

CAPSULE SUMMARY

BA-3286

Stansbury Estates, Aero Acres, and southern Victory Villa Subdivisions (Pierce-Cemesto Houses)

Middle River, Baltimore County, Maryland

Stansbury Estates, Aero Acres, and southern Victory Villa are three residential subdivisions located in Middle River, Baltimore County, Maryland. In 1941-1942, hundreds of prefabricated houses constructed of "Cemesto" panels were erected in each of the new subdivisions. These subdivisions share strong formal design or site planning and architectural qualities and are collectively referred to as the Pierce-Cemesto housing developments. Each subdivision has a similar scale and curvilinear street pattern to its counterparts, and the houses in each subdivision were nearly identical at the time of their construction. The design for the small, single-family detached houses was influenced by the Cape Cod plan, the one-story, rectangular houses topped by a gable roof. The Cemesto panels were left exposed at the exterior, and the houses incorporated elements of the Modern Movement including minimal ornamentation and casement and picture windows. Approximately 400 Pierce-Cemesto houses were constructed in Victory Villa, 297 were constructed in Stansbury Estates, and 310 were constructed in Aero Acres. Most houses in the neighborhoods retain their original construction system yet have been heavily altered with additions, porch alterations, exterior siding changes, and window and door replacements.

The Pierce-Cemesto houses were constructed to house the rapidly growing number of workers employed at the nearby Glenn L. Martin Company headquarters and airplane manufacturing facility. The three residential subdivisions, Aero Acres, Victory Villa, and Stansbury Estates, are significant for their association with the history of the World War II-era defense industry in Middle River. The communities are significant examples of the work of architecture firm Skidmore, Owings & Merrill, in collaboration with a number of important contributors, including the John B. Pierce Foundation, the Celotex Corporation, the Glenn L. Martin Company, and the Federal Security Agency. Additionally, the houses are significant for their utilization of technological innovations in prefabrication in order to maximize production, in this case, employing "Cemesto" panels, an innovative horizontal-panel system.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-3286

1. Name of Property (indicate preferred name)

historic Stansbury Estates, Aero Acres, and southern Victory Villa subdivisions (Pierce-Cemesto Houses)
 other Pierce-Cemesto Houses

2. Location

street and number Stansbury Estates at Wilson Point Peninsula; Aero Acres and Victory Villa roughly bound by Martin Boulevard to the north, Right Wing Drive to east, Right Elevator Drive to west, and Cord Street to south not for publication
 city, town _____ vicinity
 county _____

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

name Multiple owners
 street and number _____ telephone _____
 city, town _____ state _____ zip code _____

4. Location of Legal Description

courthouse, registry of deeds, etc. Maryland Property Records SDAT liber _____ folio _____
 city, town _____ tax map 0090 tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<u>1</u> <input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<u>1</u> <input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			<u>0</u>

7. Description

Inventory No. BA-3286

Condition

excellent deteriorated
 good ruins
 fair altered

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

Summary

Stansbury Estates, Aero Acres, and south Victory Villa are three residential subdivisions located in Middle River, Baltimore County, Maryland. Developed in 1941-1942 to serve the workers at the nearby Glenn L. Martin Company (Martin Company) manufacturing facilities, the three subdivisions were the result of a partnership between the Martin Company, the John B. Pierce Foundation, the Celotex Corporation, and the architecture firm of Skidmore, Owings & Merrill (SOM). Utilizing Cemesto panels produced by the Celotex Corporation, the partnership produced a quickly constructed, prefabricated house for the area's workers. The houses were situated within planned subdivisions designed by SOM, reflecting the evolving community planning principles of the period which incorporated both earlier Garden City planning ideals, and guidelines published in the 1930s and 1940s by the Federal Housing Administration (FHA) and the United States Housing Authority (USHA), which set forth standards addressing the current pressing need for quickly-built, affordable housing. These subdivisions share strong formal design or site planning and architectural qualities and are collectively referred to as the Pierce-Cemesto housing developments. Each subdivision has a similar scale and curvilinear street pattern to its counterparts, and the houses in each subdivision were nearly identical at the time of their construction. SOM's design for the small, single-family detached houses was influenced by the Cape Cod plan, the one-story, rectangular houses topped by a gable roof. The Cemesto panels were left exposed at the exterior, and the houses incorporated elements of the Modern Movement including minimal ornamentation and casement and picture windows. Approximately 400 Pierce-Cemesto houses were constructed in Victory Villa, 297 were constructed in Stansbury Estates, and 310 were constructed in Aero Acres. Most houses in the neighborhoods retain their original construction system yet have been heavily altered with additions, porch alterations, exterior siding changes, and window and door replacements.

Site Description

Stansbury Estates

Stansbury Estates, the first of these housing developments to be planned and built, is located on the Wilson's Point peninsula, which extends off the main land between Dark Head and Stansbury Creeks, tributaries of the Middle River. The narrow peninsula is accessible by a single road, Wilson Point Boulevard, which turns south off Eastern Boulevard. The curving road travels directly past the original Martin Company plant site to the west and the Martin State Airport to the east, and runs the length of the peninsula at its east side. Shore Road curves down the west side of the peninsula, and the two roads intersect near the south end of the peninsula. The Pierce-Cemesto houses in Stansbury Estates are located between Wilson Point Road to the east, Shore Road to the west, the point of their intersection to the south, and Dogwood Drive to the north. The north-south running streets within these boundaries have numerical designations, First Road through Fourth Road, and the east-west running streets incorporate a tree and floral theme with designations such as Elm Drive, Fern Place, and Fir Drive. Some newer residential development is located on waterfront lots at Stansbury Creek and Dark Head Creek, and the Stansbury

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Manor Apartments are located north of Dogwood Drive, but the Pierce-Cemesto houses are the primary development on the peninsula.

Stansbury Estates was planned to follow a pattern of residential design first popularized in the early twentieth century by the Garden City movement, which emphasized collaborative planning and design that incorporated both architecture and landscape architecture concerns. This movement planned for self-contained residential communities with planned green, undeveloped space that was well-planted with trees and shrubbery, with an imposed circulation network laid out in geometrical patterns consisting of axial lines and radial curves.¹ A superblock plan was employed for Stansbury Estates, with the large rectangular superblocks set parallel to the axis of the peninsula. The “superblock” form describes multiple housing units arrayed around the perimeter of a central green space, bounded by streets. The houses were situated so that they faced inward towards the central green space of the superblocks, and their rear entrances faced the streets. Walkways led from the streets to provide access to the interior of the block. Care was taken specifically to preserve many of the tall trees already on the site, which created a park-like landscape in the center of each superblock.²

The original design has since been modified by individual residents so that the elevation facing the street serves as the primary entrance, but the original design intent remains visible. The lots are generally rectangular-shaped, although corner lots are irregularly shaped to accommodate the diagonal lines of the streets. The lots range in size, with some measuring approximately eighty feet deep and other lots extending over one-hundred feet deep. The width of the lots similarly varies. Although most measure between forty-eight and fifty-one feet wide, some lots measure up to approximately seventy feet wide. The houses sit parallel to the streets and have a short setback from the street, with shallow front and rear yards. The primary entrances, today facing the street, are reached by paved walkways that lead directly from the streets, which are not framed by sidewalks and, in most cases, lack curbs. The original paved walkways, which were constructed to provide shared access from the street to the interior of the superblocks, also remain intact today. Some homeowners have constructed short driveways or parking pads for their automobiles, but street parking is prevalent.

Aero Acres

Aero Acres is located one mile inland from and slightly northwest from Stansbury Estates, at a portion of land formed by the intersection of Orem's Road and Martin Boulevard.³ Martin Boulevard curves in a slight southeast to

¹ David L. Ames and Linda Flint McClelland, *National Register Bulletin: Historic Residential Suburbs* (U.S. Department of the Interior: National Park Service, September 2002), E-17.

² The site plan for Stansbury Estates appears in “Houses for Defense,” *Architectural Forum*, 74 9Nov. 1941), 323, as cited by John R. Breihan, “Historical and Architectural Resources of Middle River, Maryland,” (Draft Multiple Property Document, on file Maryland Historical Trust, 1996), E-41.

³ Martin Boulevard was built in 1941 to connect Middle River with US Route 40 (Pulaski Highway) and thereby improve commuter access from Baltimore. Major feeder streets in both Aero Acres and Victory Villa connect to Martin Boulevard, which terminates at the entrance to the Glenn L. Martin Company plant.

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northwest direction, to border the northern side of the neighborhood, and Orems Road extends off the boulevard curving slightly southwest to border the south side. The subdivision is specifically defined by Left Wing Drive and Right Wing Drive to the east and west respectively, by the curve of these two streets down to the south, and by Dihedral Drive to the north. Aero Acres has a pentagonal, "Euclidean," street plan that was laid out in 1941 over the gently sloping, treeless fields of a former farm. The symmetrically curving streets subtly suggest the form of an airplane, and each of its street names reflect the community's connection to the aerospace and flight industries, including examples such as Blister Street, Cockpit Street and Fuselage Avenue.

Aero Acres also references Garden City design principles, although it did not utilize the superblock design employed in Stansbury Estates. Elements of Garden City planning incorporated within Aero Acres include planned green space, curving streets, and a hierarchy of roadways including major feeder streets and secondary residential streets. Further, Aero Acres was designed as a self-sufficient community with residential, recreational, and commercial spaces. Here the houses were situated so that the primary entrances faced onto the curving streets of the compact polygon design. Right Wing, Left Wing, and Dihedral Drive afford complete interior circulation, and Fuselage, Right Aileron, Left Aileron, Blister, and Cockpit Streets linearly divide large interior blocks of houses. The subdivision included a small central park, connected to the outer streets of the neighborhood by pathways, a larger park located immediately to the east of the houses, and a business center located directly to the east side of the large park. The parks remain extant today, although the original business center, called Aero Acres Shopping Center (BA-3285), has been replaced by modern commercial development dating to the late twentieth century.

Aero Acres generally features small, rectangular lots, although larger, wedge-shaped lots are formed where the streets curve. The rows of rectangular lots typically measure between ninety-six and one hundred feet deep, and between forty-eight and fifty feet wide. House positioning varies to suit the curves of the street and specific lot size. Although many of the houses sit parallel to the street, a great number are set at an angle. The houses have a short setback from the street, creating shallow front yards and deeper rear yards. The grassy lots are typically sparsely planted with shrubbery at the front yards, and mature trees are located within the rear yards. Primary entrances are reached via paved walkways leading directly from concrete sidewalks that separate the house lots from the street. Many homeowners have constructed paved driveways for automobile parking.

