission Considering:	New Construction – Mixed-use Commercial and Residential Building
Owner Name:	SBY Market Center, LLC
Owners Address:	212 East Main St Salisbury, MD 21801
Applicant Name:	Joe Buckley
Applicant's Address:	same as owner
Agent/Contractor:	N/A
Subject Property Address:	111, 201, and 205 Lake St, 401, <u>405-</u> <u>409, 415-417 W Main St</u> , 110 Small St., and Parcels <u>2309046186</u> and 2309051422
Historic District:	Downtown Historic District
Use Category:	Commercial
Zoning Classification:	Central Business District (CBD)
Structure / Site Description:	
Built Date:	N/A
Enclosed Area:	N/A
Lot Size:	48,175 sq ft. Combined with only 15,942 in the Historic District (SDAT Real Property Database)
Number of Stories:	N/A
Contributing Structure:	N/A
Wicomico County Historic Survey on file:	No

Nearby Properties on County Survey:

- WI-330 Franklin Hotel, 501 W. Main St
- WI-117 Bridge 22009, Salisbury Bridge, West Main St. Bridge
- WI-268 Port Exchange, Humphreys & Tilghman Building, Turner Bros., Wholesale Grocers, 318 W Main St

Historic Structures Located in Excavation Area (per city website):

- Polan's 5 and 10 Cent Store
- Blue Moon Night Club
- Ritz Movie Theatre
- Zanzibar Night Club

Historic Structures Located in Excavation Area (per Nabb Research Center):

- Field's Jewelry, Parcel 2309058923 (Possibly 403 W Main St.)
- Field's Clothing, 405 W Main St.
- Field's Laundry, 405A W Main St
- Chisom's Barbershop, 409 W Main St.

Explanation of Request: The applicant is seeking approval for the new construction of the SBY Market Center, which consists of a mixed-use building with commercial space on the ground floor and three levels of residential units.

Areas of Historic Guidelines to be considered:***PURPOSE OF THE HISTORIC DESIGN GUIDELINES (pg 12)***

The purpose of establishing historic districts is to preserve the historic character of a neighborhood's built environment by retaining historic buildings and features while ensuring that new construction and additions are compatible with their historic surroundings.

Comment: A significant effort was made to ensure that this proposed structure aligns with the downtown historic surroundings. While most choices demonstrate compatibility, some could be improved to provide more the detail and craftsmanship characteristic of the buildings in the Downtown Historic District. These will be discussed in the staff report.

Each historic district in the City of Salisbury (Camden, Newtown, and Downtown) has its own unique features that make up its historic character. By managing changes to the exterior of properties within the historic districts, the people of Salisbury can help to ensure that the distinct character of each district remains intact.

Comment: The proposed site is on the western edge of the Downtown Historic District where much of the historic buildings have already been demolished and history forgotten. The proposed building does draw from the features of existing Downtown architecture but appears more institutional in aesthetic due to the ground floor having one elevated entrance set back from the sidewalk rather than multiple shop fronts with recessed entrances that are characteristic of Downtown.

SALISBURY'S HISTORIC PRESERVATION TRADITION (pg 16)

Salisbury experienced a great loss of historic resources and heritage after the 1860 and 1886 fires, and a severe flood which occurred in the first decade of the 20th century. As a result, most of the structures from its earliest development period in the 18th century were lost. Salisbury's leadership put in place measures to prevent the loss of structures following major fires in 1860 and 1886 by requiring that all new construction be of masonry materials in order to withstand the threat of future fires. Today the City faces new challenges in the preservation of its historic resources, including the loss of historic structures due to neglect, as well as the loss of significant historic features as a result of the use of incompatible replacement materials, and impacts to the overall setting as a result of inappropriately designed new construction and building additions to historic structures throughout the districts.

Comment: As of 1967, there were historic Black-owned businesses in these areas, listed above. Efforts should be made to acknowledge and honor their significance (see exhibits A-H, courtesy of the Nabb Center).

FACTORS THE COMMISSION CONSIDERS (pg 37)

The SHDC Rules and Regulations mandate that the Commission must “strictly judge” plans for changes to sites or structures determined to be of historic, archaeological, or architectural significance. This means that the Secretary of the Interior’s Standards must be upheld to the greatest extent possible for contributing properties within each district. The Rules and Regulations also mandate that the Commission “may not strictly judge” plans for changes for a non-contributing site or new construction unless the proposed changes would “seriously impair the historic, archaeological, or architectural significance” of the surrounding area.

Comment: While staff is not opposed to the construction of the SBY Market Center, staff recommends that the project be held to a higher standard of review, given its potential to significantly alter the Downtown Historic District. Its location at the western boundary—where the district begins and where historic properties once stood—makes it especially important that the project be carefully evaluated.

DOWNTOWN HISTORIC DISTRICT (pg 44)

The Downtown Historic District is characterized by wide streets and sidewalks and densely packed masonry buildings featuring retail and commercial space at the ground floor level. Street trees are found throughout the District, and significantly mature trees are present on the property of the City Hall. The Plaza area of Main Street incorporates brick paving as a decorative element, which defines café areas and pedestrian crossings. The District’s orientation around Main and Division Streets provides a strong and continuous building frontage, with civic structures that reinforce and establish a sense of place.

Comment: The proposed mixed-use building appears to align with this section. Efforts should be made to align further by incorporating brick paving where feasible.

ARCHITECTURAL STYLE GUIDE

Two-Part Commercial Block (1850s-1950s)

The majority of historic commercial buildings in Salisbury are of two-part commercial block type. This building type is common throughout the United States and is typified by being two to four stories in height and having a horizontal division which splits the building into two distinct parts based on interior use – typically, public spaces such as storefront, lobbies, or restaurants at ground level and more private spaces, such as offices, meeting rooms, or living quarters on the upper stories. Nearly all of the building's in Salisbury's Downtown district are of the two-part commercial block building type.

Three-Part Commercial Block (1880s-1930s)

The three-part commercial block building type is similar to the two-part commercial block type, however, it is typified by having five or more stories and three horizontal divisions. It is analogous to the classical column, evoking a base, shaft, and capital. The first and top floors are more heavily ornamented than the middle floors, with the top floor typically featuring the heaviest application of ornamentation.

Comment: The proposed building design incorporates elements of both the two-part commercial block type, typical of designs from the 1850s to the 1950s, and the three-part commercial block type, which was common from the 1880s to the 1930s. The latter is generally associated with structures of five or more stories. Since the proposed buildings are four stories tall yet reflect characteristics of the three-part type, staff recommends adding ornamentation to the parapets. This enhancement would help the design better harmonize with other taller structures within the Downtown Historic District.

UNIVERSAL GUIDELINES

Guideline 8: *New Exterior Walls*

- b. For new construction, select building materials that are in keeping with materials used on the block.*
- c. For masonry walls, use bricks of similar size, color, and texture to those used historically. Concrete block and jumbo brick are not appropriate to the character of the Downtown Historic District.*

Guideline 11: *Stucco Surfaces*

Historic use of stucco is rare in Salisbury; however, the material does appear on some buildings within the Downtown Historic District.

Comment: While there are no existing buildings on the block of the proposed project that perfectly align with Guideline 8b, the proposed use of brick and synthetic stucco (EIFS) is consistent with the materials referenced in this section of the guidelines.

Guideline 23: Doors for Additions and New Construction

- b. Doors on new construction in the historic district should be complementary to the style, scale, and design of the doors on the main body of the new building, and complementary to those throughout the district.*

Comment: The proposed door design appears consistent with those commonly found throughout the Downtown Historic District and aligns with Guideline 23

Guideline 24: Roofing Material

- f. Roofing materials on new construction should be consistent with the prevalent roofing material on surrounding buildings.*

Guideline 31: Solar Panels

- a. Solar panels should be installed in a location that minimizes their visibility as much as possible. Flat roofs and rear sloping roofs are the best candidates.*

Comment: The proposed roof appears to be flat, which is ideal for solar panels. In correspondence, the applicant indicated that at this time, it is unclear whether the solar panels will be partially or fully hidden. For this reason, staff recommends that the installation of the solar panels be reviewed and approved under a separate application.

Guideline 33: Walkways, Driveways, and Parking Lots

Walkways, driveways, and parking lots are integral features within all of Salisbury's historic districts. Their location, materials, and overall appearance on the property and within the streetscape is a historic feature that contributes to the district as a whole and should be retained and preserved.

Historic Districts where single-family residences are converted to multi-family. Within the Historic District are small surface parking areas for religious buildings and a few commercial properties. Surface parking areas are not contributing features, but impact the character of the historic district.

- c. Concrete is the recommended material for new sidewalk construction. The material and pattern of the existing sidewalk within the block should be maintained.*
- d. Establishing a new pattern using concrete pavers, red or yellow brick may be appropriate if it is compatible with the historic quality of the street and will be reviewed on a case-by-case basis.*
- e. Sidewalks must provide curb cuts per code and ADA guidelines.*
- f. Historic walkways which have been lost or altered may be restored based on existing documentation of the original design, or if no documentation is available, a new feature may be designed to be compatible with the overall historic layout of the property. The new design should be compatible with the location, configuration, dimension, scale, materials, and color of the historic property and the surrounding district.*

- g. *Walkway and driveway materials and colors should be consistent with those used historically, including brick, flagstone, and gravel. Concrete and asphalt are other options which are potentially appropriate.*
- h. *Construction of new parking lots for subdivided residential properties should be avoided, or located at the rear or side of the property. Provide a landscaped buffer to screen the parking area from view. Plant material should be no more than 42" in height in order to screen the vehicles but still allow for visual access into and from the lots.*
- i. *For commercial or institutional parking, the overall effect on the character of the surrounding area must be considered. Locate parking lots away from the primary elevations – the rear or side of the property is usually ideal. Provide a landscaped buffer to screen the parking area from view. Plant material should be no more than 42" in height in order to screen the vehicles, but still allow for visual access into and from the lots.*

Comment: As noted in the guideline, the parking lot is located at the side and rear of the property. It is unclear whether the proposed landscaped buffer will provide sufficient screening of the parking area from view.

Guideline 36: New Construction

Building form is an important component of the streetscape, the largest element within the streetscape, and tends to command our attention most strongly.

“Form” refers to the shape and massing of a building. Historic downtown commercial buildings, for example, often have a form that is boxy (rectangular), tall in proportion, and long or deep.

In planning new construction in downtown Salisbury, building form and streetscape elements should be carefully considered. Streetscape elements can reinforce the area’s attractiveness and make it a desirable place to live or do business. Elements within the Downtown Historic District include a regular setback of building facades, which provides an unbroken view along the street and close placement of buildings.

- a. *New structures should be similar in form, scale, and height to the surrounding structures.*
- b. *New structures should be placed on existing vacant lots whenever possible, and should match the setback of surrounding structures. The vast majority of properties in the Downtown Historic District have little to no setback: the front of the building is positioned at the edge of the sidewalk.*
- c. *Parking lots or parking structures should be placed at the rear of the lot whenever possible. Ideally, access to them should be from a side street to lessen the number of curb cuts along main streets.*
- d. *New buildings should be compatible with adjacent structures in terms of massing, proportion, size, and scale.*

- e. *New buildings should be oriented to face the street rather than turned inward, skewed or oriented at angles to the existing street grid.*
- f. *Services such as delivery or trash removal should be handled from alleys that pass through the middle of the block or otherwise located on a non-visible elevation.*
- g. *Blank or windowless walls on the front façade or street side are not appropriate.*

Comment: The proposed structure appears to align with Guideline 36.

GUIDELINES FOR COMMERCIAL PROPERTIES

Guideline 37: Façade Configuration

As described in Section 3, there are several building types associated with commercial architecture. These forms are a character defining feature of commercial buildings and their order and arrangement must be maintained.

- a. *Maintain the historic compositional principles of historic commercial buildings.*
- b. *For two- and three-part block configurations, maintain the division of the upper and lower stories.*
- d. *New commercial buildings should follow the same compositional layout of surrounding buildings in order to maintain the scale and pattern of the Downtown Historic District.*

Comment: The proposed building appears to be consistent with Guideline 37.

Windows

Historically, buildings in the Downtown Historic District have windows on the upper floors. Most common was the use of simple double-hung windows in plain, lightly decorated walls. These windows were generally one-over-one wood frame sash in either rectangular or arched openings. Some buildings from the 1920's and 1930's used casement windows or group of double – hung windows in openings that were larger than those of earlier buildings. Window openings were generally plain, with simple stone lintels and sills.

Comment: Many buildings throughout the downtown area that resemble the window configuration proposed.

Guideline 43: Roof Shape and Slope

- c. *On new buildings, roof shapes should be consistent with those found historically throughout the district. Most buildings in the Downtown Historic District have flat roofs or flat parapets with roofs that slope away from the street. Roof types associated with residential properties, like gables and mansards, are inappropriate for the commercial district.*

Comment: The roof appears to be flat with parapets.

Areas of the Regional Urban Design Assistance Team (1980) to be considered:

Recommendations(pg 9)

Investigate new potential projects

- *Farmer's/Fisherman's market*
- *Arena stage in Plaza*
- *Quality restaurants (riverfront)*
- *Multi-story apartment build*
- *Wholesale market*
- *Riverfront "crescent" housing*
- *Cinemas*

Comment: The proposed structure aligns with RUDAT recommendations.

Downtown Plan – Design Quality

An aesthetically attractive environment is an essential element in re-establishing the desirability of downtown. New architecture of the highest quality, restoration work, landscape architecture, parks, plazas and riverfront walkways, signs, graphics and landscaped parking areas can all contribute to the public perception of an exceptionally attractive place. Older buildings should be restored, and facades made of incompatible facing materials, added as “modernizations” should be removed. New buildings which are near the Plaza might well utilize materials which are harmonious in color and texture with the older buildings. However, they should not attempt to copy the detailing of historic buildings.

Comment: The proposed new structure is of good quality. Proposed material selection is harmonious in color and texture with older buildings.

Perspective of Typical Façade Rehabilitation (pg 38)

The drawing represents a way to recall the original character of a previous era of that image. The canopies over the ground floor of the commercial buildings provide shading from the sun as well as shelter while shopping during inclement weather. Street lights provide adequate lighting for early evening shopping or late evening strolling and window shopping in the Downtown Plaza. Fine graphic designs on the walls of the buildings serve to identify each business of professional office and an enjoyable ambience for downtown. Additional architectural devices such as flags or banners further enhance the attractiveness of the buildings. Various pavement patterns contribute to a special sense of place. Decorative, moulded roof lines are emphasized to capture Victorian and Colonial style architecture of the many buildings. Natural amenities such as trees and planting boxes in the windows of commercial buildings are encouraged. Such attractive elements, both

natural and architectural, serve as a means of attracting people downtown and will be instrumental in establishing a sense of quality rare in shopping centers.

Comment: Greater effort should be made to incorporate decorative, moulded rooflines consistent with the surrounding architectural style.

Comments/Recommendations:

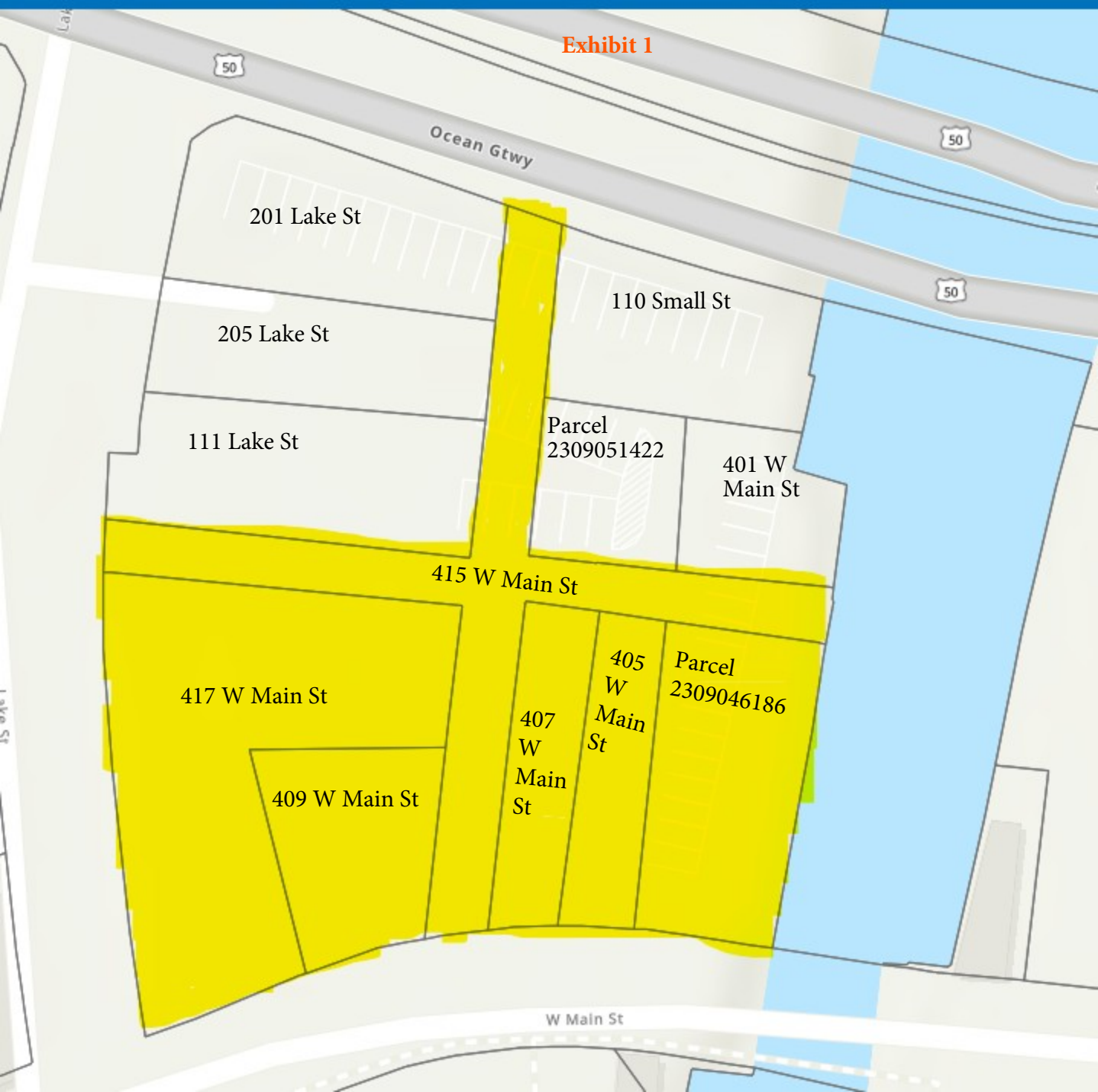
Based on the Historic Guidelines, staff generally recommends approval of the application with the condition that the solar panels be approved at a subsequent SHDC meeting and that the Commission consider additional conditions that will encourage more architectural detail and recognizes the business community that historically existed on this site.

Evaluation Criteria:

Pursuant to Section 17.52.040 A & B of the Salisbury Zoning Code, it is the duty of the Historic District Commission to review and make determinations on all applications to construct, alter, reconstruct, move or demolish a site or structure within a Historic District whenever “*exterior changes are involved which would affect the historic archeological, or architectural significance of a site or structure, any portion of which is visible or intended to be visible from a public way.*” In reviewing an application and plans, the Commission should consider review criteria, and may decide as to which of said Criteria are applicable.

Staff Findings Prepared By: Jennifer Jean
Infrastructure and Development
125 N Division Street, Suite 304
Salisbury, MD 21801
(410) 548-3170
Date: October 3, 2025

Exhibit 1



50

Ocean Gtwy

50

50

201 Lake St

205 Lake St

111 Lake St

110 Small St

Parcel
2309051422

401 W
Main St

415 W Main St

417 W Main St

409 W Main St

407
W
Main
St

405
W
Main
St

Parcel
2309046186

W Main St

PILLSBURY & SHERMAN

— REAL ESTATE —

312 S. Salisbury Blvd. 742-8601

MAIN—W (Cont'd)

- 302 Apparel Outlet—△742-3532
 306 Mart Men's & Boys Shop—
 △742-1841
 Brother & Sister Shop—
 △749-9460

- 313 Bargain Cen
 318-20 Stge
 322 Vacant

Wicomico River

- 400 State Rds Comn Main St Bridge
 Tower
 401 Ideal Fish Mkt—△742-4068
 Liebman J H—△743-4068
 402 Wright Wm—△742-4068
 403 Fields R W Jwlr—△749-9471
 404 Dixie Bargain Centre—△749-4593
 405 Fields Clo Store—△749-9273
 405A Fields H M—△749-9273
 Star Ldry Dry Clnrs—△742-8976
 406 Dennis Confy
 Dennis Richd
 407 Parson Pierre—△742-0296
 407A Elzey L R—△742-2987

Mill

Small

- 408 Moore N W
 408A Moores Barber Shop
 409 Chishom's Barber Shop—△749-6422
 409A Vacant
 411 Jones Hair Process Cen—△742-2013
 412 Willow Cab Co—△742-2211
 413 Wicomico Shoe Repr
 413A Vacant
 413B McGee J H
 415 Melvin & Jimmy's Restr
 417 Vacant

Lake

- 500 Vacant
 501 Hayman's Pharm—△749-3474
 505 Al's Barber Shop—△742-6181
 507 Franklin Hotel—△749-9394
 Hutt M C—△749-9394
 508 Vacant
 509 (505) Salisbury Battery Co—
 △749-3741
 510 Sonny's Pure Oil Sta—△749-9621
 512 Sonny's Used Cars—△749-9621
 517 Curley's—△742-2200

Fitzwater

- 600 Maycock's Texaco Serv Sta—
 △742-5985
 603 Trader J N ®—△742-2834
 605 Vacant
 608 Toni James

Germania Cir

- 612 Trader W A—△749-6221
 Fallin E R

- 615 Moores Gro
 Shore Cab Co—△749-5400
 Friendly Cab Co—△749-5400
 618 Hines Ernest—△742-3741

Willow

Cypress

- 620 Howard Barbara Mrs
 624 Fields Leon
 Smith Evelyn V Mrs—△742
 King Emma Mrs—△749-532
 628 Brickhead R G ®—△742-46
 Niskey Benj
 631 Goodwin David—△742-9640
 632 Vacant
 635 Eure J ®—△749-5386
 636 Gaines Edw
 637 Alcorn D ®—△742-3742
 638 Elzey Loreta Mrs—△742-34
 640 Carroll C E
 641 Salisbury Body Shop
 642 Barralls Geo
 West Mazie G Mrs—△742-35
 643 Lulu's Chevron Sta—△749-9
 643 White Josephine V
 645 Maple Tourist Home—△749-
 Chipman Jeanette Mrs—△74
 648(r) Garrett C D—△742-4986
 651 Clara Belle Bty Shop—△742-3588
 Beasley Wm ®—△742-6041
 White C M—△749-6041

1st

- 652 Purnell E A phys—△749-3352
 Purnell Annie M Mrs—△742-9343
 653 Williams Fulton—△742-0458
 655 Vacant
 656 Handy S C
 657 Dashiell Nellie R Mrs ®—
 △742-4338
 660 Bundick Ralph—△742-0262
 661 Bounds Ella
 663 Nutter Uucus
 Poole Norman
 Watson Robt
 664 Dashiell W F—△742-7805
 665 Vacant

2nd

- 668 Harmon Walter
 669 Hall A L—△742-0256
 671A Hall Alf
 671B Smith Edith—△742-9983
 673 King Harold—△749-9501
 675 Reed R G—△742-0495
 Reed R G nursing home—△742-0495
 676 Vacant
 679 Waller Marion ®—△749-9323
 680 Glen Air Restr
 Williams Glen V
 681 Coursey Helen M Mrs ®—△742-1746

Exhibit B



Exhibit C

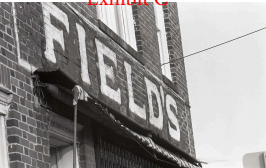


Exhibit D



Exhibit E



Exhibit F

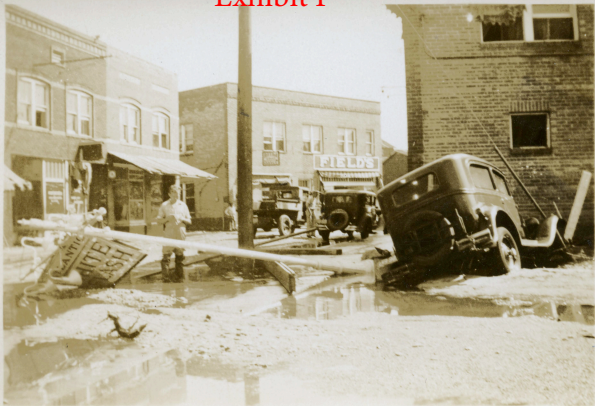


Exhibit G



The tales are cyclical

The bent and twisted girders lay like so many pieces of tortured steel on the rain-soaked concrete. The excavator had just demolished two of the few remaining buildings of Salisbury's once thriving black entertainment and business district.

