

CAPSULE SUMMARY
Leeds Avenue Residential Survey Area
BA-3279
Baltimore County, MD

The buildings located between 4313 and 4512 Leeds Avenue consist of twenty-three primarily residential structures built between 1916 and 1950. Several of the former residential properties have been converted to office buildings. US 1 is located to the east of the residential properties. Interstate 695 is located approximately 500 yards to the south. A mid twentieth century residential suburban development is located immediately west of the residential properties along Leeds Avenue. A commercial area, which includes a telephone company building, shopping plaza, and garages, is immediately south of the residential properties. The residential properties face onto Leeds Avenue and reflect the popular architectural styles and trends of the early to mid twentieth century. The Foursquare-style is the most prevalent design found in the survey area. Colonial Revival- and Bungalow-style dwellings are also found along Leeds Avenue. In addition, several vernacular houses are found in the neighborhood. Of the buildings in the survey area, three were built between 1916-1919, twelve were built between 1920-1929, five were built between 1930-1939, and three were built between 1940-1950. Several properties include detached garages to the rear, but most lack garages.

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no

Property Name: Leeds Avenue Residential Survey Area Inventory Number: BA-3279
 Address: 4313-4512 Leeds Avenue Historic district: yes no
 City: Arbutus Zip Code: 21229 County: Baltimore County
 USGS Quadrangle(s): Baltimore West
 Property Owner: multiple Tax Account ID Number: multiple
 Tax Map Parcel Number(s): multiple Tax Map Number: multiple
 Project: BA321B2A Agency: SHA
 Agency Prepared By: McCormick Taylor, Inc.
 Preparer's Name: Charles Richmond Date Prepared: 1/9/2013

Documentation is presented in: _____

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 Listed: yes

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

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

Leeds Avenue Residential Survey Area

As described in the attached MIHP form, the Leeds Avenue Residential Survey Area (BA-3279) includes twenty-three residential and commercial properties located between 4313 and 4512 Leeds Avenue. The primarily residential structures built between 1916 and 1950. The buildings within the survey area are undistinguished examples of common early-to-mid twentieth century building types and styles. It has been determined that none of the individual structures within the Leeds Avenue Residential Survey Area are individually eligible for the National Register.

Evaluation

The Leeds Avenue Residential Survey Area (BA-3279) is being evaluated for the National Register of Historic Places. The Leeds Avenue Residential Survey Area is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The survey area does not appear to have been part of a planned twentieth century suburban development, but was instead randomly built out along a transportation corridor over a period of more than thirty years.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended

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

MHT Comments:

John J. Talbot ✓
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

4/10/13
Date

5/2/13
Date

The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the survey area does not possess a significant concentration of architecturally distinct resources representing the early-to-mid twentieth century. The majority of buildings have undergone minor alterations, such as use of replacement siding and windows. In addition, many have suffered more significant alterations. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The survey area is not eligible for the National Register of Historic Places.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

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

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3279

1. Name of Property (indicate preferred name)

historic Leeds Avenue Residential Survey Area

other

2. Location

street and number 4313-4512 Leeds Avenue __ not for publication

city, town Arbutus vicinity

county Baltimore

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

name multiple

street and number multiple telephone n/a

city, town Baltimore state MD zip code 21229

4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courts Building liber multiple folio multiple

city, town Baltimore tax map 0101 tax parcel multiple tax ID number multiple

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 checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> landscape	23	0
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	0	0
<input type="checkbox"/> site		<input type="checkbox"/> defense	0	0
<input type="checkbox"/> object		<input checked="" type="checkbox"/> domestic	0	0
		<input type="checkbox"/> education	0	0
		<input type="checkbox"/> funeralary	23	0
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<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	
			0	

