

## CAPSULE SUMMARY

Leeds Avenue Commercial Survey Area

BA-3280

4505-4709 Leeds Avenue

Baltimore County, MD

A grouping of early-to-mid twentieth century commercial properties are situated at 4505-4709 Leeds Avenue between approximately Elm Ridge Avenue and Maiden Choice Lane in the community of Arbutus, Baltimore County, Maryland. The commercial properties include buildings located at 4505 Leeds Avenue, 4601 Leeds Avenue, 4603-4615 Leeds Avenue, 4621 Leeds Avenue, and 4701-4709 Leeds Avenue. The commercial properties include buildings constructed between 1927 and 1960. The commercial building at 4601 Leeds Avenue is a three-bay, two-and-a-half story frame Foursquare-style structure. The building was constructed in 1928, according to local tax records. The building appears to have been originally constructed as a duplex, but was converted to a commercial establishment. The Houck Shopping Center, 4603-4615 Leeds Avenue, is a commercial block composed of five attached individual units and was built in 1947. The shopping center has a concrete foundation and artificial formstone exterior. The Chesapeake & Potomac Telephone Company of Maryland Building is located at 4505 Leeds Avenue. The structure is a three-story, five-bay commercial building. The building has a brick veneer over a steel frame, and it has a flat roof with metal capping along the parapet. The property at 4621 Leeds Avenue is a single-story, seven-bay brick commercial building constructed in 1927. The building appears to have been altered during the mid twentieth century. The property at 4701-4709 Leeds Avenue is a single-story, five-bay commercial garage built in 1960, according to county tax records. The building appears to have been significantly altered throughout the late twentieth century.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no

Property Name: Leeds Avenue Commercial Survey Area Inventory Number: BA-3280  
 Address: 4505-4709 Leeds Avenue Historic district: yes  no  
 City: Arbutus Zip Code: 22129 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 Commercial Survey Area

As described in the attached MIHP form, the Leeds Avenue Commercial Survey Area (BA-3280) is a grouping of five early-to-mid twentieth century commercial properties situated at 4505-4709 Leeds Avenue between approximately Elm Ridge Avenue and Maiden Choice Lane in the community of Arbutus, Baltimore County, Maryland. The commercial properties include buildings located at 4505 Leeds Avenue, 4601 Leeds Avenue, 4603-4615 Leeds Avenue, 4621 Leeds Avenue, and 4701-4709 Leeds Avenue. The commercial properties include buildings constructed between 1927 and 1960. It has been determined that none of the structures located within the Leeds Avenue Commercial Survey Area are recommended individually eligible for the National Register.

**Evaluation**

The Leeds Avenue Commercial Survey Area (BA-3280) is being evaluated for the National Register of Historic Places. The

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <u>A</u> <u>B</u> <u>C</u> <u>D</u>	Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u>
<b>MHT Comments:</b>	
<u>Jim Talamo</u> Reviewer, Office of Preservation Services	<u>4/16/13</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>5/2/13</u> Date

Leeds Avenue Commercial 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. While several of the commercial properties are associated with post World War II suburbanization, the commercial properties along Leeds Avenue include buildings from throughout the twentieth century and have not been identified as prominent or significant examples of post World War II development. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the commercial buildings located at 4505-4709 Leeds Avenue are modest and architecturally undistinguished examples. Overall, the commercial buildings have suffered a loss of integrity due to the introduction of modern additions and use of replacement materials. 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 resource 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-3280

## 1. Name of Property (indicate preferred name)

historic Leeds Avenue Commercial Survey Area

other

## 2. Location

street and number 4505-4709 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 4505-4709 Leeds Avenue telephone n/a

city, town Baltimore state MD zip code 22129

## 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	_____ public	_____ agriculture	Contributing	Noncontributing
_____ building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> commerce/trade	5	0
_____ structure	_____ both	_____ defense	0	0
_____ site		_____ domestic	0	0
_____ object		_____ education	0	0
		_____ funerary	5	0
		_____ government		
		_____ health care		
		_____ industry		
		_____ landscape		
		_____ recreation/culture		
		_____ religion		
		_____ social		
		_____ transportation		
		_____ work in progress		
		_____ unknown		
		_____ vacant/not in use		
		_____ other:		
			<b>Number of Contributing Resources previously listed in the Inventory</b>	
			0	

---

## 7. Description

---

Inventory No. BA-3280

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

---

### Leeds Avenue Commercial Survey Area

A grouping of early-to-mid twentieth century commercial properties are situated at 4505-4709 Leeds Avenue between approximately Elm Ridge Avenue and Maiden Choice Lane in the community of Arbutus, Baltimore County, Maryland. The commercial properties include buildings located at 4505 Leeds Avenue, 4601 Leeds Avenue, 4603-4615 Leeds Avenue, 4621 Leeds Avenue, and 4701-4709 Leeds Avenue. The commercial properties include buildings constructed between 1927 and 1960.