Those fallen bricks and broken timbers had heard stories first told across billiard tables, behind mugs of beer, and in barbershop chairs.

The tales are cyclical. After several changes in style, from combed-backed to picked-out to slicked-down. I am wearing my hair the same as I did when it was cut by the late Dazzie Chishom, although, admittedly, with a lot more gray.

I'm not certain exactly when it was that a few stray gunshots earned that stretch of Lake Street from Route 50 to West Main Street the nickname "Dodge City." But I do remember that the race riots and the Nixon recession, which together hammered the business life out of the area, took place less than a decade apart.

The property behind the two recently demolished structures had already lain as an uneven expanse of concrete for a year or more. On that spot once stood the establishments of one of Salisbury's most prolific black entrepreneurs, the late Jim Weatherly.

The "Postal Card" was a luncheonette; in the "Back" was space for record hops and live bands; the "Budweiser" was a beer garden, as such places were called in the days before hard li-

quor sales in the county; and upstairs was a pool hall.

A block away was Salisbury Battery. Partially on land now taken by the eastbound lanes of Route 50, the "Citizens Club" was popular for dancing and big bands playing Count Basie and Duke Ellington standards of the era.

Both Big Jim and his enterprises stood the tests of time. Over the years he endured physical assaults by knifewielding customers. And, thanks to an



West Side Stories

George W. Roache Jr.

unnamed citizen who scrawled "Soul Man" across the Postal Card's windows, he survived the 1968 riot.

He was as productive at home as he was in business, siring six daughters who went on to write their own success stories.

One holds an advanced degree in pharmacology and is married to a Houston physician. Another is a successful real estate sales person in Clinton, Md. Others are helping battered women, nursing the sick, or working in New York's Studio Museum of Harlem.

Most notable among the first daughters of West Salisbury, if ever there were any, is Florence, whose talents, like those of her sisters, I have admired for years.

Fresh out of Goucher,

Maryland's premiere women's college, she served as an aide to Harlem Congressman Charlie Rangel. Later, four grueling years of night law school at Georgetown won her a position reporting to the special assistant to the president for domestic policy in the Carter White House.

Until just days ago she could boast of having as one of her law partners the former Democratic National chairman and future Commerce Secretary, Ron Brown. That firm, "60 Minutes" recently reported, is pre-eminent among the nation's lobbyists.

It was 12 years ago that Dodge City lost more of its already waning vitality. Cancer bested Big Jim in probably the only deal he could not negotiate on terms favorable to himself.

Serving with her sister Adrienne as co-administrator of the Weatherly estate, Florence helped select counsel who maximized the liquidated value of her father's business assets.

The Postal Card structure eventually passed from her mother to a church, then to the city, and, ultimately into oblivion.

The old businesses of West Salisbury may be nothing more than flattened properties now, but if you stand quietly and listen closely, you can hear stories blowing in the wind that sweeps across them.

The tales are cyclical.

They are West Side stories.

●
GEORGE W. ROACHE is a writer and columnist for the Shore Times and is a substitute teacher in Wicomico County.

Clipped By:



dtmessick

Wed, Jul 29, 2020

WI-330

Franklin Hotel

Architectural Survey File

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

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

All material is property of the Maryland Historical Trust.

Last Updated: 08-29-2003

WI-330
Franklin Hotel
Salisbury
Private

1930

Prominently marking the intersection of West Main and Lake streets on the west side of Salisbury's business district, the Franklin Hotel is a two-story, thirteen-bay by six-bay brick building distinguished by a series of recessed commercial fronts and arched window openings on the second floor. The principal entrance is located on the southeast corner of the old hotel, which is dated to 1930 by a large concrete plaque fixed in the top of the chamfered corner of the rectangular structure. At the second floor level there is a second concrete plaque embossed with the label "Mainlake Building." The stretcher bond street elevations are topped by a parapet wall accented with corbeled brickwork.

While housing a variety of businesses in the series of store fronts along West Main Street over the years, the two-story brick building is best known as the Franklin Hotel, where modest rooms were available to the scores traveling salesmen, sailors, and visitors who needed overnight lodging. The building was erected by the Larmar Corporation, an early twentieth century development company headed by J. H. Larmore.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Franklin Hotel

MHT INVENTORY NUMBER: WI-330

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s): Architecture
2. Geographic Orientation: Eastern Shore
3. Chronological/Development Period(s): Industrial-Urban Dominance
1870-1930
4. Resource Type(s): Hotel

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. WI-330

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Franklin Hotel

and/or common

2. Location

street & number 501 West Main Street ☐ not for publication

city, town Salisbury ☐ vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name City of Salisbury

street & number P. O Box 4118 telephone no.:

city, town Salisbury state and zip code MD 21801

5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court Map 106, P. 3273
liber 1164

street & number Wicomico County Courthouse folio 858

city, town Salisbury state MD 21801

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. WI-330

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

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

The Franklin Hotel, also known as the Mainlake Building, stands at 501 West Main Street on the west side of Salisbury, Wicomico County, Maryland. The two-story brick commercial block, built with a corner entrance, is oriented to the intersection of West Main and Lake streets.

Dated to 1930 by a concrete plaque, the two-story commercial block has a thirteen bay exposure on West Main Street and a six-bay exposure on Lake Street. The stretcher and common bond walls rise to a parapet roof that disguises the low sloping shed roof.

The south West Main Street elevation consists of a series of recessed commercial fronts on the first floor and thirteen evenly spaced window openings on the second floor. Each recessed commercial entrance bay is distinguished by large plate glass display windows on each side of a glazed front door. A soldier course of bricks span the commercial bays. The second floor windows, each featuring a round headed arch, are boarded up. The upper wall surface is marked by slightly corbeled brickwork under the parapet wall. The southeast corner of the building is cut in order to facilitate the corner entrance to the main commercial space. The recessed entrance door is flanked by sidelights, and the ceiling is covered with diagonal, beveled edge boards. Fixed in the wall above the entrance are two concrete plaques, one with the date "1930" and the other with the name "Mainlake Building."

The east Lake Street elevation is six bays across. A commercial entrance on the first floor has been bricked up, but the soldier course that spanned the former opening is clearly visible. The second floor is marked by six round arched windows that are currently boarded over.

The west side elevation is laid in seven to nine-course common bond with a stepped parapet wall decreasing in elevation towards the back of the building. Four boarded over windows light the second floor.

The north (rear) elevation is an asymmetrical wall of doors and windows. The brick is laid in seven to nine-course common bond. Attached to the northwest corner is a two-story concrete block addition.

8. Significance

Survey No. WI-330

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

Specific dates	Builder/Architect
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.

Prominently marking the intersection of West Main and Lake streets on the west side of Salisbury's business district, the Franklin Hotel is a two-story, thirteen-bay by six-bay brick building distinguished by a series of recessed commercial fronts and arched window openings on the second floor. The principal entrance is located on the southeast corner of the old hotel, which is dated to 1930 by a large concrete plaque fixed in the top of the chamfered corner of the rectangular structure. At the second floor level there is a second concrete plaque embossed with the label "Mainlake Building." The stretcher bond street elevations are topped by a parapet wall accented with corbeled brickwork.

While housing a variety of businesses in the series of store fronts along West Main Street over the years, the two-story brick building is best known as the Franklin Hotel, where modest rooms were available to the scores traveling salesmen, sailors, and visitors who needed overnight lodging. The building was erected by the Lamar Corporation, an early twentieth century development company headed by J. H. Larmore.

The building is a significant element of Salisbury's West Main Street business district and is qualifies for listing in *Category A*, which identifies buildings that must be preserved due to their architectural and historical significance.

9. Major Bibliographical References

Survey No. WI-330

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

--	--	--	--	--	--	--	--	--	--

Zone Easting NorthingB

--	--	--	--	--	--	--	--	--	--

Zone Easting NorthingC

--	--	--	--	--	--	--	--	--	--

D

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E

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F

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G

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H

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Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

date 1/15/98

street & number P. O. Box 5

telephone 410-651-1094

city or town Westover

state Maryland 21871

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

WI-330
Franklin Hotel
West Main and Lake Streets
Salisbury, Wicomico County, Maryland
Chain of title

Map 106, Parcel 3273

1164/858

Gladys D. Church

to

City of Salisbury

Lot No. 2 as laid down on plat IDT 160/422

A J S 876/846

Larmar Corporation

to

6/1/1977

Earl C. Church
Gladys D. Church

IDT 160/420

Mary A. Wroten

to

12/4/1929

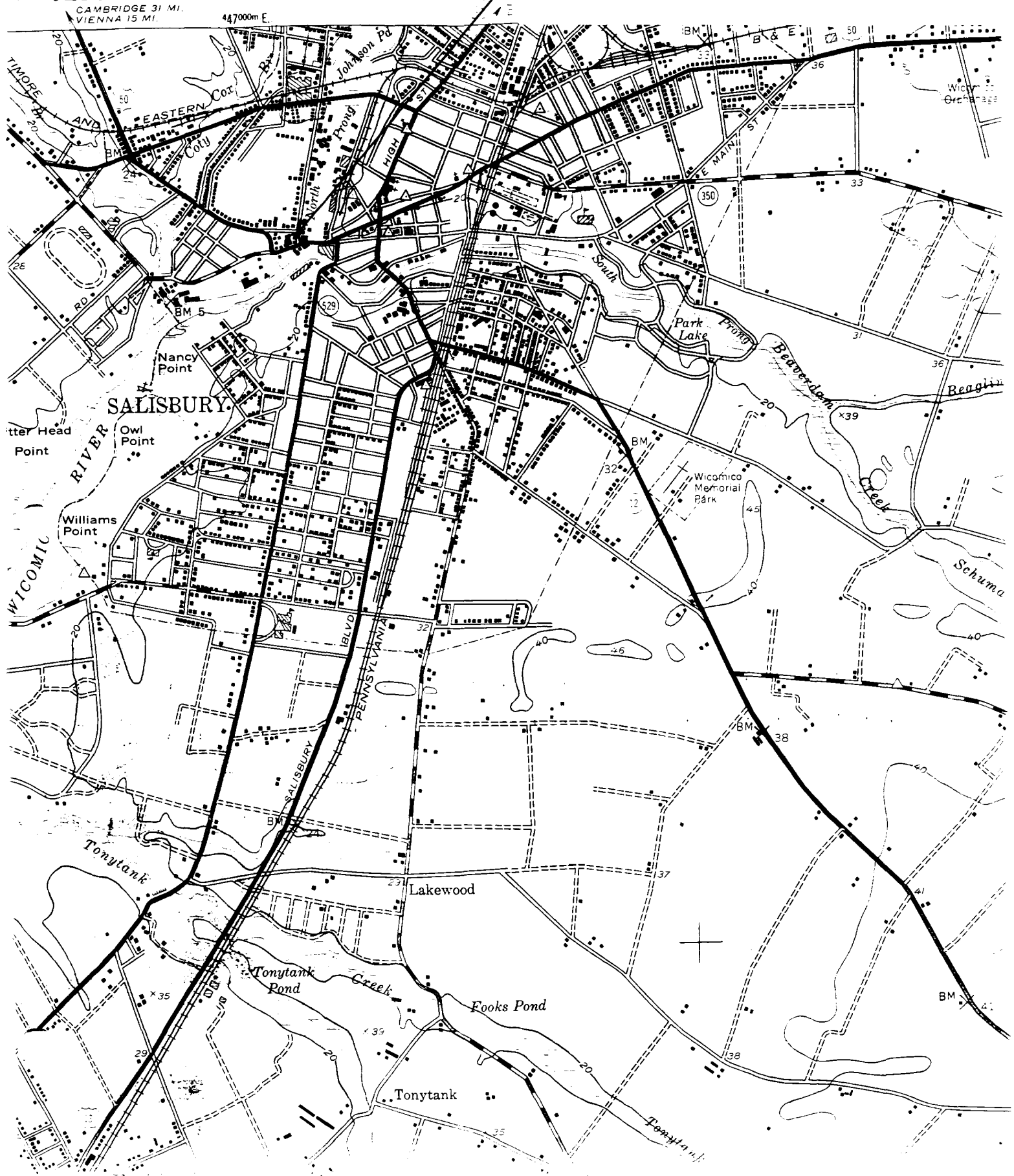
Larmar Corporation

Lot No. 2, Surveyed for J. H. Larmore

WI-330
Franklin Hotel

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

Salisbury, Maryland Quadrangle
1942





Phyllis and Homer

SOUTH ELEVATION

122



W1-330

FRANCLIN - 1992

SALISBURY, WINDHAM CO., VT.

SOUTHEAST ELEVATION

1/99, PAUL TOWAN - PHOTOGRAPHIC

NEG. / M.D. HISTORICAL TRUST

2 of 2

WI-117

Bridge 22009, Salisbury Bridge, West Main Street Bridge

Architectural Survey File

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

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

All material is property of the Maryland Historical Trust.

Last Updated: 08-29-2003

9302790

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

Property/District Name: Bridge 22009, MD 991 over Wicomico River Survey Number: WI-117

Project: Repair of Bridge 22009 Agency: SHA

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended X Eligibility not recommended

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

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

Based on information provided by SHA, Bridge 22009 does meet the National Register Criteria for individual listing. The double leaf bascule bridge constructed in 1929 is one of eight Chicago (or simple) trunnion structures currently extant on Maryland's highways. It also retains the original bridge tenders house, with its classically derived decorative treatment. Only one other historic moveable bridge retains its original tenders house. The bridge is significant as one of a few remaining historic moveable bridges in Maryland and as one of only eight extant Chicago trunnion structures. The moveable bridge represents an important transportation development allowing both vehicular and maritime movement and illustrates the economic importance of that the state's waterways had in the early 20th century, particularly on the Eastern Shore.

Documentation on the property/district is presented in: Project file, WI-117

Prepared by: Rita Suffness, John Hnedak

Elizabeth Harnold
 Reviewer, Office of Preservation Services

December 22, 1993
 Date

NR program concurrence: X yes no not applicable

[Signature]
 Reviewer, NR program

1-5-93
 Date

[Handwritten signature]

Survey No. WI-117

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: Structure

Historic Environment: Rural

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

Known Design Source: NA

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WI-117

Name: MD991 over Wicomico River (#22009)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

gms

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT No. WI-117

Name and SHA No. Wicomico River Bridge (22009)

Location:

Street/Road Name and Number: MD 991 over Wicomico River

City/Town: Salisbury _____ vicinity

County: Wicomico

Ownership: ☒ State ☐ County ☐ Municipal ☐ Other

This bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is the bridge located within a designated district: ☒ yes ☐ no

☐ NR listed district ☐ NR determined eligible district

☒ locally designated ☐ other

Name of District: Salisbury Historic District

Bridge Type:

☐ Timber Bridge

☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch

☐ Metal Truss Bridge

☒ Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☒ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam ☐ Rigid Frame

☐ Other Type Name _____

Description:**Describe Setting:**

This bridge crosses the Wicomico River in the northwestern, commercial section of the Salisbury Historic District. Along the river bank, on the west end of the bridge and on both sides of the road are parking lots. The east end of the bridge is flanked by an insurance company building and the Port Exchange.

Describe Superstructure and Substructure:

Wicomico River Bridge is a double-leaf bascule bridge of the Chicago trunnion style. A trunnion bascule, or simple bascule, as it is also sometimes called, is one in which the movable span swings upward around a central pivot at the center of rotation. Fenders built in the water at the corner of each movable span protect the spans from possible impact from ships passing through the channel. The bridge consists of three spans: two concrete girder approach spans and the main steel draw span, for a total length of 83 feet. The bascule span is 40 feet long; the roadway is 26 feet wide. The deck is steel mesh with steel beams and a steel guard rail. Sidewalks are wooden plank, supported on steel cantilevers extending off the main girders and are extensions of the floor beams. The abutments are constructed on timber piles. It has a plaque that attests to its construction in 1927 under the direction of the State Roads Commission.

The bridge tender's house sits at the southwest corner of the bridge. It is a two-story Classical Revival tower with engaged corner pilasters resting on granite plinths. It has a dentilated cornice beneath the copper roof. The walls have aluminum siding. Windows are rectangular, double on each side of the upper story, and single on the east and south on the first floor with a door from the street on the north elevation. The bridge control tower is one of the most notable buildings in the historic district, despite the alterations described below.

Discuss major alterations:

Repairs were made to the bulkhead in 1933. In 1938, an open steel floor was installed, making it the only all-steel bridge in the State at that time. The fenders were extended in 1948. A new steel bulkhead was installed in 1960. Major repairs in 1981 included replacing all floor beams and stringers on the bascule span, repairing sidewalk supports, replacing approximately 40 percent of the stringers and 25 percent of the joists supporting the open grid floor. Minor concrete work was done to replace the forward girder supports and one trunnion support. Totally new mechanical shear lock bars were also installed. To avoid much welding on-site, new members were attached with bolts. The entire steel structure was cleaned and painted. The bascule leaves were balanced: on the west leaf 6,000 pounds of concrete was removed from the counterweight; then four steel plates, 10" x 42" x 1.5" and weighing 714.61 pounds were bolted to the center floor beam; and four steel plates, 10" x 42" x 1", weighing 476.4 pounds were bolted to the nose end floor beam.

The original exterior wall covering of the bridge tender's house is unknown, but it has now been covered with aluminum siding. The original round headed windows with small paned glazing have been replaced with double-hung rectangular windows: two on each side on the second floor and single windows on the first floor.

History:**When Built:** 1927**Why Built:** *To replace a smaller bridge that was inadequate to handle the increased amount of traffic occasioned by the shift in the primary means of transport from steamboats to trucks.***Who Built:** *State Roads Commission.***Who Designed:** *John N. Mackall, Chairman of the State Roads Commission and its Chief Engineer and W. G. Hopkins, Bridge Engineer.***Why Altered:** *Minor alterations were made in the course of repairs to the bridge. Reasons for the alterations to the bridge tender's house are presently unknown.***Was this bridge built as part of an organized bridge building campaign:**

The 1920s and 1930s saw an active bridge-building program to replace narrow and unsafe bridges on the major highways of the Eastern Shore. Since the Good Roads Movement of the 1880s, Maryland citizens had been increasingly vocal in their demands for better roads. While the Eastern Shore had long relied on navigable waterways to transport goods to market, the decline of steamboat traffic and the rise of faster, more efficient vehicular traffic required action. With the growth in the number of automobiles and trucks early in the twentieth century, the need for better roads became particularly urgent. The program carried out in the 1920s and 1930s came in response to the shift from steamboats to trucks as the principal carriers of the region's agricultural produce to markets in Baltimore and beyond.

Surveyor Analysis:**This bridge may have NR significance for association with:**☒ A Events ☐ B Person☒ C Engineering/Architectural Character**Was the bridge constructed in response to significant events in Maryland or local history?**

Rivers and streams provided the primary means of transportation on the Eastern Shore before the twentieth century. If bridges were built across navigable rivers, they had to be either high enough to allow ships clearance beneath the bridge or they had to be movable to allow navigation on the waterway. High, fixed bridges required extensive approach work and very high grades; hence, movable bridges became the primary technological method for spanning the Eastern Shore's navigable rivers (Spero 1994:85).

By the 1920s, however, vehicular traffic was taking precedence over steamboats as the primary carriers of the region's agricultural and maritime produce to market. The decline of steamboat transportation left the Eastern Shore isolated and its economy damaged. Highway transportation was faster, but it required building better and wider roads and bridges that could accommodate increased traffic volumes, loads, and speeds. The Wicomico Bridge was one of a group of movable bridges constructed on the Eastern Shore in the 1920s and 1930s to meet this need.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

While its precise influence on the growth and development of Salisbury at the time of its construction is not known with certainty, it is presumed that a wider crossing at this point, with a capability to handle increased traffic loads and speeds, would have had a positive impact on the city and its economy by facilitating improved transport of goods and services. Salisbury had long been a center for shipping local agricultural and marine products to markets in Baltimore and beyond (See MHT document WI-145). The Wicomico Bridge would have enabled the shipping industry to continue and would have made the transport of local products to market easier.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

The bridge is located in the Salisbury Historic District, and its tender's house is considered to be one of the more notable buildings in the district, despite the alterations that it has undergone. The low-lying bridge adds to the visual character of the historic district.

Is the bridge a significant example of its type?

The Wicomico River Bridge is significant under Criterion A for its role in the development of transportation on the Eastern Shore during the period of Industrial-Urban Dominance, when vehicular traffic took precedence over steamboats to transport local agricultural and maritime products to markets in Baltimore and beyond.

The bridge is significant under Criterion C as one of only 20 bascule bridges remaining in Maryland. In addition, it retains its original bridge tender's house with only minor alterations. Only one other historic movable bridge on the Eastern Shore retains its original tender's house virtually unaltered.

Does the bridge retain integrity of the important elements described in the Context Addendum?

The Wicomico River Bridge retains its integrity of location, design, setting, materials, feeling, and association. It retains most of its component parts including its fenders, dolphins, bridge tender's house, piers, and plaque identifying the bridge and its date of construction.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

The Wicomico Bridge appears to be a significant example of the work of John Mackall, W. G. Hopkins, and the State Roads Commission.

Should this bridge be given further study before significance analysis is made and why?

