HO – 823
The Cornelius W. Pickett Property (Garage)
8802 Washington Boulevard
Jessup, vicinity

Located along the Western side of US Route 1, Washington Boulevard in the Savage vicinity, this portion of the Pickett Property is located at the corner of Guilford Road. The property currently is comprised of a little more than half of an acre of land, and was originally part of a larger tract known as White's Contrivance in the nineteenth century. The site, as it has been subdivided, contains one building, circa 1908. As part of the larger tract of land along the historic roadway, the larger property offered a variety of services to the traveler: lodging (as the inn structure, HO-822), auto or carriage service (this property), as well as possibly a restaurant and residence for the Pickett family (HO-848). While the historic use of the subject building has not been documented with certainty within the building complex, its architectural similarities with the other buildings and its common ownership history speak to a related service. The property continues to be used commercial today, serving as J&D's Auto Service. The condition of the building is generally fair.

The significance of the Cornelius W. Pickett Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way small businesses were developed and planned along the historic roadway to serve the needs of travelers and motorists along bustling US 1 in the early twentieth century, the so called "Main Street" of the East Coast.

The utilitarian service building is part of a larger parcel that near the end of the first decade of the twentieth century was developed in a unified way to serve a variety of uses. Previously associated with White's Contrivance, three properties were developed simultaneously to serve travelers along the road. The Pickett Property historically included properties identified in Maryland's Inventory of Historic Places as: HO-848 and HO-822. The building identified here embodies characteristics that, while not necessarily unique, lend significance for architectural merit however modest they may be. The Pickett Property, today known as J&D Auto Service, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 823

1. Name of Property (indicate preferred name)

historic	The (Cornelius W.) Pickett Property (Garage)
other	J & D Auto Service; White's Contrivance

2. Location

street and number	8802 Washington Boulevard	__ not for publication
city, town	Jessup, MD 20794	_X_ vicinity
county	Howard	

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

name	Kim Deoko				
street and number	8802 Washington Boulevard			telephone	unknown
city, town	Jessup	state	MD	zip code	20794

4. Location of Legal Description

courthouse, registry of deeds, etc.	Howard County Courthouse			liber	4095	folio	693
city, town	Ellicott City	tax map	47	tax parcel	77	tax ID number	unknown

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
_____district
__X_building(s)
_____structure
_____site
_____object

Ownership
_____public
__X_private
_____both

Current Function
_____agriculture
__X_commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
_____transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
1	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
1	_____	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. HO -823

Condition

___ excellent ___ deteriorated
___ good __)ruins
_X_ fair _X___ altered

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

SUMMARY DESCRIPTION

Located along the Western side of US Route 1, Washington Boulevard in the Savage vicinity, this portion of the Pickett Property is located at the corner of Guilford Road. The property currently is comprised of a little more than half of an acre of land, and was originally part of a larger tract known as White's Contrivance in the nineteenth century. The site, as it has been subdivided, contains one building, circa 1908. As part of the larger tract of land along the historic roadway, the larger property offered a variety of services to the traveler: lodging, auto or carriage service, as well as possibly other sales it seems. While the historic use of this building has not been documented with certainty within the building complex, its architectural similarities with the other buildings and its common ownership history speak to a related service. The property continues to be used commercial today, serving as J&D's Auto Service. The condition of the building is generally fair.

COMPREHENSIVE DESCRIPTION

The Property site (currently known as J & D Auto Services) slopes slightly downward, in the westward direction, away from the adjacent roadway. The site contains one building: a modest rusticated block building (circa 1908). The landscape is paved on three sides of the building to provide parking and accessibility for automobiles being serviced. Access from Washington Boulevard is unlimited. Situated at the corner of Guilford Road and US Route 1, the building is one and a half story with a single gable roof extending the long axis of the building, east to west. The roof is asphalt shingle.

The **East (front) façade** is composed around three bays with a centrally located garage opening. The walls are mostly constructed of a rusticated concrete block. The wall face extends above the gable roof eaves as a simple, stepped parapet structure. There are five (5) steps that are laid out symmetrically on both sides of the centerline of the façade. Along the horizontal runs of these parapet steps, there is a concrete capstone that projects slightly from the wall plane, and extends each length. While the metal garage door at the center of the façade is clearly a replacement door, this opening appears to be historic otherwise. There are smooth concrete masonry quoins that step along the vertical sides of this opening and the historic, smooth stone or concrete lintel remains above the opening. Currently, above this opening is a large sign promoting the business, "J&D Auto Service." Above this sign is a vertically oriented window opening. The window appears to have a wooden frame and to be boarded with plywood. The masonry surround is similar to other surrounds at some of the openings at the building and is composed of a smooth concrete block, laid as masonry quoins along both sides of the opening. Above this window opening there is a small surface mounted lamp for exterior lighting .