Victory Villa

Victory Villa was the last of these developments to undergo planning and construction, and its southern section is located immediately adjacent to the west side of Aero Acres. The Victory Villa subdivision includes two sections, one located north of Martin Boulevard, and one located to the south; Pierce-Cemesto houses were constructed only in the south section, which has a distinct design from the north section. The south section of Victory Villa extends west of Aero Acres between Glide Drive and Right Elevator Drive, and is bound by Martin Boulevard to the north

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and Cord Street to the south.⁴ The street names continue the precedent set in Aero Acres, and names include Hydroplane Drive and Helicopter Drive.

The street layout was designed to follow the same polygonal-style street plan executed in Aero Acres, despite the more steeply sloping land. The south section of Victory Villa is purely residential, as the subdivision's recreational, educational, and commercial amenities were constructed in the section north of Martin Boulevard, including the Victory Villa Community Building (BA-3287), located at the northwest intersection of Martin Boulevard and Compass Road.

Like Aero Acres, southern Victory Villa also features small, rectangular lots along its linear streets, with wedge-shaped lots formed where the streets curve. The rectangular lots feature similar measurements, typically one hundred feet deep and approximately fifty feet wide. The houses are situated both parallel to the street and at an angle to the street, in approximately equal numbers. Similar to Aero Acres, the houses have a short setback from the street, with shallow front yards and deeper rear yards. The grassy lots are typically planted with shrubbery at the front yards, and mature trees mark many of the rear yards. Primary entrances are connected to the public concrete sidewalks by paved walkways, and many homeowners have paved driveways for parking.

Pierce-Cemesto House Description

The Pierce-Cemesto houses in Stansbury Estates, Aero Acres, and the south section of Victory Villa were constructed between 1941 and 1941, and were designed by SOM for the John B. Pierce Foundation and the Martin Company, utilizing prefabricated Cemesto panels produced by the Celotex Corporation. Although landscape design and street layout varies between the subdivisions, the houses themselves were intended for rapid construction, as a way to maximize efficiency and to minimize cost. As originally constructed, the Pierce-Cemesto houses were characterized by similarity of appearance and regularity of plan. Each house was nearly identical to its neighbors at the time of construction, and all three subdivisions featured rows of houses with little variation. After 1946, when the Martin Company first offered employees the option to buy their houses, individual homeowners performed extensive alterations which resulted in the significant variation between individual dwellings seen today.

Figuring largely in the economy, efficiency, and regularity of the houses were the Cemesto panels used for their construction. The Cemesto panels were the result of Pierce Foundation experiments in the 1930s to produce prefabricated systems using non-load-bearing horizontal panels. Cemesto consists of a bagasse fiber (sugar cane) core that bonded with asphalt cement and covered on each side with an eighth inch of asbestos. The Cemesto panels were uniform, twelve-foot by four-foot sheets, each one and three-quarter inches thick and weighing 235

⁴ Currently, the entire section south of Martin Road is known as "Aero Acres," but as originally platted and built, the section south of Martin Boulevard between Glider Drive and Right Elevator Drive was known as the southern section of Victory Villa. All of the Pierce-Cemesto houses (BA-3286) constructed within Victory Villa are located within this section, which directly adjoins Aero Acres and subsequently has come to be known under that name.

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pounds. A single panel formed both the exterior and interior wall of the Pierce-Cemesto houses, which reduced the cost of framing. The panels were arranged horizontally, enabling the walls to be divided above and below the window line. The panels were mounted on light wood frames, and equally light wood trusses on plywood girders supported the side-gable roofs. The roofs were covered in large Coper-Cel panels pre-coated in mineral surfacing that were also produced by Celotex. The seven-foot panels were pre-manufactured and nailed directly to the roof trusses. During construction, the exterior panels were slid into place above and below a two inch by four inch beam that encircled the building four feet above the floor.⁵ All finish elements, including trim and flooring, were pre-manufactured and shipped to the site, while windows, framing, and trusses were manufactured in an on-site fabrication shop.⁶

The one-story, three-bay, rectangular dwellings measured twenty-four feet by twenty-eight feet, and were influenced by the traditional Cape Cod form, as well as the simple design aesthetic of the Modern Movement. Set on a concrete slab foundation, each house was capped by a side-gabled roof that was covered by the pre-manufactured panels. The roofline was completed by raking wood boards and the upper gable ends were marked by triangular louvered vents. The Cemesto panels were left exposed at the exterior, and came pre-painted in one of two colors, olive-green or battleship gray, although the wood framing and trim were painted in a variety of colors. The exterior walls were horizontally divided by two narrow, horizontal wood beams that separated the panels above and below the windows. The window openings held paired, four-light casement windows, and large picture windows formed by a single-light fixed window at the center, flanked to each side by a single four-light casement window. The windows were set within wood frames.⁷

The façade was marked by a centrally-located, single-leaf primary entrance, marked by a paneled wood door with four horizontally-divided lights, and set within a simple wood frame. The primary entrances were typically sheltered beneath simple, one-story, one-bay porches, formed by a flat roof supported by simple, trellis-style wood supports. In some instances, the porch was set beneath a shed roof directly extending from the main roofline and also covering the adjacent picture window. The entrance was flanked to each side by a single window. Lighting the living room to one side was a large picture window, and lighting bedroom space to the other side was a paired casement window. The side elevation corresponding to the living room was also marked by a picture window, and the opposite side elevation was marked by two paired casement windows. The rear elevation featured similar fenestration, and moving across the elevation from the living area side to the bedroom area side, was a single-leaf secondary entrance marked by a paneled wood door with four horizontal lights, an immediately adjacent paired casement window, then a single casement window, and another paired casement window.

⁵ John R. Breihan, "Pierce Cemesto" (Draft National Register Form, on file at Maryland Historical Trust, 1996), 7-1.

⁶ Elyse Marks, *The World War II Defense Housing Community of Aero Acres* (Masters Thesis, Graduate School of Architecture Planning and Preservation, Columbia University: May 2012), 22.

⁷ "600 Houses Rise Fast Near Martin Plant," *The Baltimore Sun*, August 10, 1941, pg. M5.

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The interior of the houses was divided into four and one-half rooms, consisting of two bedrooms, a large living room-dinette combination, a kitchen, and one bath. An extension from the kitchen was included to accommodate a "work room" or extra storage space. The houses were laid out so that one entered through the front door directly into the living room-dinette combination. The kitchen was located to the rear of the living space. The two bedrooms were located at the opposite side of the house, with one bedroom to the front and one located to the rear. The bathroom was accessed through a small hallway that ran past the rear bedroom. The hallway had two closets, one closed with a door and another covered by a curtain. The bathroom was completed with a bathtub, shower, washstand, toilet, and medicine chest. The kitchen included a built-in unit with cabinets, a sink, and a laundry tub, as well as a half-size refrigerator. Interior finishes consisted of minimal wood trim including baseboards, window, and door frames, wood flooring or carpet (with linoleum in the bathroom), and Cemesto panel walls skimcoated with plaster and painted.⁸

Significant alterations have been made to nearly all of the Pierce-Cemesto houses in Stansbury Estates, Aero Acres, and south Victory Villa since the 1940s. Alterations were made to the houses in each subdivision beginning in 1946, when the Martin Company first offered the houses for individual sale. Homeowners upgraded the houses in accordance with their individual needs, and exterior alterations were also an expression of homeowner individuality after the houses became privately owned. One of the most obvious changes to nearly all of the houses was facing the exposed Cemesto panels with new siding. This was likely prompted by a combination of individual self-expression, and excessive weathering of the original material as well as insufficient insulation. Today, the houses have been clad in a range of vinyl, cementitious, composite, aluminum, or Masonite siding. Porches on most houses have been heavily altered or enclosed to create extra rooms, and many houses have large rear or side additions. Some houses retain original paneled wood exterior doors, but most doors have been replaced with modern hollow-core wood, fiberglass, or metal doors. Similarly, most original windows have been replaced with vinyl or aluminum double-hung sashes in matching frames. Exterior detail variations include false gables over doorways, louvered metal attic vents, applied metal awnings, non-functional wood or vinyl shutters, and exposed cinder-block raised foundations that are often clad in brick, Permastone, or other stone facing. Interior alterations are widely varied, but generally involve bathroom additions, kitchen or bathroom enlargements, or bedroom additions. Despite losses in individual building integrity, the neighborhoods overall continue to demonstrate distinct design elements of early- to mid-twentieth century neighborhood planning, and the original street patterns remain intact. Although the houses have been heavily altered, most houses retain some element of their original design, whether it is the building's scale and footprint, its roofline or fenestration pattern, or in some cases original materials or windows.

⁸ "600 Houses Rise Fast Near Martin Plant," *The Baltimore Sun*, August, 10, 1941, pg. M5. Also see: "Houses for Defense," *Architectural Forum*, November 1941, pg. 321-326.

8. Significance

Inventory No. BA-3286

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input checked="" type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1940, 1941, 1942, 1946, 1956
Owings & Merrill, Celotex Corporation

Architect/Builder John B. Pierce Foundation, Skidmore

Construction dates 1940-1942

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The three residential subdivisions, Aero Acres, Victory Villa, and Stansbury Estates, containing Pierce-Cemesto houses are significant for their association with the history of the World War II-era defense industry in Middle River, specifically the community planning principles employed in the construction of residential subdivisions to accommodate explosive growth in the area due to the success and expansion of the Glenn L. Martin Company headquarters. The communities are significant examples of the work of Skidmore, Owings & Merrill, one of the most successful and progressive American architectural firms of the twentieth century, in collaboration with a number of important contributors, including the John B. Pierce Foundation, the Celotex Corporation, the Glenn L. Martin Company, and the Federal Security Agency. Additionally, the houses are significant for their utilization of technological innovations in prefabrication in order to maximize production, in this case, employing "Cemesto" panels, an innovative horizontal-panel system.