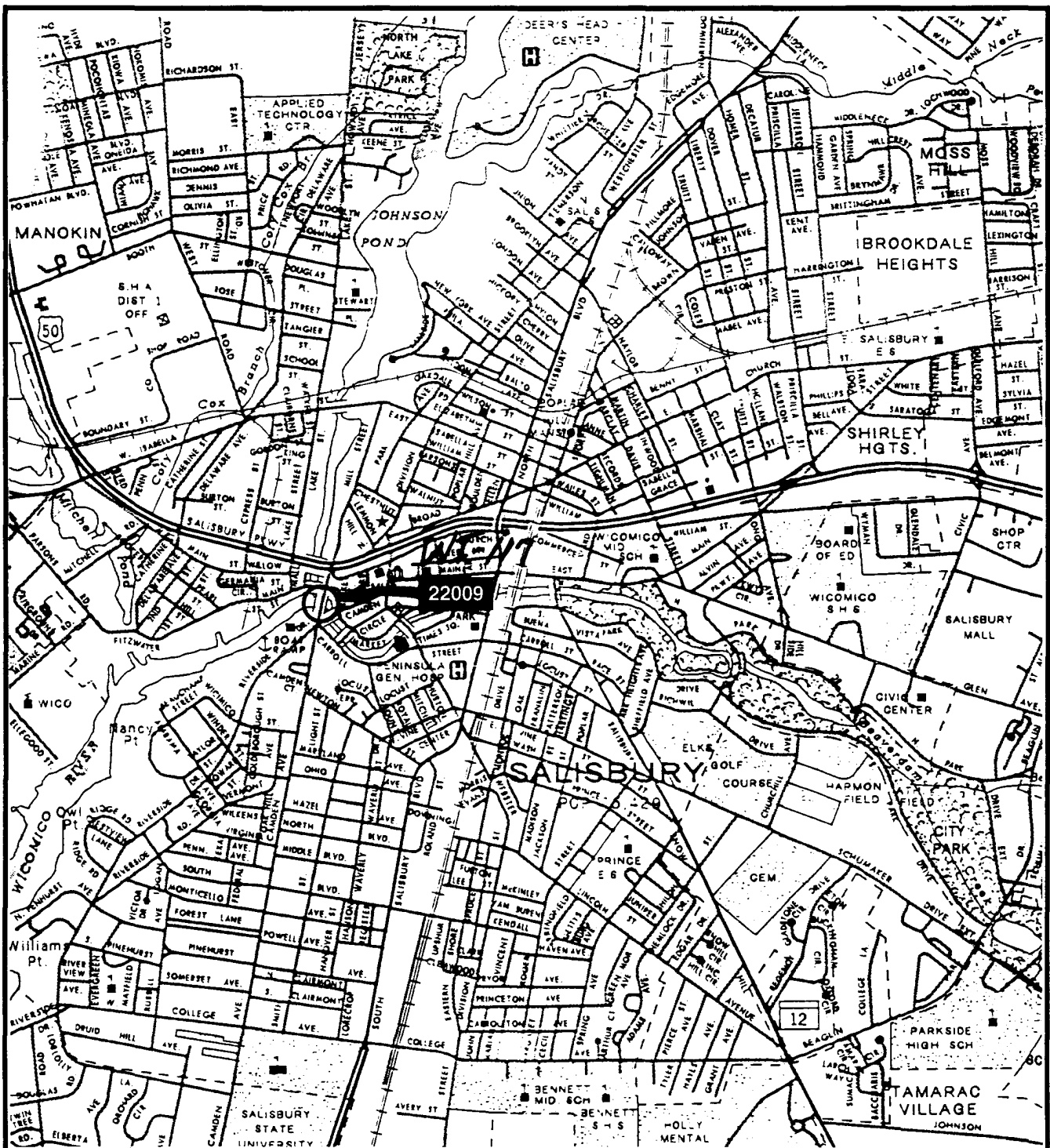
Further research should be undertaken to determine who actually designed the bridge, whether it is a significant example of the work of the designer, and to determine the effect of the bridge on the growth and development of Salisbury.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

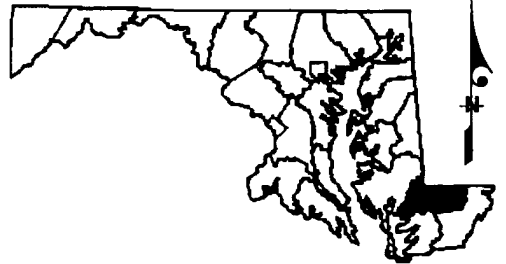
Surveyor:

Name:	<u>Alice Crampton/Julie Abell</u>	Date:	<u>12/13/94</u>
Organization:	<u>Parsons Engineering Science, Inc.</u>	Telephone:	<u>(703) 591-7575</u>
Address:	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		



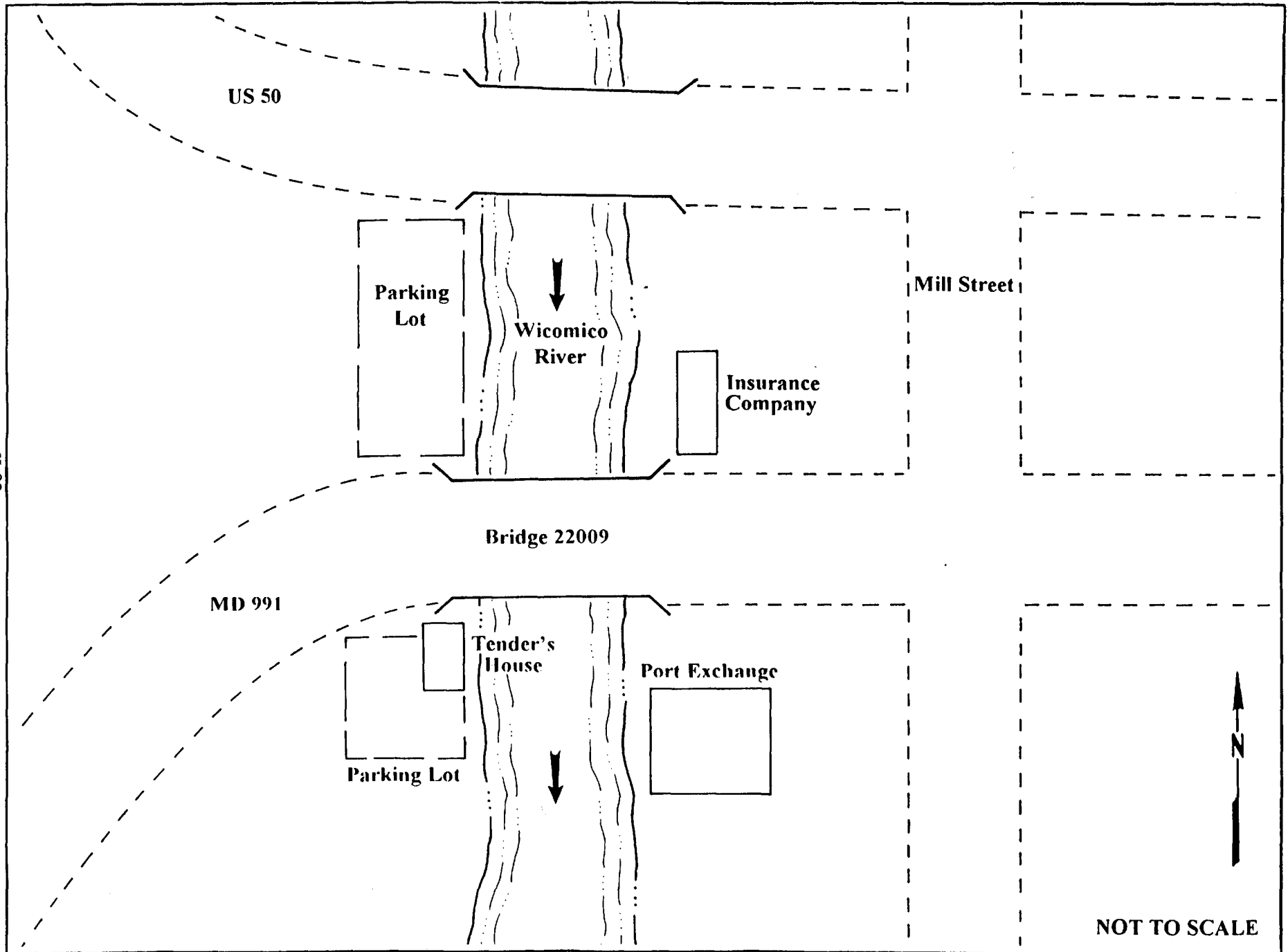
Wicomico County - Bridge Number 22009
 MD 991 over Wicomico River
(Determined National Register eligible by Interagency Review Committee)

Scale 0 1000 2000 feet
 0 0.5 kilometer



WI-117

II-92





WI-117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

North elevation

1 of 6



WII-117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

South elevation

2 of 6



W11 - 117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway
Administration

Approach looking west

3 of 6



WI-117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking east

4 of 6



WI-117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

1927 plaque on interior parapet

5 of 6



WI-117

Wicomico River Bridge (22009)

Wicomico County, Maryland

Julie Abell

12/94

Maryland State Highway
Administration

Bridge tender's house

6 of 6

117
WI-329
West Main Street Bridge
Salisbury
Public

1927

A distinctive element of Salisbury's downtown landscape is the West Main Street bridge and bridge tower, erected in 1927 by Maryland's State Roads Commission. The low walled, two-leaf bascule lift bridge was designed with twenty-six feet wide platforms and eight foot sidewalks. Low concrete abutments anchor the four corners. Fixed to the southwest abutment is a bronze plaque documenting John N. Mackall as chairman and chief engineer. Other members of the commission at the time included R. Bennett Darnall, W. W. Brown, L. H. Stewart, secretary, and bridge engineer W. C. Hopkins.

According to a notice printed in the *Salisbury Advertiser*, on 12 March 1927, the requests for bids were solicited in the spring with completion anticipated in late summer. Included in the design was a tall two-story bridge tender's tower, which was implemented in neoclassical taste with fluted corner pilasters that rise to a classical entablature. The tower's most identifying feature is the copper clad roof, which takes the shape of a flattened bell curve.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: West Main Street Bridge

MHT INVENTORY NUMBER: WI-¹¹⁷~~329~~

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s): Architecture
 Transportation

2. Geographic Orientation: Eastern Shore

3. Chronological/Development Period(s): Industrial-Urban Dominance
 1870-1930

4. Resource Type(s): Bridge and Bridge tender's tower

24

**Maryland Historical Trust
State Historic Sites Inventory Form**

**MARYLAND INVENTORY OF
HISTORIC PROPERTIES**

Survey No. 117
WI-329
Magi No.
DOE yes no

1. Name (indicate preferred name)

historic

and/or common West Main Street Bridge

2. Location

street & number West Main Street not for publication

city, town Salisbury vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name Maryland Department of Transportation

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court liber

street & number Wicomico County Courthouse folio

city, town Salisbury state MD 21801

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. WI-329 **417**

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

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

The West Main Street bridge spans the Wicomico River in the center of Salisbury, Wicomico County, Maryland. The two-leaf bascule bridge is oriented on an east/west axis.

Dated to 1927, the bridge consists of two low-walled steel platforms that pivot on each bank and join in the center. The road surface consists of a steel gridwork. At the outside corners of the bridge are low concrete abutments. Between the abutments are low metal railings divided at the center with each lift. The southwest concrete abutment is marked by a bronze plaque attached by the State Roads Commission. The plaque documents the 1927 date of erection as well as those on the commission and involved in the bridge's design and construction. John N. Mackall is listed as chairman and chief engineer. The others include R. Bennett Darnall, W. W. Brown, L. H. Stewart, secretary, and W. C. Hopkins, the bridge engineer.

Located off the southwest corner of the bridge is a bridge tender's tower built in a neoclassical form. The two-story, one-bay by one-bay frame structure is defined by two-story fluted pilasters that trim the corners of the tower. Aluminum siding covers the wall space between each pair of pilasters. The door, which pierces the north wall, is a metal replacement as are the double and single metal windows. The pilasters rise to a classical frieze embellished with a dentil molding under the copper clad roof, which follows the form of a flattened bell curve.

8. Significance

Survey No. WI ~~329~~ ⁴⁷⁷

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

Specific dates 1927 Builder/Architect W. C. Hopkins, engineer

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/orApplicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ GLevel of Significance: ☐ national ☐ state ☒ local

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

A distinctive element of Salisbury's downtown landscape is the West Main Street bridge and bridge tower, erected in 1927 by the Maryland's State Roads Commission. The low walled, two-leaf bascule lift bridge was designed with twenty-six feet wide lifts with eight foot sidewalks on each side. Low concrete abutments anchor the four corners. Fixed to the southwest abutment is a bronze plaque documenting John N. Mackall as chairman and chief engineer. Other members of the commission at the time included R. Bennett Darnall, W. W. Brown, L. H. Stewart, secretary, and bridge engineer W. C. Hopkins.

According to a notice printed in the *Salisbury Advertiser*, on 12 March 1927, the requests of bids were solicited in the spring with completion anticipated in late summer.¹ Included in the design was a tall two-story bridge tender's tower, which was implemented in neoclassical taste with fluted corner pilasters that rise to a classical entablature. The tower's most identifying feature is the copper clad roof, which takes the shape of a flattened bell curve.

This site deserves listing in Category A, due to its architectural and historical significance.

¹ *Salisbury Advertiser*, 12 March 1927.

9. Major Bibliographical References

Survey No. WI-⁴⁷329

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Paul B. Touart Architectural Historian

organization Private Consultant

date 2/1/98

street & number P. O. Box 5

telephone 410-651-1094

city or town Westover

state Maryland 21871

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

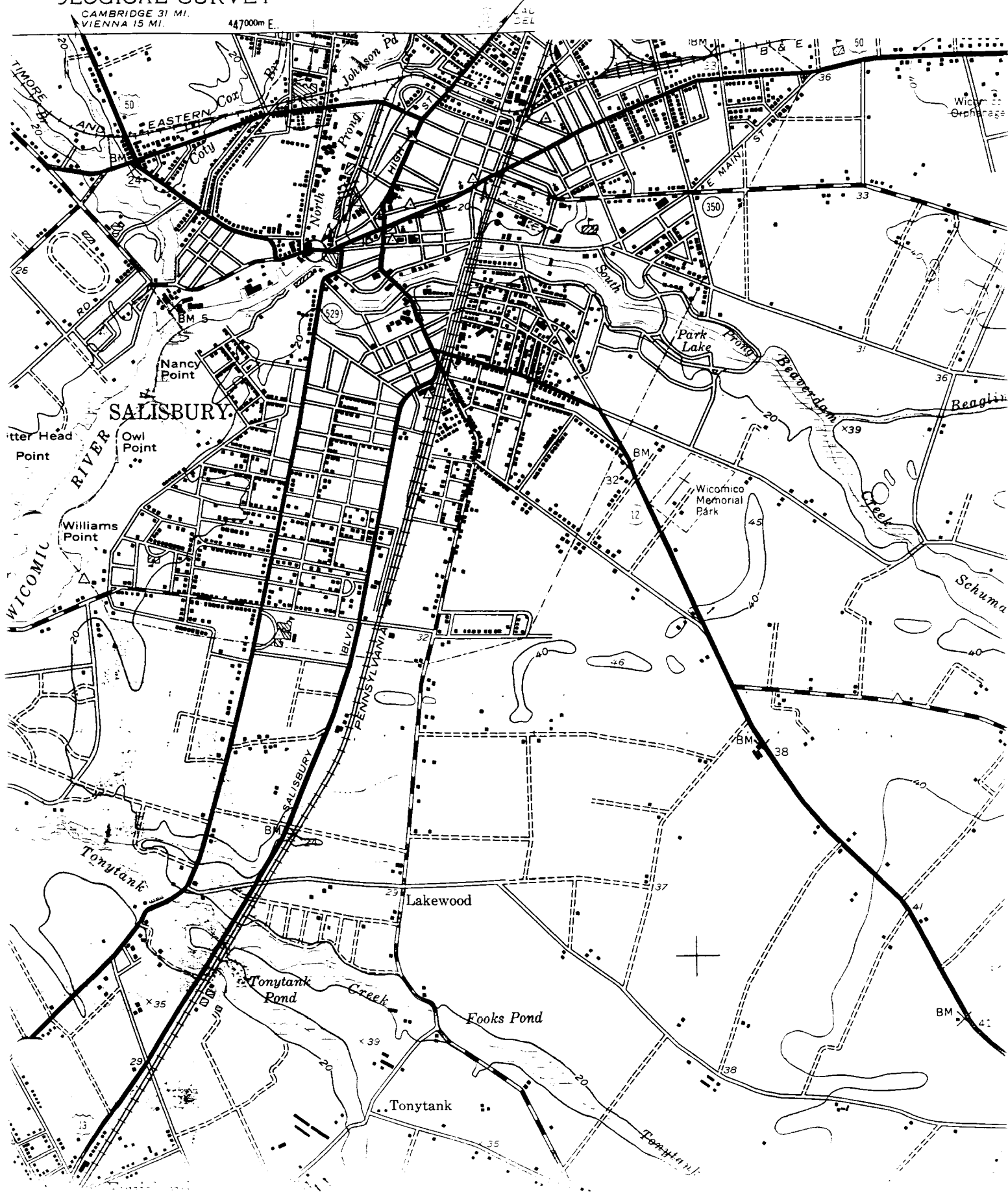
CAMBRIDGE 31 MI.
VIENNA 15 MI.

447000m E.

WI ~~329~~ ¹¹⁷

West Main Street Bridge

Salisbury, Maryland Quadrangle
1942





117
WI-~~329~~

West Main Street BRIDGE

Parisburg, Winnebago County, W.D.

NORTHWEST ELEVATION

2/98, Paul Tourant, PHOTOGRAPHED

VEL. 1 M.D. HISTORICAL TRUST

1 04 1

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Salisbury Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

Salisbury

VICINITY OF

CONGRESSIONAL DISTRICT

1st

STATE

Maryland

COUNTY

Wicomico

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

Maryland STATE 21201 zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC.

Salisbury County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Salisbury

STATE Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

WI-117

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
☐ EXCELLENT	☐ DETERIORATED	☐ UNALTERED	☒ ORIGINAL SITE
☒ GOOD	☐ RUINS	☒ ALTERED	☐ MOVED DATE _____
☐ FAIR	☐ UNEXPOSED	(bridge keeper's house)	

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Salisbury Bridge consists of one double leaf bascule span, 40' in length. It carries Maryland Route 991 over the Wicomico River in an E-W direction. The decks of the bridge are steel mesh of steel beams, with a steel guard rail. Roadway width is 26'. The bridge keeper's house, which sits at the southwest corner of the structure, is a two story frame structure with giant order corinthian pilasters at the corners. Above the cornice is a copper sheet metal roof fashioned as a low square plan "dome". The walls between the pilasters have been aluminum sided. Windows are rectangular, with replacement metal awning sash, one on each side on the upper story, and on the east and south on the ground story, with an entrance door from the street on the north elevation.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	☐ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION	
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE	
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE	
☐ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☐ MILITARY	☐ SOCIAL/HUMANITARIAN	
☐ 1700-1799	☐ ART	☒ ENGINEERING	☐ MUSIC	☐ THEATER	
☐ 1800-1899	☐ COMMERCE	☐ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☒ TRANSPORTATION	
☒ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)	
		☐ INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This structure is worthy of note for being a moveable bridge, but it is remarkable for its bridge house. The available plans show that it was originally designed to have round headed windows with small pane glazing and elaborate entrance lamps. The original wall covering is not noted on the plans, but was surely more elegant than the current siding. Nothing comparable to this structure is known to this survey (M/DOT). See also general bridge significance, M/DOT Survey.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration,
301 West Preston Street, Baltimore, Md. drawer 81.

Condit, Carl, American Building Art, 20th Century; New York, Oxford
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Salisbury, MD

Quadrangle Scale: 1:24 000

UTM References: 18.447190.4246320

VERBAL BOUNDARY DESCRIPTION

NA

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

STATE

COUNTY

NA

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

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MOVABLE SPAN BRIDGES OF MARYLAND

REPORT PREPARED BY:

RITA M. SUFFNESS

ARCHITECTURE AND BRIDGE HISTORIAN

LEADER, CULTURAL RESOURCES GROUP

MARYLAND STATE HIGHWAY ADMINISTRATION

BALTIMORE, MARYLAND

1992

Revised: January 19, 1995

MOVABLE SPAN BRIDGES OF MARYLAND

INTRODUCTION

Movable bridges have played an important part in the development of transportation in the United States. Engineers have always turned to this type when there was no other way of giving adequate vertical clearance for the passage of large vessels on a given waterway. The most widely recognized movable spans fall into three basic groups: the swing bridge, the bascule and the vertical lift. The movable bridge is understood to be as much as a product of mechanics as of engineering, as its distinguishing feature is the machinery necessary for the lifting or opening the span. Until 1890, when a satisfactory method of counterbalancing the great weight of a span had been found and the electric motor refined, neither the modern bascule nor the lift bridge could be developed.

HISTORY OF MOVABLE SPAN BRIDGES

Movable spans are required for bridges crossing navigable waterways to permit passage of vessels that would otherwise be blocked by an insufficient vertical clearance of structures that are either fixed or in the closed position.

The history of movable bridges probably extends back into the ancient past. Bascules, commonly thought of as drawbridges, were used over the moats that surrounded castles during the Medieval era and the pontoon bridges of the Romans may have had portions that could be removed in order to permit the passage of vessels. Hand-powered bascules were first used for this purpose, but they were necessarily limited to very small openings. These ancient and medieval examples, along with the earlier modern types, were not counterweighted to any extent and their field of utility was quite limited.

Most movable bridges are railroad structures, most commonly found in flat terrain. Typically it would have been prohibitively costly to build the necessary long approaches in steeper terrains because of the need to attain a high-level crossing while at the same time maintaining a low enough gradient for trains to climb. Movable span bridges are common in cities and in other built-up areas where construction of an elaborate approach is usually out of the question.

After 1830, when the network of railroads and canal systems spread rapidly over the eastern United States, the demand for movable bridges grew at a comparable rate. Among the earliest were those built across Boston's Charles River. These were crude forms of timber trusses placed next to the river bank, hinged at one corner and swung open by a system of radiating stays that supported it when open. The channel afforded by this opening was very narrow, but it seemed to suffice for navigation, and, as additional

lines were needed after 1835, successive structures were built, each parallel with the last, until there were five in a row.

Apparently, the first patent on one of these timber jackknife bridges was granted in 1849 to a local contractor, Joseph Ross, who built one for the Eastern Railway at Manchester, Massachusetts shortly thereafter. The system was improved by the introduction of the center pivot swing bridge, basically the same type in use today. The new form was adopted by the railroads in the latter half of the nineteenth century, but as the bascule and lift bridges became available fewer and fewer swing spans were built.

Movable bridges may be divided into the following classes: (1) Ordinary swing spans; (2) bobtailed swing spans; (3) horizontal folding draws; (4) shear-pole draws; (5) double rotating cantilever draws; (6) retractile or pullback draws; (7) trunnion bascule bridges; (8) rolling bascule bridges; (9) jack-knife or folding bridges; (10) vertical-lift bridges; (11) gyratory lift bridges; (12) aerial ferries, transporter bridges, or transbordeurs; and (13) floating or pontoon bridges.¹

The bob-tailed swing span (2) is a variation of the ordinary rotating draw formed by shortening one of the arms. The horizontal-folding draw (3) was used for short railway spans, and the girders revolve laterally ninety degrees. The shear-pole draw (4) was a special variety of swing bridge in which the pivot is located near one end of a single arm. When open, the other end of the arm is supported from the top of a two-legged shear pole, on the abutment, by rods which are attached to a pivot at its top, directly over the pivot supporting the span below. When the bridge is closed and the swinging end lifted, the arm is a simple span supported at both ends.

The double rotating cantilever draw (5) consists of two ordinary swing spans, each resting on a pivot pier and meeting at mid-channel. The pullback draw (6) is constructed with one or two spans over the entire opening and bottom chords run on two groups of rollers. [The bridge which immediately preceded the existing Scherzer overhead counterweight structure, built in 1934 over Knapps Narrows (#20001) was a pullback draw.] Some types telescope with each half of the opening spans (in a double pull-back draw) pulling back and telescoping into the approach span. The jack-knife or folding bridge (9) is a variant of swing bridge which is used only for railroads, in which, when opened, each half of the floor assumes the position of an inverted V. The vertical lift bridge (10), widely used throughout the United States but not utilized in Maryland, consists of simple spans resting on piers when closed. In most cases the weight of the lifting span is counterweighted by means of ropes, or chains, attached to the ends of the spans and the counterweights, which pass up and over sheaves on top of the towers at the end of the bridge.

The gyratory lift bridge (11), patented by Eric Swensson of Minneapolis, consists of a truss suspended by trussed hangers from trunnions bearing on a tower at each abutment. The draw is opened by revolving the main roadway trusses in an arch around the horizontal longitudinal axis marked by the trunnions. The aerial ferries or transbordeurs (12) are a cross between a bridge and a ferryboat. It consists of two towers, an overhead span high enough to clear masts of ships and a track on the span, with a car running on the tracks and, finally, a platform suspended from the ferry car. The floating or pontoon bridge (13) may be the earliest type of movable bridge. It is usually adapted for use when local conditions prevent the construction of more stable structures and when a temporary crossing must be quickly made.

