

Community History

Situated in the northernmost tip of Anne Arundel County, the BWI/Linthicum Small Planning Area, shown in Map 1, lies within one of the most densely populated and developed areas of the County. Like its neighboring planning areas of Odenton and Jessup/Maryland City, the BWI/Linthicum area is part of an important transportation corridor, a factor that has directed its historical development. Trains, planes, and automobiles have played a major role in shaping the overall character and destiny of the area. It is a region of contrast in land use. While BWI Airport and associated industrial, business, and commercial development dominate the area, several small, early 20th century, residential communities lie in the shadow of this giant. Their coexistence has been a test of balance in land use and a study of maintaining quality of life in an intensely developed part of the county.

Long before the imprint of modern society occurred, the region was populated by prehistoric people drawn to the area for its abundant animal and plant life, and its access to fresh water and the Chesapeake Bay. Flanked on the west and north by the Patapsco River, the area was also a favorite spot for Native Americans because of the river's bountiful supply of fish. These early inhabitants first appeared in the area approximately 13,000 years ago. Evidence of their occupation was discovered near BWI Airport by archaeologists a decade ago. Dating to 11,000 B.C., this site is one of the earliest known Indian sites yet to be found in Maryland. Almost unimaginable today, its inhabitants hunted large game, including mastodons, with spears tipped with fluted Clovis points. Another recent find, near Marley Station Mall, revealed archaeological remains of the earliest intact cooking hearths found in Maryland (8000 B.C.). Within the Planning Area, evidence of many extractive sites have been found, where Native Americans camped for short periods of time while exploiting the natural resources of the area. The area's geographical position within a larger regional system of migratory and trade routes, created the first trails and footpaths which later became the transportation routes of the European settlers.

When the first European settlement of Anne Arundel County occurred in 1649, the native Algonquin tribes had virtually abandoned the present day area of the county due to raids by the warlike Susquahannocks from the north. The first settlers were protestant Englishmen from Virginia who established a hamlet known as Providence at the mouth of the Severn River. The population quickly increased, primarily along the shoreline of the Bay and its tributaries. Upland areas, like the BWI/Linthicum area, were at first used for resource extraction, such as timber, iron, and wild game. It supported a limited number of plantations due, in part, to the apparent threat of Native Americans occupying lands west of Anne Arundel County. In the 1680s, Indian raids were reported on plantations at the upper branches of the South River.

As tensions eased, Europeans moved north and west from the Providence settlement. By the early 18th century, plantations were established in the area where tobacco, corn and grains

Map 1

were grown and the region's plentiful stands of timber were harvested. Some of the first property owners were from the Walker, Benson, Smith, Harman, Shipley, Worthington, Linthicum, Hammond, and Dorsey families. They and their descendants and subsequent owners amassed large tracts of land ranging from several hundred to several thousand acres. By the 19th century, the area had attracted numerous farming families, including Hawkins, Disney, Cole, Kelly, Wesley, Phelps, Anderson, Chaney, Ray, Wellham, and Downs. In addition to some tobacco, they grew fruits and vegetables for the markets in Baltimore and Washington D. C. Known as truck farming, this livelihood proved profitable for farmers in northern Anne Arundel County. Seasonal laborers, mostly Eastern European immigrants from Baltimore, were used to harvest the crops for which they were paid in script made of brass tokens, known as "pickers checks". The laborers or "pickers" were brought to local farms where they lived for 6 to 8 weeks during the harvest season. Although found elsewhere in the mid-Atlantic region, the extensive use of pickers checks is unique to Anne Arundel County. Truck farming remained a primary source of income in the northern part of the county well into the 20th century with the BWI/Linthicum area as its heartland of operation.

Iron ore outcrops, located along Stony Run and Piney Run, were discovered and exploited early in the 18th century. The existence of both iron and timber facilitated the emergence of the iron smelting industry in the region. In the 1720s or possibly earlier, the Snowdens developed an extensive iron furnace operation, known as Patuxent Furnace, located on present day Fort Meade near the Old Forge Bridge. The Dorseys commenced two similar operations, one at Elkridge Landing and another at Curtis Creek in present day Glen Burnie. Caleb Dorsey constructed the Elkridge Furnace circa 1750 just below the Great Falls of the Patapsco River in what was then Anne Arundel County (Howard County was created in 1851). Furnace Road, located in the northwest part of the Planning Area, takes its name from the Elkridge operation. The rich reserves of timber and iron ore in the area were exploited by these industries well into the 19th century, when due to depletion, many of the local furnaces ceased to exist. The Patuxent works was dismantled and destroyed in 1856, however the Elkridge Furnace continued to operate until 1888.