The bay to the south or left of the garage door opening contains a single, smaller opening. The opening has an aluminum frame storefront installation in place. The narrow, glazed door is a single leaf and situated in the right corner of the framed opening. The masonry opening is again framed by the concrete quoin blocks and the original lintel above.

The bay to the north or right of the central garage door opening is now solid masonry. The rusticated block has been either stripped in part or replaced. There is no clear evidence of any openings in the masonry work that remains. It appears as though the exterior of the wall in this area has been covered with a sort of plaster-like (although it doesn't really look like stucco) coating.

The **North (side) façade** currently has no fenestration or doors. The wall material is a mixture of materials. There is evidence of earlier fenestration along this face when one studies the wall surface. At the north east corner of the building the wall begins with the historic rusticated block. There is evidence of a single door having been near this location. The opening appears to now be boarded, blocked in part and puttied over in places to no longer function as an opening to the building. There are smooth, concrete block quoins that frame the area where the door once would have been. There is a evidence of a smooth stone or concrete lintel above the previous opening. Above the remaining lintel and on the west side of this wall area, there is more of the historic rusticated block. It extends to another vertical line of staggered block quoins, indicating another opening of some sort in this location. The size of this opening is not clear from this façade. The masonry quoins seem to match the ones adjacent for the door implying it was some form of doorway. A larger area of the wall has been reworked adjcacent to this area. Evidence of the lintel is not in place, and a fairly large

8. Significance

Inventory No. HO - 823

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

Specific dates N/A **Architect/Builder** unknown

Construction dates circa 1908

Evaluation for:

_____ National Register _____Maryland Register _____X____not evaluated

SUMMARY OF SIGNIFICANCE

The significance of the Cornelius W. Pickett Property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way small businesses were developed and planned along the historic roadway to serve the needs of travelers and motorists along bustling US 1 in the early twentieth century, the so called "Main Street" of the East Coast.

The utilitarian service building is part of a larger parcel that near the end of the first decade of the twentieth century was developed in a unified way to serve a variety of uses. Previously associated with White's Contrivance, three properties were developed simultaneously to serve travelers along the road. The Pickett Property historically included properties identified in Maryland's Inventory of Historic Places as: HO-848 (Restaurant) and HO-822 (Hotel/Inn). The building identified here embodies characteristics that, while not necessarily unique, lend significance for architectural merit however modest they may be. The Pickett Property (Garage), today known as J&D Auto Service, also is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1.

NARRATIVE HISTORY

The portion of the Cornelius W. Pickett Property, today known as "J&D Auto Service", is historically associated with events making contributions to the broad patterns of our history by virtue of its association with the development and use of US 1 (also known as: Washington Blvd., the Washington Road and following the Baltimore Washington Turnpike.) Historically the route between Baltimore and Washington dates back two centuries. The road that would become the Baltimore Washington Turnpike predated the "Residence Bill" of July 16, 1790, that established the national capital, "The Territory of Columbia."

Originally constructed under the 1704 Act requiring 24 foot cart paths, the first section of the road was constructed in 1741 connecting Baltimore and Elkridge. By 1749 the road continued to Georgetown and the banks of what is now referred to as the Potomac River. According to many period accounts, maintenance was always a concern. During the turnpike movement of the late-eighteenth and early nineteenth centuries, several different turnpike companies tried to construct a successful turnpike. Only one company succeeded in 1820. Their success was short lived, as the State of Maryland condemned the road in 1865.

In 1906 the State responded to the public's request for rebuilding the roadway and State Route 1 was officially born. The military used the road heavily during WWI and in 1918 and 1919 the road was laid in concrete and expanded by twenty feet in width. In 1925, State Route I became part of US 1, the so-called "Main Street" of the East Coast, from Fort Kent, Maine to Key West, Florida.

The development of US 1, as well as many other roadways during the early twentieth century, occurred in response to the culture's acceptance and increased use of the automobile. Few inventions have had as great and as widespread an impact as the automobile. The National Park Service (NPS) reports:

> "By 1920, more than 300 cities had roadside camping facilities for motorists and more than one million people used them. Streets and highways were quickly built or modernized and a uniform numbering system for highways was introduced in 1925. In 1930 nearly 27 million cars were registered. The production, sale, repair, and servicing of cars provided work for millions."

9. Major Bibliographical References

Inventory No. HO - 823

Howard County Land Records, Howard County Courthouse, Ellicott City.

State Department of Assessments and Taxation Records, State of Maryland. Baltimore, MD.

P.A.C Spero & Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631- 1960: Historic Context Report," MD State Highway Administration, MD State Department of Transportation, Baltimore, MD, 1995.

A History of Road Building in Maryland. State Roads Commission of MD, Baltimore, MD, 1958.

G.M. Hopkins, C.E. Atlas of Fifteen Miles Around Baltimore including Howard County, Maryland. Philadelphia: 320 Walnut Street, 1878.