Of these thirteen types, only numbers 1, 7, 8, and 10 were in frequent use in the early twentieth century. Numbers 2, 5, 12, and 13 were employed occasionally and numbers 3, 4, 6, 9, and 11 were no longer used, according to Dr. John Alexander Low Waddell, the dean of American bridge engineers, in his 1916 text, Bridge Engineering.

Regardless of its limitation, the swing bridge was the only choice available until the end of the last century. One of the first notable examples in America was designed by Wendell Bollman to cross the Mississippi River at Clinton, Iowa. This bridge was built around 1863 by the Detroit Bridge and Iron Works. With its 360-foot draw span, it was one of the largest in the country at the time. Subsequently, the Mississippi became noted for its swing bridges, all of its many low-level crossings incorporating this form. The longest is the 525-foot crossing built by the Santa Fe Railroad at Fort Madison, Iowa in 1926. Since then all movable bridges of comparable length have been vertical lifts, a far more economical choice for larger spans. The various kinds of lift bridges were evolved in the endeavor to occupy less space and waste less time.

In the early twentieth century, builders of competitive types of movable bridges, especially the bascule, disparaged the swing bridge in their advertising by emphasizing the fact that the draw span itself took up part of the channel. Indeed, the wider the bridge, the narrower the passage. Because the bridge type requires a large pivotal pier in the center of the waterway on which to rotate, it not only divides an otherwise wider channel into two smaller halves, but the pier itself often causes serious deflections of the current to either bank. Another disadvantage of the swing bridge, as an impatient motorist would attest, is that it must be swung a full ninety degrees to open sufficiently to allow even the small vessel to pass and then close a full ninety degrees back. Furthermore, a swing bridge, when open, provides no protection to land traffic, while the leaves or counterweights of bascule designs provide a barrier to traffic. In addition, the

dock front adjacent to a rotating draw is not available for business.

The promoters of the bascule bridge also touted the advantages specific to the bascule type that make it superior to the swing bridge. For one, it operates very rapidly, and with a choice of partially raising the span for the passage of vessels with small clearance or of opening it all the way up and leaving the channel unobstructed. Also, should a further track or roadway be required, another bascule can be built directly adjacent to the first, a solution obviously quite out of the question with a structure that swings.

The trend away from swing bridge construction and toward the other designs by the second quarter of the twentieth century is indicated by the following figures. In the period prior to 1924, among highway bridges, 25 vertical lift bridges, 250 bascule, and 450 swing bridges were constructed. From 1924 to 1974, 100 vertical lift bridges, 430 bascule and 250 swing bridges were completed.² Thus, vertical lift and bascule structures gained in popularity whereas other structures were constructed much less often. Currently, ninety-five percent of the total movable span bridges in the United States are swing, bascule, and vertical lift structures. There are no vertical lift bridges on the road system in Maryland.

The type of movable span bridge found most often in Maryland is the bascule bridge. In its most primitive stage, this type, the earliest of all movable bridges, was used to cross moats, or, in reverse, to deny any enemy access to a moated castle or fort by the simple device of withdrawing the span. These medieval bascules, with crude cables and no counterweights, were far removed from the technologically advanced modern bascule design. The forerunner of the modern type was developed in Europe during the first half of the nineteenth century. However, the real progenitor of the genre appeared in 1893 with the construction of Chicago's Van Buren Street Bridge, a rolling bascule, and in London's Tower Bridge, a roller-bearing trunnion bascule.

Bascule bridges may be single or double leaf, the single usually being used for short spans and the double for long ones. The most obvious advantage of the double leaf is that the two smaller leaves can be raised more quickly than a single larger one, and require smaller counterweights and moving parts. The cable lift bascule constitutes the earliest and most primitive of the bascules and has been largely abandoned in favor of the more modern and costly types.

Modern bascules are comprised of two classes: (1) the trunnion type; and (2) the rolling lift type. In the trunnion type the center of rotation remains fixed or nearly so and is at or close to the center of gravity of the rotating part. This is a

highly desirable feature where yielding foundations are unavoidable. In the rolling lift type the center of rotation continually changes and the center of gravity of the rotating part moves in a horizontal line, thereby shifting the point of application of the load on the pier, which is a faulty feature, unless the pier is founded on rock. In the roller bearing type, a variant of the trunnion type, the center of rotation remains fixed and coincides with the center of gravity of the moving mass. The trunnion is eliminated and the load is carried by a segmental circular bearing on rollers arranged in a circular track. In this way the load can be distributed over a greater area, thereby reducing the unit bearing stress; at the same time the frictional resistance to rotation is decreased.

The first modern bascule bridge to enjoy acceptance was the so-called rolling lift bascule, the Scherzer and the Rall being the two best-known variations. After the success of the Van Buren Street bascule, the Scherzer rolling lift bridge became increasingly popular with the railroads, especially in and around Chicago. The Rall type, manufactured by the Strobel Steel Construction Company, was never widely used.

The most common recent types of bascule are the simple trunnion or Chicago type, introduced about 1899 and named after the city that pioneered it with the Clybourne Avenue Bridge, and the multiple trunnion or Strauss type, named after the inventor J. B. Strauss. In the Chicago type, the whole weight of the leaf and its counterweight is borne by the trunnions located at the center of gravity of the entire mass. The most popular system by far was Strauss's bridge, either of the overhead-counterweight or heel-trunnion variety. Other varieties of trunnion bridges are the Page, Chicago City, Brown, and Waddell & Harrington types.

The early decades of the twentieth century were dominated by patented designs--Strauss, Scherzer and others--fabricated by numerous shops, many of which are no longer in existence. Designs were furnished by the patentee to fit a substructure designed for the site. Between 1873 and 1924, for example, 78 patents were issued for movable span designs and mechanisms. The major patenees were T. E. Brown, J. P. Cowing, C. L. Keller, J. W. Page, T. Rall, W. and A. Scherzer III, J. B. Strauss, J. A. L. and M. Waddell and B. L. Worden. Both Strauss and Scherzer received patents that had counterweights either above or below deck level, and were used for both railroad and highway service. In addition to the patented designs, custom designs were prepared by a limited number of consulting engineers.

Patented designs and custom designs were produced in this period, each having its place depending on the desire of the owners and on the adaptability of the patented design to special requirements and unusual site conditions. Certain locations warranted monumental structures that in general were custom

designed for the site. Elaborate decorative treatment was included in many of these.

By the 1940's patented designs were mostly in the public domain. Thus companies that had primarily promoted and used their own designs in the early decades of the twentieth century utilized many designs in the later decades which were no longer patented. Waddell and Harrington, for example, patented a bascule design (#952,485) in March 1910. By the time the successor firm, Waddell and Hardesty, submitted designs for Bridges 17006 and 2053 to Maryland State Highway Administration in the late 1940's and early 1950's, the movable span mechanisms utilized were no longer covered by patents.

In the period from 1941 to 1956 World War II and the post-war expansion occurred. Little civilian construction was done during the war years but the post-war boom in population was accompanied by a decline in dependence on rail travel and a substantial increase in automotive travel. The increases in vehicular travel necessitated widening of existing primary highways, many of which required replacement of older inadequate movable bridges with new larger structures. New four-lane and six-lane structures were common. Pressure to replace movable span with high level bridges was beginning to be felt, as motorists did not want to wait for movable bridges to be opened. This trend was further accelerated with the shift of focus and funds in the late 1950's to the building of the interstate system, which had few movable span bridges.

The general economic health of the railroads began its decline in this era and the new movable-railroad bridges were generally built only as a result of Federal aid for river improvements like channel widening or other subsidized construction. Patented designs faded from popularity in this period because of expiration of the patents, death of the patent holders and increasing sophistication on the part of the owners for structures designed to their particular requirements.

TYPES OF MOVABLE SPAN BRIDGES IN MARYLAND

I. **SWING BRIDGES.** These bridges consist of two-span trusses or girders which rotate horizontally. The spans are usually, but not necessarily, equal. When open, the swing spans are cantilevered from the pivot (center) pier; when closed, the spans are supported at the pivot pier and at two rest (outer) piers or abutments. In the closed condition, wedges are usually driven under the outer ends of the bridge to lift them, thereby providing a positive reaction sufficient to offset any possible negative reaction from live load and impact. This design feature prevents uplift and hammering of the bridge ends under live conditions. Swing spans are subdivided into:

A. Center-Bearing. This type of swing span carries the entire load of the bridge on a central pivot (usually metal disks). Balance wheels are placed on a circular track around the outer edges of the pivot pier to prevent tipping. When the span is closed, wedges similar to those at the rest piers are driven under each truss or girder at the center pier. This relieves the center bearing from carrying any live load. However, these wedges do not raise the span at the pivot pier, but are merely driven tight. Maryland currently has four swing spans on the road system and these are center-bearing structures.

Bridge 2081 (MD 436 over Weems Creek), built in 1929, is composed of thirteen 20-foot steel girder spans and two 48-foot pony steel truss swing spans. It was built under contract to the Commissioners of Anne Arundel County.

Bridge 4008 (MD 231 over Patuxent River), designed by the J. E. Greiner Company in 1950, has a through steel girder swing span.

Bridge 20023 (MD 331 over Choptank River), constructed in 1932 and also designed by the J.E. Greiner Company, is composed of two 215-foot through steel trusses, eight 24-foot concrete slab spans and a 219-foot swing span. It is known as the Dover Bridge.

B. Rim-Bearing. This type of swing span transmits all loads to the pivot pier, both dead and live, through a circular girder or drum to bevelled rollers. The rollers move on a circular track situated inside the periphery of the pier. The rollers are aligned and spaced on the track by concrete spacer rings. This type of swing span bridge also has a central pivot bearing which carries part of the load and is connected to the rollers by radial roller shafts. On both types of swing bridges, the motive power is usually supplied by an electric motor, although gasoline engines or manual power may also be used. The bridge is rotated by a circular rack and pinion arrangement.

II. BASCULE BRIDGES. In this type of bridge the leaf (movable portion of the decks) lifts up by rotating vertically about a horizontal trunnion (axle). This trunnion is positioned at the dead load centroid. Bascule bridges may be either single or double-leafed. In the former case, the entire span lifts about one end. A double-leafed bascule has a center joint and half of the span rotates about each end. It is obvious that a counterweight is necessary to hold the raised leaf in position. In older bridges, the counterweight is overhead, while in the more modern bridge, the counterweight is often placed below deck and lowers into a pit as the bridge is opened. When the bridge is closed, a forward bearing

support located in front of the trunnion is engaged and takes the live load reaction. On double-lead bascule bridges, a tail-lock behind the trunnion and a shear lock at the junction of the two leaves are also engaged to stiffen the deck. There are several varieties of bascule bridges, but the most common are:

A. Chicago (or simple) trunnion. This variety of bascule bridge consists of a forward lead and a rear counterweight arm which rotates about the trunnion. The trunnion bearings, in turn, are supported on the fixed portion of the bridge such as a trunnion girder, steel columns or on the pier itself.

Bridge 23002, the Snow Hill Bridge carries MD 12 over the Pocomoke River. Designed by the J.E. Greiner Company in 1932, it is composed of single 47-foot steel girder and a 45-foot single leaf bascule.

Bridge B147 carries Penninsula Expressway over Bear Creek. Although the Wilson T. Ballard Company designed the approach spans and roadway in 1958, the Diver Brothers Company may have designed the bascule span in 1960.

The Pennington Avenue Bridge (BC5217) over Curtis Creek was designed in 1976 and is also a trunnion. It was designed by Zollman Associates.

Bridge 2045 over Stony Creek was built in 1947. Is composed of fifteen 54-foot steel beam spans and a 75-foot double leaf bascule span.

Bridge 2053 carrying MD 181 over Spa Creek, was designed in 1946 by Waddell and Hardesty, a New York firm, and is composed of fourteen 55-foot steelbeam spans and a 62-foot double leaf bascule.

Bridge 17006, which formerly carried US 50/301 over Kent Narrows, but currently carries MD 18, was built by the same firm in 1952. It replaced an overhead counterweight bridge. Neither of these latter two bridges utilized a bascule design which was patented according to Mr. Richard W.Christie of Hardesty and Hanover, the successor of Waddell and Hardesty, as the heyday of patents had passed and all designs were more or less in the public domain.³

Bridge 22009 carries MD 991 over the Wicomico River and is composed of one 40-foot double leaf bascule. It was built in 1928 and carries Main Street over the Wicomico River in Salisbury, Maryland.

Bridge 22028, designed by the J.E. Greiner Company in 1962, carries US 50 over the Wicomico River. It is composed of a 19-foot and 36-foot steel beam spans and a 66-foot single leaf

bascule.

B. Rolling Lift (Scherzer) Bridge. This type is commonly known as a bascule, but the term "rolling lift" is more correct, according to bridge historian Otis Ellis Hovey. This is a bridge type whose complete superstructure, forward leaf or span itself, rear arm, and counterweight rolls back from the channel. This is accomplished with a quadrant or segmental girder whose center of rotation is at the centroid of the bascule. The girder rims roll along a toothed track and in so doing lifts and withdraws the leaf. A horizontal retraction of a cable or rack attached to the centroid of the bascule leaf produces this motion.

Seventeen bascule spans were built in Maryland prior to 1960 and are still open to traffic. At least seven are Scherzer designs and five were designed by the J.E. Greiner Company.

The oldest is bridge 23004, designed in 1920, which carries MD 675 over the Pocomoke River. It is a double leaf bascule bridge composed of four 36-foot concrete girder spans, two 13-foot girder spans and a 65-foot double leaf bascule span.

Bridge 9001, which carries MD 14 over Marshyhope Creek, was designed by the J.E. Greiner Company in 1931. It is composed of eight 35-foot concrete girder spans and a 60-foot double leaf bascule. Not opened since the 1970's, it is not possible to operate it mechanically.

Bridge 9008, carrying MD 795 over CambridgeCreek, was designed in 1938 by the Henry G. Perring Company, a Baltimore firm. It is composed of six 35-foot concrete girder spans and a 64-foot double leaf bascule.

Bridge 20001, carrying MD 33 over Knapps Narrows, was built in 1934 and is composed of two 15-foot and one 20-foot timber spans and a 50-foot single leaf bascule. It was built to replace a pullback draw bridge, the only one known to have ever existed in Maryland.

Bridge 14027, designed in 1930, is made up of thirty-four 35-foot concrete girder spans, four 33-foot concrete girder spans and a 89-foot double leaf bascule. It carries MD 213 over the Chester River in Chestertown. The entire superstructure was replaced in the late 1980's.

Bridge 23007, carrying US 50 over Sinepuxent Bay, has sixty-eight 28-foot concrete slab spans, a 77-foot steel beam span and a 70-foot double leaf bascule. It was built in 1942.

The final structure, B79, which carries Wise Road over Bear Creek, was likewise designed by the J.E. Greiner Company in

1943.

C. Rall Lift. This is a variation of the rolling lift bascule bridge in which the segmental girder is replaced by a large roller at the bascule's centroid. To open the bridge, the roller moves backward on a horizontal track. The only Rall structure known at this time to have been constructed in Maryland is bridge BC5210 which carries MD 2 (Hanover Street) over the Middle Branch of the Patapsco River. It was constructed in 1916 to plans developed by the J.E. Greiner Company, and is the oldest movable span structure remaining on Maryland highways.

D. Strauss Bascule Bridge. There have been more bascule spans built from the various Strauss designs than from those of any other single type of bascule according to Otis Ellis Hovey in his 1926 text on movable span bridges. The Strauss class of bascule bridge employs four trunnions connecting the sides of a parallelogram-shaped panel formed by the lift span and a fixed triangular rear panel. The principle trunnion about which the movable span rotates is at the heel of the truss. This parallelogram, in some form, is used in practically all of the Strauss bascule designs.

Strauss designs are of three general types: (1) the vertical overhead counterweight type; (2) the underneath counterweight type, (3) the heel trunnion type. With the underneath counterweight type the counterweight is lowered along a vertical axis below the road level. It may be cored out to clear the floor framing when a compact arrangement is necessary. When two leaves are used, the front shear locks and rear anchorages must be provided. The dead load on the trunnions is constant and the break in the floor is in front of the trunnions.

The only Strauss movable span which existed in the late twentieth century in Maryland was bridge 2070 carrying MD. 450 over the Severn River. Constructed in 1924, it is composed of approximately twenty 70-foot steel arches and a 95-foot bascule span. In the late 1970's the four spans at the eastern end of the bridge were replaced with four steel beam spans. It is an underneath counterweight type in which the counterweight is lowered along a vertical axis below the road level. This bridge was removed in 1994.

In 1995 there were twenty-two movable span bridges in Maryland, reduced from twenty-four in 1992 with the removal of Bridge No. 9014 in 1992 and Bridge No. 2070 in 1994. There are two modern replacement structures: Bridge No. 20018 (MD 370 over Miles River), and Bridge No. 14006 ((MD 213 over Sassafra River). Four other structures are also quite recent: Bridge No. 16173 (I-495 over the Potomac River) was built in 1961, Bridge No. 22028 (US 50 over

the Wicoimico River) was built in 1962, Bridge No. B147 (Penninsula Expressway over Bear Creek) was built in 1960 and Bridge No. 5217 (Pennington Avenue over Curtis Creek) was designed by Zollman Associates in 1976. These structures have little historical interest.

FOOTNOTES

¹ Waddell, J. A. L. Bridge Engineering, Volume I (New York: John Wiley and Sons, Inc. 1916, p. 664

² Hardesty, Egbert, Henry W. Fischer, Richard W, Christie, "Fifty-Year History of Movable Bridge Construction-Part I", Journal of the Construction Division, ASCE, September, 1975, p. 512.

³ Personal communication with the author.

⁴ Hovey, Otis Ellis, Movable Bridges, Volumes I & II, John Wiley & Sons, Inc., New York, 1926, P. 116.

SOURCES

Hardesty, Egbert, Henry W. Fischer, Richard W, Christie, "Fifty-Year History of Movable Bridge Construction-Part I", and "Part II", Journal of the Construction Division, ASCE, September, 1975, pp. 511-543.

Hool, George A. and W.S. Kinne, Movable and Long-Span Bridges, McGraw-Hill Book Company, Inc., New York, N.Y., 1943.

Hovey, Otis Ellis, Movable Bridges, Volumes I & II, John Wiley & Sons, Inc., New York, 1926.

Plowden, David. Bridges, the Spans of North America, W.W. Norton and Company, New York, 1974, pp. 186-188.

Waddell, J.A.L., Bridge Engineering, Volumes I & II, John Wiley and Sons, Inc., New York, New York, 1916, pp. 663-746.

MOVABLE SPAN BRIDGES IN MARYLAND revised 1/19/95

<u>Name</u>	<u>No.</u>	<u>Route</u>	<u>Crossing</u>	<u>Type</u>	<u>Date</u>
Stony Creek	2045	MD 173	Stony Creek	DLB	1947,86
Spa Creek	2053	MD 181	Spa Creek	DLB	1946
Ridgely Ave	2081	MD 436	Weems Creek	PST Swing	1929,82
Benedict	4008	MD 231	Patuxent R	TSG Swing	1950
	9001	MD 14	Marshyhope Cr	DLB (NO)	1931
Maryland Ave	9008	MD 342	Cambridge Cr	DLB	1938
Sassafras	14006	US 213	Sassafras R	SLB	1987
Chestertown	14027	US 213	Chester R	DLB	1930,90
Woodrow Wilson	16173	I-495	Potomac R	DLB	1961,84
Kent Narrows	17006	MD 18	Kent River	DLB	1952
Tilghman	20001	MD 33	Knapps Narrows	SLB(OC)	1934,71
Miles River	20018	MD 370	Miles R	SLB	1984
Dover Bridge	20023	MD 331	Choptank R	TST Swing	1932
Main Street	22009	MD 991	Wicomico R	DLB	1928,81
US 50-Salisbury	22028	US 50	Wicomico R	SLB	1962
Snow Hill	23002	MD 12	Pocomoke R	SLB	1932
Pocomoke	23004	MD 675	Pocomoke R	DLB	1920,89
Ocean City	23007	US 50	Sinepuxent Bay	DLB	1941,80
	B79	Wise Rd	Bear Creek	DLB	1943
	BC5217	Pennington	Curtis Creek	DLB	1976
	B147	Peninsula	Bear Creek	DLB	1958
Hanover St	BC5210	MD 2	Patapsco(Mid.Br)	DLB	1916

DBL=Double Leaf Bascule

SLB=Single Leaf Bascule

PST Swing=Pony Steel Truss Swing

TSG Swing=Through Steel Girder Swing

TST Swing=Through Steel Truss Swing

OC= Overhead Counterweight and NO= Not Operable

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the adsense of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the samll crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

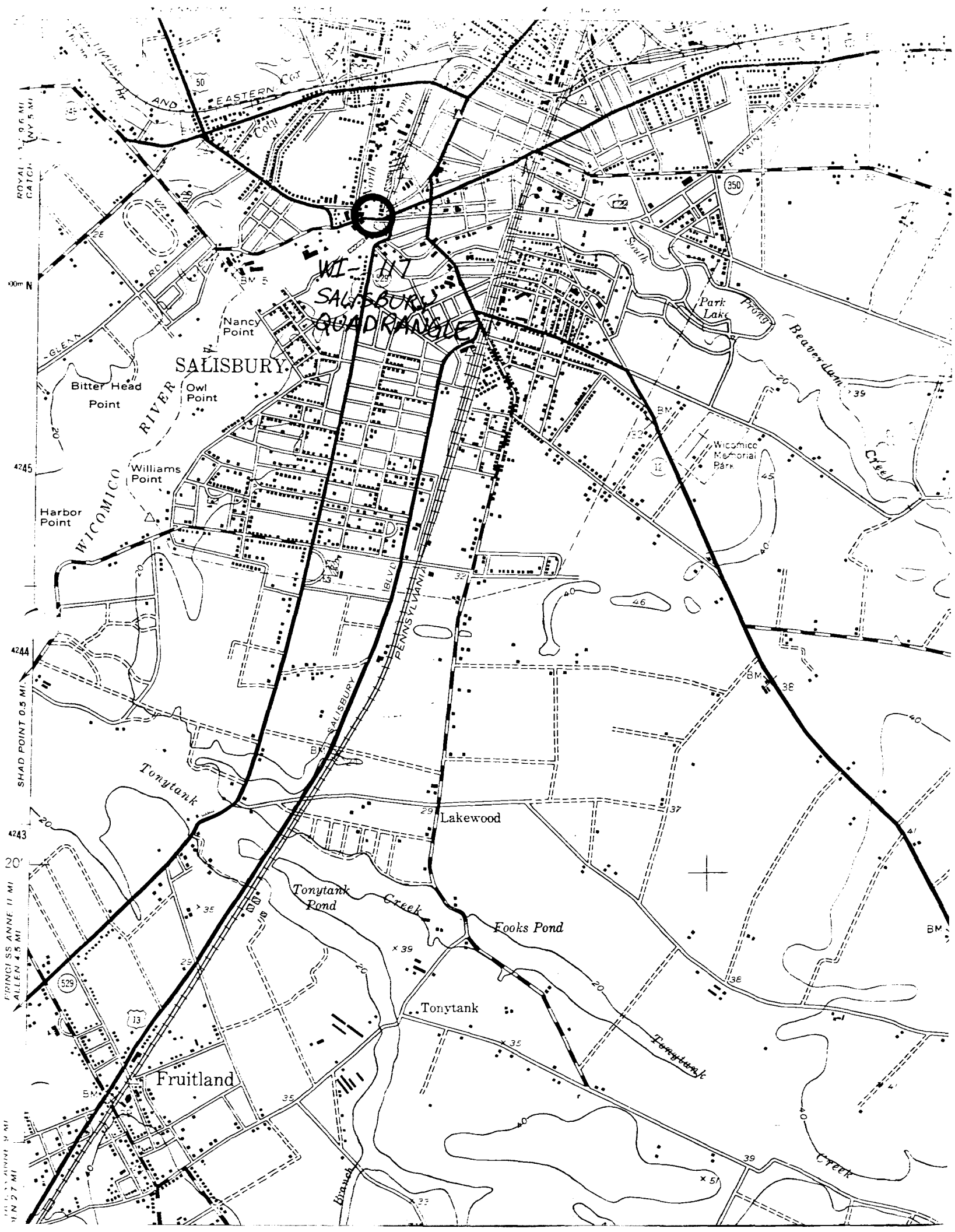
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.