7. Description

Inventory No. BA-3279

Condition

excellent ___ deteriorated
 good ___ ruins
 fair ___ altered

Leeds Avenue Residential Survey Area

The Leeds Avenue Residential Survey Area includes residential and commercial properties located between 4313 and 4512 Leeds Avenue. The survey area includes twenty-three primarily residential structures built between 1916 and 1950. Several of the former residential properties have been converted to office buildings. US 1 is located to the east of the residential properties. Interstate 695 is located approximately 500 yards to the south. A mid twentieth century residential suburban development is located immediately west of the residential properties along Leeds Avenue. A commercial area, which includes a mid twentieth century telephone company building, mid twentieth century shopping plaza, and garages, is immediately south of the residential properties. The residential properties face onto Leeds Avenue and reflect the popular architectural styles and trends of the early to mid twentieth century. The Foursquare-style is the most prevalent design found in the survey area. Colonial Revival- and Bungalow-style dwellings are also found along Leeds Avenue. In addition, several vernacular style houses are found in the neighborhood. Of the buildings in the survey area, three were built between 1916-1919, twelve were built between 1920-1929, five were built between 1930-1939, and three were built between 1940-1950. Several properties include detached garages to the rear, but most lack garages.

The properties at 4313, 4402, 4405, 4406, 4408, 4410, 4500, 4502, 4405, 4407, 4409, 4411, and 4503 Leeds Avenue are examples of the Foursquare-style. In general, these dwellings feature full-width porches, hipped roofs, and hipped roof dormers along the east and west slopes. A variety of exterior building materials have been utilized, including wood shingles, asbestos shingle, aluminum, and vinyl siding. The two-bay, two-and-a-half story frame residence at 4502 Leeds Avenue is typical. It features an asbestos shingle exterior, formed concrete block foundation, and asphalt shingle hipped roof. The fenestration includes one-over-one, paired one-over-one, and three light windows. The house has a wood paneled door with Colonial Revival surround and fanlight. The house at 4313 Leeds Avenue is a two-and-a-half story, four-bay frame Foursquare-style building with additions. The house is four-bays deep and appears to have originally been a duplex. The house was constructed in 1925, according to local tax records, but appears to have been constructed ca. 1906. 4313 Leeds Avenue appears to be recorded on the ca. 1906 plan for the Baltimore, Halethorpe & Elkridge Electric Railway. The main entrance is located within an enclosed, brick hipped roof addition along the west elevation. The building at 4405 Leeds Avenue is a two-and-a-half story, two-bay Foursquare-style house which has been converted to an office building. The building was constructed in 1920, according to local tax records. The building has a formed concrete block foundation, stucco exterior, and hipped asphalt shingle roof. An enclosed porch is found along the facade. The enclosed porch has an asphalt shingle hipped roof and combination brick and concrete block exterior. Awnings are attached above a row of one-over-one windows and wood paneled door. Hipped roof dormers are situated along the east and west slopes of the roof. The dormers have vinyl siding exteriors, asphalt shingles, and sliding windows.

Several Bungalow-style dwellings are found along Leeds Avenue. The house at 4404 Leeds Avenue is a one-and-a-half story, three-bay Bungalow-style dwelling constructed in 1925. The house incorporates many typical Bungalow-style elements, including the full width porch supported on columns. The plain columns feature large volutes on the capital. The ground floor windows along the façade feature sidelights, and the door has a prominent transom. The house at 4508 Leeds Avenue is a one-and-a-half story Bungalow-style residence built in 1918. The house has been altered, but includes a shed roof dormer with paired one-over-one windows and original attic level, three light triangular shaped windows.

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The house at 4417 Leeds Avenue was built in 1924 and is an example of a Dutch Colonial Revival-style dwelling. The side-gable, two-and-a-half story, three-bay frame residence features several notable details associated with the Dutch Colonial Revival-style. The house has a gambrel roof with full width shed roof dormers along both the east and west elevations. The house has a symmetrical appearance with a wood paneled door with cross bracing and nine-light glazing. A gable-roof hood with brackets is above the central doorway. A one-story frame wing is set along the south elevation. The house has been altered with the use of replacement siding, modern windows, and a wood deck to the east elevation.

Several vernacular style dwellings have been constructed along Leeds Avenue. The house at 4512 Leeds Avenue is a gable-front, two-bay vernacular frame structure that was built in 1930. The building lacks architectural ornamentation and has been altered through the use of replacement materials. A one-and-a-half story vernacular style dwelling is located at 4504 Leeds Avenue. This building, constructed in 1947, is among the more recent structures in the vicinity. The house is a modest, three-bay one-and-a-half story side gable structure with a random sandstone veneer and a moderately pitched roof.