Historic Context

The Glenn L. Martin Company and Middle River, Maryland

The Pierce-Cemesto houses in Middle River, Maryland were constructed in the early 1940s to house the rapidly growing number of workers employed at the nearby Glenn L. Martin Company headquarters and airplane manufacturing facility. The Glenn L. Martin Company was founded in 1917 as an aircraft design and manufacturing company. The company headquarters was initially located in Cleveland, Ohio, but in 1928, company founder Glenn L. Martin moved his operations to Middle River, Maryland, a small community located approximately ten miles outside of the city of Baltimore.⁹ Martin had initially planned to build his factory within Baltimore City, but when "political maneuvers and technical delays" interfered, he instead chose to locate the factory near but outside the

⁹ Donald Pattilo, *Pushing the Envelope: the American Aircraft Industry*, (Ann Arbor: University of Michigan Press, 2000), 66.

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city's border.¹⁰ The Middle River location was attractive due to its proximity to Washington, DC, access to open water, and ample, inexpensive space available to expand in the relatively undeveloped community.

The Martin Company grew steadily through the 1930s, but it was the opening of World War II that spurred explosive growth in the airplane manufacturing industry in general and for the Martin Company in particular. Large orders for foreign and domestic warplanes necessitated the expansion of the plant itself, as well as a huge influx of defense industry workers. The Martin Company revolutionized the airplane manufacturing industry by making airplane manufacturing conform to assembly-line production, thus greatly accelerating the pace and efficiency with which airplanes could be produced. Previously, all aircraft were considered "precision instruments" and were individually made, flight-tested, then sold.¹¹ Martin developed the mass-production strategy while manufacturing "flying boats" and because seaplane research and design required open-water testing, access to water was a primary reason for selecting the Middle River site in 1928. The Martin Company's innovation, and its success in convincing the United States military that mass-production was necessary during the wartime crisis, caused its Middle River plants to boom. Originally constructed in 1928, the plant underwent a major expansion in 1939. In that year alone, Martin's workforce rose from 3,000 to more than 13,000 employees. A further round of expansions occurred in 1940-1941. Growth between 1928 and 1946 caused Middle River to become one of the largest aircraft manufacturing and testing facilities in the country.¹²

The success of the Martin Company was largely due to its workers. Through the 1930s, the Martin Company had steadily employed between 1,500 and 3,000 workers, but the expansion of the plant during the early years of World War II saw significant employment increases. At the time that Martin located his operations in Middle River, the community remained largely rural, and as late as 1939 the small community recorded only 161 residents. Between 1939 and 1943, the numbers of workers employed by the Martin Company grew from approximately 3,000 to over 52,000 employees. Workers initially were drawn from the Baltimore labor pool; as this labor source was exhausted, the Martin Company began a massive publicity campaign to attract skilled workers from further away. Many came from the Appalachian Mountains of western Virginia, Maryland, Pennsylvania, and West Virginia, areas hard-hit by the Great Depression, although workers were attracted from across the country.¹³

The workers who arrived to staff the assembly lines and build the massive planes flooded the Middle River area and soon overwhelmed the limited existing housing stock. Transportation corridors, water and sewer service, and other public amenities were also overwhelmed by the influx. Martin had initially envisioned that his employees would commute from nearby Baltimore City and surrounding areas via existing road, train, and streetcar infrastructure, but the increasing number of workers soon proved this to be unfeasible. Although Martin had expressed interest in

¹⁰ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-27.

¹¹ Donald Pattilo, *Pushing the Envelope: the American Aircraft Industry* (Ann Arbor: University of Michigan Press, 2000), 134.

¹² Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-12-E-13.

¹³ Advertisements found in newspapers as diverse as the Reno Evening Gazette, Abilene Reporter-News, Portsmouth (NH) Herald, and the Nebraska State Journal (Lincoln), among others.

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expanding and improving the local road systems, no improvements had been undertaken before the explosion of manufacturing activity occurred in 1939.¹⁴ Traffic issues became so serious that on December 8, 1941, *Life* magazine reported on the “twelve tormented miles’ of traffic jams on Eastern Avenue leading to the plant, through which workers ‘snail and snarl, shrouded in gasoline fumes.’”¹⁵ To avoid serious traffic delays, many workers initially crowded into Middle River homes, converted barns, and “hot-sheet hotels” where three men shared a single bed on rotating shifts. Others lived in private trailers on the grounds, crowding the runways and creating haphazard, unsanitary conditions.¹⁶

Recognizing the need to expand and improve the housing conditions in Middle River, the Martin Company undertook planning efforts for residential development beginning in 1939.¹⁷ The Martin Company’s initial vision for the surrounding community was influenced by the ideals of the garden city movement, which promoted an ideal of self-contained communities with planned space for a variety of uses, including residential and industrial, as well as the idea of “greenbelts” surrounding the community to retain green, undeveloped space. These ideas were popular in the United States in the early part of the twentieth century, but the onset of the Great Depression largely stalled the development of such planned communities. There were several notable exceptions, namely three “greenbelt” towns that were commissioned by the New Deal Resettlement Administration in 1935. The largest of these was named Greenbelt, Maryland, located approximately thirty-nine miles southwest of Middle River. Greenbelt employed several features later adopted in Middle River, including parkland, superblocks, curving streets, and a community center. Federal subsidies during World War II made greenbelt planning affordable for lower income residents, including middle-class workers like those employed in the Martin Company factory.

The Martin Company began planning for such a community as early as 1937, the same year that Greenbelt, Maryland opened. At this time, Martin commissioned Albert Kahn to produce a master plan for the Martin property. Kahn’s plan proposed to develop nearby Wilson and Strawberry Points along garden city planning ideals. Kahn planned housing for 10,000 people through the construction of 2,000 apartment units and 300-500 detached houses, which would be arranged along curving, tree-lined streets in a superblock plan. Kahn’s plan was temporarily shelved during 1938, but was revived in 1939 when expansion of the plant rapidly increased worker numbers. Work was underway by the spring of that year, as Works Projects Administration (WPA) workers began widening Wilson Point Road and approximately 550 acres of Martin Company-owned land on Wilson and Strawberry Points were

¹⁴ Breihan, Draft Multiple Property Document, “Historical and Architectural Resources of Middle River, Maryland,” E-31.

¹⁵ Breihan, Draft Multiple Property Document, “Historical and Architectural Resources of Middle River, Maryland,” Section E, pg. 32.

¹⁶ “War Workers Balk at Leaving Trailer Homes,” *The Washington Post*, April 28, 1944, pg. 9.

¹⁷ The Company’s efforts resulted in the large suburban community that remains Middle River today. The draft Multiple Property Document, “Historical and Architectural Resources of Middle River, Maryland,” prepared by John R. Breihan in 1996, states that this community “was planned on ‘garden city’ principles but affordable even for ordinary factory workers. The new Middle River suburb embodied a number of significant features in architecture and design: the use of modern garden city planning on a large scale, the design and construction of detached houses affordable for all social classes, the provision of community centers, and the use of manufactured housing (trailers) and garden apartments.”

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transferred to the newly incorporated Stansbury Manor, Inc., with Glenn Martin named as president.¹⁸ At the time, press releases distributed by Martin described a utopian, garden city that planned for not only physical efficiency, but also for its residents' social and cultural needs through the creation of public space, shopping and community centers, and playgrounds. Despite Martin's grand vision, the plan was only partially realized at this time, with the construction of 184 units of the Stansbury Manor Apartments.¹⁹

Further development was delayed as employment levels temporarily leveled off in 1940 as disputes over extension of public services (including utilities and road improvements) in Middle River continued.²⁰ Rising political conflict in Europe in the second half of that year again spurred growth of the Martin factory leading into 1941. The fall of France in the spring of 1940 stirred President Roosevelt to increase the United States' defenses, and he called for the production of up to 50,000 airplanes per year. The Martin Company received additional contracts from the United States and the United Kingdom governments, and as a result planned not only additions to the original plant in Middle River, but also undertook construction of a new plant. Martin anticipated the addition of 20,000 employees through 1941. An estimated twenty-five to thirty-five percent of these newest employees arrived to Maryland from out of state and were forced to make do with the provisional boarding available in Middle River.²¹

As the slow pace of the WPA and the Maryland State Roads Commission in expanding services stalled housing development, Martin pressed for action. In 1940-41, the Martin Company negotiated deals with Baltimore County and the United States government to provide attractive housing and amenities for the growing semi-permanent population, many of whom brought their families with them. In May 1941, work finally began on the construction of Martin Boulevard, a new four-lane road that linked the Martin Company plant to US-40.²² In early 1942, work began on widening the former Eastern Avenue into dual-carriageway Eastern Boulevard.²³ The county also laid several miles of new sewer and water pipes.²⁴

With road improvement underway, the Martin Company simultaneously undertook planning and construction of a new house-building campaign, as the company agreed to construct 1,000 units and the federal government agreed to an additional 2,000.²⁵ All of the houses were built using Federal Security Agency (FSA) funds.²⁶ At this time, the

¹⁸ The WPA was renamed from the Works Progress Administration to the Works Projects Administration in 1939. Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-37.

¹⁹ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-38.

²⁰ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-39.

²¹ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-40.

²² The road featured one of the state's first "cloverleaf" interchanges, located directly in front of the plant. Historian Breihan notes that "these two broad, gently curving high-speed highways came to define the new Middle River suburb." The roads were constructed using funding from the "defense highways" program. At the time, federal highway spending was limited to the improvement of roads directly servicing military installations or defense bases, which is the reason Martin Boulevard terminates at the airfield entrance.

²³ In early 1942, work began on widening the former Eastern Avenue into dual-carriageway Eastern Boulevard.

²⁴ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-31 and E-32.

²⁵ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-40.

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Martin Company put aside the earlier plans put forth in Kahn's 1937 master plan and partially realized in the construction of the Stansbury Manor Apartments, and instead turned its attention to the construction of single-family detached houses.²⁷ To satisfy the alarming need for housing, Martin Company and the government turned to quickly constructed, prefabricated units. Jan Porel, architect for the Martin Company, surveyed more than thirty types of prefabrication, eventually choosing a horizontal-panel prefabricated house design developed by a partnership between the John B. Pierce Foundation of New York and the Celotex Corporation of Chicago.²⁸

Pierce-Cemesto Houses in Middle River

John B. Pierce Foundation and Celotex Corporation

The Pierce Foundation was a leading research organization established in 1917 to promote technological innovations in heating, ventilation, and sanitation contributed significantly to the design of defense housing. The foundation's Housing Research Division developed prefabricated construction systems and materials for mass-produced housing during World War II and the Korean War, including a system based on "Cemesto" panels manufactured by the Celotex Corporation.²⁹ Eager for lucrative supply contracts, researchers partnered with major building materials manufacturers such as Celotex to develop small dwellings that were efficient in three ways: efficient to manufacture with limited materials at a low cost, efficient to build with a standardized form, and efficient to use by typical families.