WI-268

Port Exchange (Humphreys & Tilghman Building, Turner Bros. Co. Wholesale Grocers)

Architectural Survey File

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

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

All material is property of the Maryland Historical Trust.

Last Updated: 08-29-2003

WI-268
Port Exchange
Salisbury
Private

1886, 1905

One of the most dominant commercial buildings on Salisbury's riverfront is the three-story common bond brick structure known currently as the Port Exchange. Built in stages beginning shortly after Salisbury's devastating October 1886 fire, the oldest portion involves the two-story, six-bay brick block that fronts West Main Street and extends southward approximately seven bays. At the top of the second floor level there is a distinct color change in the brickwork that indicates the shift between the 1886 building and a 1904-05 third floor addition. At the same time, the commercial block was extended southward with a large three-story extension. The West Main Street elevation, the principal facade, is articulated by six evenly spaced bays of segmental arched window and door openings. Common to late nineteenth-century commercial buildings is the corbeled brickwork that defines the parapet wall. During the early 1990s the commercial block was adapted successfully by the architectural firm of Becker, Morgan, Olds, and Richter into an office complex.

A marble datestone fixed in the northeast corner of the building documents its construction in 1886 and ownership by the firm of Humphreys and Tilghman. William B. Tilghman and Humphrey Humphreys purchased part of the Salisbury wharf property in the wake of a circuit court settlement that liquidated the property of F. Purnell Toadvine, who inherited the waterfront acreage with other lands from his wife, Amanda Parsons Toadvine. She received the wharf acreage following her father Joshua Parsons'

death in 1859. The commercial firm of Humphreys and Tilghman erected a structure on the site in 1883, however, three years later the building was destroyed with the rest of Salisbury's commercial district. Shortly following the fire, Humphreys and Tilghman financed the construction of the two-story brick block along with a host of other structures bordering Main Street or the Wicomico River. On the plat drawn by P. S. Shockley the two-story brick building was used as a location for a retail grocery, while two other buildings housed grocery concerns. Also on the property was a large coal yard, stables, a fertilizer factory, an office and stables. In 1882 General Humphrey Humphreys transferred his interest in the firm to his son Randolph Humphreys, who figured in the 1893 partition of the property. A description of the business, written in 1882 stated that it is, "one of the leading businesses of the Eastern Shore, dealing in yellow pine lumber, coal, builders' materials, besides manufacturing a high grade fertilizer for all crops, which is in extensive demand by horticulturists and farmers..."

During the early twentieth century the building was occupied by the Turner Brothers Company Wholesale Grocers, which was operated by Ernest C. Turner and W. Pitt Turner. The Turner brothers leased the building from the William B. Tilghman Company, which retained title to the commercial site until 1945, when it was sold to the Delmarva Hardware Corporation. The property remained under the ownership of the hardware company until 1965.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Port Exchange Building

MHT INVENTORY NUMBER: WI-268

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s): Architecture
 Commerce

2. Geographic Orientation: Eastern Shore

3. Chronological/Development Period(s): Industrial/Urban Dominance

4. Resource Type(s): Commercial Block

**MARYLAND INVENTORY OF
HISTORIC PROPERTIES**

Survey No. WI-268

Magi No.

DOE ☐ yes ☐ no

**Maryland Historical Trust
State Historic Sites Inventory Form**

1. Name (indicate preferred name)

historic Humphreys & Tilghman Building, Turner Brothers' Grocery

and/or common Port Exchange

2. Location

street & number 312 West Main Street ☐ not for publication

city, town Salisbury ☐ vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name Port Exchange Limited Partnership

street & number 312 West Main Street telephone no.:

city, town Salisbury state and zip code Maryland 21801

5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court liber1263

street & number Wicomico County Courthouse folio 384

city, town Salisbury state MD 21801

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. WI-268

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☒ original site
☒ good	☐ ruins	☒ altered	☐ moved date of move _____
☐ fair	☐ unexposed		

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

The Port Exchange Building, located at 312 West Main Street, is the modern name for the three-story brick commercial block formerly known as Turner Brothers Wholesale Grocers, and before that the Humphreys & Tilghman building. Located on the east side of the Wicomico River, the three-story, six-bay brick building faces north.

Built in stages beginning shortly after the Salisbury's devastating October 1886 fire, the oldest portion consists of the two-story, six-bay, seven-course common bond brick block that fronts West Main Street and extends southward approximately seven bays. In 1904-05 the rectangular brick block was raised another story, and a large addition was attached to the rear. Within the past ten years the entire commercial block was successfully adapted by the architectural firm of Becker, Morgan as an office complex.

The north (main) elevation is a six-bay facade of symmetrically placed doors and windows. The first floor is marked two recessed entrances flanked by large two-over-two sash windows distinguished by a perimeter of colored glass panes. The entrances have been reworked in a recessed manner creating a small vestibule within each opening. The doors and windows are defined by segmental arches of soldier bricks topped by a single row of rowlocks. Fixed on the northeast corner of the building at the second story level is a marble datestone inscribed "H & T, 1883, Rebuilt 1886." The initials refer to the firm of Humphreys and Tilghman, which financed construction of the original warehouse that burned in the 1886 fire. The second floor is defined by a series of six large sized two-over-two sash windows topped by segmental soldier and rowlock course arches. At the outside corners of the building a shift in brick color is clearly evident. This shift in brick clearly defines the 1904-05 raising of the structure, and the same colored brick is found in the rear addition. The third floor is pierced by a series of smaller two-over-two sash windows topped by segmental arches. Finishing the top of the wall is a parapet that rises several brick higher in the center bay. Decorative arched and corbeled brickwork distinguishes the parapet. Star-shaped tie rod anchors are spotted across the facade.

The east and west walls were significantly altered during the adaption to office space. Many new window openings were introduced. Principal entrances were added at the center of the east and west walls where dryvit was applied in the assemblage of entrance surrounds. The rear window openings are topped by triple rowlock arches. Protruding from the rear wall above the third floor window is an iron I-beam hoist.

The interiors have been completely reworked for offices. Exposed beam ceilings and bare brick walls point to the former commercial use of this building.

8. Significance

Survey No. WI-268

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

Specific dates 1883, 1886

Builder/Architect

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.

One of the most dominant commercial buildings on Salisbury's riverfront is the three-story common bond brick structure known currently as the Port Exchange. Built in stages beginning shortly after Salisbury's devastating October 1886 fire, the oldest portion involves the two-story, six-bay brick block that fronts West Main Street and extends southward approximately seven bays. At the top of the second floor level there is a distinct color change in the brickwork that indicates the shift between the 1886 building and a 1904-05 third floor addition. At the same time, the commercial block was extended southward with a large three-story extension. The West Main Street elevation, the principal facade, is articulated by six evenly spaced bays of segmental arched window and door openings. Common to late nineteenth-century commercial buildings is the corbeled brickwork that defines the parapet wall. During the early 1990s the commercial block was adapted successfully by the architectural firm of Becker, Morgan, Olds, and Richter into an office complex.

A marble datestone fixed in the northeast corner of the building documents its construction in 1886 and ownership by the firm of Humphreys and Tilghman. William B. Tilghman and Humphrey Humphreys purchased part of the Salisbury wharf property in the wake of a circuit court settlement that liquidated the property of F. Purnell Toadvine, who inherited the waterfront acreage with other lands from his wife, Amanda Parsons Toadvine. She received the wharf acreage following her father Joshua Parsons' death in 1859.¹ The commercial firm of Humphreys and Tilghman erected a structure on the site in 1883, however, three years later the building was destroyed with the rest of Salisbury's commercial district. Shortly following the fire, Humphreys and Tilghman financed the construction of the two-story brick block along with a host of other structures bordering Main Street or the Wicomico River.² On the plat drawn by P. S. Shockley the two-story brick building was used as a location for a retail grocery, while two other buildings housed grocery concerns. Also on the property was a large

¹ Wicomico County Chancery Case, SPT 2/329-42, No. 358, 24 September 1879.

² Plat of property of Wm B. Tilghman and Randolph Humphreys, P. S. Shockley, 13 December 1893, JTT 12/244

9. Major Bibliographical References

Survey No. WI-268

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting NorthingB

--	--	--	--	--	--	--	--	--	--

Zone Easting NorthingC

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D

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E

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F

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G

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H

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Verbal boundary description and justification _____

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Paul B. Touart, Architectural Historian

organization Private Consultant

date 1/25/98

street & number P. O. Box 5

telephone 410-651-1094

city or town Westover

state Maryland 21871

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

SIGNIFICANCE (Continued)
Port Exchange, WI-268
Salisbury, Wicomico County, Maryland

coal yard, stables, a factory, an office, and stables. In 1882 General Humphrey Humphreys had transferred his interest in the firm to his son Randolph Humphreys, who figured in the 1893 partition of the property. A description of the business, written in 1882 stated that it is, "one of the leading businesses of the Eastern Shore, dealing in yellow pine lumber, coal, builders' materials, besides manufacturing a high grade fertilizer for all crops, which is in extensive demand by horticulturists and farmers..."³

During the early twentieth century the building was occupied by Turner Brothers Co. Wholesale Grocers, which was operated by Ernest C. Turner and W. Pitt Turner.⁴ The Turner brothers leased the building from the William B. Tilghman Company, who retained title to the commercial site until 1945,⁵ when it was sold to the Delmarva Hardware Corporation. The property remained under the ownership of the hardware company until 1965.⁶

³ Richard W. Cooper, *Salisbury in Times Gone By*, Baltimore: Gateway Press, Inc., 1991, p. 74..

⁴ Ibid, p. 77.

⁵ Wicomico County Land Record, JWTS 273/294, 15 December 1945.

⁶ Wicomico County Land Record, JWTS 607/535, 19 April 1965.

WI-268
Port Exchange
Salisbury, Wicomico County, Maryland
Chain of title

1263/384 Port Exchange Joint Venture Partnership

to

8/30/1991 W. Ronald Morgan
Hope E. Morgan
Undivided ½ interest Condominium Unit "D"
Plat MSB 9/128

MSB 1222/614 City of Salisbury

to

6/29/1990 Port Exchange Joint Venture

MSB 1173/518 Downtown Salisbury Limited Partnership

to

3/2/1989 City of Salisbury

AS 1062/775 George P. Volenik, Sussex County
John D. Haffner, Wicomico County

to

4/11/1986 Downtown Salisbury Limited Partnership

William B. Tilghman Office Lot

10/8/1930 IDT 166/13
12/13/1893 JTT 12/244

WI-268
Port Exchange
Salisbury, Wicomico County, Maryland
Chain of title continued

Page 2

A J S 949/175

Sidney H. Givarz
Charlotte E. Givarz
Alex M. Kravitz
Sarah Kravitz

to

10/8/1980

George P. Volenik
John D. Haffner
August 21, 1964 Plat prepared by Richard W. Cooper
JWTS 593/59

JWTS 607/535

D. William Simpson, et al.
John W. T. Webb, Assignees
First National Bank

to

4/19/1965

Alex M. Kravitz and Sarah Kravitz ½ interest
Sidney H. Givarz and Charlotte E. Givarz ½ interest

Assignee of mortgage dated 3/31/1959 Delmarva Hardware
Corporation JWTS 471/278 10/3/1964

JWTS 273/294

William B. Tilghman Co. Inc.

to

12/15/1945

Delmarva Hardware Corporation
Plat JTT 12/244

WI-268
Port Exchange
Salisbury, Wicomico County, Maryland
Chain of title continued

Page 3

JCK 114/576

William B. Tilghman, Jr.
Mabelle Sterling Tilghman

to

1/1/1920

William B. Tilghman Co., Inc.

JTT 12/244

Interchangeable Deed between

William B. Tilghman
Annie E. Tilghman

and

12/26/1893

Randolph Humphreys
Bessie D. Humphreys

Whereas the said William B. Tilghman and Randolph
Humphreys own as partners trading as Humphreys and
Tilghman

The lot of ground lying between Fitzwater Street and
Wicomico River which they purchased of Milton A.
Parsons; also the house and lot near pivot bridge on
South side of Main Street, which they bought from
Stephen P. Dennis, etc.

FMS 6/105

Stephen P. Dennis
Sallie A. Dennis

to

4/15/1890

Humphreys and Tilghman

\$ 1,200 east end of the pivot bridge

WI-268
Port Exchange
Salisbury, Wicomico County, Maryland
Chain of title continued

Page 4

SPT 4/227

E. Stanley Toadvine

to

7/4/1881

Stephen P. Dennis

Decree of Circuit Court 9/24/1879 John T. Hammond
and Esther P. Hammond et al. vs. Lucy Toadvine, Alison
P. Toadvine No. 358 Chancery "Wharf Property"

May 28, 1880 Plat and Advertisement filed

Chancery Book
SPT 2/329-342

Whereas a certain Joshua Parsons of Somerset County
now included in Wicomico County did on or about
8 August 1859 and by his Last will and testament
bequeathed certain real estate...to Amanda Toadvine, his
child, and wife of F. Purnell Toadvine...and the said
Amanda Toadvine wife of Purnell Toadvine died on or
about 29 July 1863 and that Purnell Toadvine died on or
about 21 May 1878 and the said Amanda Toadvine left
five children as her heirs; Esther P. Hammond, wife of
John T. Hammond, who resides in Berlin, Jennie T.
Smith, wife of Edward C. Smith who resides in Phila.
James P. Toadvine who resides in Belvidere, N. J.;
Josephine A. Rider, wife of Thomas F. J. Rider, who
reside in Wicomico County, and E. Stanley Toadvine

1. Tract of land, 270 acres near Salisbury
2. One piece of wharf property in the Town of Salisbury
extending by and with the Wicomico River and the
road leading to Quantico from the Iron Bridge to the
wharf of John White

Sale of Property

He offered the wharf on Main Street in the Town of
Salisbury near the Iron Bridge and was withdrawn for
want of a purchaser. Afterwards on the 20th day of

WI-268

Page 5

Port Exchange

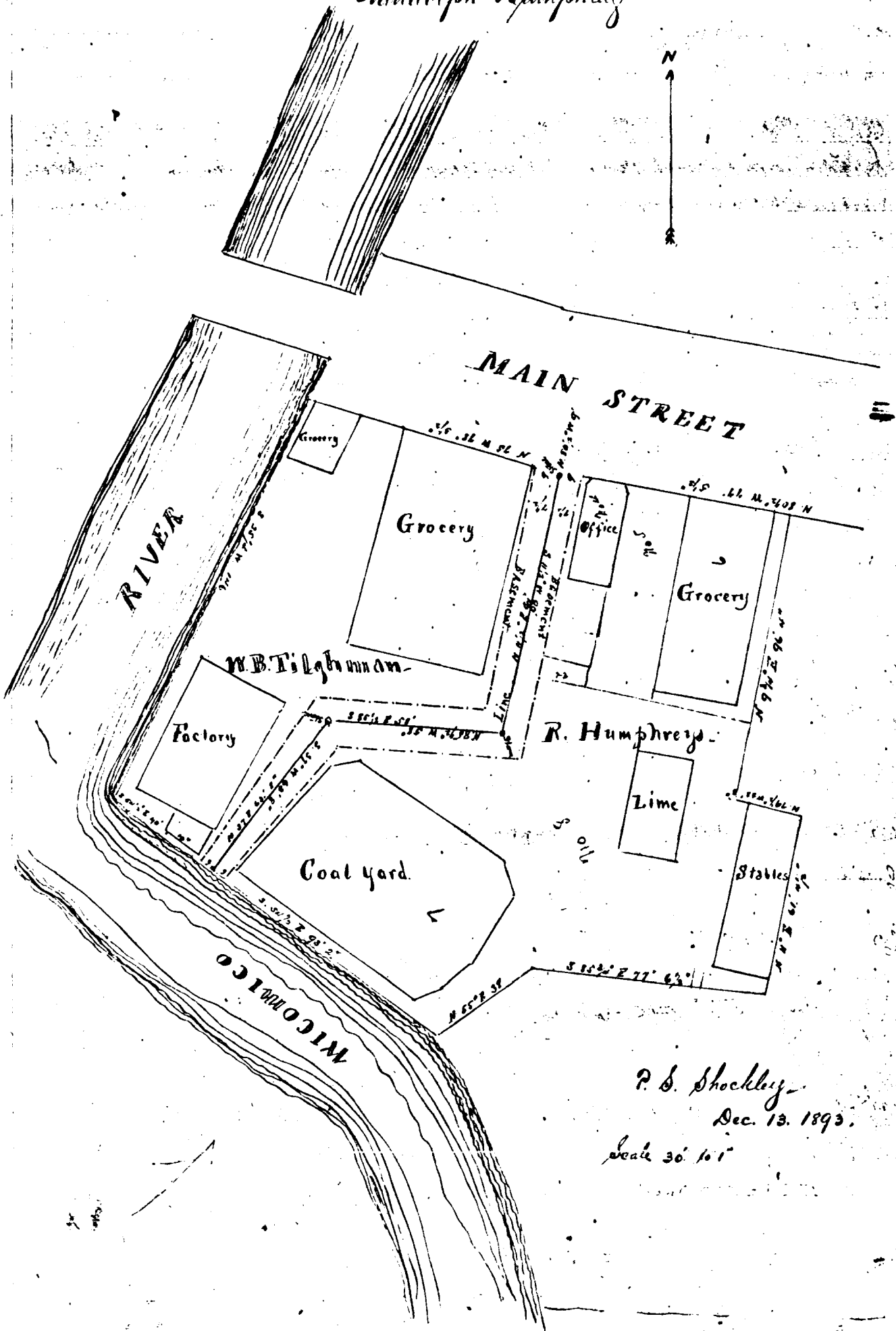
Salisbury, Wicomico County, Maryland

Chain of title continued

January 1880 he sold at private sale 101 feet of said said wharf to Stephen P. Dennis for the sum of \$ 676.21and on the same day he sold to William B. Tilghman and Humphrey Humphreys the balance of said wharf from the part sold Stephen P. Dennis to the line of John White's wharf extending from Wicomico River to Main Street at and for the sum of \$1,873.79, of which he paid \$173.79 in cash and gave their notes for the residue

244

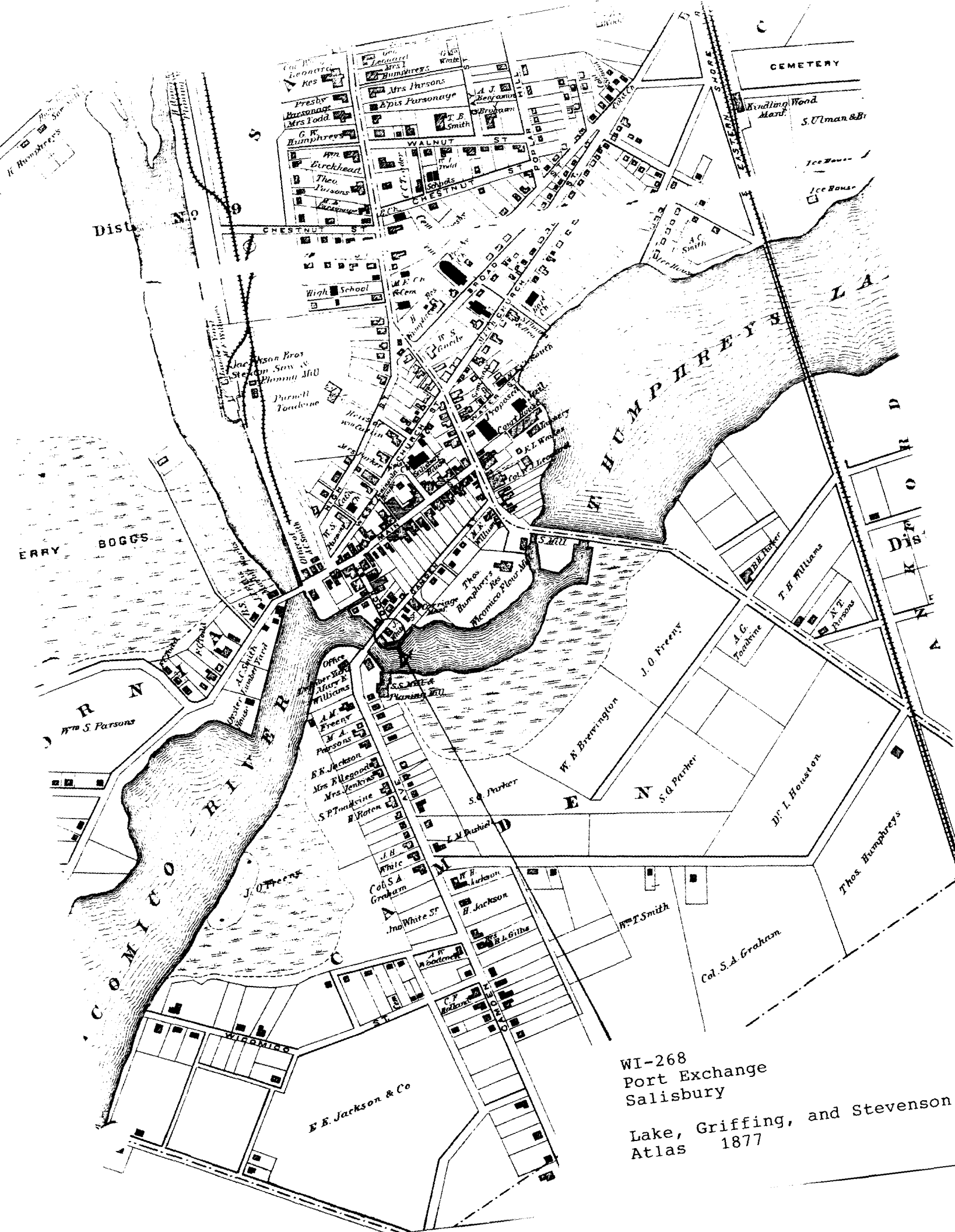
Plat of property of Wm. B. Tilghman
and
Randolph Humphreys



P. S. Shockley

Dec. 13. 1893.