8. Significance

Inventory No. BA-3279

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 type="checkbox"/> social history
	<input checked="" type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates

Architect/Builder unknown

Construction dates ca. 1916-1950

Evaluation for:

National Register

Maryland Register

not evaluated

Baltimore County

Baltimore County encompasses 612 square miles of land and 28 square miles of water and is bounded by Pennsylvania to the north, Harford County and the Chesapeake Bay to the west, Anne Arundel County to the south, and Howard and Carroll Counties to the west. The county was named for Cecilius (Cecil) Calvert, the second Lord Baltimore and the proprietor of Maryland. By the 1650s, colonists had begun to move into the area that is now Baltimore County, and by the 1680s colonists had begun to move inland towards the county's more northern and western regions. The City of Baltimore emerged as an important center of trade and commerce during the eighteenth century (Scharf 1881: 81-82). In 1800 Baltimore's population stood at 26,504, and in 1810 it had nearly doubled to 46,535 (United States Census Bureau 2013).

In 1827 the Baltimore & Ohio Railroad (B & O RR) was chartered and would grow to be one of the nation's leaders in the railroad industry. Construction on the B & O Railroad began in 1828, on the same day construction began on the Chesapeake & Ohio Canal. The development of these transportation systems was significant to the growth and development of the city and county. The city's population grew by 65% between 1840 and 1850, and in 1851 the City of Baltimore separated from Baltimore County (United States Census Bureau 2013).

The city continued to grow after the Civil War, and the city continued as a transportation hub. By 1890 the city had reached a population of 434,439, and its suburbs were expanding as well. The city's population continued to grow, and by 1900 it was 508,957. In 1904 the Great Baltimore Fire destroyed 70 blocks of the city's downtown. Nevertheless, the city continued to grow and expand with an industrial base focused on steel processing, shipping, and later auto manufacturing. The city grew in area by annexing suburbs from the surrounding counties. The last of these occurred in 1918 when the city acquired portions of Baltimore County and Anne Arundel County. The city's greatest twentieth century growth occurred between 1910 and 1920, and its population peaked in 1950 at 949,708 (United States Census Bureau 2013).

During the nineteenth century the vicinity of present-day Arbutus was largely rural and agricultural. The village of Arbutus consisted of a small number of buildings at the intersection of the Baltimore & Potomac Railroad and Sulphur Spring Road. According to local tradition, the name Arbutus was derived from the Arbutus flowers that were found in the area (Baltimore County Public Library 2013). During the late nineteenth century efforts were made to encourage development of the Arbutus area. Transportation improvements, including the incorporation of the

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Baltimore, Halethorpe and Elkridge Electric Railway, contributed to increased residential development during the early-to-mid twentieth century in the Arbutus area.

Transportation

Transportation improvements during the nineteenth and twentieth centuries have had major impacts upon the development of the vicinity of Arbutus. Turnpikes and railroads were developed during the nineteenth century which improved commerce. During the early twentieth century an electric railway was established to improve access to Baltimore for the residents of southwestern Baltimore County. Also during the early twentieth century, roadways were improved to further accommodate automobile traffic. During the mid to late twentieth century a system of highways was developed in the metropolitan Baltimore area to improve regional transportation, which had a major impact on its later development.

The historic US 1 corridor in Maryland has been utilized for transportation since the eighteenth century. As early as 1741 a road was in place between Baltimore and Elkridge, Maryland. The route also expanded to connect with Hanover, Pennsylvania via Baltimore. The route also served to connect Baltimore and Washington, D.C. During the nineteenth century turnpikes were developed to meet increased demand for efficient transportation (Hall 1912: 456-459). The Washington & Baltimore Turnpike was chartered in 1812 and served as a link between the western parts of Baltimore and Washington. In 1865 the turnpike's charter was revoked, and the route came under the jurisdiction of the counties through which it passed. During the early twentieth century the Maryland State Assembly appropriated funds for the improvement of the corridor. The corridor was designated State Route 1 at that time.

During the early twentieth century automobile use increased and roads were improved to accommodate the new mode of transportation. During the early twentieth century automobile trails were developed as a means to promote and encourage automobile use. The Lincoln Highway was a national example. The Atlantic Highway was established in 1915 and incorporated an existing road system and extended along the Atlantic coast from Maine to Florida. In 1926 United States Route 1 (US 1) was established and utilized the former Atlantic Highway (United States Department of Transportation 2013).