10. Geographical Data

Acreage of surveyed property	approximately .6 Acres		
Acreage of historical setting	Approximately Seventy-six Acres, property known as Whites Contrivance		
Quadrangle name	Savage Quadrangle	Quadrangle scale:	1: 24,000

Verbal boundary description and justification

Map 47, Grid 6, Parcel 77

See legal metes and bounds description in attached Deed: Liber 4095 Folio 693, dating to October 24, 1997.

11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	April 1, 2004
street & number	510 Pafel Road	telephone	410-266-5608
city or town	Annapolis	state	MD

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
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

area has been in-filled with less historic and smoother concrete block. It may be there was a larger service entrance at this location. Unfortunately any pattern of fenestration along this façade is lost with the changes that have occurred here. In the rear third of the north side façade, there are two smaller openings that have also been in-filled with a later, smoother concrete block. The surrounding masonry quoins do not extend to the grade or sill level, implying there were previously windows in these locations. Both openings retain the smoother stone lintels above the openings. At the cornice level along this façade there is a non-historic board material (exact material unknown, possibly T-111 product) arranged vertically in uniform strips, in approximately four (4) inch widths and by a uniform height of near 18 inches. It seems in its earlier configurations this façade was used for access for people, possibly vehicles and automobiles, and the façade had windows for light and visibility.

The **South (side) façade** is a mostly smooth finished concrete block wall. There is no rusticated finished block on this secondary façade. At the eastern most corner of the building there is evidence the rusticated concrete finish was possibly cut off. The masonry quoins that frame both sides of the east façade are interrupted around the corner at this location. The roof also awkwardly extends beyond the parapet wall at this corner . The cornice level has an applied board material, possibly T-111 similar to the north façade. There is another painted sign advertising "J&D Auto Services." There is a single downspout at the far western corner of the building. There is also evidence of the earlier masonry quoin configuration along the vertical corner with the west façade.

The **West (rear) façade** is similar to the Southern façade and is also of a secondary nature to the building. The gable end of the structure is (similarly to the east façade) configured as three bays, although not symmetrically arranged. The wall material is a smooth concrete block, different than the rusticated finishes seen on the east and north facades. The gable end above the cornice level is covered with the T-111 type boarding arranged in vertical installation. At the peak of the gable end is a small exterior lamp that matches the front façade. Currently there is one garage door on the right side of this façade. The opening does not appear to be historic. The opening does not have characteristics similar to the openings on the other facades. There is a large rolling metal garage door with three windows. Near the middle of the façade is a single leaf metal door with the letters "J&D" noted. To the left or north of this doorway, there is what appears to be a larger garage like entrance that has been in-filled with concrete block. There are not quoins on the sides of this opening. There is a narrow lintel above the opening. It is not clear when this door was possibly added or in-filled. Current conditions at the building are fair.

With the Great Depression the tourist industry and related businesses were nearly cut in half between 1929 and 1932. The businesses that were successful during these difficult times were often ones that appealed to the smaller number of tourists on the road and maintained a smaller scale operation. As economic times improved later in the 1930's and onward, roadside advertising became commonplace. Fanciful buildings, grand colorful signs (often humorous in language), and huge, over-sized sculptures of trademark characters and animals offered highly visible attractions for the passing motorist. All aimed to incline the traveler to stop, pass some time, and of course spend some money. These distinctive architectural and landscape features created a roadside or highway culture that, in part, gives context for understanding the history of many commercial and residential properties along Route US 1, including its run through Howard County.

The development of the subject property by Mr. Cornelius W. Pickett after the turn of the twentieth century illustrates an entrepreneurial spirit to capitalize on the development of the roadway. Part of a larger parcel, (acreage unconfirmed) deed research confirms the parcel was owned by Charles C. Josenhaus prior to 1887. The property at this time was known as "White's Contrivance." On January 17, 1908 76 acres of the property were sold to Mr. Cornelius W. Pickett (liber 85, folio 186.) This date seems to correspond architecturally with the three different structures (hotel, restaurant, service building) that were on the site at that time.

In August of 1927 the owner, Mr. William Stanley with Mr. Joseph Hodge Attorney representing, sold the property due to default on the mortgage to Mr. Harris E. Kirk, Jr. From here the property changed hands several times until it was sold to Mr. Edward Young. The property stayed in the Young family until October of 1951. Around this time the 76 acre property began to be subdivided and sold to various owners.

The property, today known as J&D Auto Service was sold to Herman and Flora Rodgers in 1953 (liber 138, folio 422). It remained in the Rogers' ownership until November 20, 1965 when it was sold to Siehler and Brown (liber 446, folio 382). Roughly a year later the property was sold to Harry and Thelma Hanekamp. In 1988 Mrs. Hanekamp sold the property to SCI, Ltd., who in turn sold it to the "Guildford Corner Corporation (Liber 4095, Folio 693)."