Scale 30' to 1"



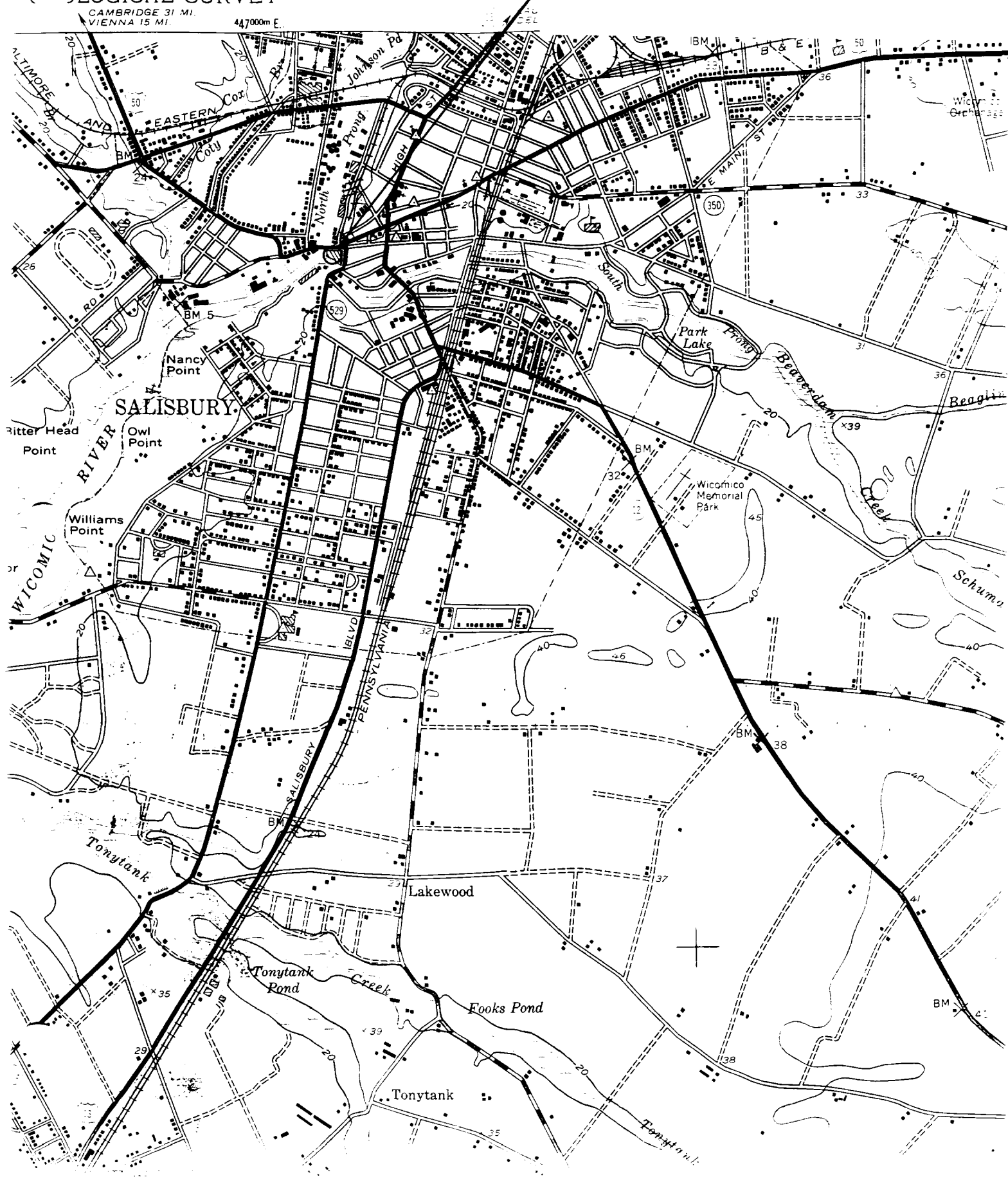
WI-268
Port Exchange
Salisbury
Lake, Griffing, and Stevenson
Atlas 1877

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

WI-268

Port Exchange Building

Salisbury, Maryland Quadrangle
1942





W1-268

Port Exchange Building

Palisades, Nicotiana County, Va.

NORTH 225 1/2 1/2

1/93, 1 Ave. Tower, Port Exchange

ME 1/100 175 1/2 1/2

1 1/2 5





W-268

Port Exposed Building

Smithsburg, Worcester County, Md.

West elevation

1/99 Port Tower - photograph

N+L / M.D. Hinson & Tracy

3 of 5

REBUILT 1886
T. 1886

W 268

Point Edwards Burning

Saturday, November 1905

DATE STONE 1883 and 1886

NOTE ELEVATION

1/98, Paul Taylor, Pittsburg

Nov 1/98, Pittsburg

4 11 5



W1-268

Post Exchange Building
Salem, Virginia Co, W.D.
SOUTHEAST ELEVATION

1/98, PAUL TOWNT, ARCHITECT

1026 / M.D. HISTORIC TOWN

5 OF 5

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

[No Ground Rent Redemption on File](#)

[No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 043306

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

110 SMALL ST
SALISBURY 21801-0000

Legal Description:

2,350 SQFT
110 SMALL ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1645	18003.23	0000				2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			2,350 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	14,100	14,100		
Improvements	0	0		
Total:	14,100	14,100	14,100	14,100
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: COOK, EDWARD	Date: 08/01/1984	Price: \$55,000
Type: ARMS LENGTH IMPROVED	Deed1: /01017/ 00607	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	14,100.00	14,100.00
State:	510	14,100.00	14,100.00
Municipal:	510	14,100.00 14,100.00	14,100.00 14,100.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

View Map No Ground Rent Redemption on File No Ground Rent Registration on File

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 057099

Owner Information

Owner Name: SBY MARKET CENTER LLC Use: EXEMPT COMMERCIAL
Principal Residence: NO
Mailing Address: 212 E MAIN ST Deed Reference: /05234/ 00325
STE 200
SALISBURY MD 21801-

Location & Structure Information

Premises Address: 111 LAKE ST Legal Description: 5,782 SQFT
SALISBURY 21801-0000 111-113 LAKE ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1639	10003.23	0000		1	1	2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			5,782 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
/						

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	23,100	23,100		
Improvements	0	0		
Total:	23,100	23,100	23,100	23,100
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: AHTES, WILLIAM J JR	Date: 09/30/1982	Price: \$66,000
Type: NON-ARMS LENGTH OTHER	Deed1: /01014/ 00259	Deed2:
Seller: STEFFENS, ROGER K	Date: 08/02/1977	Price: \$18,000
Type: ARMS LENGTH IMPROVED	Deed1: /00880/ 00669	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	23,100.00	23,100.00
State:	510	23,100.00	23,100.00
Municipal:	510	23,100.00 23,100.00	23,100.00 23,100.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

[No Ground Rent Redemption on File](#)

[No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 058923

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

201 LAKE ST
SALISBURY 21801-0000

Legal Description:

BL 1 L 4-6,095 SQFT
201-203 LAKE ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1637	18003.23	0000		1	4	2024	
									Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			6,095 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	36,500	36,500		
Improvements	0	0		
Total:	36,500	36,500	36,500	36,500
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: TABERNACLE OF PRAYER	Date: 04/21/1986	Price: \$145,300
Type: ARMS LENGTH IMPROVED	Deed1: /01063/ 00555	Deed2:
Seller: WEATHERLY, JAMES H	Date: 03/31/1983	Price: \$90,000
Type: ARMS LENGTH IMPROVED	Deed1: /00988/ 00115	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	36,500.00	36,500.00
State:	510	36,500.00	36,500.00
Municipal:	510	36,500.00 36,500.00	36,500.00 36,500.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#) [No Ground Rent Redemption on File](#) [No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 058958

Owner Information

Owner Name:	SBY MARKET CENTER LLC	Use:	EXEMPT COMMERCIAL
		Principal Residence:	NO
Mailing Address:	212 E MAIN ST STE 200 SALISBURY MD 21801-	Deed Reference:	/05234/ 00325

Location & Structure Information

Premises Address:	205 LAKE ST SALISBURY 21801-0000	Legal Description:	BL 1 L 5-10,756 SQFT 205-207 LAKE ST CITY OF SALIS
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Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1638	10003.23	0000		1	5	2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			10,756 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	64,500	64,500		
Improvements	0	0		
Total:	64,500	64,500	64,500	64,500
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:

Seller: WEATHERLY, JAMES H & ELAINE F	Date: 11/26/1985	Price: \$94,000
Type: NON-ARMS LENGTH OTHER	Deed1: /01052/ 00339	Deed2:

Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	64,500.00	64,500.00
State:	510	64,500.00	64,500.00
Municipal:	510	64,500.00 64,500.00	64,500.00 64,500.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

[No Ground Rent Redemption on File](#)

[No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 046178

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

401 W MAIN ST
SALISBURY 21801-0000
Waterfront

Legal Description:

50 X 98 AVG
401 W MAIN ST
CITY OF SALISBURY

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1647	10003.23	0000				2024	
									Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			4,900 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	29,400	29,400		
Improvements	0	0		
Total:	29,400	29,400	29,400	29,400
Preferential Land:	0	0		

Transfer Information

Seller: CITY OF SALISBURY	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller:	Date:	Price: \$0
Type:	Deed1: /01000/ 00209	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	29,400.00	29,400.00
State:	510	29,400.00	29,400.00
Municipal:	510	29,400.00 29,400.00	29,400.00 29,400.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

[No Ground Rent Redemption on File](#)

[No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 046194

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

405 W MAIN ST
SALISBURY 21801-0000

Legal Description:

24.5 X 92.5
405 W MAIN ST
CITY OF SALISBURY

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1648	10003.23	0000				2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			2,266 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	9,000	9,000		
Improvements	0	0		
Total:	9,000	9,000	9,000	9,000
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: FIELDS, HARRY M & MARTHA R	Date: 12/10/1985	Price: \$120,000
Type: NON-ARMS LENGTH OTHER	Deed1: /01053/ 00514	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	9,000.00	9,000.00
State:	510	9,000.00	9,000.00
Municipal:	510	9,000.00 9,000.00	9,000.00 9,000.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#) [No Ground Rent Redemption on File](#) [No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 040749

Owner Information

Owner Name:	SBY MARKET CENTER LLC	Use:	EXEMPT COMMERCIAL
		Principal Residence:	NO
Mailing Address:	212 E MAIN ST STE 200 SALISBURY MD 21801-	Deed Reference:	/05234/ 00325

Location & Structure Information

Premises Address:	407 W MAIN ST SALISBURY 21801-0000	Legal Description:	L-25.5 X 92.5 407 W MAIN ST CITY OF SALIS
-------------------	---------------------------------------	--------------------	---

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1643	10003.23	0000				2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			2,359 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	9,400	9,400		
Improvements	0	0		
Total:	9,400	9,400	9,400	9,400
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:

Seller: BURBAGE, ROSALIND ABBOTT	Date: 06/11/1984	Price: \$30,000
Type: ARMS LENGTH IMPROVED	Deed1: /01014/ 00132	Deed2:

Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	9,400.00	9,400.00
State:	510	9,400.00	9,400.00
Municipal:	510	9,400.00 9,400.00	9,400.00 9,400.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()

Search Result for WICOMICO COUNTY

View Map

No Ground Rent Redemption on File

No Ground Rent Registration on File

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 051414

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

409 W MAIN ST
SALISBURY 21801-0000

Legal Description:

BL 1 L 4-31.5 X 61
409 W MAIN ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1642	10003.23	0000		1	4	2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			1,921 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
						/

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	7,600	7,600		
Improvements	0	0		
Total:	7,600	7,600	7,600	7,600
Preferential Land:	0	0		

Transfer Information

Seller:	SALISBURY CITY OF	Date:	04/03/2023	Price:	\$10,001
Type:	NON-ARMS LENGTH OTHER	Deed1:	/05234/ 00325	Deed2:	

Seller:	LEMON, ANNA MARIE	Date:	08/30/1979	Price:	\$0
Type:	NON-ARMS LENGTH OTHER	Deed1:	/01014/ 00093	Deed2:	

Seller:		Date:		Price:	
Type:		Deed1:		Deed2:	

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	7,600.00	7,600.00
State:	510	7,600.00	7,600.00
Municipal:	510	7,600.00 7,600.00	7,600.00 7,600.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()

Search Result for WICOMICO COUNTY

View Map

No Ground Rent Redemption on File

No Ground Rent Registration on File

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 054170

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

415 W MAIN ST
SALISBURY 21801-0000

Legal Description:

BL 1 L 4A-1,862 SQFT
415 W MAIN ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1641	10003.23	0000		1	4A	2024	
Town: SALISBURY									Plat Ref:

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			1,862 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
/						

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	7,400	7,400		
Improvements	0	0		
Total:	7,400	7,400	7,400	7,400
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: CALLIS, JOSEPH T	Date: 11/29/1982	Price: \$24,000
Type: ARMS LENGTH IMPROVED	Deed1: /01014/ 00093	Deed2:
Seller: PALONE, GUY M	Date: 08/23/1977	Price: \$16,500
Type: ARMS LENGTH IMPROVED	Deed1: /00888/ 00868	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	7,400.00	7,400.00
State:	510	7,400.00	7,400.00
Municipal:	510	7,400.00 7,400.00	7,400.00 7,400.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()

Search Result for WICOMICO COUNTY

View Map

No Ground Rent Redemption on File

No Ground Rent Registration on File

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 057110

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

417 W MAIN ST
SALISBURY 21801-0000

Legal Description:

BL 1 L 2 3-4,508 SQFT
417 W MAIN ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1640	10003.23	0000		1	2 3	2024	
									Plat Ref:
Town: SALISBURY									

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			4,508 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
/						

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	27,000	27,000		
Improvements	0	0		
Total:	27,000	27,000	27,000	27,000
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: AHTES, WILLIAM J JR	Date: 09/30/1982	Price: \$66,000
Type: NON-ARMS LENGTH OTHER	Deed1: /01014/ 00259	Deed2:
Seller: STEFFENS, ROGER K	Date: 08/02/1977	Price: \$17,535
Type:	Deed1: /00880/ 00669	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	27,000.00	27,000.00
State:	510	27,000.00	27,000.00
Municipal:	510	27,000.00 27,000.00	27,000.00 27,000.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

[No Ground Rent Redemption on File](#)

[No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 051422

Owner Information

Owner Name:

SBY MARKET CENTER LLC

Use:

EXEMPT COMMERCIAL

Principal Residence:

NO

Mailing Address:

212 E MAIN ST
STE 200
SALISBURY MD 21801-

Deed Reference:

/05234/ 00325

Location & Structure Information

Premises Address:

SMALL ST
SALISBURY 21801-0000

Legal Description:

BL 1 L 2-2350 SQFT
E/S SMALL ST
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1644	10003.23	0000		1	2	2024	
									Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
			2,350 SF	

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
/						

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	9,400	9,400		
Improvements	0	0		
Total:	9,400	9,400	9,400	9,400
Preferential Land:	0	0		

Transfer Information

Seller: SALISBURY CITY OF	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller: LEMON, ANNA MARIE	Date: 08/30/1979	Price: \$0
Type: NON-ARMS LENGTH OTHER	Deed1: /01014/ 00093	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	9,400.00	9,400.00
State:	510	9,400.00	9,400.00
Municipal:	510	9,400.00 9,400.00	9,400.00 9,400.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#) [No Ground Rent Redemption on File](#) [No Ground Rent Registration on File](#)

Special Tax Recapture: None

Account Number: District - 09 Account Identifier - 046186

Owner Information

Owner Name:	SBY MARKET CENTER LLC	Use:	EXEMPT COMMERCIAL
		Principal Residence:	NO
Mailing Address:	212 E MAIN ST STE 200 SALISBURY MD 21801-	Deed Reference:	/05234/ 00325

Location & Structure Information

Premises Address:	W MAIN ST SALISBURY 21801-0000 Waterfront	Legal Description:	53.08 X 57 W MAIN STREET CITY OF SALISBURY
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Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0106	0017	1646	10003.23	0000				2024	Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
	3,026 SF			

Stories	Basement	Type	Exterior Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
	/					

Value Information

	Base Value	Value	Phase-in Assessments	
		As of 01/01/2024	As of 07/01/2025	As of 07/01/2026
Land:	18,100	18,100		
Improvements	0	0		
Total:	18,100	18,100	18,100	18,100
Preferential Land:	0	0		

Transfer Information

Seller: CITY OF SALISBURY	Date: 04/03/2023	Price: \$10,001
Type: NON-ARMS LENGTH OTHER	Deed1: /05234/ 00325	Deed2:
Seller:	Date:	Price: \$0
Type:	Deed1: /00100/ 00209	Deed2:
Seller:	Date:	Price:
Type:	Deed1:	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	510	18,100.00	18,100.00
State:	510	18,100.00	18,100.00
Municipal:	510	18,100.00 18,100.00	18,100.00 18,100.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: No Application

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application Date:

Salisbury Historic District Commission

Hearing Notification

Hearing Date:	October 22, 2025
Time:	7:00 pm
Location:	Government Office Building 125 N. Division Street Salisbury, MD. 21804 Room 301
Case Number:	#25-22
Commission Considering:	Alterations – Kitchen Addition
Owner's Name:	Andy Kitzrow
Applicant Name:	Same as owner
Agent/Contractor:	N/A
Subject Property Address:	325 N Division St. Salisbury, MD 21801
Historic District:	Newtown Historic District
Use Category:	Residential
Chairman:	Mr. Brenden Frederick
HDC Staff contact:	Will Canner Associate Planner (410) 548-3170

Salisbury Historic District Commission

125 N. Division Street
Room 304
Salisbury, MD 21801
(410) 548-3170 / fax (410) 548-3107

Permit Application

\$150 Fee Received _____ (date)

Date Submitted: 9/22/25

Date Accepted as Complete: 09/29/25

Subject Location: 325 N. DIVISION STREET

Application by: ANDY KITZROW

Applicant Address: 325 N. DIVISION ST, SALISBURY, MD 21801

Applicant Phone: 919-619-6996

Case #: 25-22
Action Required By (45 days): _____

Owner Name: ANDY KITZROW

Owner Address: 325 N. DIVISION ST, SALISBURY, MD 21801

Owner Phone: 919-619-6996

Owner Email: akitrow@yahoo.com

Work Involves: ☒ Alterations ☐ New Construction ☒ Addition Other _____
☐ Demolition ☐ Sign ☐ Awning Estimated Cost 75,000

DESCRIPTION OF WORK PROPOSED (Please be specific. Attach sheet if space is inadequate) Type of material, color, dimensions, etc. must accompany application. If signs are proposed, indicate material, method of attachment, position on building, size and front lineal feet of building, size and position of all other signs on building, and a layout of the sign.
See attached.

Are there any easements or deed restrictions for the exterior of this property? If yes, submit a letter from the easement holder stating their approval of the proposed work. Yes ☒ No

Do you intend to apply for Federal or State Rehabilitation Tax Credits? If yes, have you contacted Maryland Historical Trust staff? Yes ☒ No

If you have checked "Yes" to either of the above questions, please provide a copy of your approval letter from the Maryland Historic Trust along with this application.

See Reverse Side for DOCUMENTS REQUIRED TO BE FILED WITH APPLICATION

All required documents must be submitted to the City Planner, Department of Infrastructure and Development at least 30 days prior to the next public meeting. Failure to include all the required attachments and/or failure of the applicant or his/her authorized representative to appear at the scheduled meeting may result in postponement of the application until the next regular scheduled meeting. If an application is denied, the same application cannot be resubmitted for one year from date of such action. Please be advised that members of the Salisbury Historic District Commission or staff, may visit the subject property prior to the scheduled meeting date to familiarize themselves with the project.

The Salisbury Historic District Commission Rules and Regulations and Design Guidelines are available for review in the office of the Department of Infrastructure and Development for the City of Salisbury as well as on the city's website: www.ci.salisbury.md.us.

I, or my authorized representative, will appear at the meeting of the Salisbury Historic District Commission on October 22, 2025 (date).

I hereby certify that the owner of the subject premises has been fully informed of the alterations herein proposed and that said owner is in full agreement with this proposal.

Applicant's Signature [Signature] Date 9/22/25

Application Processor (Date)

Secretary, S.H.D.C. (Date)



Salisbury Historic District Commission Application Deadline 2025

Meeting Date	Application Deadline (30 days)
January 22	December 24
February 26	January 28
March 26	February 25
April 23	March 25
May 28	April 29
June 25	May 27
July 23	June 24
August 27	July 29
September 24	August 26
October 22	September 23
November 19*	October 21
December 17*	November 18

**All SHDC meeting are held in the Government Office Building
125 N. Division Street, 3rd floor, room 301
Every 4th Wednesday of the month (unless otherwise noted on the agenda by an*)**

Real Property Data Search ()
Search Result for WICOMICO COUNTY

[View Map](#)

No Ground Rent Redemption on File

No Ground Rent Registration on File

Special Tax Recapture: None

Account Number:

District - 05 Account Identifier - 007739

Owner Information

Owner Name:

KITZROW ANDREW P
SCOTT SAMANTHA L
325 N DIVISION ST
SALISBURY MD 21801-

Use:

Principal Residence:

Deed Reference:

RESIDENTIAL
YES
/03906/ 00318

Mailing Address:

Location & Structure Information

Premises Address:

325 N DIVISION ST
SALISBURY 21801-0000

Legal Description:

11,259 SQFT
325 N DIVISION STREET
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0107	0003	0813	5030164.23	0000				2025	Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
1867	3,810 SF		11,259 SF	

Stories	Basement	Type	Exterior	Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
3	NO	STANDARD UNIT	FRAME/	5	3 full/ 1 half		

Value Information

	Base Value	Value	Phase-in Assessments	
		As of	As of	As of
		01/01/2025	07/01/2025	07/01/2026
Land:	20,700	20,700		
Improvements	367,700	467,000		
Total:	388,400	487,700	421,500	454,600
Preferential Land:	0	0		

Transfer Information

Seller: CARTER KENT

Type: ARMS LENGTH IMPROVED

Seller: 325 N DIVISION STREET LLC

Type: NON-ARMS LENGTH OTHER

Seller: GRANT, CAROL L

Type: ARMS LENGTH IMPROVED

Date: 09/28/2015

Deed1: /03906/ 00318

Date: 01/04/2011

Deed1: /03269/ 00214

Date: 10/01/2007

Deed1: /02850/ 00330

Price: \$254,600

Deed2:

Price: \$88,500

Deed2:

Price: \$159,000

Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	000	0.00	
State:	000	0.00	
Municipal:	000	0.00 0.00	0.00 0.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: Approved 08/15/2017

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No Application

Date:

DESCRIPTION OF WORK PROPOSED

Expand the footprint of the internal kitchen by enclosing the side porch located on the left side of the house facing Parsons Street. Dimensions of the side porch are 21' by 8'. This porch was previously screened in and the screening was removed during a previously renovation (approved by HDC).

Exterior/Siding - The exterior siding will match the existing siding – CertainTeed WeatherBoards Fiber Cement. Board dimensions are 8 ¼" x 12' (approximately 7" reveal) and same as current color. Specification sheet is enclosed.

Windows – 6 over 6 wooden windows. They will closely match the dimensions of the existing first floor windows (approximately 32" by 72") on the left and right sides of the house. These will include the red trim at the top of the window. There will be a total of 3 exterior windows. Close up picture enclosed in application.

Door – The current exterior door leading to the side porch will be reused as the exterior door. Door was from EverMark-Intl.com. Close up picture enclosed in application.

See enclosed sketches of before and after.

ELEVATIONS OF 325 N. DIVISION STREET



FRONT



LEFT SIDE



BACK



RIGHT SIDE

Due to proximity of adjacent property, this angle is split up into three pictures showing the house from back to the front.

SKETCH OF PROPOSED RENOVATIONS



BEFORE (NOW) – Side Porch from Parsons St.



AFTER - Side Porch from Parsons St.