In Maryland US 1 began at the Pennsylvania-Maryland state line and continued south through Rising Sun, Bel Air, Baltimore, and continued to Washington, D.C. Southwest of the City of Baltimore the route originally followed the former Washington Boulevard near Lansdowne and onto Washington, D.C. In 1947 the Maryland State Roads Commission (SRC) acquired a section of the abandoned Baltimore, Halethorpe & Elkridge Electric Railway. The SRC developed plans to reroute US 1 from its original location to a new road along the former Baltimore, Halethorpe & Elkridge Electric Railway right-of-way. In 1948 the SRC built Southwestern Boulevard along the right-of-way of the former Baltimore, Halethorpe & Elkridge Electric Railway and designated the route as US 1. The original section of US 1 in Baltimore County was established as Alternate US 1.

At Arbutus, US 1/Southwestern Boulevard is a three-lane road with center turn lane. US 1/Southwestern Boulevard runs parallel to the Amtrak Northeast Corridor and MARC's Penn Line. North of Herbert Run, US 1 continues adjacent to the parking lot of the Halethorpe MARC parking lot. US 1 expands to a five-lane road with a center turn

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lane as it crosses under I-95. US 1 passes under Sulphur Spring Road and I-695 (Baltimore Beltway) as the highway heads out of Arbutus. Exit 12A of I-695 provides direct access to Arbutus onto Leeds Avenue. Leeds Avenue was constructed during the 1890s by the Leeds Development Company.

In 1872 the Pennsylvania Railroad constructed a new line, the Baltimore & Potomac Railroad, that extended through the village and a station was established there. The railroad had been established to complete a link between Washington, D.C. and Baltimore, Maryland. In 1867 the Baltimore & Potomac Railroad was acquired by the Pennsylvania Railroad. On November 1, 1902 the Baltimore & Potomac Railroad was merged to form the Philadelphia, Baltimore & Washington Railroad (PB&W), a Pennsylvania Railroad controlled line. The PB&W remained part of the Pennsylvania Railroad system (Penn Central) until its bankruptcy in 1970. The PB&W line is now part of the Northeast Corridor, owned by Amtrak.

The Baltimore, Halethorpe and Elkridge Electric Railway was incorporated on December 26, 1905 (Nicholas 1914: 100). The right of way was acquired by November 1907 and construction was completed in 1908. The electric railway consisted of a 2 ¾ mile line that connected Halethorpe with the United Railways & Electric Company at Wilkens Avenue (Electric Railway Review 1907: 837). The railway provided access between the Arbutus area and Baltimore. The railway was operated by the United Railways & Electric Company, which provided the power and cars. The line operated until the 1940s. The right-of-way was later acquired for the construction of Southwestern Boulevard in 1948.

During the mid twentieth century highway improvements would have significant impacts upon the development of southwestern Baltimore County. The Baltimore County Beltway was initially planned by the Baltimore County Planning Commission in 1949 as a 30-mile-long semi-circle around Baltimore. Construction began in 1951. The project was initiated as a Baltimore County undertaking, but the State of Maryland assumed control over the project in 1953. In 1962 the Baltimore Beltway opened. By the mid twentieth century southwestern Baltimore County had been significantly built-out as a result of suburban development (State of Maryland 1948). By the 1960s the system had been completed and suburban residential development had greatly changed the landscape.

Suburban Development

Streetcar Suburbs were initiated as a result of the successful development of the electrified streetcar in 1888 (Ames 1998: 15). Streetcar lines were developed and radiated out from the urban centers, somewhat similar to the earlier railroad and horse car suburbs. The streetcar was designed to open development up in an area up to several miles distant from the central business district. Streetcar transportation allowed middle and working classes to attain certain aspects of the suburban ideal as created by the more affluent suburban developments of the mid nineteenth century. Streetcar suburbs were defined by small lots, located on rectilinear plans within walking distance of streetcar lines.

