

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Kenwood Avenue Neighborhood Inventory Number: BA-3139

Address: Kenwood Avenue Historic district: yes no

City: Baltimore Zip Code: 21206 County: Baltimore County

USGS Quadrangle(s): Baltimore East

Property Owner: See attached Tax Account ID Number: See Attached

Tax Map Parcel Number(s): See Attach Tax Map Number: See Attach

Project: Section 100: I-95, I-895(N) Split to North of MD 43 Agency: Maryland Transportation Authority

Agency Prepared By: A.D. Marble & Company

Preparer's Name: Stephanie Foell Date Prepared: 12/1/2003

Documentation is presented in: See Key References List

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes no Listed: yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

The 17 buildings which comprise the Kenwood Avenue grouping are all modest residences constructed from 1903-1952. Most of the buildings date from the 1940s and 50s, with only four earlier residences dating from 1903, 1927, circa 1935, and 1933. Building types include Minimal Traditional and Cape-Cod houses and bungalows of one or one-and-one-half stories, with the exception of the earliest building, which is a modified I-house form with a cross-gable roof. All of the buildings have experienced some degree of alteration, including the application of siding and the installation of replacement windows, and many are so heavily compromised that it is difficult to discern any original architectural features.

Kenwood Avenue is a major thoroughfare and is curvilinear in form. The section being evaluated runs perpendicular to Interstate 95. The surrounding streets consist primarily of residences dating from the 1940 and 50s. Most of the residences along this section of Kenwood Avenue are set back slightly from the street, and are not spaced closely. They have small to moderate-sized front yards and most have some type of landscaping, most commonly foundation plantings consisting of evergreen shrubs. Most of the trees in the area appear to date from the primary period of construction in the 1940s.

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Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
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MHT Comments:	
<u>Jim Janlunas</u> Reviewer, Office of Preservation Services	<u>6/15/04</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>6/15/04</u> Date

The predominant building form of the Kenwood Avenue grouping is the Minimal-Traditional cottage. Single-story in form, these modest residences have little or no eave overhang and small rectangular footprints. They are devoid of architectural ornamentation, and feature gable roofs. Some examples of this form include the residences at 5702, 5703, 5705-5708, 5712, 5906, 5908, and 6000 Kenwood Avenue.

Cape-Cod cottages are located at 5905, 6002, and 6003 Kenwood Avenue. This form is essentially a Minimal-Traditional cottage with side-facing gables and gable dormers on the roof.

The oldest residence in the grouping is located at 5902 Kenwood Avenue and is likely an early farmhouse building. The simple, two-and-one-half story building is devoid of architectural ornamentation and features a full-width, single-story, shed-roof porch and a cross-gable roof with a steeply pitched, front-facing gable. The application of asbestos-shingle siding and the installation of replacement windows compromises the integrity of the residence.

Bungalows are located at 5904 and 5710 Kenwood Avenue, and what appears to be a Cotswald or Tudor-Revival cottage that has been heavily altered is located at 5709 Kenwood Avenue.

History/Significance

General Regional History

The Kenwood Avenue neighborhood group is located in northeastern Baltimore County in the Rosedale neighborhood, which derives its name from William T. Smith's nearby nineteenth-century plantation of that name as shown on Griffith Morgan Hopkins' 1877 Atlas of Baltimore County, Map of the 12th District. In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming. After World War II, the growing suburbanization of the Baltimore region reached Rosedale and much of the farmland was subdivided into smaller lots. Many post-War neighborhoods containing small residences are concentrated in this part of Baltimore County.

Philadelphia Road

The area of Baltimore County that is now Rosedale developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. After several attempts to establish a turnpike, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road in 1814. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

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During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

Agricultural Development in Northeastern Baltimore County

European settlement of northeastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry. This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern, plantation-owning counterparts (Marks 2000:11).