Stansbury Estates and Aero Acres

Martin planned the development of Stansbury Estates almost immediately after completing his deal with the federal government in October 1940.³⁰ Aero Acres and Victory Villa were begun nearly simultaneously in late spring 1941

²⁶ FSA was established on July 1, 1939, with the objective of bringing together all Federal programs concerned with health, education, and social security.

²⁷ The government's initial answer to housing was less attractive and a source of great consternation to Glenn L. Martin. The government defense housing coordinator for the area attempted to house Martin employees in a large public housing project six miles southwest of the plant at Armistead Gardens. Martin employees refused the accommodation, stating that the location was too far away for convenience, the rents were too high, and that the unfurnished apartments would require the purchase of furniture. This last was particularly important to those workers who planned to return to their home states after the war and did not have either the inclination or the ready capital to purchase furnishings such as beds, tables, chairs, and storage. Martin complained before a congressional committee on defense housing, which responded by designating the Farm Security Agency to build trailer camps in the style of those used during the Great Depression to house migrant farm workers. Nearly two thousand trailers were transported to large open fields at Bengies, Bowleys Quarters, and Carroll Island adjacent to the Martin plant. These "Trailertowns" were literally rows of trailers interspersed with utility buildings that contained toilet, shower, and laundry facilities.

²⁸ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-53.

²⁹ "The History of the Laboratory," John B. Pierce Laboratory (Yale University). <http://jbpierce.org/about-us>, accessed 12/3/2013.

³⁰ John R. Breihan, "Between Munich and Pearl Harbor: The Glenn L. Martin Aircraft Company Gears Up for War, 1938-1941," *Maryland Historical Magazine* (Vol. 88, No. 4 [Winter 1993]), 389.

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and finished by the end of 1942. The Pierce Foundation had commissioned architectural firm Skidmore, Owings & Merrill (SOM) to design a horizontal-panel house using Cemesto product in 1940.³¹ Utilizing plans for low-cost design from across the country provided by the *Architectural Forum* magazine, SOM produced specifications for a "Forum Defense House." SOM'S Pierce-Cemesto house plan resembled one of these designs, displaying a small rectangular house with bedrooms located to one side and an open plan area including a living, dining, and kitchen area located to the other.³² The final design agreed upon by SOM, the Pierce Foundation, and the Celotex Corporation incorporated influences of Modern Movement design, such as the use of casement and picture windows, within the traditional Cape Cod form, which was widely used across the United States in the mid-twentieth century for small houses.

The design was tested in Middle River in December 1940, when the Pierce Foundation and the Celotex Corporation underwrote the construction of two test structures located on Cypress Drive on Wilson Point. The first, a two-story, six-unit apartment house did not satisfy Martin, but the single-family detached house, which was constructed by twenty-five workers in only one day, was to his satisfaction.³³ The house was particularly successful because the 12'x4' panels which formed the building blocks of the Pierce-Cemesto system weighed only 235 pounds and could be lifted by a team of two men, reducing the size of building crews and eliminating large, costly construction equipment such as cranes. This system allowed for as many as six houses to be under construction at any given time with entire houses able to be completed in as few as thirty-five man hours³⁴. The Martin Company ordered construction of 607 of the detached houses, 297 on Stansbury Acres and an additional 310 on a plot of former farmland renamed Aero Acres. SOM was contracted to plan the streets and landscape design of the two subdivisions exhibiting Garden City ideals.³⁵

³¹ Louis Skidmore and Nathaniel Owings formed Skidmore and Owings in 1936 after having collaborated on the 1933 Century of Progress Exhibit in Chicago. Joined by John Merrill in 1939, the firm was renamed Skidmore, Owings & Merrill, and together these partners developed a multidisciplinary firm whose work emphasized clean lines and functionality. Adept at courting both commercial and government clients, sleekly interpreting the aesthetic of an earlier generation of Modernists, and exploiting industrial building materials, SOM quickly became the country's largest and most prolific architecture firm. By 1952, SOM had fourteen partners and employed over 1,000 architects, engineers, and draftsmen. SOM's reputation was largely based on a series of elegant commercial office towers, including Lever House (1952) and the Chase Manhattan Bank (1961). However, during the 1940s their largest projects were a number of large housing projects for the federal government, including those in Middle River. The largest of these, Oak Ridge in Tennessee, was developed to support the Manhattan Project. Begun in 1942, the town eventually grew to 75,000 inhabitants by its completion in 1949. Like Middle River, the town relied on a well-orchestrated network of curvilinear roads, prefabricated houses, and shared amenities (Christopher Woodward, *Skidmore, Owings & Merrill* (New York: Simon and Schuster, 1970), 11-13).

³² See "Houses for Defense," *Architectural Forum*, November 1941, pg. 321-326; and "Forum Defense House" *Architectural Forum*, November 1940, pg. 440-449.

³³ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-54.

³⁴ Jane Michael, "Wilson Point, Middle River, Maryland: A Look Back in Time," (Unpublished paper on file at the Glenn L. Martin Maryland Aviation Museum: 2009), 22.

³⁵ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-41.

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Victory Villa

The success of Martin's first 607 houses apparently inspired the government to move forward with higher-quality housing, and in September 1941, it announced the construction of a large community of 1,200 units, mostly single-family dwellings, to adjoin Aero Acres. Named Victory Villa, the houses would be built on land purchased from the Martin Company on either side of Martin Boulevard.³⁶ The Victory Villa community was planned by Hale Walker, Greenbelt, Maryland's planner, and by Justin Hartzog, town planning consultant to the Defense Housing Administration. The southern section of Victory Villa, adjoining the west side of Aero Acres, continued the earlier neighborhood's geometric, Euclidean street plan. The section located north of Martin Boulevard was planned around two long, curving main streets, Transverse Avenue and Compass Road. Short cul-de-sacs extended from each side of the main roads, terminating in shared park space.³⁷ FSA awarded the Celotex Corporation a contract for construction of 400 Pierce-Cemesto houses in the southern section of Victory Villa. These houses were nearly identical to those built in Aero Acres, except they were altered to incorporate coal stoves for heat.³⁸ The construction of these houses was completed by the end of 1942. The remaining houses for the northern section of Victory Villa employed a plywood prefabricated housing system, and this section also contained a number of additional community amenities including playgrounds, schools, a shopping center, and a community center.

The design and planning of the Stansbury Estates, Aero Acres, and southern Victory Villa subdivisions reflect the influence of the Garden City planning model of the early twentieth century, Federal Housing Administration (FHA) guidelines established in the 1930s, and United States Housing Authority (USHA) guidelines for defense housing establishing in 1941. The Garden City model was first put forth by Englishman Ebenezer Howard in the late nineteenth century, as he promoted the establishment of self-sufficient towns and non-speculative forms of real estate. The earliest Garden Cities were created in England in the first quarter of the twentieth century, and established the design vocabulary that would go on to significantly influence suburban planning in the United States through the middle of the century. The Garden City model "was consistent with the emerging interest in collaborative planning," combining the expertise of a variety of professionals including planners, architects, and landscape architects.³⁹ More specific elements incorporated into American neighborhood planning included incorporating specifically planned open and green spaces, creating a hierarchy of major roads and secondary streets that imposed a circulation network with geometrical patterns, and providing for the full needs of the community

³⁶ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-44.

³⁷ Currently, the entire section south of Martin Road is known as "Aero Acres," but as originally platted and built, the section south of Martin Boulevard between Glider Drive and Right Elevator Drive was known as the southern section of Victory Villa. All of the Pierce-Cemesto houses (BA-3286) constructed within Victory Villa are located within this section, which directly adjoins Aero Acres and subsequently has come to be known under that name.

³⁸ Breihan, Draft Multiple Property Document, "Historical and Architectural Resources of Middle River, Maryland," E-56.

³⁹ Ames, *Historic Residential Suburbs in the United States*, E-18.

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with the construction of nearby parks and playgrounds, recreational facilities and community centers, shopping centers, and schools.⁴⁰

The FHA was created by the National Housing Act of 1934. As part of its operations, FHA was tasked with developing housing standards, principles for neighborhood planning, and reviewing subdivision plans submitted by developers seeking approval for FHA mortgage insurance. Under the leadership of Seward H. Mott, FHA published several standards for neighborhood development between 1936 and 1940, including *Planning Neighborhoods for Small Houses* (1936) and *Principles for Planning Small Houses* (1940). These guidelines brought many of the ideals of Garden City planning noted above into mainstream subdivision design. The U.S. Housing Act of 1941 (also known as the Lanham Act) called for the use of federal funds to construct housing specifically for defense workers. The USHA, created in 1937, was charged with creating a set of standards for the design of defense housing, and produced the *USHA Standards for Defense Housing* in April 1941. These guidelines were heavily reliant on the earlier FHA guidelines, but were adapted for “temporary” wartime housing. Similar principles included long blocks with limited corners, adjustment of plan to meet traffic needs, and community privacy. Constructed beginning in spring 1941, the Stansbury Estates, Aero Acres, and southern Victory Villa neighborhoods were clearly influenced by each of these standards, incorporating ideas such as collaborative planning and defined green space, with the mass-scale aesthetic that is common to defense developments in the 1940s.⁴¹

The Stansbury Estates, Aero Acres, and Victory Villa neighborhoods set the standard for defense worker housing in the Middle River area, and also had a significant relationship with contemporary purpose-built suburban housing developments at other military sites.⁴² For all wartime developments, the emphasis was on rapid, inexpensive construction on a large scale and many employed prefabricated housing systems. Design of the actual houses was influenced by the FHA and USHA standards, which called for limited plan variations in developments, six to twelve detached houses per acre, and designated community green spaces. More specific requirements were intended to keep housing units affordable (under \$3,500 for construction in 1941), including room number and dimensions, and room combinations to maximize square footage; providing “maximum accommodation within a minimum of means.”⁴³ Some complained that the standards promoted housing that was cheap, insubstantial, and cramped, but proponents argued that the developments were built with the intent that they be temporary, rather than permanent,

⁴⁰ Ames, *Historic Residential Suburbs in the United States*, E-18 E-21.

⁴¹ Ames, *Historic Residential Suburbs in the United States*, 23.

