HO – 826
The (Edwin D. and Margie P.) Fleming Property
8205 Washington Boulevard
Jessup, vicinity

Located along the east side of US Route 1, Washington Boulevard north of Savage, MD, the Fleming Property is comprised of approximately 7.5 acres of land. The site is sloped to the east away from Washington Boulevard. The site contains two (2) buildings: one four-square residence (circa 1920) and a motel building (circa 1938). The property is a mixed use complex with the residential building, motel facility, and private trailer park (with approximately 37 trailers) behind these buildings. The overall condition of the property is good.

The significance of the Fleming property is in its association with the development of US Route 1 and its role in the local travel and touring industries. The site illustrates the way residential properties were turned into commercial ventures by their owners, relying on the accessibility offered by US 1, the so-called "Main Street" of the East Coast.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 826

1. Name of Property (indicate preferred name)

historic	The Edwin D. and Margie P. Fleming Property
other	Maple Park Trailer Park

2. Location

street and number	8205 Washington Boulevard	__ not for publication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	Jessup Rock LLC				
street and number	25 Main Street, 3rd Floor			telephone	Unknown
city, town	Reisterstown	state	MD	zip code	21136

4. Location of Legal Description

courthouse, registry of deeds, etc.	Howard County Courthouse			liber	4788	folio	696
city, town	Ellicott City	tax map 43	tax parcel	219		tax ID number	417787

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
____commerce/trade
____defense
X 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	
2	_____	buildings
_____	_____	sites
_____	_____	structures
_____	37	objects
2	_____	Total

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. HO -826

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 east side of US Route 1, Washington Boulevard north of Savage, MD, the Fleming Property is comprised of approximately 7.5 acres of land. The site is sloped to the east away from Washington Boulevard. The site contains two (2) buildings: one four-square residence (circa 1920) and a motel building (circa 1938). The property is a mixed use complex with the residential building, motel facility, and private trailer park (with approximately 37 trailers) behind these buildings. The overall condition of the property is good.

COMPREHENSIVE DESCRIPTION
The Fleming Property is sloped eastward away from Washington Boulevard. The adjacent portions of the property, surrounding the structures to the east and north contain a series of trailer sites. These sites are all accessed off of Fleming Street along the northern boundary of the subject property. A drive and parking area extends southward from the entrance and provides parking for the motel as well as access to the residence. There is limited landscaping throughout the site. The house is located on a grassy knoll and a border of grass (approximately 20 feet wide) exists between the parking area and the front (west face) of the motel.

There are two (2) major buildings on the property:
The original four-square **residential structure**, probably built circa 1920, is located to the south of the property, but adjacent to Washington Boulevard. The building has been sided with asbestos siding and it is unclear as to what the original siding material may have been. The roof is hipped and presently finished in asphalt shingles. There is a single central dormer on the front (west) facade with a hipped roof (asphalt shingles) and asbestos siding. It contains a pair of 1/1 (double hung) wood windows. The front facade faces Washington Boulevard and has two bays with the door located to the left of the building. This door provides access to the first floor level from an open wood frame porch (hipped roof with asphalt shingles). There are three square wood posts supporting the porch roof. There are no railings around the porch. A paired wood double hung sash window (1/1) is located adjacent to the door. The second floor contains two wood double hung windows (3/1). The south side elevation has an irregular fenestration pattern including a paired wood double hung sash window (3/1) on the first level and a single wood double hung sash (3/1) at the upper level. Due to the sloping grade along this side of the residence, approximately four feet of the basement wall is exposed above grade. The wall has a stucco finish and contains two small windows (1/1). It was not possible to gain access to the interior, rear or the other side of the residence.