Rosedale was originally part of an agricultural region. By the mid-nineteenth century, many landowning residents were either German, Polish, or Irish immigrants. Generally, farms were small in size and produced relatively minor amounts of what were known as "stoop crops," vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

Suburban Growth

Substantial suburban growth would not come to Rosedale until the 1950s. Following World War II, there was a housing shortage in the Baltimore area, and developers purchased many farms for housing developments. Returning war veterans took advantage of the Servicemen's Readjustment Act of 1944, commonly called the G.I. Bill of Rights, which provided guarantees on home mortgages. Furthermore, Americans' growing reliance on the automobile allowed a massive residential shift away from Baltimore to the suburbs. This change is particularly evident in portions of Rosedale, where new streets were laid out and small Minimal-Traditional residences, common in the post-War years, are plentiful. Residential growth in this locality began in the 1950s and continued steadily over the following decades, with 75 percent of the 1990s extant housing units constructed between 1950 and 1979.

The Kenwood Avenue neighborhood group is an example of an unplanned suburban neighborhood, a "cluster of buildings not conceived as a planned neighborhood or planned development and . . . built within a wide date range (Suburbanization Historic Context and Survey Methodology n.d.:b)." Unplanned neighborhoods in Maryland often developed along major transportation routes such as Philadelphia Road/Maryland Route 7, with buildings first occurring along the main route and later expanding onto new streets.

The oldest building in the Kenwood Avenue neighborhood grouping is a cross-gable, I-house form that dates to 1903 and may be a remnant of the period of agricultural activity in Rosedale. It is located directly adjacent to Interstate 95. Two of the other earlier

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houses within the Kenwood Avenue grouping are bungalows which date to 1927 and 1933. Following this earliest period of construction, a surge in post-War construction occurred, and the majority of the houses on the street were built. These houses are examples of the Cape-Cod or Minimal Traditionals, and were built until 1952.

Cape-Cod and Minimal-Traditional residences (which are not distinguished from each other by some scholars) are the consequence of the dire need for small residences in the years at the end of and directly following World War II. Quick, efficient, and affordable construction was of paramount importance, and the resulting houses display little architectural ornamentation. Commonly one or one and one-half stories, roofs are gable forms and the eaves are usually close to the building.

This broad range of construction dates gives the neighborhood a somewhat incoherent appearance, although the majority of the residences are of similar size and scale and reflect a consistent setback.

Beyond the boundaries of the current area of potential effect/study area, the greater Rosedale area displays a similar lack of coherence, with turn-of-the century farmhouses intermingled with early-twentieth century bungalows and a strong majority of post-War, Cape-Cod and Minimal-Traditional houses.

Determination of Eligibility

The Kenwood Avenue neighborhood grouping is a collection of primarily mid-twentieth century residences. Modest in scale, these buildings have all undergone substantial alterations to their original building materials.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield, information important in history or prehistory.

The Kenwood Avenue neighborhood grouping is not eligible for listing in the National Register of Historic Places. Under Criterion A, it is not associated with any significant events that impacted the broad patterns of American history. Although a small subset of neighborhoods have a strong historic association with suburbanization trends and/or impacted later neighborhoods, the Kenwood Avenue grouping does not have these important associations which would make it eligible under Criterion A. Similarly, research did not uncover any associations with prominent persons which would make the grouping eligible under Criterion B.

The Kenwood Avenue neighborhood grouping is not eligible under Criterion C as an example of an unplanned suburban neighborhood. According to Suburbanization Historic Context and Survey Methodology, for an unplanned neighborhood to be eligible under Criterion C, it must possess an exceptionally high level of integrity of materials, design of individual properties, feeling, and setting to represent a direct association with the suburban movement. Most of the residences in the Kenwood Avenue grouping retain little architectural integrity due in large part to alterations in building materials and fenestration. No properties within the Kenwood Avenue grouping are individually eligible for the National Register, including the 1903 I-house that has lost its integrity of site with the intrusion of Interstate 95. The neighborhood was not evaluated under Criterion D.