⁴² For example, following the success of the developments in Middle River, architects SOM were hired by the Army Corps of Engineers to plan the town of Oak Ridge, Tennessee, which was established in 1942 as the central production site for the development of the atomic bomb. The planned, self-sufficient community incorporated many of the same features seen in Middle River, including prefabricated housing (many of which were constructed from Cemesto panels), and a variety of community amenities including shopping centers, schools, and community centers.

⁴³ Ames, *Historic Residential Suburbs in the United States*, 31.

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housing.⁴⁴ Characteristics of temporary housing evident in the Middle River houses included extremely limited storage space, minimal appliances such as sinks that doubled as laundry tubs, and modular construction.

Later Modifications

Beginning in 1946, Martin began selling the houses in the three neighborhoods of Stansbury Estates, Aero Acres, and Victory Villa to private homeowners, initially offering them to the current occupants and then to former tenants of the trailer camps which were removed by the federal government beginning in 1943.⁴⁵ Negotiations between Baltimore County, the Martin Company, and the FHA resulted in permissions to maintain the 'demounted' houses and offer them for sale. Frustratingly for those who wished to buy the houses they actually occupied, because the houses were constructed as 'temporary' dwellings, none met FHA or VA/GI Bill standards for mortgage loans.⁴⁶ Many Martin employee families who would otherwise qualify for loan assistance had to seek more expensive private loans. Victory Villa remained a federal housing project through 1956, when the houses were sold to private owners.⁴⁷

Although the subdivisions were defined as "temporary," even at the time of their construction considerations were made for their longer term use. Published in 1941, an article in *The Baltimore Sun* stated that "though the dwellings are to be temporary ones, the community plan looks to permanence. With this in view, it is suggested that the prefabricated homes might be of a type that would lend themselves to additions and conversion into lifetime structures."⁴⁸ This was proven to be the case, as private owners in each subdivision began making modifications nearly as soon as the houses were formally purchased; this is obvious by the various types of exterior siding applied to the houses, ranging from 1940s Masonite to modern cementitious and vinyl siding. Local residents developed a 'code' and canon of successful building techniques that were unique to working with Cemesto houses.⁴⁹ Common alterations included kitchen enlargements, heating system improvements, and bedroom additions. Despite changes, the neighborhoods of Victory Villa, Aero Acres, and Stansbury Estates continue to exist as cohesive communities, anchored by wartime and postwar amenities such as schools, community centers, and recreation areas, but have

⁴⁴ John R. Breihan, "From Trailer Towns to Victory Villas: Varieties of Public Housing and Community Planning in WWII America" (Unpublished paper, written for The SACRPH Conference in Baltimore, November 20, 2011, presented at Scholarly Session 67: "The Unrealized Promise of World War II Housing), no page number.

⁴⁵ Jack Breihan, *A History of Wartime Middle River* (Middle River, MD: Essex Middle River Civic Council, Inc.: June 9, 1996), 12.

⁴⁶ The GI Bill, or Servicemen's Readjustment Act of 1944, was a law that provided returning veterans with opportunities to successfully reintegrate into peacetime occupations. Benefits included funding for higher-level education, low-interest business and housing loans, and unemployment support. Standards for housing loans were similar to current FHA standards, which prohibit mortgages on non-permanent dwellings.

⁴⁷ Jack Breihan, *A History of Wartime Middle River* (Middle River, MD: Essex Middle River Civic Council, Inc.: June 9, 1996), 14; and Jane Michael, "Wilson Point, Middle River, Maryland: A Look Back in Time," (Unpublished paper on file at the Glenn L. Martin Maryland Aviation Museum: 2009), 24.

⁴⁸ "U.S. to Build 1,200 Homes at Middle River," *The Baltimore Sun*, September 13, 1941, pg. 22.

⁴⁹ Jane Michael, "Wilson Point, Middle River, Maryland: A Look Back in Time," (Unpublished paper on file at the Glenn L. Martin Maryland Aviation Museum: 2009), 24-26.

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been heavily altered to reflect changing concepts of space, privacy, and aesthetic. However, despite alterations, most houses maintain the essential form of the prototype initially built under the direction of the Martin Company, and the neighborhoods retain essential characteristics of defense housing developments.

Summary

Aero Acres, Stansbury Estates, and Victory Villa, the three separate neighborhoods of Pierce-Cemesto houses built for Glenn L. Martin Company employees in 1941-1942, are representative of an iconic housing movement in the mid-twentieth century. Defense housing developments were initiated as a response to the massive influx of non-local workers associated with new military manufacturing complexes. Utilizing Federal Security Agency funds, the Pierce-Cemesto housing developments in Middle River were specifically constructed to serve those workers. The curvilinear arrangement of streets and regularized appearance of the houses are characteristic of suburban housing developments in the United States in the mid-twentieth century, and the neighborhoods plans also reflect the evolution of urban planning ideals between 1930 and 1950. Due in part to these developments, Middle River during the twentieth century became the location of “some of the earliest and most significant developments in both community planning and affordable housing.”⁵⁰

⁵⁰ Breihan, Draft Multiple Property Document, “Historical and Architectural Resources of Middle River, Maryland,” E-36.

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10. Geographical Data

Acreage of surveyed property approximately 195 acres
Acreage of historical setting approximately 195 acres
Quadrangle name Middle River Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Pierce-Cemesto houses in Middle River, Maryland are located in the Stansbury Estates subdivision, located on Wilson Point peninsula, and within the Aero Acres subdivision and the southern portion of the Victory Villa subdivision, as shown on Baltimore County Tax Map 90 (2013).

11. Form Prepared by

name/title	Kate Ritson and Gray O'Dwyer, Architectural Historians		
organization	EHT Tracerics, Inc.	date	December 2013
street & number	1121 5th Street, NW	telephone	(202)393-1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties 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
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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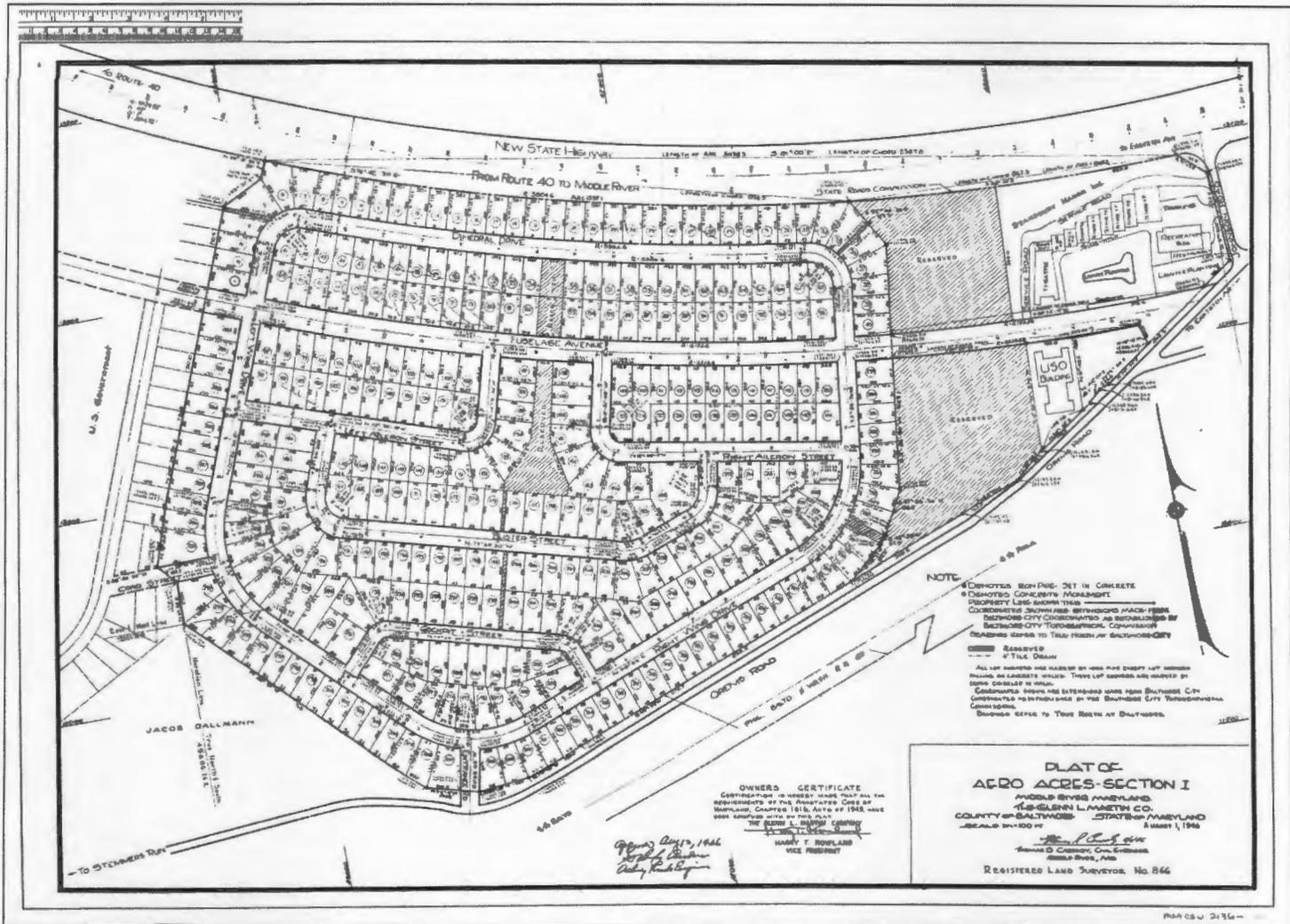
"War Workers Balk at Leaving Trailer Homes." *The Washington Post*. April 28, 1944, pg. 9.