Early colonial roads, roughly following the paths of present day Elkridge Landing, Ridge, River, Nursery, Hammond's Ferry, and Baltimore-Annapolis Roads crossed the BWI/Linthicum area. Depicted on the 1794 Dennis Griffith, *Map of the State of Maryland*, their predecessors were part of an early north-south and east-west road system, that extended far beyond the Planning Area. By the 19th century a more extensive road system existed. In addition to those early roads mentioned above, others noted on the 1860 *Martenet's Map of Anne Arundel County*, include Camp Meade Road (Rt. 170), Old Stony Run, and Hanover Roads. Today these roads are some of the more scenic byways in the Planning Area.

The development of the BWI/Linthicum Planning Area, like much of northern Anne Arundel County, was affected by the arrival of rail transportation in the 19th century. In 1868, the Baltimore & Potomac (B & P) Railroad was constructed, connecting Baltimore and

Washington, D.C. This line was later absorbed by the Pennsylvania Railroad and is presently used by Amtrak. Stations were established along the line, causing small villages to develop around them. A station was built at Patapsco just south of where the B & P crossed the Patapsco River. This does not appear to have developed any further than just a station; however, further south on the line, the station at Harmans evolved into a small village with a post office, store and other amenities. In 1908, the Washington, Baltimore & Annapolis (W. B. & A.) Electric Railway was constructed east of the B & P line. It ran through Pumphrey, Linthicum, Shipley and present day BWI Airport, in part following the MTA Light Rail line. The current roadbed of the W.B. & A. Road, located south of the airport, uses some of the original railroad bed. The W.B. & A. remained in operation until 1935.

In the 19th century, small villages also grew around important road intersections. Wellham's Crossroads, once located in the heart of BWI Airport, evolved at the intersection of Old Annapolis Road and Elkridge Landing Road. The 1878 *Maryland Directory* described Wellham's as a village of 100 people with the surrounding area "well adapted to truck farming". Three blacksmiths and a wheelwright were operating in the town with William Linthicum as postmaster. In the same directory, Pumphrey is listed as a village of 75 with Thomas W. Pumphrey as postmaster. A grocer, blacksmith, carpenter, nurseryman, and operator of a general merchandise store were located in the community.

The town of Linthicum was established in 1908 shortly after construction of the W. B. & A. Electric Railway. It was developed on a portion of a 1,640-acre tract of land obtained by Abner Linthicum in 1801. The Linthicum family farmed the land for more than a century until the arrival of the W. B. & A, when the opportunity presented itself for development of a residential community. The Linthicum Heights Company was formed and a town was laid out roughly centering on the intersection of Maple Avenue and Camp Mead Road. With easy commuting distance to Baltimore, it soon became a desirable place to raise a family. By 1916, 50 houses were built as well as a church and school. In addition to the older Linthicum family houses, the surviving early 20th century buildings still convey the sense and character of a small turn-of-the-century town.

Most of the surviving historic structures in the BWI/Linthicum Small Planning Area reflect the 19th and 20th century growth and development of the area. The earliest known structure is the Furnace Road Log House, built in the mid to late 18th century. Constructed as a duplex, it may have housed workers of the nearby Elkridge Furnace. Today it has been significantly altered for use as a single-family dwelling. Turkey Hill and Twin Oaks, located in Linthicum, are both listed in the National Register of Historic Places. Built in 1822 by William Linthicum, Turkey Hill is the oldest house in the Linthicum vicinity. The mid to late 19th century history of the area is represented by the Benson-Hammond, William Downs, Luther Shipley, Summerfield-Benson, and Sachs Houses, all high-end architectural types. Linthicum Heights, an excellent example of an early 20th century planned community, has been determined eligible for the National Register.