While the exact way the three (3), to date, inventoried Pickett Properties, identified above, were used and what services were provided to assist travelers along the historic roadway, is not firmly clear. However, the continued use of the property to service travelers along US 1 contributes to the significance of the site. The property speaks to the nature of "mom and pop" businesses that were commonly developed in the first half of the twentieth centuries across the country and especially along such historic roadways. While in fair condition, the modest complex of the three buildings, originally one business venture, are stylistically contributing to the significance of roadside architecture along this historic corridor.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 823

Name
Continuation Sheet

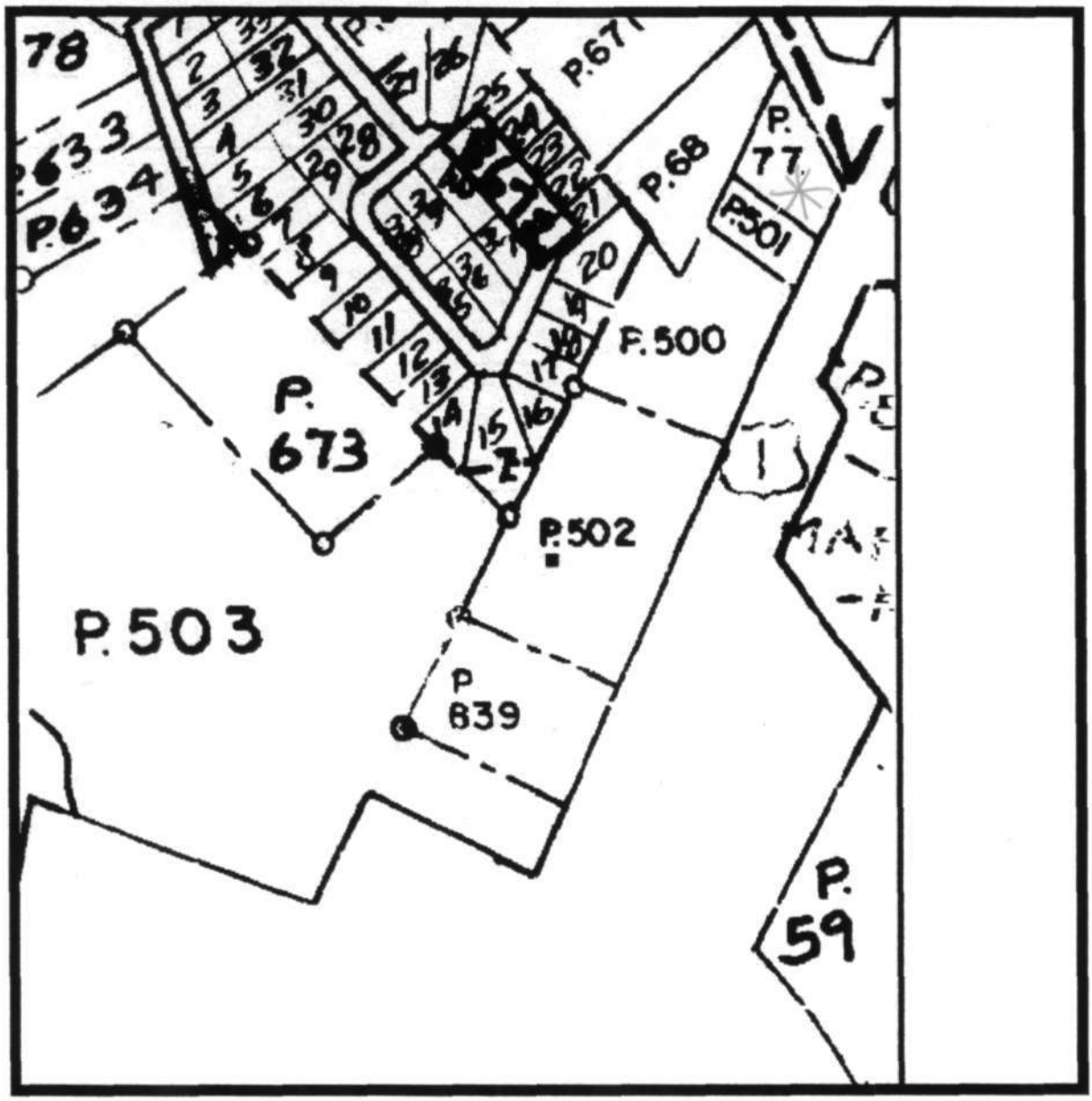
Number 9 Page 1

Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.
Martinette Map of 1860.

Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 06**Account Number** - 392660



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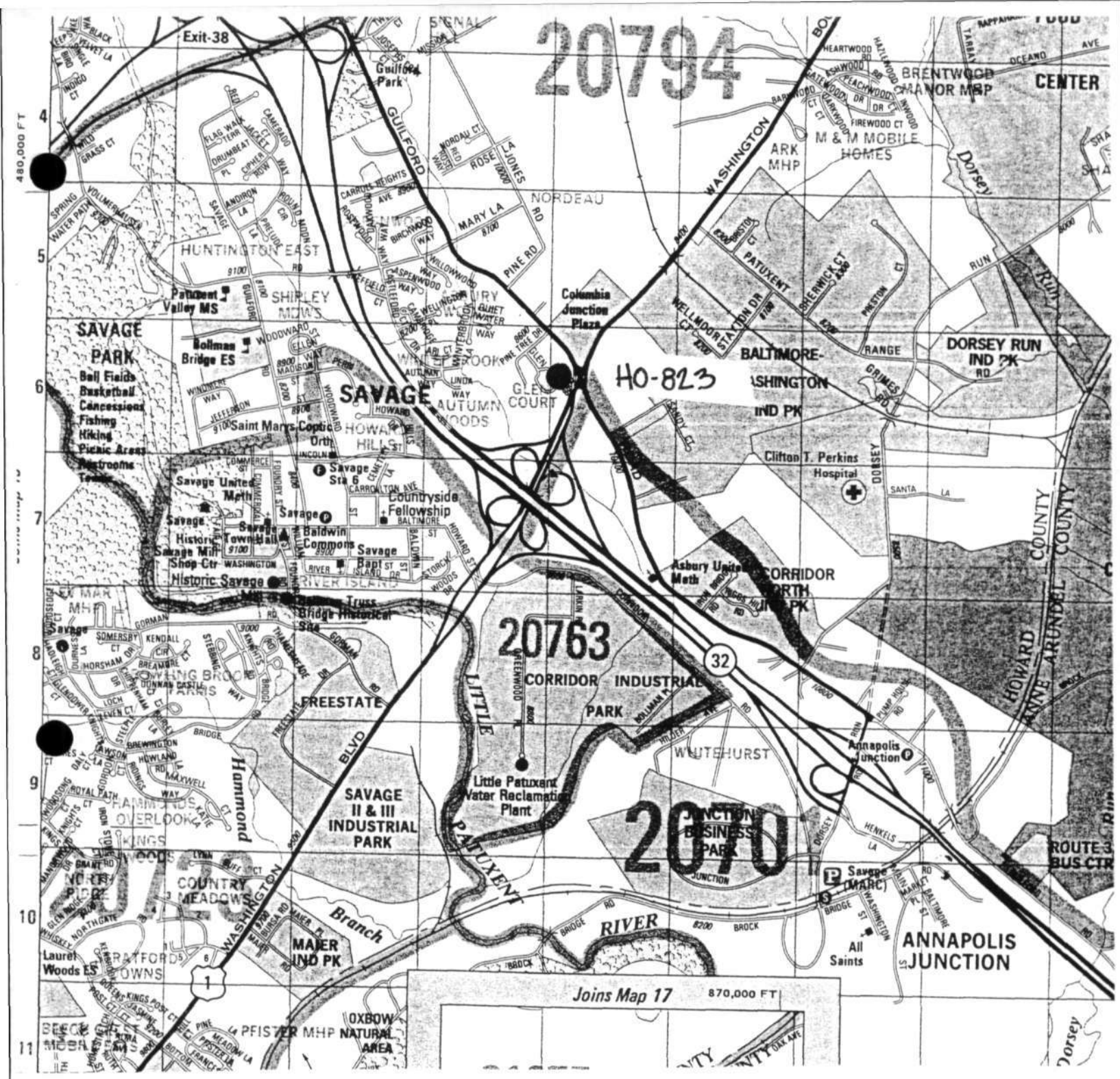
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us/webcom/index.html