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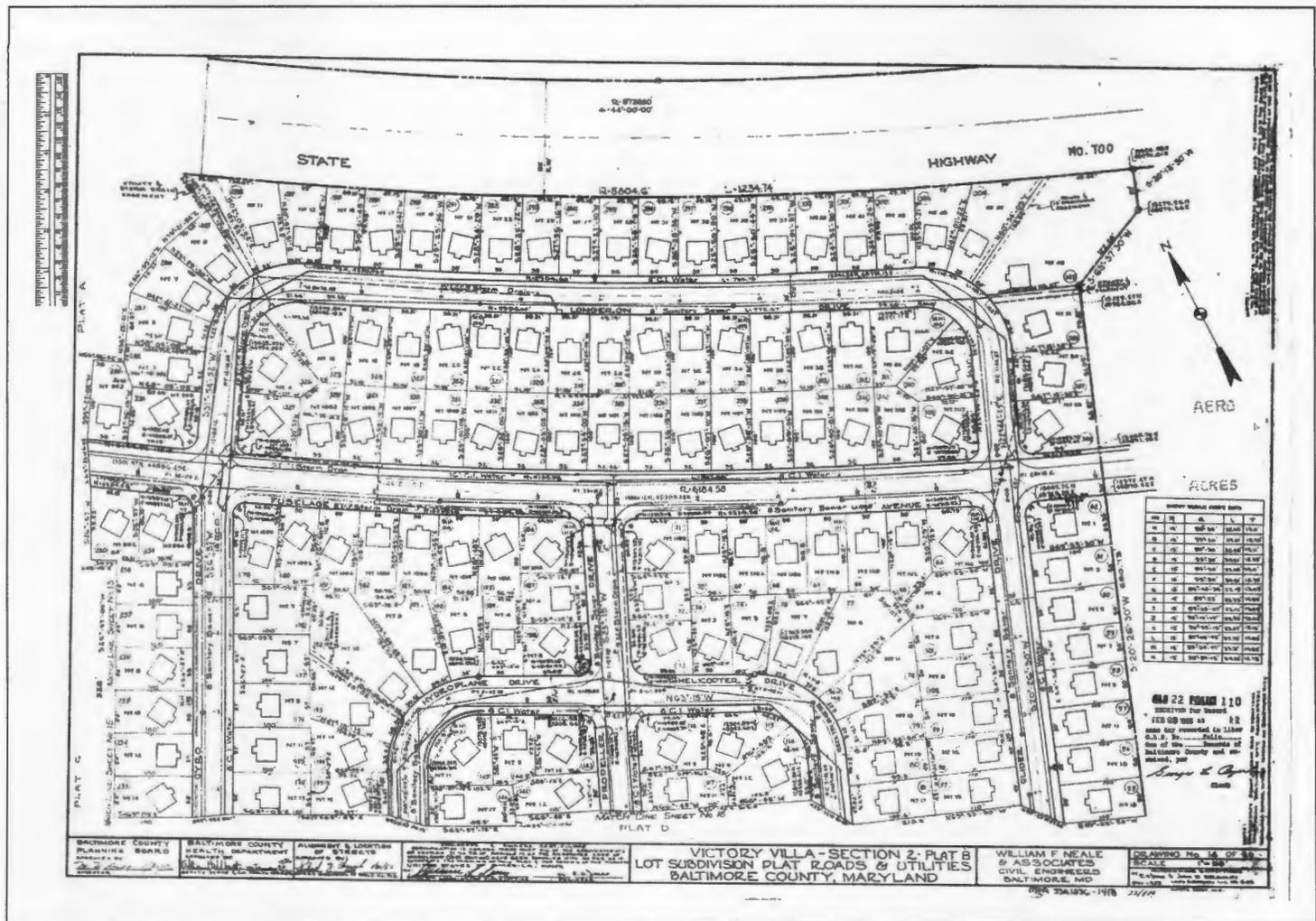
Plat of Aero Acres - Section 1, August 12, 1946, Plat Book CHK 13, pg. 139. Land Records of Baltimore County, Maryland.

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Aerial view of Stansbury Estates, ca. 1941. Courtesy of the Collection of the Glenn L. Martin Maryland Aviation Museum.

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Aerial of Martin plant and Wilson's Point, April 30, 1946. Courtesy Collection of GLMMAM.

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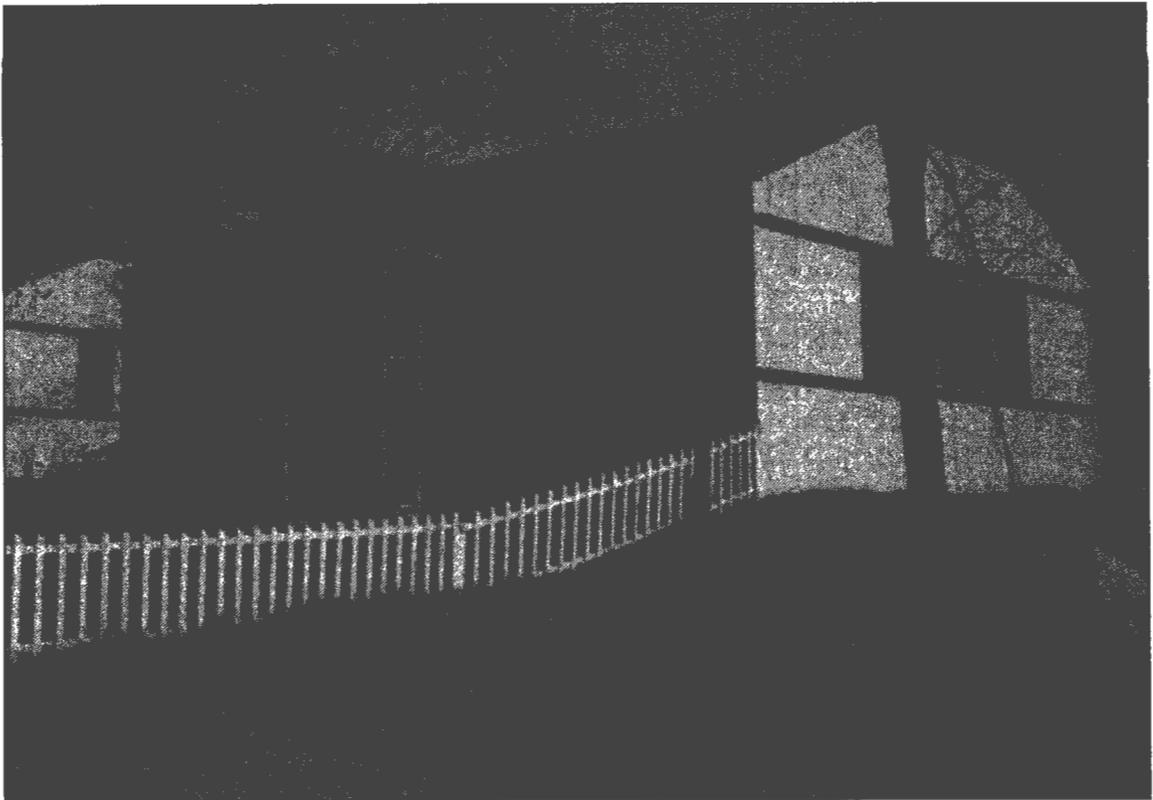
Typical streetscape in Aero Acres/Victory Villa (possibly Compass Rd at Fuselage Avenue), ca. 1941. Courtesy Collection of GLMMAM.

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Historic Properties Form

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Name **Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)**
Continuation Sheet

Number 9 Page 8



Typical Pierce-Cemesto House, Aero Acres/Victory Villa. Courtesy Collection of GLMMAM.

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

Inventory No. BA-3286

Name Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)
Continuation Sheet

Number 9 Page 9



Typical Pierce-Cemesto House, Stansbury Estates (probably the "sample house" at 3 Cypress Drive). Courtesy Collection of GLMMAM.

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

Inventory No. BA-3286

Name Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)
Continuation Sheet

Number 9 Page 10



Wilson Point Road at Fern Place, August 11, 1941. Courtesy Collection of GLMMAM.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3286

Name Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)
Continuation Sheet

Number 9 Page 11



Typical Pierce-Cemesto House living room, ca. 1941. Courtesy Collection of GLMMAM.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3286

Name Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)
Continuation Sheet

Number 9 Page 12



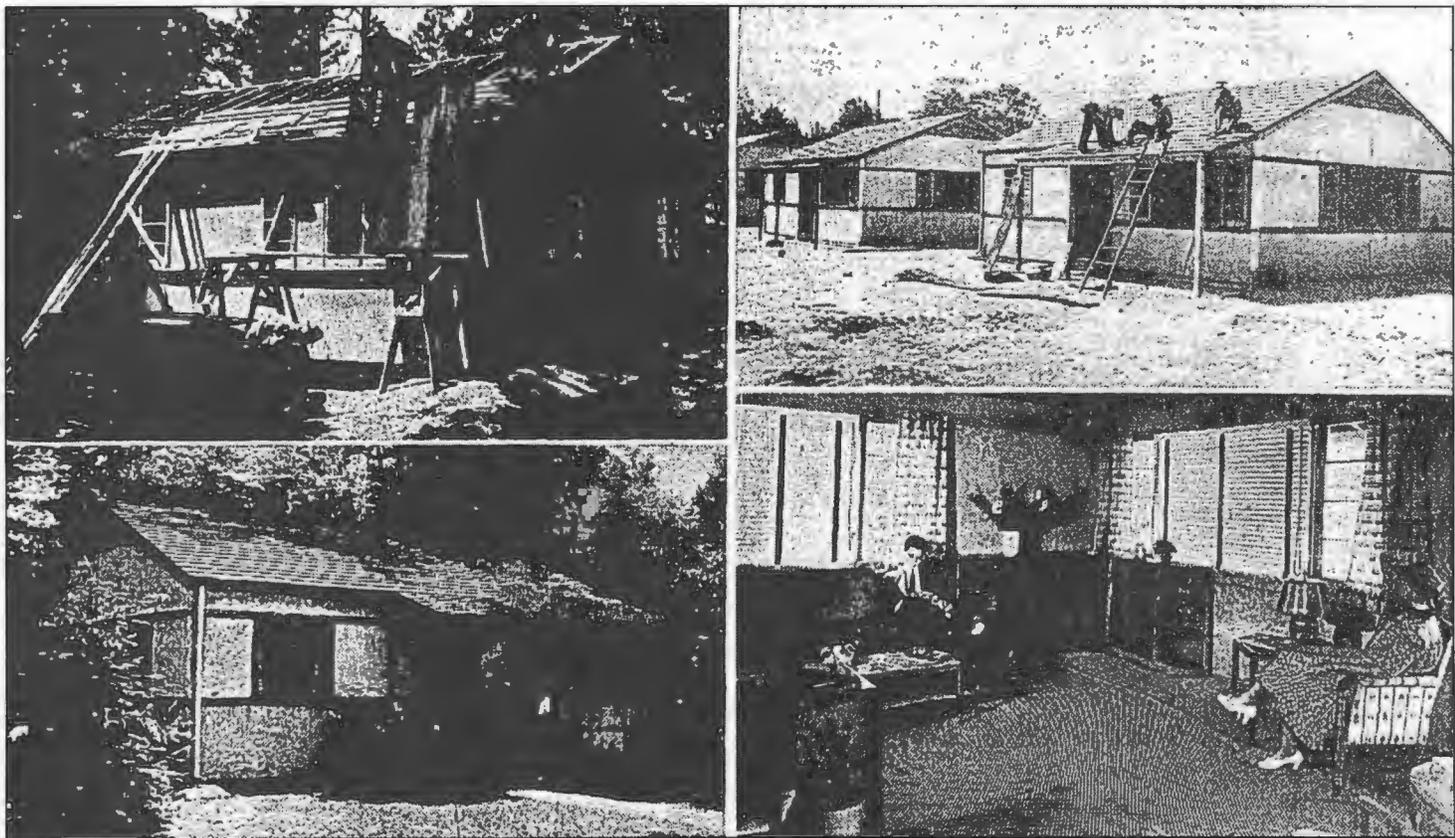
1940s advertisement for Pierce-Cemesto houses. Courtesy Collection of GLMMAM.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