Two major transportation projects were initiated in the mid-20th century, which have had a far-reaching affect on the economic vitality of the Planning Area and the region as a whole. In the 1940s, the Baltimore Aviation Commission selected northern Anne Arundel County as the site for a new metropolitan airport. The Commission obtained 3,200 acres of farmland, either by outright purchase or condemnation, centering on the Wellham's Crossroads area, just south of Linthicum. In 1947 construction began for the Friendship International Airport. The name was changed to Baltimore Washington International (BWI) Airport in 1973. As BWI Airport has grown, the surrounding region has become a magnet for business and industry. However, the history of the area has not been lost. Through the efforts of the Ann Arundel County Historical Society, the Benson-Hammond House, located in the northeast corner of the airport, has been carefully restored and is the only surviving farmhouse, of many, that once stood on airport property. Fortunately, prior to construction of the airport, the Linthicum Heights Women's Club documented buildings and cemeteries on the airport property. Among these were Friendship Church and cemetery, Rider "Stonehouse" and cemetery, Benson-Hammond House, and farmhouses belonging to Grady Benson, John Smith, Charles Smith, Wilmer Cole, Thomas Cole, Egbert Hawkins and George Downs.

Another significant impact to the area occurred in 1942 with construction of the Baltimore Washington Parkway. Designed as a defense highway and alternative commuter route, its completion was interrupted by World War II. Between 1950 and 1954, the remainder of this transportation artery was completed. In the Department of Commerce's final report prepared in 1955, it described the Parkway as "an express highway joining the National Capital with a series of federal installations to the northeast..." It was built through relatively remote and undeveloped land at the time, most of which was owned by the federal government. Many prominent landscape architects contributed to the design of the Parkway, including Gilmore D. Clarke, Thomas C. Jeffers Sr., and Charles Eliot, II. Today it remains a scenic corridor between Washington D. C. and Baltimore, however, it also serves the purpose intended by its planners in providing access to government installations and residential communities of commuters along its route.

Like most of Anne Arundel County, the BWI/Linthicum Small Planning Area was a productive farming region throughout much of its history. The railroad industry made a major impact during the 19th and early 20th centuries, followed by construction of BWI Airport, Baltimore Washington Parkway, and more recently the Baltimore Beltway. These developments, as well as, the suburban expansion of Baltimore have transformed the Planning Area from a once expansive farmland region to a transportation, business, industrial and residential center in Anne Arundel County.

Demographics

The BWI/Linthicum Small Planning Area is bounded generally by the Patapsco River to the north and west, Dorsey Road and MD 100 to the south, and Interstate 97 and Baltimore Annapolis Boulevard to the east. This area comprises approximately 12,500 acres of land or nearly 20 square miles. There are eight census tracts that fall entirely or partly within the Small Planning Area. Demographic data have been compiled from the U.S. Census Bureau’s 2000 Census and from historical census counts.

Population

Table 1 indicates that while the population in Anne Arundel County has grown steadily over the past few decades, population in the BWI/Linthicum Planning Area has actually declined by over 6 percent since 1980. This decline is due to several factors. The suburban communities of Linthicum and Ferndale are primarily built out with limited opportunities for new residential development other than infill development or redevelopment. The communities of Hanover and Harmans have been losing residential population due to their location with the BWI Airport Noise Zone. Most of the acreage in these two communities was rezoned for industrial park uses in the late 1980s, and the Maryland Aviation Administration’s Voluntary Land Acquisition Program for residential properties within the Noise Zone has facilitated the transition of residential properties into industrial park or airport-related uses.

Table 1. Historical Population in BWI/Linthicum Small Area

Area	1980	1990	2000	% Change 1980-2000
BWI/Linthicum	18,224	18,413	17,072	(6.3%)
Anne Arundel County	370,775	427,239	489,656	32.1%

Population forecasts in Table 2 indicate that the BWI/Linthicum area will experience a slight growth over the next 25 years. This is based primarily on assumptions that some of the remaining infill lots will be developed and that a small amount of redevelopment will occur that may serve to increase residential densities. However, projected growth in the area (4 percent by 2025) is significantly less than that projected for the County, whose population is forecast to increase by 15 percent by 2025.