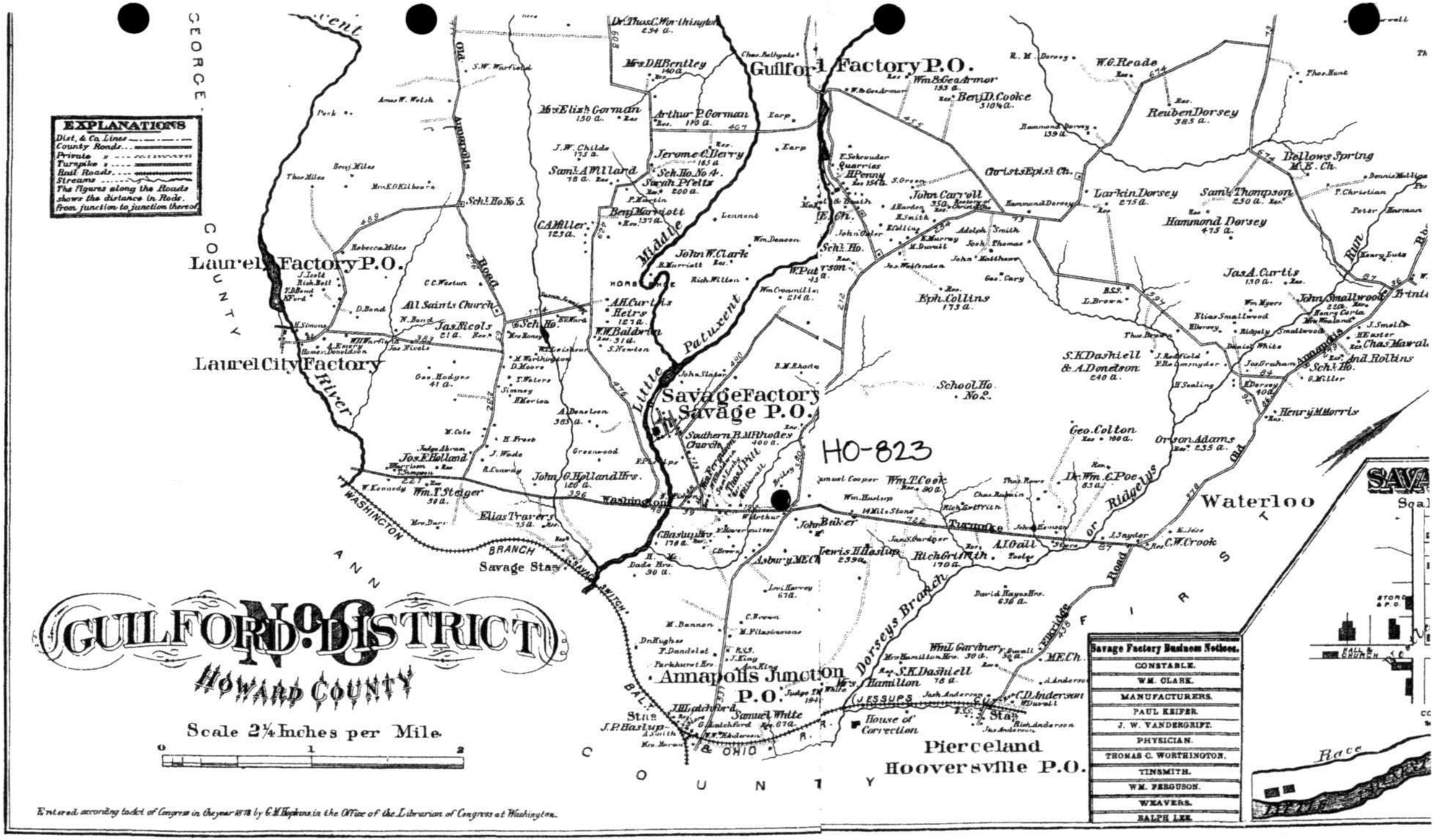
HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT MARCH 2004

PROPERTY ADDRESS: 8802- 8804 WASHINGTON BOULEVARD, SAVAGE, MD
PROPERTY INVENTORY NUMBER: HO – 823

ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2, 000 FT.