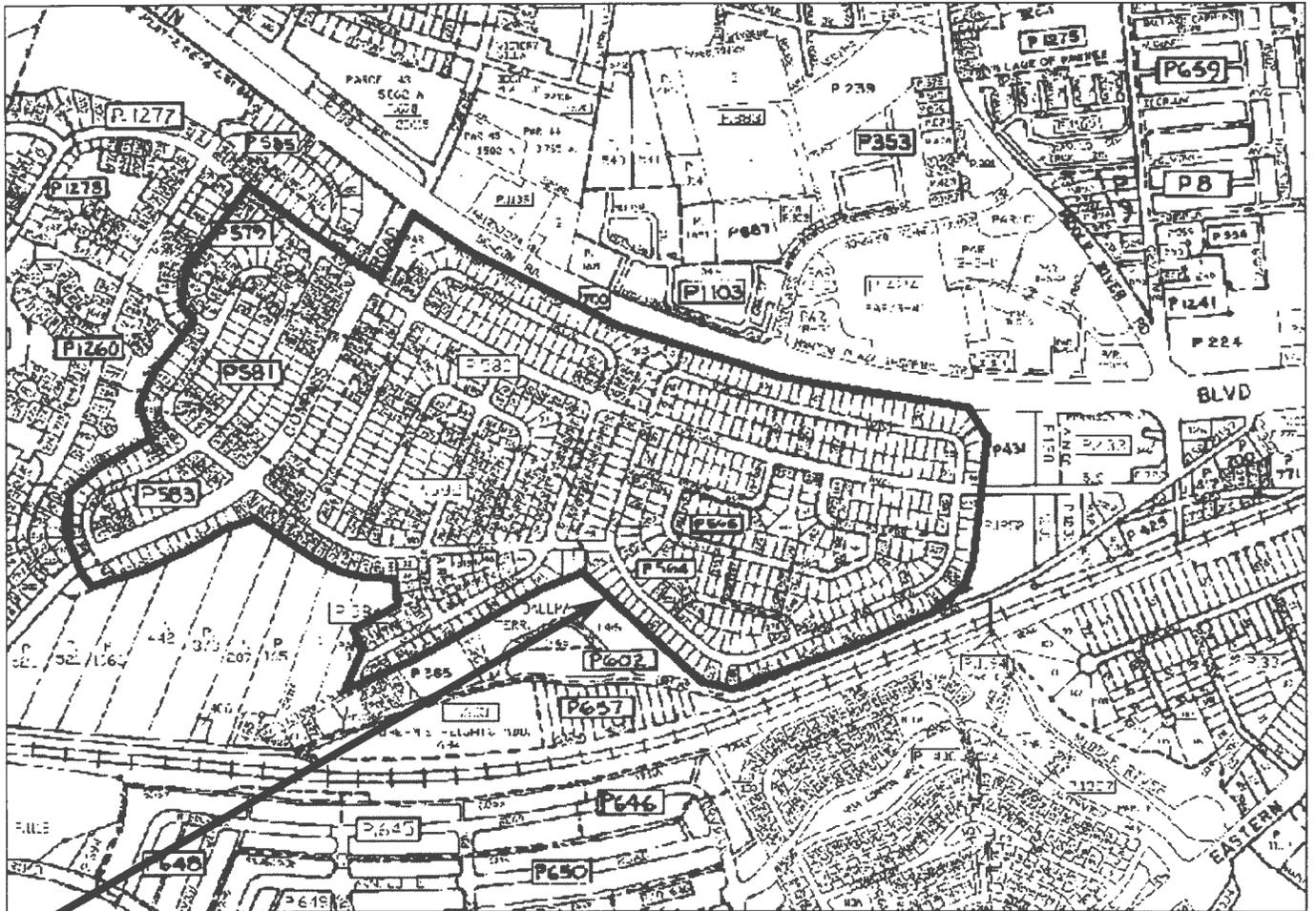
Inventory No. BA-3286

Name Stansbury Estates, Aero Acres, southern Victory Villa Subdivisions (Pierce-Cemesto Houses)
Continuation Sheet

Number 9 Page 13

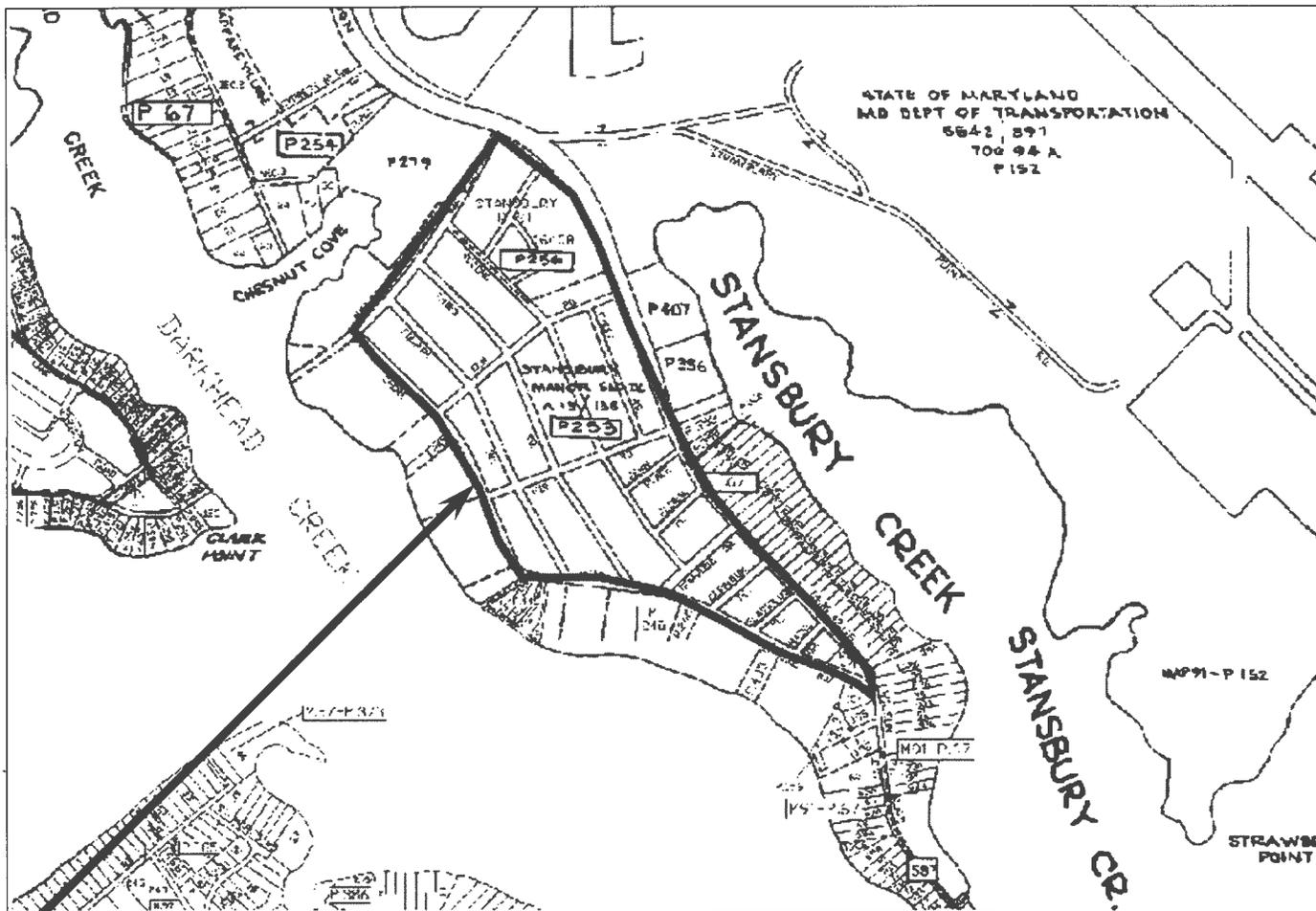


"600 Houses Rise Fast Near Martin Plant." The Baltimore Sun. August, 10, 1941, pg. M5. Photo showing construction of houses in Stansbury Estates and Aero Acres.



