

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes   
no

BA-3212

Property Name: 10006 Philadelphia Road Inventory Number: ~~BA-2441~~

Address: 10006 Philadelphia Road Historic district:  yes  no

City: Baltimore Zip Code: 21220 County: Baltimore County

USGS Quadrangle(s): Middle River

Property Owner: Roy A. and Betty M. Allen Tax Account ID Number: 1401035577

Tax Map Parcel Number(s): 558 Tax Map Number: 82

Project: Campbell Boulevard Extension Agency: Baltimore County Government

Agency Prepared By: A.D. Marble & Company

Preparer's Name: Stephanie Foell Date Prepared: 11/19/2004

Documentation is presented in: Campbel Boulevard Extended

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 residence at 10006 Philadelphia Road is a two-story, Dutch Colonial Revival house with a side-gambrel roof. It was constructed in 1927. The exterior is clad in clapboard. The house sits atop a molded concrete-block foundation. The asymmetrical façade, which faces southeast, features an off-center entrance that is reached by a small flight of stairs. The entrance is sheltered by a round-roof covering supported by simple turned columns. A large, continuous, shed-roof dormer dominates the roof of the façade, forming the second story of the building. Replacement windows are found throughout the house. They are six-over-one configurations. On the first level of the façade, they are hung in a pair, but they are hung singly on the second level. On the façade, the windows are flanked by non-operable shutters.

The side elevations are both asymmetrical and feature irregularly placed windows, hung singly and in pairs and with and without shutters. An entrance on the northeast elevation is covered by a pediment supported on wall braces. The rear elevation also features a prominent shed-roof dormer and a shed-roof addition.

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MHT Comments:

Jim Tencino  
Reviewer, Office of Preservation Services

3/8/05  
Date

[Signature]  
Reviewer, National Register Program

3/11/05  
Date

The side-gambrel roof has slightly flared eaves and is covered in composite shingles.

The residence is set back slightly from Philadelphia Road. A driveway runs to the south of the house. Minimal foundation plantings occur on the side elevations, and young deciduous trees are found on the property. Several recently constructed metal sheds are also located on the site.

Please note that the residence was previously identified as the Holtzner House. However, ownership has changed and the property will be identified by its address.

History/Significance

General Regional History

The residence at 10006 Philadelphia Road is located in the Nottingham/Philadelphia Road neighborhood in eastern Baltimore County in the White Marsh area. 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 White Marsh 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. In 1814, 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. 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.

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

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Reviewer, National Register Program	Date

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 Eastern Baltimore County**

European settlement of eastern 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).

White Marsh was originally part of an agricultural region. 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 White Marsh until the 1940s and 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-style 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 1990 extant housing units constructed between 1950 and 1979.

The Nottingham/Philadelphia Road neighborhood group, which encompasses 10006 Philadelphia Road, 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 earliest houses within the Nottingham/Philadelphia Road neighborhood grouping were constructed in the 1920s. These buildings include an I-house, bungalows, and 10006 Philadelphia Road, which is a Dutch Colonial Revival residence. Like 10006 Philadelphia Road, the majority of these early buildings have been altered, most notably with the application of siding, the construction of additions, and the installation of replacement windows. Following this earliest period of construction, Minimal Traditional and Ranch houses appeared in the 1950s. These houses from mid century comprise the majority of buildings in the neighborhood. In addition to the alterations to the earliest buildings, subsequent construction in the 1960s and 70s greatly obscures the remaining historic character of the neighborhood. The neighborhood lacks architectural cohesion because of the long span of construction and the resulting conglomeration of building styles.

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Reviewer, Office of Preservation Services							Date						
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## Dutch Colonial Revival Architecture

Dutch Colonial Revival buildings, a prevalent style that was constructed primarily between 1895 and 1930, are derived from earlier Dutch Colonial architecture. The most common characteristic of Dutch Colonial Revival architecture is the presence of a gambrel roof form—either facing to the front or the side of the building. McAlester and McAlester estimate that approximately ten percent of all Colonial Revival architecture can be classified as Dutch Colonial Revival. The presence of a continuous shed-roof dormer and side-gambrel roofs are especially common (McAlester and McAlester 1991: 322).

## Determination of Eligibility

The residence at 10006 Philadelphia Road in the Nottingham/Philadelphia Road neighborhood is an altered example of a Dutch Colonial Revival house, a typical form and style present in the eastern portion of Baltimore County.

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 residence at 10006 Philadelphia Road is not eligible for the National Register of Historic Places, nor is the Nottingham/Philadelphia Road neighborhood grouping, which contains the residence. (See the Determination of Eligibility Form for the Nottingham/Philadelphia Road neighborhood, BA-3164, for a complete discussion of the history and eligibility of the neighborhood.) Under Criterion A, the residence is not associated with any significant events that impacted the broad patterns of American history. Similarly, research did not uncover any associations with prominent persons which would make the grouping eligible under Criterion B.