Early Automobile Era Suburbs developed during the early twentieth century as a result of the emergence of the automobile as a reliable and affordable means of transportation. Prior to the arrival of the automobile, suburban development clustered around the transportation corridors. The increased use of automobiles during the 1920s led to speculation on the development of land in the fringes of metropolitan urban centers and encouraged the development

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of early automobile suburbs. During the early twentieth century the real estate entrepreneur emerged (Ames 1998: 19). Previously developers acquired land, developed plans, and sold lots to individuals and builders. As real estate developers emerged, so did the concept of selling suburban developments as communities, to be more appealing to potential customers. The automobile also served to transform the suburban landscape, introducing a variety of distinctive elements including shopping centers and commercial strips. Increased automobile use resulted in the creation of businesses designed to meet the needs of automobile owners and travelers, including gas stations, garages, motels, and other roadside operations. The architecture of the Early Automobile Suburbs reflected national trends, including Colonial, Tudor, and Dutch revivals (Ames 1998: 18). Garages for automobiles appeared on residential properties along alleys and eventually driveways attached to residences.

The pre-World War II period (1880-1940) was dominated by the Eclectic style, stressing pure copies of traditions established in Europe and the Colonial period. The Eclectic style included Colonial Revival, Tudor Revival, and others. The Cape Cod style dwelling was popularized during the early to mid twentieth century. The Foursquare design is a common early to mid twentieth century building type. The type is readily identifiable due to its plain, box-like design. The Foursquare design was readily adaptable to suburban development of the early twentieth century, with the emphasis on narrow lots fronting transportation corridors. Foursquare buildings often incorporated architectural details and design elements from other prominent styles of the period, such as the Colonial Revival. The Colonial Revival style dwelling was popularized during the early twentieth century and is typified by a symmetrical façade with an accentuated front door that may be extended forward to include an entrance porch supported by columns (McAlester 1984: 321). The door commonly has a fanlight or sidelights. Windows, often in pairs, are double hung sash with multi-pane glazing in one or both sashes. One story side wings, either open or enclosed, were another expected feature.

World War II caused a temporary moratorium on domestic housing construction except for defense purposes. Legislation during this period, however, had a major impact on housing. The 1944 authorization of the Veterans Administration (VA) home loan program guaranteed millions of single-family and mobile home loans since its inception. The market increase in housing construction following World War II, which led to the growth of suburban areas, is in part attributable to this financing program. This exodus to the suburbs in turn led to the need for new housing programs to deal with declining urban areas.

Many post-World War II American suburbs have been characterized by lower densities than central cities, dominated by single family homes on small plots of land, surrounded at close quarters by very similar dwellings. Post World War II suburban development was also distinguished by its zoning patterns, which sought to separate residential and commercial development. Frequently subdivisions were established from previously rural land into multiple-home developments built by a single real estate company.

The post World War II period witnessed the greatest era in suburban development as the nation dealt with increased housing demands and a population explosion. Post war suburban development, also known as Freeway Suburbs, was generally located on the periphery, isolated from existing development. Increased mobility and increasing land costs led developers to move further away from the urban center. Improved roads and highways aided the development of the Freeway Suburb. These suburbs are generally characterized by low density in lot sizes and uniformity in

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architectural design. The architecture of the period was dominated by the Colonial Revival, Cape Cod, and Ranch styles. Low interest rates, government financing, and mass production of construction materials combined to make housing more accessible in the post World War II period. The suburban development of the period was also characterized by its racial and economic homogeneity.

Arbutus

During the nineteenth century the vicinity of present-day Arbutus was largely rural and agricultural. The village of Arbutus consisted of a small number of buildings at the intersection of the Baltimore & Potomac Railroad and Sulphur Spring Road. A railroad station, identified as Sulphur Springs Station, was located in present-day Arbutus. The "Manuel Labor School" was a large agricultural complex located northwest of present-day Arbutus. In 1877 the McTavish heirs owned a large tract of land along the Baltimore & Potomac Railroad, which would later be developed as the Leeds Land Company (Hopkins 1877). The land had been owned by Charles C. McTavish, a relative of the Carroll family. In 1870 Charles C. McTavish sold the land to the Baltimore & Potomac Railroad for construction of the railroad.