The commercial building at 4601 Leeds Avenue is a three-bay, two-and-a-half story frame Foursquare-style structure. The building was constructed in 1928, according to local tax records. The building appears to have been originally constructed as a duplex, but was converted to a commercial establishment. The building has an asbestos shingle exterior, stuccoed foundation, and asphalt shingle hipped roof. The building has a central glass door entrance flanked by projecting storefront windows. An additional wood paneled door, with fanlight, is located at the southwest corner of the building. A vinyl awning extends the length of the façade. Two roll up garage bay doors are found along the ground level of the south elevation. The building features a variety of window types, including one-over-one, six-light, three-light, paired one-over-one, and ribbon windows. Several windows have been infilled. An interior brick chimney is situated along the south slope of the hipped roof.

The Houck Shopping Center is a commercial block composed of five attached individual units. All the units were originally one-story, except the northernmost unit which is two stories. The shopping center was built in 1947, according to local tax records. The businesses that operate at the shopping center include Harbor Hair (4603 Leeds Avenue), Houck Service Station (4607 Leeds Avenue), and Ocampo Arnis Taekwondo Center (4613-4615 Leeds Avenue). The shopping center has a concrete foundation and artificial formstone exterior. The flat roofed shopping center features a stepped parapet capped with glazed tile. Several of the shops include large commercial store front windows, with concrete sills. Each unit has an individual entrance consisting of a glass or wood paneled door.

The Chesapeake & Potomac Telephone Company of Maryland Building is located at 4505 Leeds Avenue and northeast of the intersection of Leeds and Elm Ridge Avenues. The 1955 structure is a three-story, five-bay commercial building. The main entrance is situated within a projecting bay at the southwest corner of the structure. The entrance is composed of a metal door with a formed concrete surround. The concrete surround projects slightly, giving the appearance of pilasters. Ornamental metal lettering spells out the name "Telephone Building" above the door. A modern Verizon sign is attached above the door surround. The building has a brick veneer over a steel frame, and it has a flat roof with metal capping along the parapet. The fenestration along the façade is composed of steel twelve-light fixed sash windows. The windows have simple formed concrete surrounds. Fixed sash windows with metal sashes are also found along the south elevation. Paired metal doors with glazing are found along the ground level of the south elevation. A two-story wing is situated along the north elevation. The wing has a brick exterior and flat roof. A metal door is set along the west elevation of the wing at the top of poured concrete steps. A three-story wing extends to the rear of the building at the northeast corner. The wing has a brick exterior, flat roof, and includes metal doors at each story. A three-story tower is attached at the southeast corner of the building. The brick tower includes a metal door along the east elevation and cellular communications equipment is attached to the roof level.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
**Continuation Sheet**

Number 7 Page 1

---

The property at 4621 Leeds Avenue is a single-story, seven-bay brick commercial building constructed in 1927. The building appears to have been altered during the mid twentieth century. The building includes a showroom with a storefront window with metal framing. A series of five garage bays is situated in the central section of the building. A mid twentieth century one-story brick addition with glass block window is located at the southern section of the building.

The property at 4701-4709 Leeds Avenue is a single-story, five-bay commercial garage built in 1960, according to county tax records. The building appears to have been significantly altered throughout the late twentieth century. The garage has a concrete block exterior and asphalt shingle roof. The building features several roll up vinyl garage bay doors.

## 8. Significance

Inventory No. BA-3280

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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input 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 1927, 1928, 1947, 1955, 1960

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

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
Continuation Sheet

Number 8 Page 1

---

### 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 this 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 Amtrak's 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 lane as it

---

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
Continuation Sheet

Number 8 Page 2

---

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 ¼ 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.