The residence is not eligible under Criterion C as an example of a Dutch Colonial Revival building. Dutch Colonial Revival residences are found throughout Baltimore County neighborhoods dating from the first half of the twentieth century. The residence has suffered a loss of integrity with the first-story addition on the rear of the building and the installation of replacement windows. The property was not evaluated under Criterion D.

## Key References:

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1915 Atlas of Baltimore County Maryland. G.W. Bromley & Company. Philadelphia, Pennsylvania.

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1979 A History of Baltimore County. Friends of the Towson Library, Incorporated, Towson, Maryland.

Hollifield, William  
1978 Difficulties Made Easy: History of the Turnpikes of Baltimore City and County. Baltimore County Historical Society,

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

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## MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

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10006 Philadelphia Road

Cockeysville, Maryland.

Hopkins, Griffith Morgan  
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Marks, David  
2000 The History of Perry Hall, Maryland. Gateway Press, Inc., Baltimore, Maryland.

McAlester, Virginia and Lee McAlester  
1984 A Field Guide to American Houses. Alfred A. Knopf, Inc., New York, New York.

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1990 An Agricultural History of Baltimore County, Maryland. N.p.

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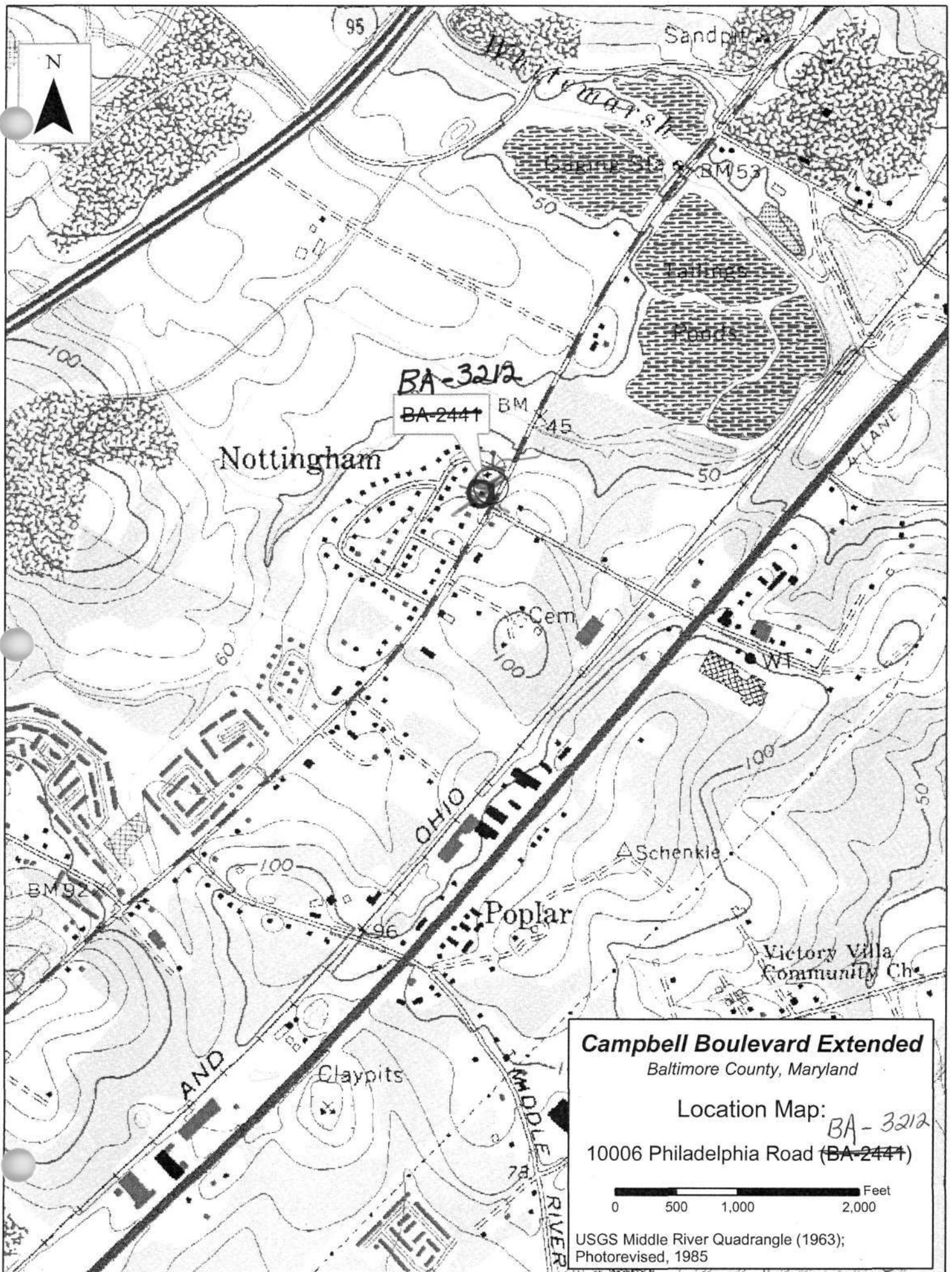
Scharf, J. Thomas  
1881 History of Baltimore City and County. Lewis Everts Company, Philadelphia, Pennsylvania.