According to local tradition, the name Arbutus was derived from the Arbutus flowers that were found in the area (Baltimore County public Library 2013). The vicinity of Arbutus remained largely rural until the end of the nineteenth century. During the nineteenth century several small villages were established in the area, including Avalon, St. Denis, Relay, Lansdowne, Violetville, Halethorpe and Arbutus. Iron ore mining was active in the region. Relay Station developed in association with the Baltimore & Ohio Railroad. A railroad station was built at the junction with Sulphur Spring Road. St. Denis was named after Dennis Smith, a local politician and toll bridge operator. The village of Halethorpe was taken from the English words "hale", meaning healthy and "thorpe", a small village. By 1910 several communities and residential developments were established in the vicinity of Arbutus, including Halethorpe, to the south, and Catonsville, to the northwest. At that time the survey area was largely undeveloped. A railroad station existed at Arbutus and a residential community was in development in the village of Arbutus.

The Arbutus area was part of the 13th election district for Baltimore County. The district included the communities of Arbutus, Halethorpe, Lansdowne, and Relay. The district was bounded by the City of Baltimore to the north and Patapsco River, to the south. Historically, the Washington & Baltimore Turnpike was a major transportation corridor within the area. By 1898 several small towns were developed in the district, including Halethorpe, Cedar Heights, St. Denis, and Westport. A post office had been established at Arbutus. The town of Westport included several industrial operations, including a glassworks and a brick refractory (Bromley 1898). In 1898 the Leeds Land Company owned an 84-acre tract of land along the Baltimore & Potomac branch of the Pennsylvania Railroad. The land does not appear to have been developed at that time. Only a small number of buildings were in the area, including the Schlichhorn and Neighoff family dwellings at the northern end of the development (Bromley 1898).

Oregon R. Benson was a politician and businessman from Baltimore County. During the 1880s Benson served as a Democratic member of the Maryland State House of Delegates. In 1892 Benson and John Knecht formed the Halethorpe Building and Loan Association to provide loans to homeowners. Later, Oregon Benson would establish the Leeds Land & Development Company to develop an 84-acre tract along Leeds Avenue. In 1915 Benson owned

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much of the area along the west side of Leeds Avenue in the vicinity of present-day 4313-4512 Leeds Avenue (Bromley 1915). Carville D. Benson, son of Oregon R. Benson, was also influential in the development of the Arbutus area during the early twentieth century. Carville Benson studied law at the University of Baltimore and began a career as a lawyer in 1893. Benson was elected as a Democrat to the State House of Delegates in 1904. He served between 1904-1910 and 1918. As a delegate, Benson worked on a variety of issues, including the regulation of child labor, oyster harvest in the Chesapeake Bay; and transportation. In 1911 he was elected to a single term in the State senate. In 1918 he became a member of the U.S. House of Representatives following the death of Congressman Joshua F.C. Talbott. He served until March 3, 1921. Following his term in Congress, Benson resumed life in Halethorpe with the honorary title of "mayor," one that had been given to his father before him, and resumed his law practice. Benson died on February 8, 1929 (Maryland State Archives 2013).

By the mid twentieth century southwestern Baltimore County had been significantly built-out as a result of suburban development (State of Maryland 1948). By the 1960s the system of interstate highways had been completed and suburban residential development had largely changed the landscape. In 1960 the Arbutus vicinity, which included Halethorpe and Relay, had a population of 22,402. By 1980 the population had decreased to 20,163, but by 2010 the population had increased slightly to 20,483.

Evaluation

The Leeds Avenue Residential Survey Area is not known to have been associated with events that have made a significant contribution to the broad patterns of our history under Criterion A. The survey area does not appear to have been part of a planned twentieth century suburban development, but was instead randomly built out along a transportation corridor over a period of more than thirty years. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the survey area does not possess a significant concentration of architectural distinct resources representing the early-to-mid twentieth century. The majority of buildings have undergone minor alterations, such as use of replacement siding and windows. In addition, some have suffered more significant alterations. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. The survey area is not eligible for the National Register of Historic Places.

Bibliography

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9. Major Bibliographical References

Inventory No. BA-3279

See Bibliography

10. Geographical Data

Acreage of surveyed property 7.75 acres
Acreage of historical setting 7.75 acres
Quadrangle name Baltimore West

Quadrangle scale: 1:24,000

Verbal boundary description and justification

The boundary for 4313-4512 Leeds Avenue Survey Area corresponds to the tax parcel boundary for the residential properties located between 4313 and 4512 Leeds Avenue. The boundary includes properties located along the east and west sides of Leeds Avenue between Elm Ridge Avenue, to the south, and 4313 Leeds Avenue, to the north. The residential properties are bounded by US 1 to the east. The properties extend one tax parcel west of Leeds Avenue. The boundary was drawn to include all residential properties that appeared to have been constructed during the early to mid twentieth century. The total area of the survey area is 7.75 acres.