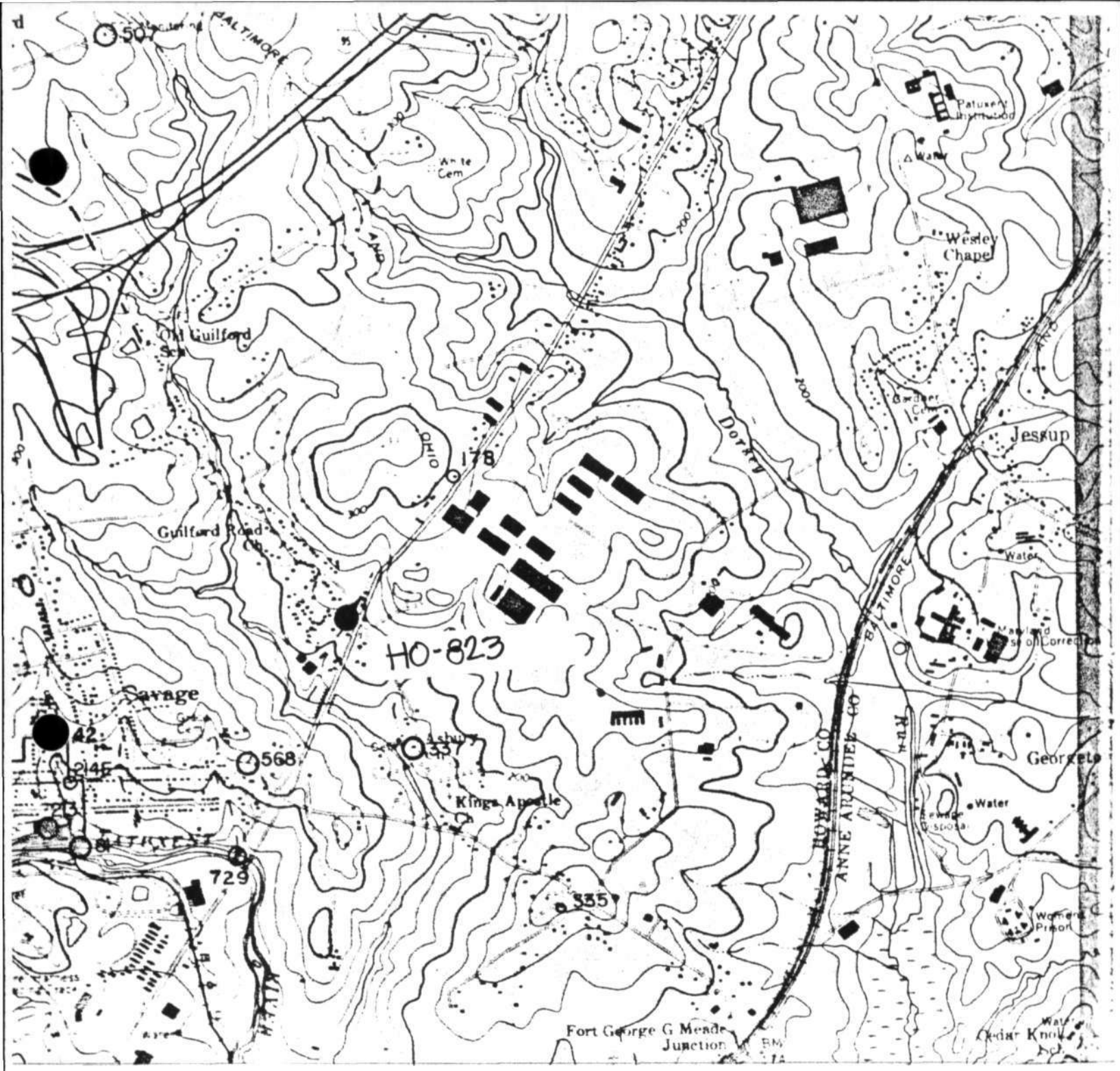
⇑ NORTH



Savage Factory Business Notices.
CONSTABLE.
WM. CLARK.
MANUFACTURERS.
PAUL KEIFER.
J. W. VANDERGRIFT.
PHYSICIAN.
THOMAS C. WORTHINGTON.
TINSMITH.
WM. FERGUSON.
WEAVERS.
RALPH LEE.

HO-823

HO-823



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT MARCH 2004

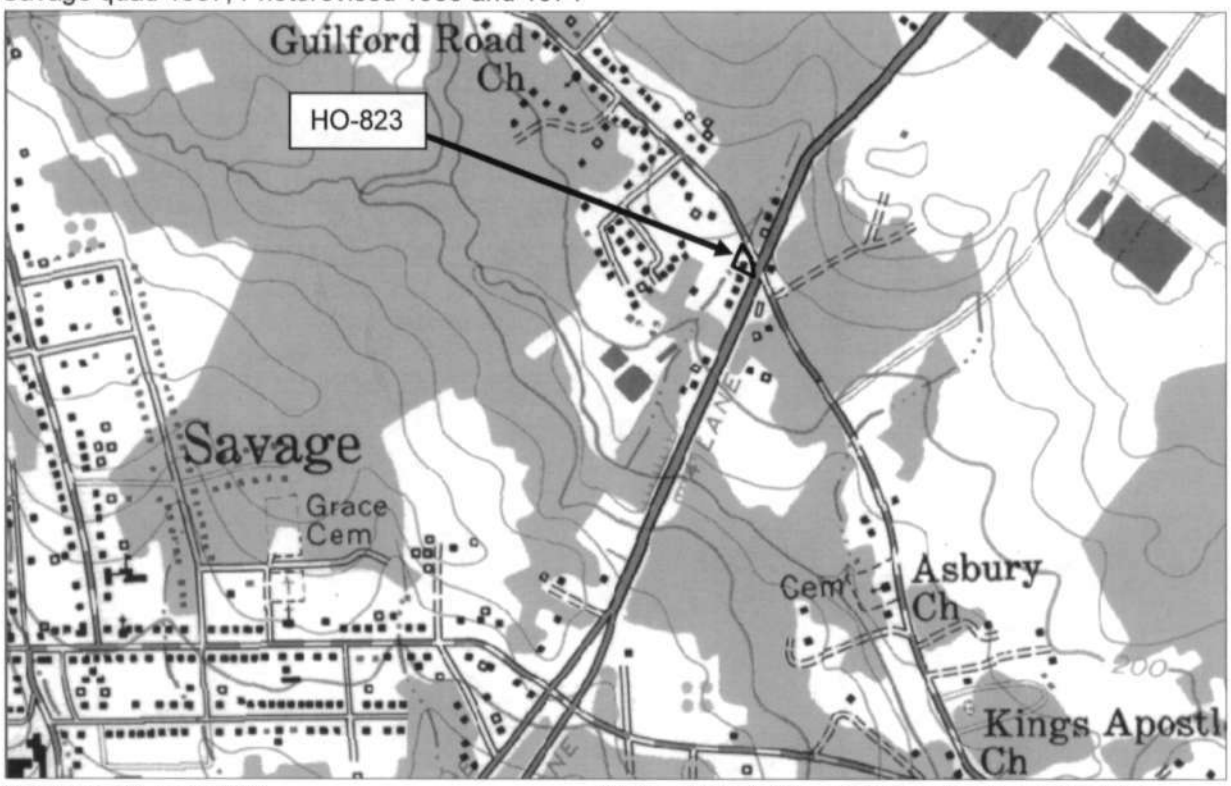
PROPERTY ADDRESS: 8802 - 8804 WASHINGTON BOULEVARD, SAVAGE
PROPERTY INVENTORY NUMBER: HO – 823