### Twentieth-Century Commercial Development

As the residential neighborhoods in and around the Arbutus area grew in the early twentieth century, the need for individual businesses and commercial districts grew as well. Commercial development naturally occurred on or near transportation corridors or at the intersections of major streets. Commercial architecture played a key role in defining the character of the area where it was constructed. Often a settlement's earliest permanent and most substantial structure was a commercial building. The patterns of commercial development established by the mid-nineteenth century in America continued up into the mid-twentieth century (Longstreth 2000: 13).

Commercial properties whether in cities, towns or villages, were typically constructed immediately abutting the street and sidewalk for easy access by the public. Unlike residential housing with adjoining yards, commercial properties usually consumed the entire land parcel it was situated upon. Therefore, commercial districts were readily recognizable for their density of structures. Commercial buildings were designed to be seen from their front façade.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
**Continuation Sheet**

Number 8 Page 3

---

The façade of a building with its architectural detailing is what gives the building its distinctiveness. Often the facades of the commercial structures served as advertisements for the types of business occurring within. Banks, for example, were generally recognizable as banks without having the word "bank" inscribed on them (Longstreth 2000: 13-14).

Following national trends, even with the development growth of southern Baltimore County in the early-to-mid twentieth century and with an ever more complex infrastructure of retail and service-oriented businesses, the patterns of commercial development remained much as it had been. Dramatic changes in commercial development occurred in the post World War II era. Gasoline stations and automobile service centers were the only commercial property types not to enclose their lots with structures prior to this time. As previously, businesses were clustered in central districts, but after World War II, shopping malls were most often not constructed abutting the street but were set back from the street and had ample parking space for automobiles. Now, the parking lot or its space became dominant, such that the commercial building itself served more as a backdrop (Longstreth 2000:15, 127).

The gas station, also called the filling or service station, developed in the early 20th century to provide fuel and other automobile products at a convenient location for the growing number of car owners. During the 1920s, oil companies began constructing gas stations in residential neighborhoods, where aesthetics were important. Reflecting the popular residential architectural styles of the period, the Colonial Revival, Craftsman, and cottage variant of Tudor Revival styles were favored for exterior detailing (Puleo 2001: 56). The typical house station plan consisted of an office, a storage room, and public restrooms. In addition to the classical and period revival styles, other architectural styles were also applied to gasoline stations during the height of their popularity. These styles include Streamline Moderne, Art Deco, and the more recent Ranch form. While these stations were constructed later than the previous forms, they continue to be used. However, many have been renovated over the years to reflect changing styles.

During the early twentieth century American developers began to construct shopping centers to capitalize on the growth of suburban development and increased automobile use. During the 1910s and 1920s prominent shopping centers were constructed in Lake Forest, Illinois; Kansas City, Missouri; and Duluth, Minnesota. J.C. Nichols' Country Club Plaza in Kansas City is considered the first shopping center targeted for automobile use outside a central downtown district. The Highland Park Shopping Village in Dallas, Texas, was built in 1931 and is considered a landmark for its design as a planned shopping center (Feinberg and Meoli 1991: 426-427).

During the post World War II era shopping malls and strip malls built behind large parking lots began to supplant the traditional classic downtown shopping district. Shopping centers, also known as the strip mall, big-box retail, retail parks, or power centers, were developed along major transportation routes. The structures were generally composed of large, box-like commercial buildings surrounded by paved parking areas. Post World War II suburban commercial development was generally regulated to be separated from residential developments. Retail and office buildings were often designed as minimalist "big box" structures, with little or no exterior decoration and few (if any) windows. Parking lots were built to accommodate the increase in automobile use and became an important component of suburban commercial development (Longstreth 2000: 127).

**Leeds Avenue Commercial Survey Area**

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
**Continuation Sheet**

Number 8 Page 4

---

The Leeds Avenue Commercial Survey Area was developed during the mid twentieth century to meet the needs of the growing population of the Arbutus area. The area was largely rural and agricultural until the late nineteenth century. In 1877 the land was owned by the heirs to the estate of Charles McTavish (Hopkins 1877). In the late nineteenth century the land was acquired by the Leeds Land & Development Company. Leeds Avenue was built during the 1890s and efforts were made to encourage development, including the promotion of street railways to improve access. 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. Oregon Benson established the Leeds Land & Development Company to develop an 84-acre tract along Leeds Avenue. In 1915 Benson owned 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 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).