Sidney, James C.  
1850 Map of the City and County of Baltimore, Maryland. James M. Stephens, Baltimore, Maryland.

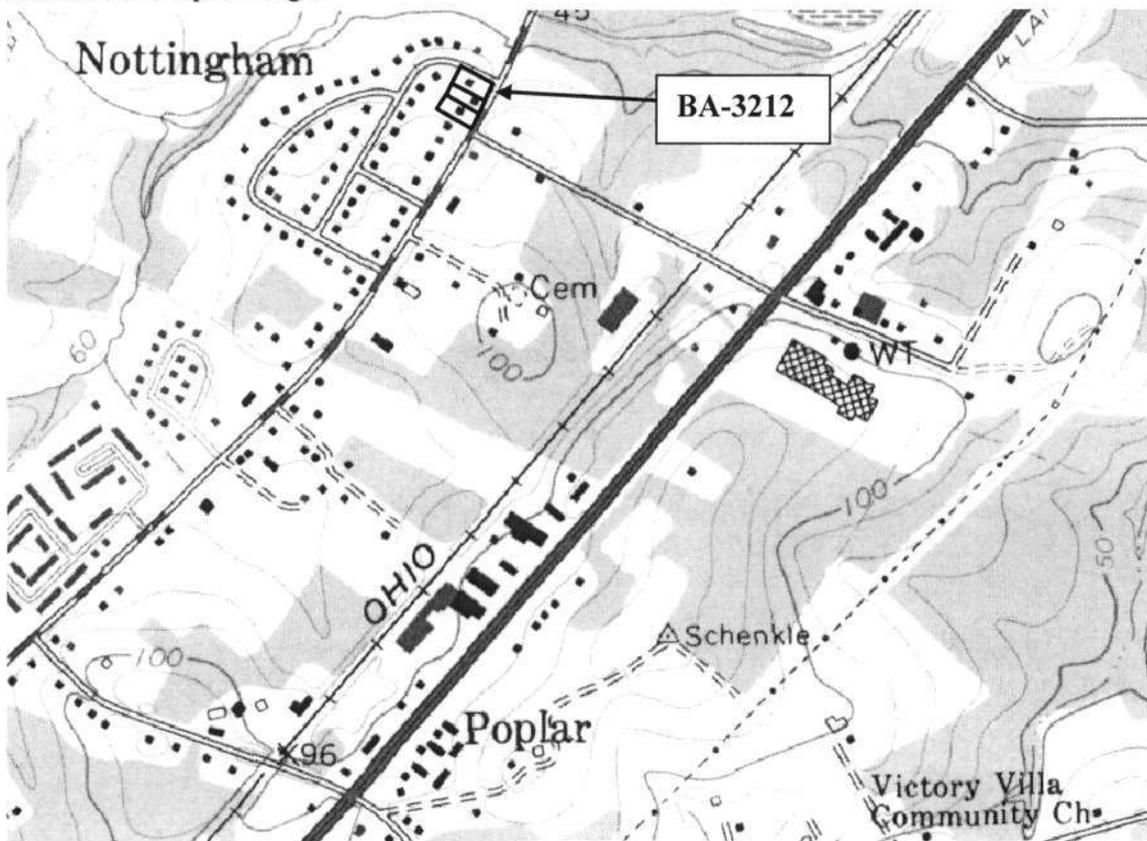
Taylor, Robert  
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USGS  
1890-1969 Quadrangle Maps for Baltimore East, Gunpowder, White Marsh, and White Marsh. USGS 15 Minute Series. United States Department of the Interior.

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BA-3212  
10006 Philadelphia Road (MD 7), Middle River  
Middle River quadrangle



Mapquest Aerial Photo, c. 2007

Tax Map 82, p. 589





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10006 Philadelphia Road (previously  
misidentified as the Holtzner House)

Baltimore County, MD

SFSell

11/2004

MD SHPO

View to the West

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