A racial breakdown of population in the Planning Area is shown in Table 3. The BWI/Linthicum area is less diverse in terms of race and ethnicity than Anne Arundel County as a whole. Based on the 2000 Census, 92 percent of the Planning Area population is White, 4 percent is Black/African American, and about 4 percent of the population is comprised of other races. In the County in 2000, over 81 percent of the population was White, 13.6% Black/African

American, and approximately 5 percent of other races. Only a small proportion of the population is of Hispanic origin.

Table 2. Population Forecasts, 2000 to 2025

Area	2000	2005	2010	2015	2020	2025
BWI/Linthicum	17,072	17,563	17,575	17,590	17,661	17,778
Anne Arundel County	489,656	520,225	534,139	543,711	553,216	562,878

Table 3. Population by Race and Hispanic Origin, 2000

Characteristic	BWI/Linthicum Small Area	Percent of Total	Anne Arundel County	Percent of Total
Total Population of One Race:	16,897	99.0%	481,371	98.3%
White	15,758	92.3%	397,789	81.2%
Black or African American	609	3.6%	66,428	13.6%
American Indian or Alaskan Native	60	0.3%	1,455	0.3%
Asian or Pacific Islander	408	2.4%	11,535	2.4%
Some other race	62	0.4%	4,164	0.8%
Two or More Races	175	1.0%	8,285	1.7%
Total Population	17,072	100.0%	489,656	100.0%
Hispanic of Any Race	205	1.2%	12,902	2.6%

The population age distribution in the BWI/Linthicum area and in the County in 2000 is shown in Table 4. The age distribution in the early years and in the prime earning years between ages 45 and 64 is similar in the Planning Area and the County. The Planning Area has a smaller proportion of its population in the family-forming years between ages 18 to 44 (35 percent compared to 41 percent in the County), and it has a larger proportion of seniors ages 65 and older than does the County (18 percent in the Planning Area compared to 10 percent in the County).

Table 4. Population by Age, 2000

Age Range	BWI/Linthicum: Number in Age Group	BWI/Linthicum: % in Age Group	Anne Arundel County: Number in Age Group	Anne Arundel County: % in Age Group
Under 5	803	4.7%	33,083	6.7%
5 to 17	2,922	17.1%	90,553	18.5%
18 to 44	5,890	34.5%	200,263	40.9%
45 to 64	4,357	25.6%	116,937	23.9%
65 to 84	2,875	16.8%	44,380	9.1%
85+	225	1.3%	4,440	0.9%
Total	17,072	100.0%	489,656	100.0%

Table 5 indicates the educational attainment levels in the BWI/Linthicum area are not as high as those seen in the County as a whole. Over 30 percent of Anne Arundel County residents ages 25 and older have a Bachelor’s degree or higher degree, as compared to 19.6 percent in the BWI/Linthicum Planning Area. However, a large majority of the adult population in both the County and the Planning Area have completed a high school education.

**Table 5. Educational Attainment Levels, 2000
(Percentage of Population 25 years and over)**

Area	High School Diploma or Higher	Bachelor Degree or Higher
BWI/Linthicum Small Area	82.2%	19.6%
Anne Arundel County	86.5%	30.6%
Maryland	83.8%	31.5%

Housing

Data on housing units in the BWI/Linthicum area and the County are shown in Table 6. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied, or intended for occupancy, as a separate living quarter. The BWI/Linthicum Planning Area has a higher proportion of owner-occupied housing than seen in the County

overall. Likewise, only 14 percent of the housing units in the BWI/Linthicum area are renter-occupied compared to 24 percent in the entire County. The home ownership rate (based on the total number of occupied units) in the Planning Area was a very high 86 percent in 2000. The home ownership rate in the County as a whole is also quite high, with a rate of 75.5 percent in 2000, compared to a nation-wide home ownership rate of 66.2 percent and a state-wide rate in Maryland of 67.7 percent. Housing vacancy rates in both the Planning Area and the County were at a healthy 3 and 4 percent, respectively, in 2000.