The commercial buildings located at 4505-4709 Leeds Avenue were constructed between 1927 and 1960. The commercial buildings were built in response to the growing need for service providers in the Arbutus area during the twentieth century. The earliest structure in the survey area is 4621 Leeds Avenue, which was a garage built in 1927. The remaining commercial properties were developed during the post World War II era as southwestern Baltimore County developed as a suburban residential area. Prior to World War II the area had begun to experience development as a suburban enclave for Baltimore due to the extension of trolley service to the Halethorpe area. Developments in the vicinity of Arbutus included Arbutus Terraces and Sulphur Spring Terrace (Cram 1932). Transportation improvements in the period following World War II encouraged suburban development. Southwestern Baltimore County benefitted from its proximity to both Washington, D.C. and Baltimore. The construction of the Baltimore Beltway, beginning in the mid 1950s, had a major impact on the transportation network of the region. As the population increased, the public had need of service providers. The shopping center and automobile service station/garage were common suburban commercial property types of the mid twentieth century. The Houck Shopping Center and the commercial garage at 4701-4709 Leeds Avenue were part of the post World War II expansion. The 1955 Chesapeake & Potomac Telephone Company of Maryland Building served as a telephone exchange and maintenance facility for southwestern Baltimore County, which experienced an increase in population and development during the mid twentieth century.

### **Evaluation**

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
Continuation Sheet

Number 8 Page 5

---

The Leeds Avenue Commercial 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. While several of the commercial properties are associated with post World War II suburbanization, the commercial properties along Leeds Avenue include buildings from throughout the twentieth century and have not been identified as prominent or significant examples of post World War II development. The property is not known to have been associated with any person(s) of historical significance under Criterion B. Under Criterion C, the commercial buildings located at 4505-4709 Leeds Avenue are modest and architecturally undistinguished examples. Most of the buildings have been altered with replacement materials or include additions. 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 resource is not eligible for the National Register of Historic Places.

### Bibliography

Ames, David L. "Guidelines for Evaluating and Documenting Suburban Historic Landscapes for the National Register of Historic Places."

*Baltimore American*, February 23, 1958

Baltimore County Public Library, "History of the Arbutus Area and Nearby Communities." Accessed January 10, 2013. <http://www.bcpl.info/community/history-arbutus>

Bromley, G.W. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Company, 1898.

Bromley, G.W. *Atlas of Baltimore County, Maryland*. Philadelphia: G.W. Browley & Company, 1915

Brooks, Neal A. and Eric G. Rockel. *A History of Baltimore County*. Towson, Maryland: Friends of the Towson Library, Inc. 1979.

Cram, George F. *Street Map of the Baltimore Area*. Baltimore: The George F. Cram Company, 1932.

Eggenger, Keith L. *American Architectural History: A Contemporary Reader*. New York: Routledge, 2004.

Electric Railway Review, Volume XVIII. Chicago: The Wilson Company, 1907.

Feinberg, Richard A. and Jennifer Meoli. "A Brief History of the Mall" *Advances in Consumer Research*, Volume 18. Association for Consumer Affairs. 1991.

*Gazetteer of Maryland*, Prepared Jointly by the Maryland State Planning Commission and Department of Geology, Mines and Water Resources, 1941.

---

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. BA-3280

Name  
Continuation Sheet

Number 8 Page 6

---

Hall, Clayton Coleman. *Baltimore Its History and Its People. Volume I.* New York: Lewis Historical Publishing Company, 1912.

Hopkins, G.M. *Atlas of Baltimore County.* Philadelphia: G.M. Hopkins & Company, 1877.

Longstreth, Richard. *The Buildings of Main Street: A Guide to American Commercial Architecture.* New York: Alta Mira Press, 2000.

Maryland Geological Survey. *Map of Baltimore County and Baltimore City showing the topography and election districts.* 1910

Maryland State Archives, "Carville Dickinson Benson (1872-1929)," Accessed January 8, 2013. <http://msa.maryland.gov/megafile/msa/speccol/sc3500/sc3520/001600/001652/html/1652bio.html>.

McAlester, Virginia and Lee, *A Field Guide To American Houses.* New York: Alfred A. Knopf, 1984.

Nicholas, Frederic. *McGraw Electric Railway Manual.* McGraw Publishing, 1914.

Puleo, Kevin T. *More Than Just A Pair of Red Pumps: Preserving Historic Gas Stations.* University of Delaware, 2001.

Scharf, J. Thomas. *History of Baltimore City and County, Maryland.* Philadelphia: Louis H. Everts, 1881.