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Key References

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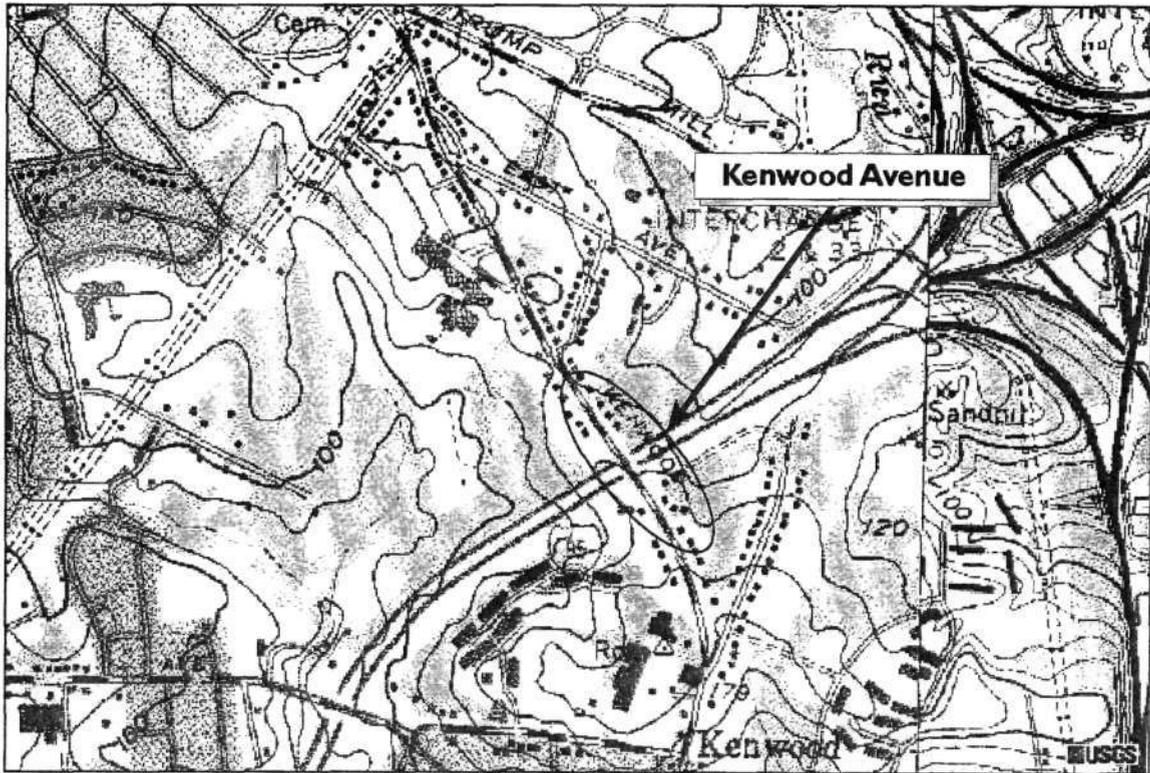
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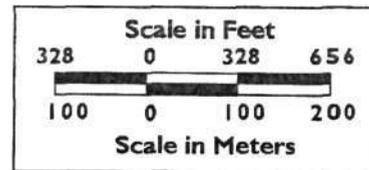
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BA - 3139
Resource Location Map
Section 100: I-95, I-895 (N) Split to North of MD 43
Baltimore County, Maryland



Map Source: USGS Topographic Quadrangle; Baltimore East, MD





BA-3139

5702 Kenwood Ave / Kenwood Ave. Neighborhood

Baltimore County, MD

S. Foell

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MD SHPO

Front + left facades; view to NE

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5705 Kenwood Ave / Kenwood Ave. Neighborhood
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Side facade; view to SW

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5709 Kenwood Ave / Kenwood Ave Neighborhood

Baltimore County, MD

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Front facade; view to SW

3/8

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BA-3139

5712 Kenwood Ave. / Kenwood Ave. Neighborhood

Baltimore County, MD

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Front facade ; view to NE

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5908 Kenwood Ave. / Kenwood Ave. Neighborhood

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Front facade; view to NE

6/8

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6000 Kenwood Ave./Kenwood Ave. Neighborhood

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Front & left facade; view to NE

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