Table 6. Housing Units in BWI/Linthicum Small Area and Anne Arundel County, 2000

Area	Total Housing Units	Owner-Occupied Units	Percent Owner-Occupied	Renter-Occupied Units	Percent Renter-Occupied	Vacant Units	% Vacant
BWI/Linthicum	6,703	5,589	83%	901	14%	213	3%
Anne Arundel County	186,937	134,921	72%	43,749	24%	8,267	4%

Tables 7 and 8 present data on households in the BWI/Linthicum Planning Area and in the County. A household is an occupied housing unit in which a person or group of people – either unrelated or related – lives as his (her) or their usual place of residence. In 2000, the BWI/Linthicum Planning Area contained 6,490 households, which represents 3.6 % of the total 178,670 households in the County. The number of households by type is shown in Table 7. Non-family households comprise groups of unrelated people living together or one person living alone. Family households include a householder and one or more people living with him or her who are related to the householder by birth, marriage, or adoption.

Table 7. Households by Type, 2000

Household Type	BWI/Linthicum Small Area	% of Households	Anne Arundel County	% of Households
Non-Family Households:				
1-Person	1,365	21.0%	38,109	21.3%
2 or More Persons	287	4.4%	11,368	6.4%
Family Households:				
Married-Couple Family	3,961	61.0%	102,197	57.2%
Single Householder	877	13.6%	26,996	15.1%

Household Type	BWI/Linthicum Small Area	% of Households	Anne Arundel County	% of Households
Total Households	6,490	100.0%	178,670	100.0%

Table 8 indicates that, proportionally, there are fewer single parent families in the BWI/Linthicum Planning Area than in the County as a whole. The proportion of single parent families has been increasing Countywide over the past decade, from 8 percent of families in 1990 to nearly 12 percent in 2000.

Table 8. Single Parent Families with Children Under 18 Years, 2000

Area	Male Single-Parent Householder	Female Single-Parent Householder	Total Single-Parent Families	Total Families	Percent of Total Families
BWI/Linthicum	118	238	356	4,838	7.36%
Anne Arundel County	3,807	11,250	15,057	129,193	11.65%

Employment

Census data indicate that there were 8,554 employed civilians living in the BWI/Linthicum Planning Area in 2000. Table 9 presents the percentage of employed civilians in the six major occupation categories. The largest employment category in the Planning Area is comprised of management and professional occupations, which were held by over 33 percent of the employed civilian population in the area. Sales, office, and administrative support jobs comprised the second largest employment category with over 30 percent of the employed population. Over one third of the Planning Area’s employed civilians have careers in services, construction and maintenance, and production and transportation. In Anne Arundel County, management and professional occupations comprise the largest employment category, although the range of occupations is also fairly diverse in the County.

Table 9. Occupations for Employed Civilians 16 Years and Over, 2000

Area	Management/ Professional	Service	Sales and Office	Farming, Fishing & Forestry	Construction/ Maintenance	Production/ Transportation
BWI/ Linthicum	33.5%	12.4%	30.1%	0.0%	10.1%	13.9%
Anne						

Area	Management/ Professional	Service	Sales and Office	Farming, Fishing & Forestry	Construction/ Maintenance	Production/ Transportation
Arundel County	40.5%	12.5%	28.0%	0.1%	9.9%	9.1%

According to the 2000 Census, the unemployment rate in Anne Arundel County was 3.1 percent, which was lower than most jurisdictions in Maryland and than the state average of 4.7 percent. The BWI/Linthicum Planning Area had an even lower unemployment rate of 2.4 percent. By April 2002, the unemployment rate in the County had risen to 4.2 percent. Though more current estimates have not been prepared for the Planning Area, the rate has most likely increased since 2000 due to the nationwide decline in the economy.

Current estimates indicate there are approximately 56,700 jobs in the BWI/Linthicum Planning Area. The number of jobs is projected to increase to 62,700 in 2010, and by 2015 the projected number of jobs is 67,900. Major employers in the Planning Area include Northrop Grumman, Heffner and Weber, MCI, Ciena, Computer Science Corporation, Nationwide Papers, the National Security Agency, HRB Systems, various hotels, Cadmus Journal Services, Loral Western Development Laboratory, Household Bank and the BWI Airport with all its airlines and maintenance staff.

Planning Implications

The BWI/Linthicum Planning Area is a major employment center for many people working in Anne Arundel County. With a population in 2000 of just over 17,000 residents, the area contains a relatively small proportion of the County’s population. Yet, with nearly 56,700 jobs in 2000, the area provided nearly 20 percent of the jobs in Anne Arundel County. This can be compared to the neighboring Glen Burnie Planning Area, which had a much larger population of 74,000 in year 2000 and provided 37,300 jobs. With a projected increase in employment of 20 percent by the year 2015, the BWI/Linthicum area will clearly continue to be a major employment and commuter destination. Timely provision of infrastructure to support this rate of job growth will be important, particularly in terms of the highway network and water and sewer facilities. Careful site planning of new development such as business parks, hotels, and employment centers will be required in order to minimize any impacts and maintain the stability of the residential communities in the area.