11. Form Prepared by

name/title	Charles Richmond, M.A./architectural historian		
organization	McCormick Taylor, Inc.	date	January 16, 2013
street & number	5 Capital Drive, Suite 400	telephone	717-540-6040
city or town	Harrisburg	state	PA

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





○→ Photograph Location
▭ Survey Area



04542_nb_1-895_aerial_Res_CAR_1/17/2013 1:18:18 PM



DEC 2012 <NO. 34 > 034 @ BN
3283 033+2-1 N-4-62 GR08 2079.0/100.0

BA-3279

Leeds Avenue Residential (Survey Area)

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking South From intersection of Leeds and Knecht Avenues

1 of ~~12~~ 18



DEC 2012<NO. 35 >035 @ BN
3283 033+2-1 N-5-03 GR08 2079.0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking northeast along Leeds Avenue

2 of 18



DEC 2012 < NO. 36 > 036 © BN
3283 033+2-1 N-4-52 GR08 2079. 0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking south along Leeds Avenue

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BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View of east side of Leeds Avenue

4 of 12

DEC 2012 <NO. 1 > 001 @ BN
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DEC 2012<NO. 2 >002 @ BN
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BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Facade, 4404 Leeds Avenue, looking west.

5 of 12



DEC 2012 <NO. 3 >003 @ BN
3280 033+2-1 N-1-44 GR08 2079.0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking northeast along Leeds Avenue

6 of ~~18~~ 18



DEC 2012<NO. 4 >004 @ BN
3280 033+2-1 N N-60 GR08 2079.0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Facade, 4502 Leeds Avenue, looking west

7 of 12



DEC 2012<NO. 5 >005 @ BN
3280 033+2-1 N-6-68 ACH-02 GR08 Z079. 0100. 0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking southwest along Leeds Avenue at 4504 and 4508 Leeds Avenue

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BA-3279
Leeds Avenue Residential Survey Area
Baltimore County, MD
Charles Richmond
December 13, 2012
MD SHPO
Looking north along Leeds Avenue
9 of 18

DEC 2012<NO. 6 >006 @ BN
3280 033+2-1 N-1-26 ACH-01 GR08 2079.0/100.0



DEC 2012<NO. 7 >007 @ BN
3280 033+2-1 N-1-57 GR08 2079.0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Looking north along Leeds Avenue from Elm Ridge Avenue

10 of 12



DEC 2012 <NO. B > 008 @ BN
3280 033+2-1 N-1-82 GR08 Z879.0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

East and north elevations of 4412 Leeds

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BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View of west and south elevations of 4417 Leeds Avenue

12 of 18

DEC 2012 <NO. 7 > 007 @ BN
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DEC 2012<NO. 1 >001 @ BN
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BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Saradpon House, south and west elevations

13 of 18



DEC 2012 <NO. 2 > 002 @ BN
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BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Saradpon House, north and west elevations

14 of 18



DEC 2012 <NO. 3 > 003 @ BN
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BA-3279

Leeds Avenue Residential Survey Area
Baltimore County, MD
Charles Richmond
December 13, 2012
MD SHPO
Saradpon House, North and east elevations
15 of 18



4405

DEC 2012<NO. 4 >004 @ BN
3283 033+2-1 N-5-78 GR08 2079. 0/100.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

House, south and west elevations of 4405 Leeds Avenue

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DEC 2012 <NO. 5 > 005 @ BN
3283 033+2-1 N-9-74 ACH-02 GR08 2079.0/200.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

House, north and west elevations of 4405 Leeds Avenue

17 of 18



DEC 2012<NO. 5 >006 @ BN
3283 033+2-1 N-9 17 ACH-02 GR08 2079.0/140.0

BA-3279

Leeds Avenue Residential Survey Area

Baltimore County, MD

December 13, 2012

MD SHPO

House, east and north elevations

18 of 18