BEFORE (NOW) – Side Porch from Back of House



After – Side Porch from Back of House

WINDOWS AND DOORS FOR REPLACEMENT AND RENOVATION

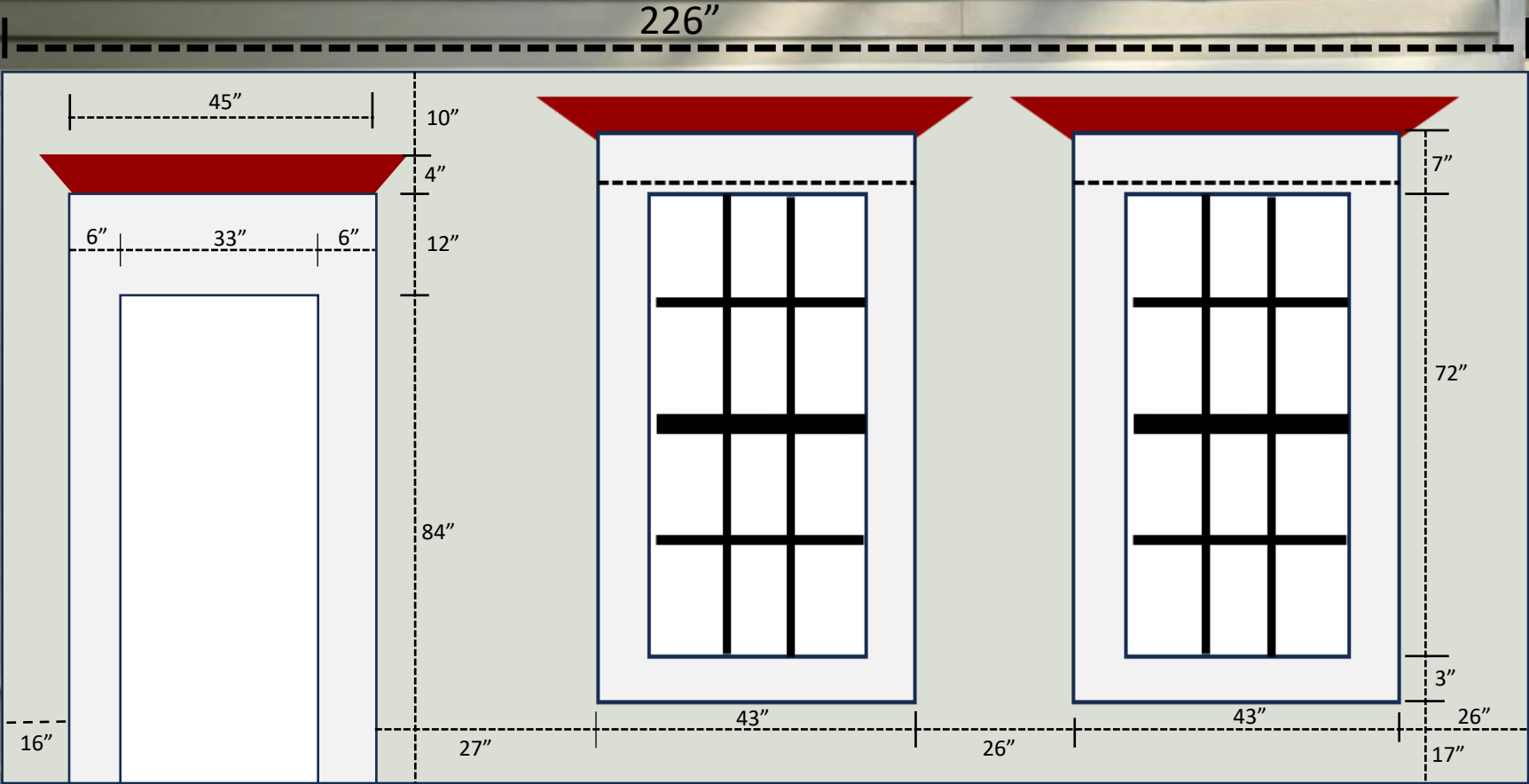


External Porch Door w/ Storm Door. Door will be relocated to new exist from the kitchen.
Door Manufacturer – EverMark.



Window on exist Porch. Single Pane, 6 over 6
Wooden windows. Enclosed porch will include 3 of these style windows and trim with approximate dimensions of 32" x 72"













CertainTeed Fiber Cement Siding and Trim

Fiber Cement Siding

General Description: CertainTeed Fiber Cement siding is available in different products providing both traditional and contemporary aesthetics. It is suitable for residential and light commercial applications. These products offer a high degree of dimensional stability and impact resistance.

Styles:

Shapes

Perfection Shingles
Random Square Straight Edge
Random Square Staggered Edge
Individual Shakes
Half-Rounds
Octagons

Lap

Textured Dutchlap
Textured Beaded Lap
Smooth Beaded Lap
Smooth Lap
Cedar Lap

Vertical

Stucco
Smooth
Cedar/no groove
Cedar/8" grooved

Trim

Cedar

Finishes: CertainTeed's exclusive FiberTect® Sealing System ready for field top coating with high quality, acrylic latex paint or stains. WeatherBoards™ Fiber Cement Siding must be allowed to breathe; therefore, it must never be primed, painted or stained on the back side. Factory prefinishing is available with CertainTeed ColorMax® Finish or Premium stains.

Surface Patterns: Smooth, redwood grain, cedar-textured grain, stucco texture, vertical grain

Sizes: Shapes – 8-1/4" x 12' (209mm x 3657mm), 12" x 48" (305mm x 1219mm), 16" x 48" (406mm x 1219mm)

Individual Shakes Kit – 6-1/4" x 18" (159mm x 457mm), 8-1/4" x 18" (209mm x 457mm) and 12" x 18" (305mm x 457mm)

Lap Siding – 5-1/4" (133mm), 6-1/4" (159mm), 7-1/4" (185mm), 7-1/2" (191mm), 8-1/4" (209mm), 9-1/4" (235mm), 12" (305mm) x 12' (3657mm) length

Vertical – 4' x 8' (1219mm x 2438mm), 4' x 9' (1219mm x 2743mm), 4' x 10' (1219mm x 3048mm), 4' x 12' (1219mm x 3657mm)

Trim – (7/16" thick – 11mm) – 3-1/2" (89mm), 5-1/2" (140mm), 7-1/4" (185mm), 9-1/4" (235mm), 11-1/4" (286mm) x 12' (3657mm) length

Thickness: 5/16" (8mm) on shapes, lap, Perfection Shingles and vertical siding, 7/16" (11mm) on Perfection Shingles and trim, 1/4" (6mm) on Individual Shakes

Composition: The products are manufactured using a multi-step high-pressure process combining Portland cement, fly ash, wood fiber and specialty additives. Wood grains and other architectural features are pressed into the surface.

Technical Data: CertainTeed WeatherBoards™ Fiber Cement siding was tested in accordance with the American Society for Testing & Materials (ASTM) standards of the following specifications:

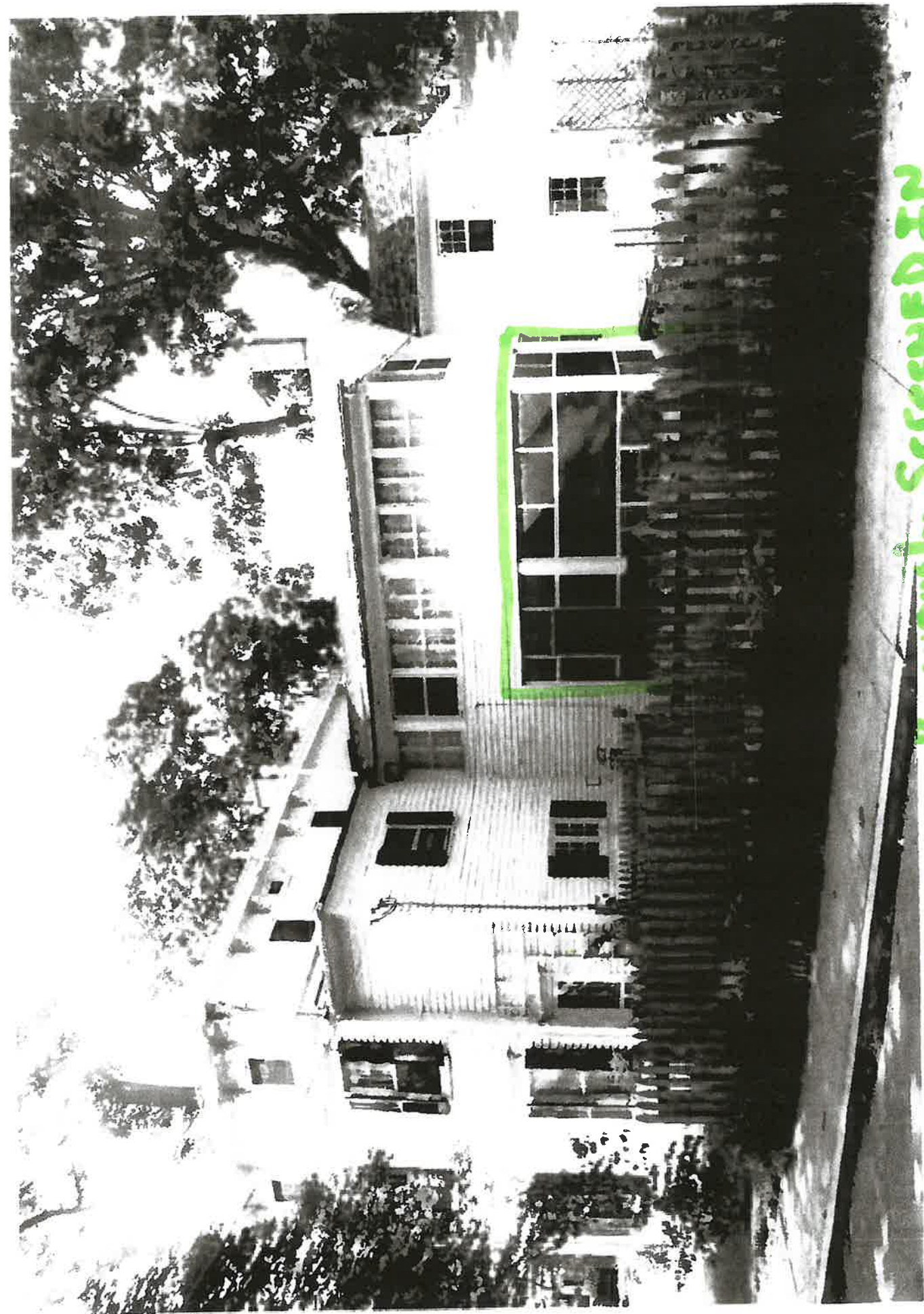
NEIGHBORING PROPERTIES



321 N. Division Street (neighbor to the South)



100 E. William Street (neighbor to the North)



Previously Screened IN

View Map

No Ground Rent Redemption on File

No Ground Rent Registration on File

Special Tax Recapture: None

Account Number:District - 05 Account Identifier - 007739

Owner Information

Owner Name:KITZROW ANDREW P
SCOTT SAMANTHA L

Mailing Address:325 N DIVISION ST
SALISBURY MD 21801-

Use:RESIDENTIAL
Principal Residence:YES

Deed Reference:/03906/ 00318

Location & Structure Information

Premises Address:325 N DIVISION ST
SALISBURY 21801-0000

Legal Description:11,259 SQFT
325 N DIVISION STREET
CITY OF SALIS

Map:	Grid:	Parcel:	Neighborhood:	Subdivision:	Section:	Block:	Lot:	Assessment Year:	Plat No:
0107	0003	0813	5030164.23	0000				2025	Plat Ref:

Town: SALISBURY

Primary Structure Built	Above Grade Living Area	Finished Basement Area	Property Land Area	County Use
1867	3,810 SF		11,259 SF	

Stories	Basement	Type	Exterior	Quality	Full/Half Bath	Garage	Last Notice of Major Improvements
3	NO	STANDARD UNIT	FRAME/	5	3 full/ 1 half		

Value Information

	Base Value	Value	Phase-in Assessments	
		As of	As of	As of
		01/01/2025	07/01/2025	07/01/2026
Land:	20,700	20,700		
Improvements	367,700	467,000		
Total:	388,400	487,700	421,500	454,600
Preferential Land:	0	0		

Transfer Information

Seller: CARTER KENT	Date: 09/28/2015	Price: \$254,600
Type: ARMS LENGTH IMPROVED	Deed1: /03906/ 00318	Deed2:

Seller: 325 N DIVISION STREET LLC	Date: 01/04/2011	Price: \$88,500
Type: NON-ARMS LENGTH OTHER	Deed1: /03269/ 00214	Deed2:

Seller: GRANT, CAROL L	Date: 10/01/2007	Price: \$159,000
Type: ARMS LENGTH IMPROVED	Deed1: /02850/ 00330	Deed2:

Exemption Information

Partial Exempt Assessments:	Class	07/01/2025	07/01/2026
County:	000	0.00	
State:	000	0.00	
Municipal:	000	0.00 0.00	0.00 0.00

Special Tax Recapture: None

Homestead Application Information

Homestead Application Status: Approved 08/15/2017

Homeowners' Tax Credit Application Information

Homeowners' Tax Credit Application Status: No ApplicationDate:

Salisbury Historic District Commission

STAFF FINDINGS

Meeting of October 22, 2025

Case Number:	#25-22
Commission Considering:	Addition & Alteration – Porch to Kitchen Addition
Owner Name:	Andy Kitzrow
Owners Address:	325 N. Division St. Salisbury, MD 21801
Applicant Name:	Same as owner
Applicant's Address:	Same as owner
Agent/Contractor:	N/A
Subject Property Address:	Same as owner
Historic District:	Newtown Historic District
Use Category:	Residential
Zoning Classification:	R8 – Residential
Structure / Site Description:	
Built Date:	1867
Enclosed Area:	3,810 sq. ft. (SDAT Real Property Database)
Lot Size:	11,259 sq. ft. (SDAT Real Property Database)
Number of Stories:	3
Contributing Structure:	Contributing
Wicomico County Historic Survey on file:	Yes; WI-254, Dr. Cathell Humphreys House
Nearby Properties on County Survey:	Yes

Properties included below but not limited to:

- WI-591, Dr. Samuel A. Graham House, Ralph H. Grier House
- WI-13, Gillis-Grier House
- WI-427, Irving Powell House

Explanation of Request: The applicant is seeking to expand the kitchen by enclosing the side porch located on the left side of the house facing Parsons Street. The siding will match the existing siding (CertainTeed WeatherBoards Fiber Cement). The Windows will closely match the dimensions of the existing first floor windows (32" by 72") there will be a total of three windows and each will include a red trim at the top of the window. The current exterior door will be reused.

Areas of Historic Guidelines to be considered:

UNIVERSAL GUIDELINES

Guideline 8: New Exterior Walls

- a. For additions to existing structures, select building materials that are in keeping with materials used on the primary building.
- b. For new construction, select building materials that are in keeping with materials used on the block.
- c. For masonry walls, use bricks of similar size, color, and texture to those used historically. Concrete block and jumbo brick are not appropriate to the character of the Downtown Historic District.
- d. Wood surfaces were historically painted. Unpainted wood surfaces are not historically appropriate, and are not durable.

Guideline 13: Match Existing or Historic Siding

- a. Where full-scale siding replacement is necessary, match the historic or existing siding on the building. Keep the details (width of wood boards, shingle size, corner and seam details, etc.) consistent with the historic appearance.
- b. When replacing non-historic siding that was inappropriately applied, chose an appropriate replacement that is consistent with buildings of the type, period, and architectural style.
- c. Do not cover historically uncovered masonry surfaces with siding. Siding applied to masonry surfaces has the potential to hold moisture and cause damage to the underlying wall.

Guideline 17: Retain Historic Windows

- a. Maintain or restore the historic shape, size, alignment, pattern, and details of existing historic windows, particularly those in upper stories of commercial properties.
- b. Do not infill window openings or cover existing historic windows.
- c. Consider reopening windows that are presently blocked, if your budget allows.

Guideline 18: New Window Openings and Infill

Altering window openings in historic facades alters the building's historic appearance significantly, and is typically not appropriate, but may be considered in some situations.

- a. Avoid placing new openings on the front façade.
- b. If new openings are required for additional light, consider placing them on the rear or side elevations of the building or installing a skylight on a non-visible roof slope.
- c. Avoid infilling existing window openings on the front façade.
- d. Where recent changes have altered historic window openings, restoration of the historic configuration and materials is encouraged.

Guideline 35: Additions

Although it is not impossible to add a story or more to historic buildings, it is normally more difficult to avoid adverse impact to the building's original design, character, and detailing.

- a. Consider the issue of structural strength and ability to carry another floor. This issue should be addressed by a qualified structural engineer.
- b. Whenever possible, an addition should be placed at the rear of the main building.
- c. Additions should be constructed in materials compatible with those used in the original building. This does not mean that the same materials have to be used.
- d. Frame additions can be added to brick and stucco buildings successfully.
- e. Additions should not duplicate the architecture and design of the main building but should pick up overall design "cues" from the main building, such as window proportions, overall massing and form, and type of ornamentation.
- f. Avoid changes that obscure, damage or destroy significant characteristic features of an existing building or historic district.
- g. New additions should be compatible with existing historic buildings in terms of scale, but should be visually different from the original to avoid creating a false historic appearance. Additions to historic structures should be identifiable as a new addition to an original building.
- h. New additions should be subordinate to the main building. This can be achieved by making the addition smaller in scale than the main building, or by keeping the roofline or parapet below that of the main building.

GUIDELINES FOR RESIDENTIAL PROPERTIES

Guideline 49: Façade Configuration

As described in Section 3's Architectural Style Guide, there are several building types associated with American residential architecture. These forms are often the most recognizable character defining feature. The building's overall form, as well as the facade's order and arrangement must be maintained.

- a. Maintain the historic compositional principles of historic dwellings. Maintain large scale building elements such as the roof shape, order of bays, and symmetry or asymmetry.
- b. Maintain the general historic layout of the façade, including the window and door pattern of the house. Avoid adding or removing openings on the front façade of the dwelling.
- c. Maintain stylistic ornamentation. Avoid removing or replacing hallmark architectural features, such as trim and other woodwork.

Best Choice:

Maintain the existing historic façade configuration.

Restore the historic configuration of an altered dwelling based on physical evidence or historic photos of missing or changed features.

Good Alternative:

Alter the layout of historic dwelling to accommodate changing needs while maintaining as much of the original fabric and configuration as possible by locating as many alterations as possible in the rear of the property. Make improvements to an altered dwelling by updating, but not necessarily restoring, missing or badly altered features. Use contemporary materials that are compatible and designed to harmonize with the building and surrounding area.

Not Appropriate:

Radically change the facade's configuration by infilling windows and creating new openings, adding inappropriate additions, or covering ornamental details. Further compromise an altered dwelling by obliterating remaining features, including the building's form.

Guideline 50: Residential Building Ornamentation

- a. Maintain and restore character defining features of your house. Character defining features include historic roof treatments, porches, doors, windows, cornices, trim, and other architectural details.
- b. Do not add arbitrary or conjectural ornamentation to the building. Replace missing historic features only when supported by documentary evidence to avoid creating a false historic appearance.

Best Choice:

Repair damaged historic details, or replace them in kind.

Good Alternative:

Replace damaged historic details with new materials that mimic the historic ones as closely as possible.

Not Appropriate:

Removing sound historic fabric, such as wood shingle, in favor of "maintenance free" modern replacements like vinyl siding. (Beware that in most cases, "maintenance free" equates to a shorter lifespan, requiring replacement much sooner than traditional materials.)

STAFF COMMENT:

Staff recommends denial of the proposed kitchen enclosure. While the applicant has proposed using materials that are compatible with the historic guidelines, the side porch is considered an integral element of the property's historic character. The property is listed in the Historic Survey, which specifically identifies the side porch which is viewable from the corner of Parsons and North Division Street as a defining feature of the home. Although previous historic renovations have removed the porch screening, enclosing the area for a kitchen would significantly alter a historically recognized architectural feature. According to Guideline 35f, any new addition should “avoid changes that obscure, damage, or destroy significant characteristic features of an existing building or historic district.” Furthermore, Guideline 50b emphasizes the importance of preserving and restoring integral components of historic homes, stating: “Maintain and restore character-defining features of your house. Character-defining features include historic roof treatments, porches, doors, windows, cornices, trim, and other architectural details.”

Evaluation Criteria:

Pursuant to Section 17.52.040 A & B of the Salisbury Zoning Code, it is the duty of the Historic District Commission to review and make determinations on all applications to construct, alter, reconstruct, move or demolish a site or structure within a Historic District whenever “*exterior changes are involved which would affect the historic archeological, or architectural significance of a site or structure, any portion of which is visible or intended to be visible from a public way.*” In reviewing an application and plans, the Commission should consider review criteria, and may decide as to which of said Criteria are applicable.

Staff Findings Prepared By: Will Canner
Infrastructure and Development
125 N Division Street, Suite 304
Salisbury, MD 21801
(410) 548-3170
Date: October 02, 2025

WI-254

Dr. Cathell Humphreys House

Architectural Survey File

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

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

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Last Updated: 08-29-2003

WI-254
Dr. Cathell Humphreys House
Salisbury
Private

c. 1850

Dr. Cathell Humphreys (1797-1866) and his second wife Isabella Huston (1807-1897) financed construction of this prominent three-story, three-bay frame dwelling that stands along North Division Street in the center of the Newtown Historic District. Distinguished as one of a small group of ante-bellum Greek Revival dwellings located in Newtown, the center hall/single-pile house displays many original features characteristic of the mid nineteenth century style. One of the most defining architectural elements is the three-story elevation of the main block, which is capped by a low pitched hip roof. The first and second stories were intended to appear as a uniform whole, clad in horizontal weatherboards and trimmed with paneled pilasters on each corner. The lapped weatherboards rise to the top of the second floor, where there is a break in the wall surface. Above the second floor level, the third floor was intended to read as a wide horizontal frieze with its smooth surface of flush weatherboards. The single story porch also reinforces the overall classical statement with paneled posts rising to a roof accented with a bold dentiled cornice. Furthermore, the entrance is highlighted by neoclassical columns. A slight indication of mid century Italianate influence is the use of large cornice brackets as well as the heavily molded panels of the front door. Attached to the back of the main block is a two-story service wing that incorporates a two-story porch on its south side.

Both Dr. Humphreys and his wife Isabella held prominent positions in Salisbury society during the mid nineteenth century. Trained as a physician, Cathell Humphreys was a significant land owner in Salisbury and he was also a partner in the commercial firm of Humphreys & Tilghman, which included his brother Humphrey and William B. Tilghman. Cathell Humphreys' second wife Isabella Huston, was the daughter of Dr. John Huston, who owned Poplar Hill Mansion during the first quarter of the nineteenth century. Isabella Huston Humphreys acquired several parcels of the Poplar Hill Mansion lands in her own name during the late 1840s and 1850s. At the time of the 1850 U. S. Census, Dr. Cathell Humphreys, aged 51, and Isabella Humphreys, aged 42, were listed in the household with seven children, Mary F., aged 24; Lenora, aged 16; Virginia, aged 13; Thomas, aged 11; Sally H., aged 6; Isabella, aged 3; and year old Huston. Cathell Humphreys died in 1866. Isabella remained in their house another 31 years, and her death in 1897 prompted a prominent article in the *Salisbury Advertiser* on July 3. The newspaper stated

Mrs. Humphreys was a daughter of the late Dr. John Huston, who purchased in 1800, Poplar Hill, then incomplete. Dr. Huston completed the property and made it the family home for over 50 years.

In her will, Isabella Humphreys bequeathed "all my bills obligatory, promissory notes, or other evidence of debt of whatsoever kind, together with all houses and land I die possessed of, also all household and kitchen furniture, garden tools, and c." to her

daughter Belle Humphrey Jones, who resided on North Division Street with her family until her death in 1920. In the wake of her death the property was sold to Elizabeth L. Herold, who operated a private grade school in the house during her ownership. Mrs. Herold's school was well attended, and many current residents of Salisbury recall classes under her supervision. Following Mrs. Herold, the old Humphreys house was owned by Elijah Stanton and Ellen Corddry Adkins between 1953 and 1970.

MARYLAND HISTORIC PRESERVATION PLAN INFORMATION

RESOURCE NAME: Dr. Cathell Humphreys House

MHT INVENTORY NUMBER: WI-254

MARYLAND COMPREHENSIVE PLAN DATA

1. Historic Period Theme(s): Architecture
2. Geographic Orientation: Eastern Shore
3. Chronological/Development Period(s): Agricultural-Industrial Transition
1815-1870
4. Resource Type(s): Single-family dwelling

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. WI-254

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Dr. Cathell Humphreys House

and/or common

2. Location

street & number 325 North Division Street ☐ not for publication

city, town Salisbury ☐ vicinity of congressional district First

state Maryland county Wicomico

3. Classification

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

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

name Peter A. and Frances W. Kosinski

street & number 325 North Division Street telephone no.:

city, town Salisbury state and zip code Maryland 21801

5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Clerk of Court Map 107, P. 813
liber 1107

street & number Wicomico County Courthouse folio 429

city, town Salisbury state MD 21801

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. WI-254

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

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

The Dr. Cathell Humphreys house stands at 325 North Division Street in the center of the Newtown Historic District in Salisbury, Wicomico County, Maryland. The three-story, three-bay, center hall frame dwelling faces west with a low pitched hip roofed oriented on a north/south axis.