Spero, P.A.C. Co. and KCI Technologies, Inc. *Suburbanization Historic Context and Survey Methodology,* 1999

State of Maryland, *Map of Baltimore County and Baltimore City, showing the topography and election districts,* 1948

United States Census Bureau. "Census and Population Housing". Accessed January 8, 2013 <http://www.census.gov/prod/www/abs/decennial/>

United States Department of Transportation, Federal Highway Administration. "U.S. 1: Fort Kent, Maine to Key West, Florida." Accessed January 3, 2013. <http://www.fhwa.dot.gov/highwayhistory/us1.cfm>.

---

## 9. Major Bibliographical References

---

Inventory No. BA-3280

See Bibliography

---

## 10. Geographical Data

---

Acreage of surveyed property 1.90 acres  
Acreage of historical setting 1.90 acres  
Quadrangle name Baltimore West      Quadrangle scale: 1:24,000

---

### Verbal boundary description and justification

The boundary for 4505-4709 Leeds Avenue Survey Area corresponds to the tax parcel boundary for the individual commercial properties within that range. The commercial properties are bounded to the west by Leeds Avenue and US 1 to the east. The boundary was drawn to include commercial buildings located along Leeds Avenue constructed during the early to mid twentieth century. The total area of the survey area is 1.90 acres.