USGS - SAVAGE QUADRANGLE MAP

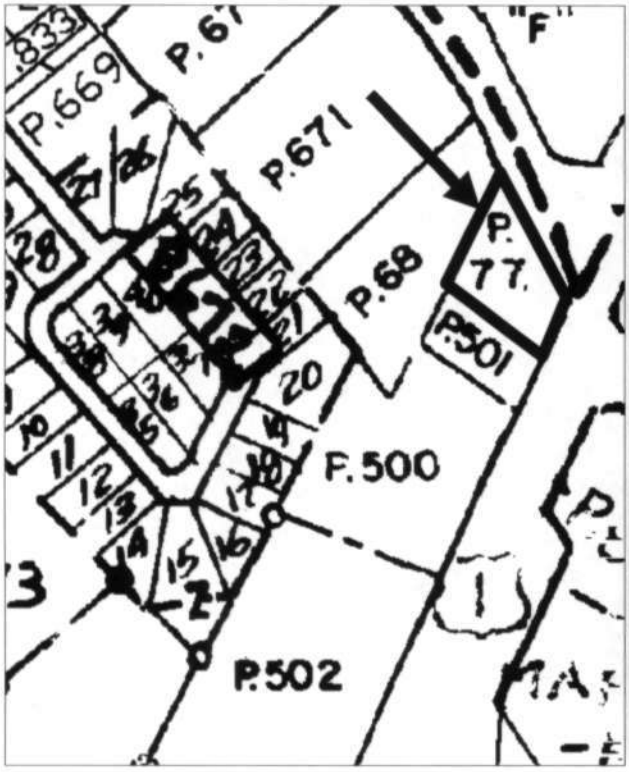
SCALE: 1:24,000

⇑ NORTH

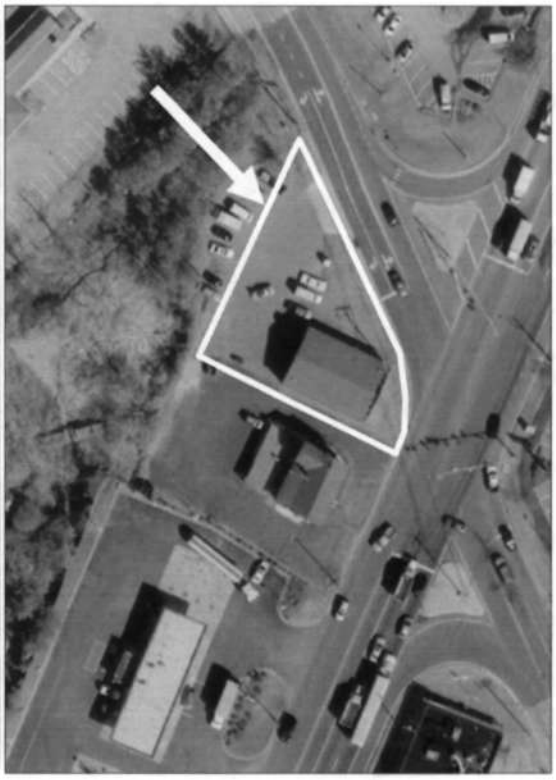
HO-823
The Cornelius W. Pickett Property (Garage)
8802 Washington Boulevard (US 1), Jessup
Savage quad 1957, Photorevised 1966 and 1974



Tax Map 47, parcel 77



National Web Map Service 6" Orthophoto Map
c. 2010



J D AUTO SERVICES
J·D
AUTO

HO-823
PICKETT PROPERTY
HOWARD COUNTY
VIEW LOOKING NORTHWEST

NEGATIVE W/ MDSHPO
KATE MAHOOD
MARCH 2004

1 OF 3

J D AUTO SERVICES
LYNX

HO-823
PICKETT PROPERTY
HOWARD COUNTY
VIEW LOOKING SOUTHWEST

NEGATIVE W/ MDSHPO
KATE MATHOOD
MARCH 2004

2 OF 3

HO-823
PICKETT PROPERTY
HOWARD COUNTY
VIEW LOOKING EAST

NEGATIVE W/ MDSHPO
KATE MAHOOD
MARCH 2004

3 OF 3