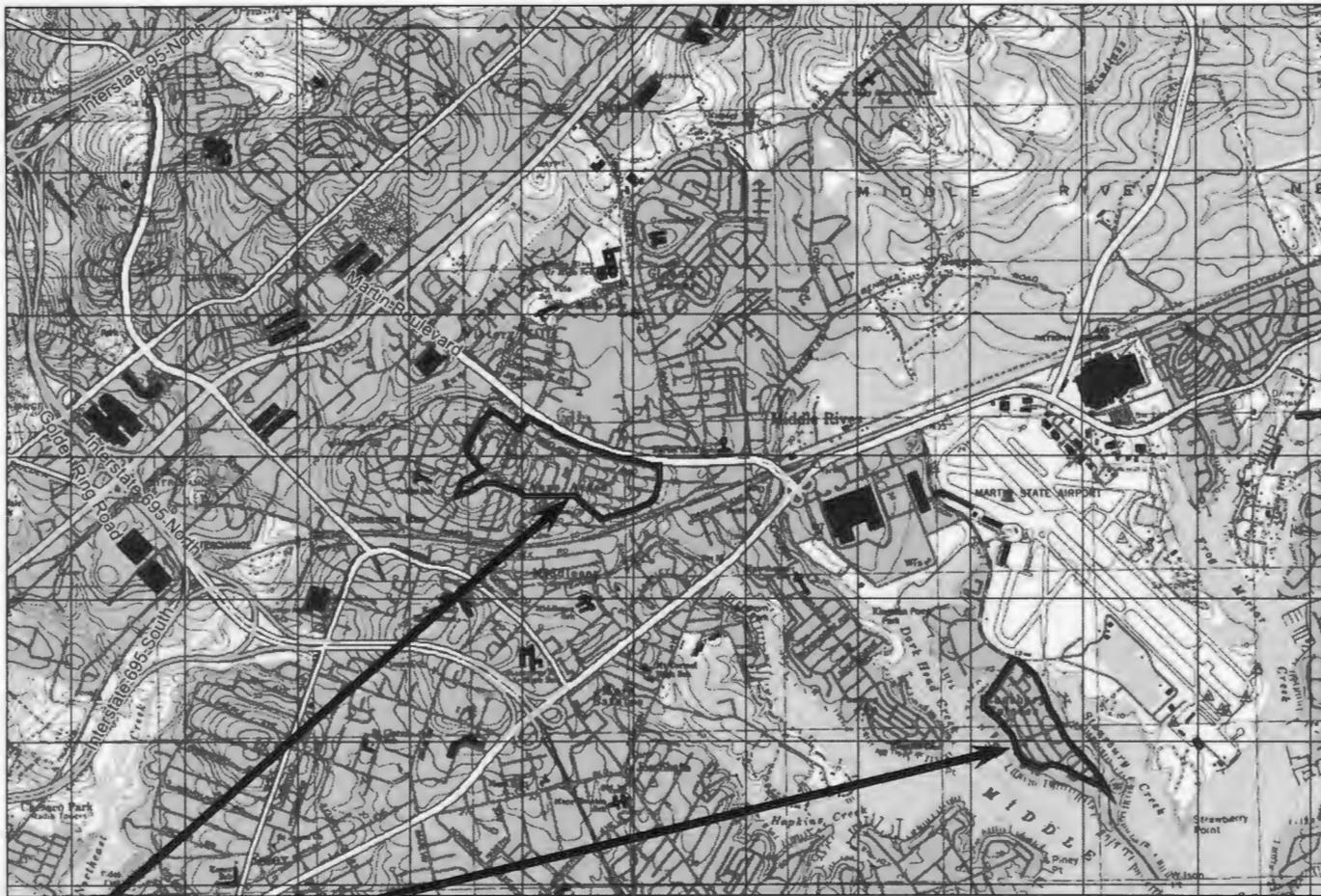
Aero Acres and southern Victory Villa subdivisions (Pierce-Cemesto Houses) (BA-3286)
Middle River, Baltimore County, Maryland 21220
Map Courtesy of Maryland Property Records (SDAT); <http://mdlandrec.net>
EHT Traceries, 2013





Stansbury Estates subdivision (Pierce-Cemesto Houses) (BA-3286)
 Middle River, Baltimore County, Maryland 21220
 Map Courtesy of Maryland Property Records (SDAT); <http://mdlandrec.net>
 EHT Traceries, 2013





Stansbury Estates, Aero Acres, southern Victory Villa subdivisions (Pierce-Cemesto Houses) (BA-3286)

Baltimore County, Maryland

Middle River Quadrangle, USGS Topographic Map, 1965, Revised 1979

EHT Traceries, 2013



PROJECT NO. BA855B21 DIGITAL PHOTOLOG* BALTIMORE COUNTY, MARYLAND	BA-3286, Stansbury Estates, Aero Acres, southern Victory Villa subdivisions (Pierce- Cemesto Houses) Photographer: EHT Tracerics Date: November 12, 2013
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1.	BA-3286	2013-11-12	01	12, 10, 8 Blister Street (Aero Acres), view looking NW
2.	BA-3286	2013-11-12	02	29, 31, 33 Right Aileron Street (Aero Acres), view looking NE
3.	BA-3286	2013-11-12	03	10 Blister Street (Aero Acres), view looking NW
4.	BA-3286	2013-11-12	04	23 Right Aileron Street (Aero Acres), view looking NE
5.	BA-3286	2013-11-12	05	42 Left Wing Drive (Aero Acres), view looking SW
6.	BA-3286	2013-11-12	06	902, 904 Fuselage Avenue (Victory Villa), view looking S
7.	BA-3286	2013-11-12	07	1003 Fuselage Avenue (Victory Villa), view looking NE
8.	BA-3286	2013-11-12	08	118, 120, 122 Yawmeter Drive (Victory Villa), view looking SE
9.	BA-3286	2013-11-12	09	908, 904, 902 Cord Street (Victory Villa), view looking SE
10.	BA-3286	2013-11-12	10	10, 12, 14 Propeller Drive (Victory Villa), view looking SE
11.	BA-3286	2013-11-12	11	3, 5 Fir Drive (Stansbury Estates), view looking S
12.	BA-3286	2013-11-12	12	10, 8 Floral Place (Stansbury Estates), view looking NW
13.	BA-3286	2013-11-12	13	5, 7, 9 Gladiolus Place (Stansbury Estates), view looking SE
14.	BA-3286	2013-11-12	14	7 Gladiolus Place (Stansbury Estates), view looking NE
15.	BA-3286	2013-11-12	15	1400 Wilson Point (Stansbury Estates), view looking S
16.	BA-3286	2013-11-12	16	1415 Shore Road (Stansbury Estates), view looking S
17.	BA-3286	2013-11-12	17	1415 Shore Road (Stansbury Estates), view looking N

*All photographs printed on Epson Ultra Premium Photo Paper with Epson Ultra Chrome K3 Ink.



BA-3286

PIERCE - CEMENTO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

ENT TRACERIES

11/2013

MD SHPO

12, 10, & BUSHER STREET (AERO ACRES), LOOKING NW

*10P17



BA-3286

PIERCE - DEMESTO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACES

11/2013

MDSHTPO

29, 31, 33 RIGHT AILERON STREET (AERO ACRES), LOOKING NE

#2017



BA=3286

PIERCE - CEMENTO HOUSES

STANSBURY ESTATES, AEREO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACERIES

11/2013

MDSHPO

10 BUETEL STREET (AEREO ACRES), WOODLYNG NW

*30911



BA-3286

PIERCE - CEMETERY HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACES

11/2013

MD SHPO

23 RIGHT MILLERON STREET (AERO ACRES), LOOKING NE

*4 of 17



BA-3286

PIERCE-CEMESTO HOUSES

STANSBURY ESTATES, AERD ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACERIES

11/2013

MDSHPO

42 LEFT WING DRIVE (AERD ACRES), LOOKING SW

* 50F17



BA-3286

PIERCE-CEMESPO HOUSES

SPANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

ETH TRANCES

11/2013

MDSHPO

902, 904 FUSEVAGE AVENUE (VICTORYVILLA), LOOKING S

* 60 FT



BA-3286

PIERCE-COMESTO HOUSES

STANSBURY ESTATES, AERD ACRES, VICTORY VILVA SUBDIVISIONS

BALTIMORE COUNTY, MD

ENR TRACERIES

11/2013

MOSHPO

1003 FUSE VAGE AVENUE (VICTORY VILVA), LOOKING NE

*70F17



BA-3286

PIERCE-CEMENTO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

ETH GRACES

11/2013

MDSTPO

118, 120, 122 YANMETER DRIVE (VICTORY VILLA), LOOKING SE

*80FL7



BA-3286

PIERCE-CEMETEO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILIA SUBDIVISIONS

BAVIMORE COUNTY, MD

ETH TRACEMES

11/2013

MDSHPO

908, 904, 902 CORD STREET (VICTORY VILIA), VIEW LOOKING SE

* 9 OF 17



BA-3286

PIERCE - CEMETRO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BAaltimore COUNTY, MD

ETH-TRACELLES

11/2013

MBSHPO

10, 12, 14 PHOENIX DRIVE (VICTORY VILLA), LOOKING SE

*100 FT



BA-3286

PIERCE-CEMESKO HOUSES

STANBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACES

11/2013

MDSHIP0

3,5 FIR DRIVE (STANBURY ESTATES), LOOKING S

*11 OF 17



BA-3286

PIERCE-CEMESTO HOUSES

STANSBURY ESTATES, AERODOMES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

EHT TRACERIES

11/2013

MDSHIPJ

10,8 FLORAL PLACE (STANSBURY ESTATES), LOOKING NW

X 12 OF 17



BA-3286

PIERCE - CEMENTO HOUSES

STANSBURY ESTATES, APPROXIMATES, VICTORY VILLA SUBDIVISIONS

BALTIMORE COUNTY, MD

ENTRANCES

11/2013

MDSTR0

5,7,9 RADIIUS PLACE (STANSBURY ESTATES) LOOKING SE

*13017



BA-3286

PIERCE - CEMESPO HOUSES

STANSBURY ESTATES, AERO ACRES, VICTORY VIVA SUBDIVISIONS

BALTIMORE COUNTY, MD

ENH TRACERIES

11/2013

MDSHPO

76 GLADIOLUS PLACE (STANSBURY ESTATES), LARKING NE

*140F17



BA-3286

PIERCE-CEMENTO HOUSE

STANSBURY ESTATES, AERODACRES, VICTORY VILLAGE SUBDIVISIONS

BAITIMORE COUNTY, MD

ETC TRACEMES

11/2013

MDGHP0

1400 WILSON POINT (STANSBURY ESTATES) LOOKING S

15 OF 17



BA-3286

PIERCE-CEMERO HOUSE

STANSBURY ESTATES, AERO ACRES, VICTORY VILLA SUBDIVISIONS

BAVIMORE COUNTY, MD

EHT TRACERIES

11/2013

MD SHPO

1415 SHORE ROAD (STANSBURY ESTATES), LOOKING S

*16 OF 17



BA-3286

PIERCE-CEMERTO HOUSE

STANSBURY ESTATES, APPROX 4 ACRES VICTORY VILLAG SUBDIVISIONS

BAITIMORE COUNTY, MD

ETH PLACEWES

11/2013

MDSHPD

1416 STORE ROAD (STANSBURY ESTATES), USTOMING N

*17077