---

## 11. Form Prepared by

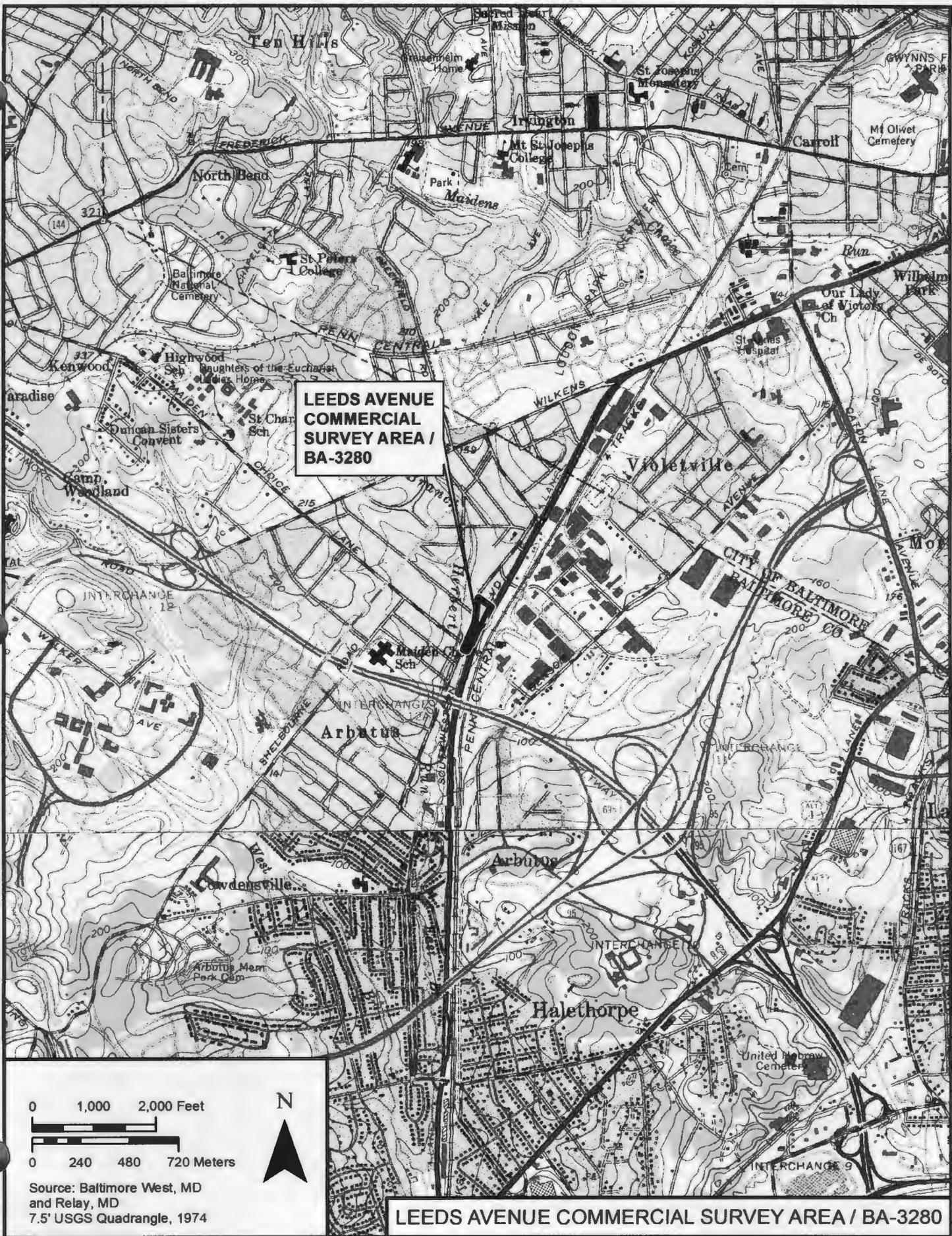
---

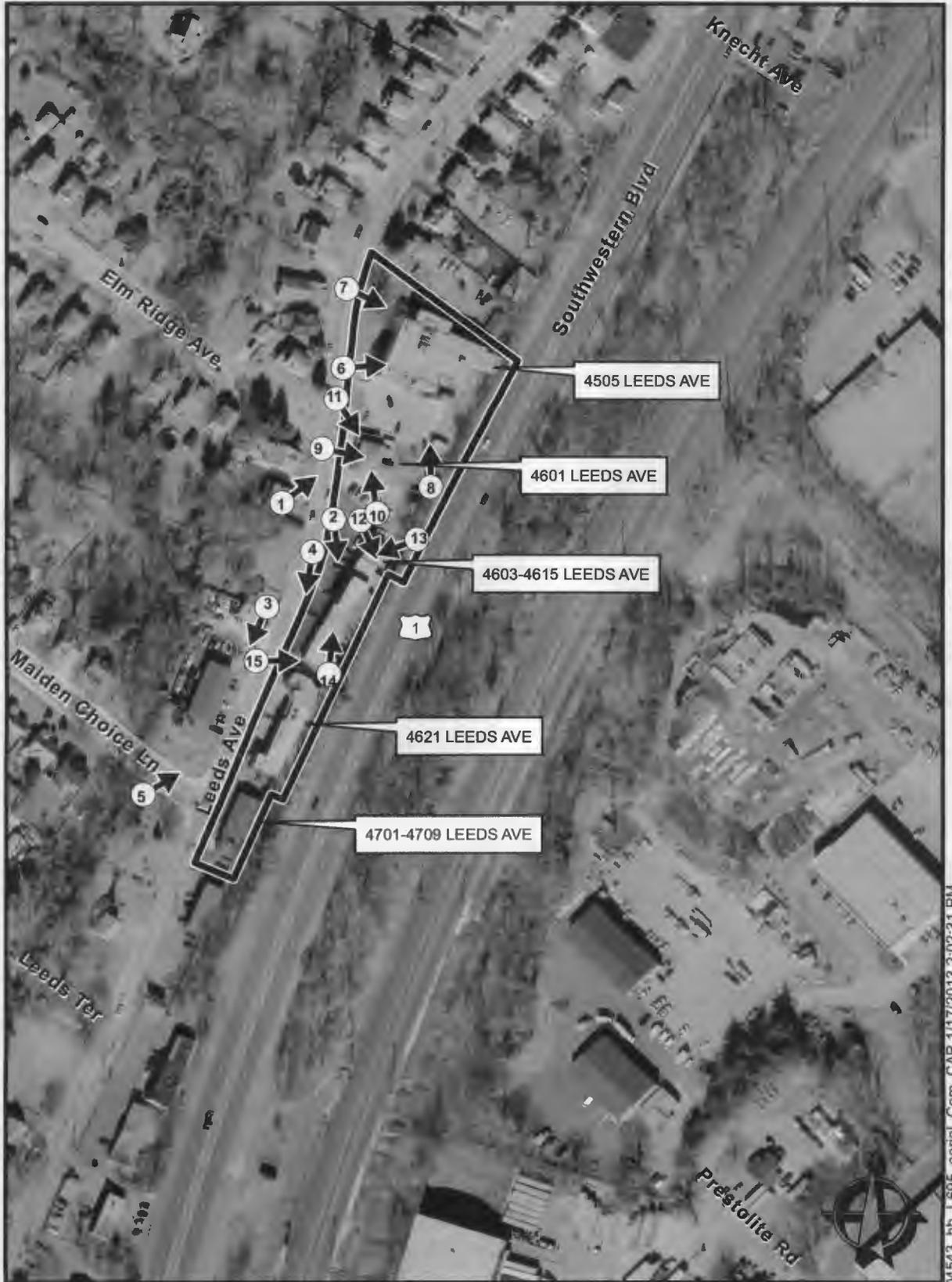
name/title	Charles Richmond, M.A./architectural historian		
organization	McCormick Taylor, Inc.	date	January 16, 2013
street & number	5 Capital Drive, Suite 400	telephone	717-540-6040
city or town	Harrisburg	state	PA