BWI Airport

Baltimore Washington International Airport (BWI) is the economic engine for the BWI/Linthicum Planning Area and Anne Arundel County, and provides significant economic benefits for the region and the State. In the past fifty years, BWI has grown from a small airport serving Baltimore City to a major regional transportation center linking the airport area to major highways, the Amtrak rail line, and Light Rail and bus service for the metropolitan Baltimore area. Approximately 700 flights a day transport passengers and cargo in and out of one of the fastest growing airports in the country. Many businesses service the Airport's needs, employing over 10,000 persons from the surrounding area. The Airport generates approximately \$15 billion in revenues annually and 75,000 jobs statewide.

While the economic impact of BWI is widely recognized as a benefit to the County, region, and State, its growth has caused a significant impact on the local communities and facilities. Expansion has resulted in the construction of many industrial buildings and new businesses surrounding neighborhoods. The traffic congestion around BWI has greatly increased. Several large parking lots for BWI employees and passengers have been constructed, especially along Aviation Boulevard. Due to this expansion, many of the buffer areas between BWI and the residential areas abutting the airport property have been lost or significantly reduced in size.

The Maryland Aviation Administration (MAA), a State agency, exercises control over BWI and much of the property surrounding it – property that has been acquired for expansion or because it is in the Airport Noise Zone. The MAA is currently constructing an 11,000-space parking garage and car rental facility on a 68-acre site in the Hanover area outside of the main airport property. It is anticipated that over the next ten to twenty years the Airport will expand significantly beyond its current boundaries. These expansion plans will significantly impact the surrounding neighborhoods, and are of concern to the local communities and citizens.

At public forums held in 1999 and 2000, many comments and concerns were heard from residents of the surrounding communities. Local residents would like to see the MAA make greater efforts to communicate airport expansion plans to the public adequately and to seek input from citizens in the surrounding area in the beginning stages of the planning process where citizen input can most make a difference. They would like the MAA to provide a better opportunity for the citizens in the surrounding communities to express their concerns and support during the airport master planning process and at each stage of plan implementation. They want the MAA to keep the public informed of proposed plans and construction projects and to reach out to obtain recommendations from its neighbors who will be most impacted by its actions in order to foster a sense of cooperation and communication.

Key Recommendation

The MAA should create and adopt a program to inform, educate, and answer the public's questions and concerns about BWI Airport plans, facilities, and operations. This program could be called the Neighborhood Information and Communication Exchange (NICE). The NICE program should include an office at BWI which the public could visit or call for information. The NICE program office should be able to provide the public and businesses with copies of the BWI Master Plan and any proposed changes, plans or documents related to construction at BWI as well as general information about the airport and its facilities. It should serve as a central repository of information for the public. The NICE program would provide the MAA the opportunity to enhance the lines of communication with the surrounding communities and alleviate their concerns. Notice of public hearings and public comment on the Airport's plans for future development should be coordinated through this office which would serve as a central location for public input. Part of the notice and input process should be addressed by creating and maintaining a website where general information and public notices can be posted. The website should have the capability to allow community groups and individuals to register as subscribers to the site. Subscribers could be kept informed of all notices and proposals via email.

Related Recommendations

Other goals and recommendations that pertain to BWI Airport and its associated development are found in subsequent sections of this Plan. Specifically, the following goals and recommendations should be considered with regard to future Airport-related development and/or redevelopment.

Land Use, Zoning and Economic Development section

- Goals 4 and 7 and all associated recommendations

Natural and Historic Resources section

- Goal 1, Recommendations 1, 14, and 17
- Goal 3, Recommendation 1
- Goal 4, Recommendation 1
- Goal 5 and all associated recommendations

Transportation

- Goal 1, Recommendation 13
- Goal 2, Recommendations 2 and 4
- Goal 4, Recommendation 4
- Goal 5 and all associated recommendations