Built around 1850, the three-story, center hall, single-pile main block is supported on a low brick foundation, and the exterior is clad with a combination of plain weatherboards and flush board siding above the second floor level. Attached to the back of the main house is a two-story service wing.

The west (main) elevation is a three-bay symmetrical front with a center entrance and flanking six-over-six sash windows. The entrance is distinguished by a six-panel front door. The heavily molded panels in octagonal. Flanking the door are three-light sidelights and a five-pane transom overhead. The entrance bay is also distinguished by pilasters. The adjacent windows have wide board surrounds and molded lintels. Each window is flanked by louvered shutters. Stretching across the first floor is a flat roofed porch supported on square, paneled column posts. A row of bold dentils embellishes the cornice. Fixed between the posts are sections of handrail. The second floor is defined by a three-bay elevation with a center tripartite window and flanking six-over-six sash windows. The center tripartite window includes a center six-over-six sash flanked by narrow two-over-two sidelights. The window opening is framed by a wide surround capped by a molded lintel. The center window does not have shutters although shutter hardware remains. The six-over-six sash windows to each side retain their louvered shutters. The outside corners of the house are trimmed with paneled pilasters, which rise to the top of the second floor level, above which the wall is sheathed with flush shiplap siding. The top floor is defined by small rectangular four-pane windows. The center window has narrow two-pane sidelights. Evenly spaced across the cornice are bold sawn brackets that are set in pairs on each side of the attic window openings. The edge of the roof is trimmed with a bold cornice.

The south gable end of the house is defined by pairs of six-over-six sash windows on the first and second floors, and like the front windows, each opening is trimmed with a molded lintel and louvered shutters. The third floor, defined by flush board siding, is pierced by a pair of four-pane windows. Rising through the end of the house is a interior brick chimney. The north gable end is similarly detailed with windows on each side of an interior brick chimney.

The east (rear) wall of the front block is largely covered by a two-story service wing that is extended on its south side with a two-story, partially enclosed porch. Attached to the east gable end of the two-story service wing is a shorter two-story, one room pland section that is extended farther by a single-story shed roofed porch.

8. Significance

Survey No. WI-254

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

Specific dates

Builder/Architect

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.

Dr. Cathell Humphreys (1797-1866) and his second wife Isabella Huston (1807-1897) financed construction of this prominent three-story, three-bay frame dwelling that stands along North Division Street in the center of the Newtown Historic District. Distinguished as one of a small group of ante-bellum Greek Revival dwellings located in Newtown, the center hall/single-pile house displays many original features characteristic of the mid nineteenth century style. One of the most defining architectural elements is the three-story elevation of the main house, which is capped by a low pitched hip roof. The first and second stories were intended to appear as a uniform whole, clad in horizontal weatherboards and trimmed with paneled pilasters on each corner and ending at the third floor level. In contrast, the third floor was intended to read as a wide horizontal frieze with its smooth surface of flush weatherboards. The single story porch also reinforces the overall classical statement with paneled posts rising to a roof accented with a bold dentiled cornice. Furthermore, the entrance is highlighted by neoclassical columns. A slight indication of mid century Italianate influence is the use of large cornice brackets as well as the heavily molded panels of the front door. Attached to the back of the main block is a two-story service wing that incorporates a two-story porch on its south side.

Both Dr. Humphreys and his wife Isabella held prominent positions in Salisbury during the mid nineteenth century. Trained as a physician, Cathell Humphreys was a significant land owner in Salisbury at mid century and he was also a partner in the commercial firm of Humphreys & Tilghman which included his brother Humphrey and William B. Tilghman.¹ Cathell Humphreys' second wife, Isabella Huston, was the daughter of Dr. John Huston, who owned Poplar Hill Mansion during the first quarter of the nineteenth century. Isabella Huston Humphreys acquired several parcels of the Poplar Hill Mansion lands in her own name during the late 1840s and 1850s.² At the time of the 1850 U. S. Census, Dr. Cathell Humphreys, aged 51, and Isabella Humphreys, aged 42,

¹ Richard W. Cooper, *Salisbury in Times Gone By*, Baltimore: Gateway Press, 1991, p. 74.

² Somerset County Land Records, WP 2/207, 28 May 1847; WP 4/34, 18 January 1849; WP 6/260, 22 March 1851.

9. Major Bibliographical References

Survey No. WI-254

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
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11. Form Prepared By

name/title	Paul B. Touart, Architectural Historian		
------------	---	--	--

organization	Private Consultant	date	7/9/97
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street & number	P. O. Box 5	telephone	410-651-1094
-----------------	-------------	-----------	--------------

city or town	Westover	state	Maryland 21871
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The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

SIGNIFICANCE (Continued)
Dr. Cathell Humphreys House
Salisbury, Wicomico County, Maryland

were listed in the household with seven children, Mary F., aged 24; Lenora, aged 16; Virginia, aged 13; Thomas, aged 11; Sally H., aged 6; Isabella, aged 3; and year old Huston.³ Cathell Humphreys died in 1866. Isabella remained in their house another 31 years, and her death in 1897 prompted a prominent article in the *Salisbury Advertiser* on July 3. The newspaper stated

*Mrs. Humphreys was a daughter of the late Dr. John Huston, who purchased in 1800, Poplar Hill, then incomplete. Dr. Huston completed the property and made it the family home for over 50 years.*⁴

In her will, Isabella Humphreys bequeathed "all my bills obligatory, promissory notes, or other evidence of debt of whatsoever kind, together with all houses and land I die possessed of, also all household and kitchen furniture, garden tools, and c."⁵ to her daughter Belle Humphrey Jones, who resided on North Division Street with her family until her death in 1920.⁶ In the wake of her death the property was sold to Elizabeth L. Herold, who operated a private grade school in the house during her ownership.⁷ Mrs. Herold's school was well attended, and many current residents of Salisbury recall classes under her supervision. Following Mrs. Herold, the old Humphreys house was owned by Elijah Stanton and Ellen Corddy Adkins between 1953 and 1970.⁸

The property is listed under *Category A*, which identifies buildings that must be retained due to their architectural and historical character.

³ Seventh Census of the United States, Somerset County, Population Schedule, transcribed by Ruth T. Dryden.

⁴ *Salisbury Advertiser*, 3 July 1897.

⁵ Wicomico County Register of Wills, ELW 1/399, Proved 6 July 1897.

⁶ Wicomico County Register of Wills, JWD 1/333.

⁷ Wicomico County Land Record, JCK 121/481, 23 February 1921.

⁸ Wicomico County Land Record, JWTS 352/319, 10 December 1953.

WI-254
Dr. Cathell Humphreys House
(Mrs. Herold's School)
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title

Map 107, Parcel 813

1107/429

James A. Lloyd
Babette A. Lloyd

to

6/12/1987

Peter A. Kosinski
Frances W. Kosinski

AS 951/638

Anna L. Emond

to

11/29/1980

James A. Lloyd

\$59,000.

JWTS 704/288

Elijah Stanton Adkins
Ellen Corddry Adkins

to

1/9/1970

Robert G. Emond
Anna L. Emond

WI-254

Page 2

Dr. Cathell Humphreys House
(Mrs. Herold's School)
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

JWTS 500/408

Charles A. Blizzard IV
Sara N. Blizzard

to

4/4/1960

Elijah Stanton Adkins
Ellen Corddry Adkins

500/406

Elijah Stanton Adkins
Ellen Corddry Adkins

to

4/4/1960

Charles A. Blizzard IV
Sara N. Blizzard

JWTS 352/319

Elizabeth L. Herold, widow

to

12/10/1953

Elijah Stanton Adkins, single

JCK 121/481

Jay Williams, executor

to

2/23/1921

Elizabeth L. Herold

Whereas by the Last, Will, and Testament of
Belle H. Jones, deceased, 4/6/1920, JWD 1/333,
Jay Williams was constituted and appointed

WI-254

Page 3

Dr. Cathell Humphreys House
(Mrs. Herold's School)
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

executor of the said Belle H. Jones

"I, Belle H. Jones, widow of Purnell E. Jones...

Item 9 I constitute and appoint attorney Jay Williams to be the executor...that my said executor convert into cash my property as soon as convenient...I hereby authorize and empower my said executor to sell my house and lot on North Division Street in this city

ELW 1/399

Last Will and Testament of Isabella Humphreys
widow of Doctor Cathell Humphreys

to

Proved
7/6/1897

Belle H. Jones, executrix

Item Second: After the payment of all my just debts and liabilities, I give and devise unto my daughter Belle H. Jones all my bills obligatory, promissory notes, or other evidences of debt of whatsoever kind, together with all houses and land I die possessed of, also all household and kitchen furniture, garden tools, and c.

WI-254
Dr. Cathell Humphreys House
(Mrs. Herold's School)
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

Worcester County
Land Record
EDM 6/500

Sarah Huston

to

11/17/1854

Isabella Humphreys (wife of Dr. Cathell Humphreys)

\$250.00 "Pemberton's Good Will"

and being part of the ground laid off by said Sarah in town
lots and more particularly described as follows to wit:
Beginning at a post set up on the south side of Isabella
Street at the end of the first line of John Holloway's lot
sold him by said Sarah

2/3 acre and including lots number 15 and 18 on the plat of
lots laid off by said Sarah

Somerset County
Land Record
WP 6/260

John H. Handy, Somerset

to

3/22/1851

Isabella Humphreys, Consort of Doctor Cathell Humphreys

\$ 33.33 1/3 8 acres

Somerset County
Land Record
WP 4/34

Sarah Huston, Sally F. Huston, Worcester County

to

1/18/1849

Isabella Humphreys, Somerset County, consort of Dr.
Cathell Humphreys

\$166.66 2/3 "Pemberton's Good Will"

WI-254

Page 5

Dr. Cathell Humphreys House
(Mrs. Herold's School)
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

"in and near to the town of Salisbury in Somerset County, Maryland, formerly owned and possessed by Dr. John Huston, bound the east by the County road leading from Salisbury to Laurel, Del. on the south and west by estate or mill property purchased by C. & H. Humphrey's from Josiah Bayley on the north by the lands of Thomas Layfield and Benjamin Gordy the said lot of ground being situated immediately opposite Mrs. Sarah Huston's dwelling house

Somerset County
Land Record
WP 2/207

Robert D. Handy, Somerset

to

5/28/1847

Isabella Humphreys, of Somerset County

\$ 33.33 1/3 "Pemberton's Good Will"

situated on the west side of the County road dividing Worcester from Somerset County and leading from Salisbury to Middle Neck Bridge late the property of Dr. John Huston and immediately opposite the dwelling house of Mrs. Sarah Huston and near Bayly's Mills and containing by estimation about eight acres being bounded on the south by Bayly's Mill Grove, on the west by the the (sic) lands belonging to said mills, now the property of Dr. Cathell Humphreys and Humphrey Humphreys and on the north by the lands of Thomas Layfield and Benjamin H. Gordy

Somerset County
Will Book
JP 4/107

Last Will and Testament of General Thomas Humphreys

2nd Item Estate to be equally divided between children
1. Cathell Humphreys
2. Humphrey Humphreys

Dr. Cathell Humphreys House
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

Written
7/15/1820
Proved
1/5/1826

3. George Washington Humphreys
4. Mary Anne Humphreys
5. Leah Murray Humphreys
6. Elizabeth McBride Humphreys

As I have given my son Cathell Humphreys a liberal education which has cost me a large sum of money I therefore will that he pay unto the rest of my children one thousand dollars out of his part of my estate as above willed

1850 United States Census (Seventh Census of the United States)

Cathell Humphreys, 51, physician (1797-1866) married first Leah Walker (died 1841) married second Isabella Huston

Isabella Humphreys, 42 (1807-1897)
Mary F. Humphreys, 24
Lenora Humphreys, 16
Virginia Humphreys, 13
Thomas Humphreys, 11 (1839-1897)
Sally H. Humphreys, 6 (1844-1862)
Isabella Humphreys, 3
Huston Humphreys, 1 (1848-1881)

1860 United States Census (Eighth Census of the United States)

Cathell Humphreys, 59, physician, Value of Real Estate, \$ 25,000, Personal Property, \$ 7,500

Isabella Humphreys, 46
Francis Humphreys, 28, female
Lenora Humphreys, 26, female
Virginia Humphreys, 24, female
Thomas Humphreys, 20, male
Sarah Humphreys, 15, female
Belle Humphreys, 13, female
Huston Humphreys, 11, male

WI-254

Page 7

Dr. Cathell Humphreys House
325 North Division Street
Salisbury, Wicomico County, Maryland
Chain of title continued

Miscellaneous deeds associated with Cathell Humphreys

Somerset County
Land Record
WP 4/36

Josiah Bayley, Jr. Dorchester County

to

12/18/1848

Cathell Humphreys
Humphrey Humhreys

Whereas on the 28th day of July 1845 Josiah Bayley of
Dorchester County did sell and execute his bond to
convey to Cathell Humphreys and Humphrey Humphreys
his mills near to and adjoining the Town of Salisbury

Gents furnishing Goods, &c. No. 47 Main St.
ILLIS AND SON, Wholesale and Retail
 lers in Groceries, Provisions, Notions, Gilling-
 ne, Wood and Willow-ware, Fishing Tackle,
 on and Manila Rope, Corn-meal, &c. No. 70
 1 Street.
AYMAN, Dealer in Groceries, Tobacco,
 ons and General Merchandise. No. 69 Main
 st.

Editors.

EL MALONE, Editor of the "Salisbury
 critic."
EL itor and Publisher of the "Eastern
 rem."

Fruit Dealer.

CATHELL, Dealer in, and Grower of Small
 its. Salisbury, Md.

Hotel.

TRACY, Proprietor of the "Peninsula Ho-
 tel" also of the "Atlantic Hotel," "Ocean City."

sale and Retail Dealer in Dressed Lumber, -
 faced Boards, House-framing, Box-boards, Oak
 Lumber suitable for Vessel Material, Gum, Wal-
 nut, Oak and Cherry Hubs, Balusters, Newel Posts,
 Fence Pickets, Post Caps, Flower Vases, Broom
 Handles, Spinning Wheels, Pumps. Turning of
 all Kinds and Styles of Wood and Iron a Specialty.
 Wool carded from July 1st to October 31st. Also
 Manufacturer of Flour, Meal and Feed Stuff. Wi-
 comico Falls Mills, No. 2 Mill Street, Salisbury, Md.

Mills.

GEO. W. LEONARD, Farmer and Proprietor of
 Saw and Grist Mill. Res. and mill $4\frac{1}{2}$ miles north
 of Salisbury.
JOHN WILLIAMS, Farmer and Proprietor of
 Saw and Grist Mill $\frac{1}{2}$ miles north of Salisbury.
GEO. H. W. BUARK, Farmer and Proprietor of
 "Roark Mills" $\frac{1}{2}$ miles north of Salisbury. Res.
 Salisbury.
M. A. FARSONS, Proprietor of S. S. Mill, $\frac{1}{2}$
 miles west of Salisbury on Wicomico River. Also
 Proprietor of Marine Railway.

Physician.

Dr. F. M. SLEMONS, Physician and Surgeon.

SALISBURY

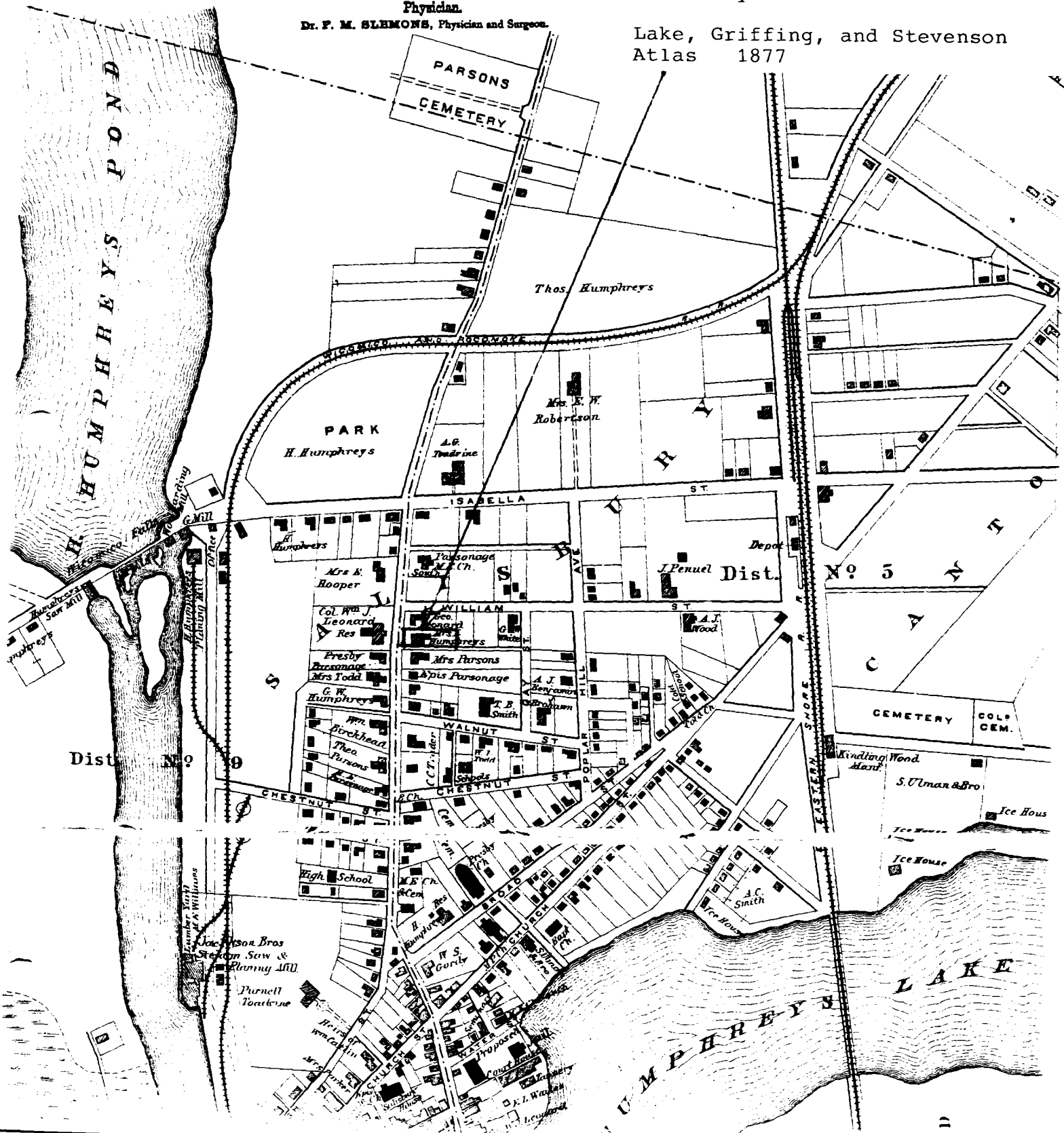
WICOMICO CO.

Dists. N^{os} 95 & 8

WI-254

Dr. Cathell Humphreys House
 Salisbury

Lake, Griffing, and Stevenson
 Atlas 1877



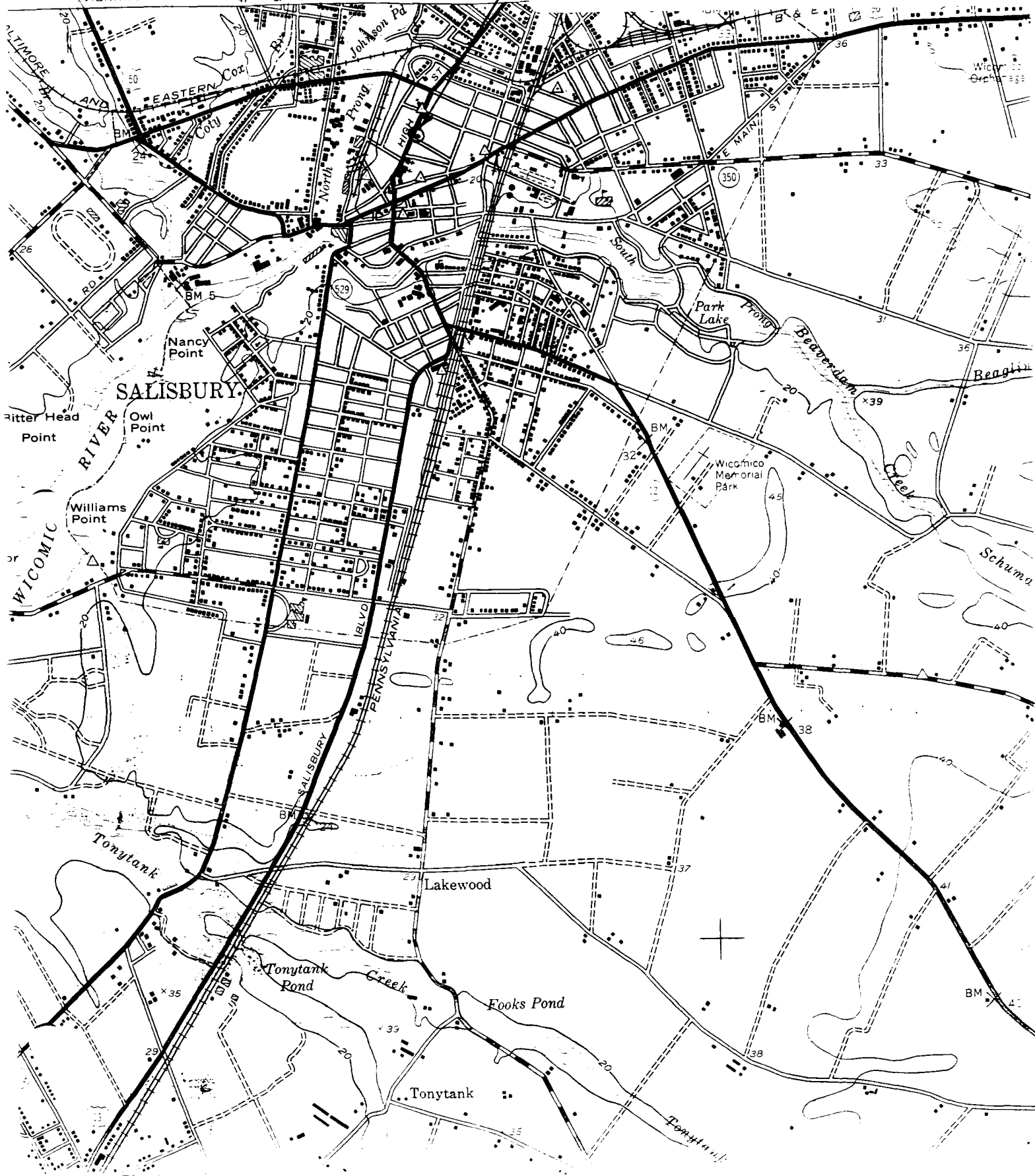
CAMBRIDGE 31 MI.
VIENNA 15 MI. 447000m E

CAMBRIDGE 31 MI.
VIENNA 15 MI.

447000m. E.

Dr. Cathell Humphreys House

Salisbury, Maryland Quadrangle
1942





W1-254



W1-254

DR Patience Humphreys, 185-25

Smithburg, Wisconsin County, 1899

Southwest 211-2-1

7/97, Lane, 1000-1000

Nov. 1, 1897, 1000-1000

2 of 3



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