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





04543\_hb\_J-695\_aerial\_Com\_CAR\_1/17/2013 2:02:31 PM

- → Photograph Location
- ▭ Survey Area





BA-3280  
Leeds Avenue Commercial Survey Area  
Baltimore County, MD  
Charles Richmond  
December 13, 2012  
View looking northeast at 4505 and 4602 Leeds Avenue



DEC 2012 <NOV 29 >029 @ BN  
3283 033+2-1 N-2-21 GR08 Z079.0/100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View looking northeast at 4601 Leeds and 4505 Leeds

1 of 15



Lauren Paige  
Designs  
443.928.7507

DEC 2012 <NO. 30 > 030 @ BN  
3283 033+2-1 N-C-66 ACH-02 GR08 Z079.0/100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View looking south along Leeds Avenue

2 of 15



Body Shop  
OFFICE

ARBUS  
AUTO BODY

DEC 2012<NO. 31 >031 @ BN  
3283 033+2-1 N-A-46 ACh-02 GR08 2079.0 100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View looking south along Leeds Avenue

3 of 15

**ARBUTUS  
AUTO BODY  
410-242-0036**



DEC 2012 <NO. 322 > 032 @ BN  
3283 033+2-1 N-R-54 RCH-02 GR08 2079 \* 0100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SAPO

View looking southeast toward 4621 and 4701-4709 Leeds Avenue

4 of 15

**UTUS**  
**BODY**  
12-0036



DEC 2012<NOV 33 >033 @ BN  
3283 033+2-1 N-7-17 ACH-02 GR08 2079.8/100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

View looking northeast along Leeds Avenue

5 of 15



verizon

TELEPHONE BUILDING

Private Property

DEC 2012 <NO. 10 > 010 @ BN  
3283 033+2-1 N-5-83 ACH-02 GR08 2079.0100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Building, South and West elevations of 4505 Leeds Avenue

6 of 15



DEC 2012 <NO. 11 > 011 @ BN  
3283 033+2-1 N-1-B3 GR08 2079.0/100

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Building, north and west elevations of 4505 Leeds Avenue

7 of 15



DEC 2012 <NOV-12 > 012 @ BN  
3283 033+2-1 N-3-31 GR08 2079.0/100

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Building, south and east elevations of 4505 Leeds Avenue

8 of 15



DEC 2012 < NID - 13 > 013 @ BN  
3283 033+2-1 N-8-23 ACH-02 GR08 2079-100.0

BA-3280

4601 Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

House, South and west elevations of 4601 Leeds Avenue

9 of 15



DEC 2012 <NO. 14 >014 @ BN  
3283 033+2-1 N-3-06 GR08 2079.0/100

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

House, south elevation of 4601 Leeds Avenue

10 of 15



4601

4601

Appliance  
Electronics

DEC 2012<No. 15 >015 @ BN  
3283 033+2-1 N-4-77 GR08 2079.0/100

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

House, north and west elevations of 4601 Leeds Avenue

11 of 75



DEC 2012<NO. 16 >016 @ BN  
3283 033+2-1 N-7-55 GR08 2079.0/100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Shopping center, north and west elevations

12 of 15



DEC 2012<NO. 17 >017 @ BN  
3283 033+2-1 N+1-87 ACH-02 GR08 2079.00.00.0

BA-3280

Leeds Avenue Commercial survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Shopping center, north and east elevations

13 of 15



DEC 2012<NO. 1B >018 @ BN  
3283 033+2-1 N-1-57 ACH-02 GR08 Z079.00100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Shopping center, South and east elevations.

14 of 15



KOREAN MARKET  
8615

Baltimore Testaments

ENTRANCE  
8615

DEC 2012 <NO. 19 > 019 @ BN  
3283 033+2-1 N-8-36 GR08 2879.0/100.0

BA-3280

Leeds Avenue Commercial Survey Area

Baltimore County, MD

Charles Richmond

December 13, 2012

MD SHPO

Shopping Center, south and west elevations.

15 of 15