The historic **motel complex,** constructed circa 1938, is a one-story building. There appears to be approximately 8 rooms in the building. The building is set back from Washington Boulevard behind the parking area and small lawn space. The major wing of the building runs north/south and has a gable roof finished with asphalt shingles. The roof extends out to create a covered walkway of approximately five feet in width, along the front (west) facade. The overhand is supported by a series of square wood posts (painted white). Between these posts (except a several entrance points) there is a low open wood railing with two horizontal railings. The front facade faces Washington Boulevard and has been covered with form-stone. Each motel room has a flush (non-original) wood door and a single (1/1) wood window with an exterior aluminum storm window. Some windows have air conditioners placed in them. There are non-operable wood shutters affixed to each side of the windows. The south side elevation is covered in form-stone and does not have any window or door openings. There is a small horizontal gable roof vent located at the peak of the gable end wall. The north side facade has a stucco finish and a single double hung (1/1) wood window with an exterior aluminum storm window. The window

8. Significance

Inventory No. HO - 826

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	_X_ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	_X_ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	_X_ social history
	__ community planning	__ exploration/ settlement	__ maritime history	_X_ transportation
	__ conservation		__ military	__ other: ____

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

Construction dates Residence circa 1920; Motel circa 1938

Evaluation for:

_____ National Register _____Maryland Register ____X____not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

SUMMARY OF SIGNIFICANCE

The significance of the Fleming property is in its association with the development of US Route 1 and its role in the local travel and touring industries. The site illustrates the way residential properties were turned into commercial ventures by their owners, relying on the accessibility offered by US 1, the so-called "Main Street" of the East Coast.

NARRATIVE HISTORY

The Fleming property, today referred to as the Maple Park Trailer Park, 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."

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

9. Major Bibliographical References

Inventory No. HO - 826

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 7.38 Acres		
Acreage of historical setting	approximately 10 Acres		
Quadrangle name	Savage Quadrangle	Quadrangle scale:	1: 24,000

Verbal boundary description and justification

Map 43, Grid 14, Parcel 219
See map with parcel identified.

11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	March 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

has shutters on each side. Along the north side there is a one-story addition placed perpendicular to and attached to the motel building. It is of stucco finish and has a wood paneled door to the east and a boarded up window opening. The roof is a slightly pitched gable form and finished in the same asphalt shingle as the main motel roof. The rear (east) elevation of the addition is finished in stucco and contains a single boarded up window opening on the southern end. The rear (east) east elevation of the motel is finished in stucco and contains a series of small window openings located just below the gutter line. These likely provide light and ventilation to the bathroom areas within the motel rooms. It was not possible to gain access to the interior spaces.

While the property is currently affiliated with the form-stone clad building to the north side of Fleming Street, historically they were developed under different ownership and remain a separate property and parcel from the subject property. This adjacent parcel, parcel 495 on the associated Tax Map, was also historically associated with the Tall Pines Motel further down US. Route 1. (Please note: The two buildings shown in photo number 5 of 5 are located on this adjacent property, to the north of the subject property. The photo is included only to illustrate that parcel's association with the subject property, illustrating aspects of the common history and the development of the site's immediate proximity. Research was not conducted on this adjacent parcel.)

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 during several different periods in its history, and by various owners, from the 1920's to circa 1950, illustrates the owner's entrepreneurial spirits to capitalize on the development of the roadway.

Deed research confirms the parcel was, during the early 1920's, owned by Mr. Charles E. Green (also an owner of HO-824/ the Log Cabin Restaurant; Liber 111/folio 43). Mr. Green is likely the owner that built the residential structure on the parcel. In July of 1932 Edwin D. and Margie P. (his wife) Fleming purchase the parcel (Liber 135/ folio 598), and developed the motel structure. Later during the 1940's the property changed hands several times. In 1947 Otway B. Zantzinger and Mary D. Zantzinger (his wife), owned the parcel, and submitted the subdivision plat known as the "Waterloo Addition" to Howard County in June of that year, planning for a community of trailer sites. Each owner in turn had vision to make a fair living providing lodging for travelers along the highway, and the Zantzingers saw indicators of the burgeoning growth and the related service needs that would be forthcoming along this roadway.

By the late 1970's the property became owned by the Rental Tools Corporation, who in turn sold it to the current owners Jessup Rock LLC in 1999 (Liber 4788/folio 696).

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 common in the first half of the twentieth centuries across the country and especially along such historic roadways.

While in fair condition, the modest complex is stylistically contributing to the significance of roadside architecture along this historic corridor. .

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 826

Name
Continuation Sheet

Number 9 Page 1

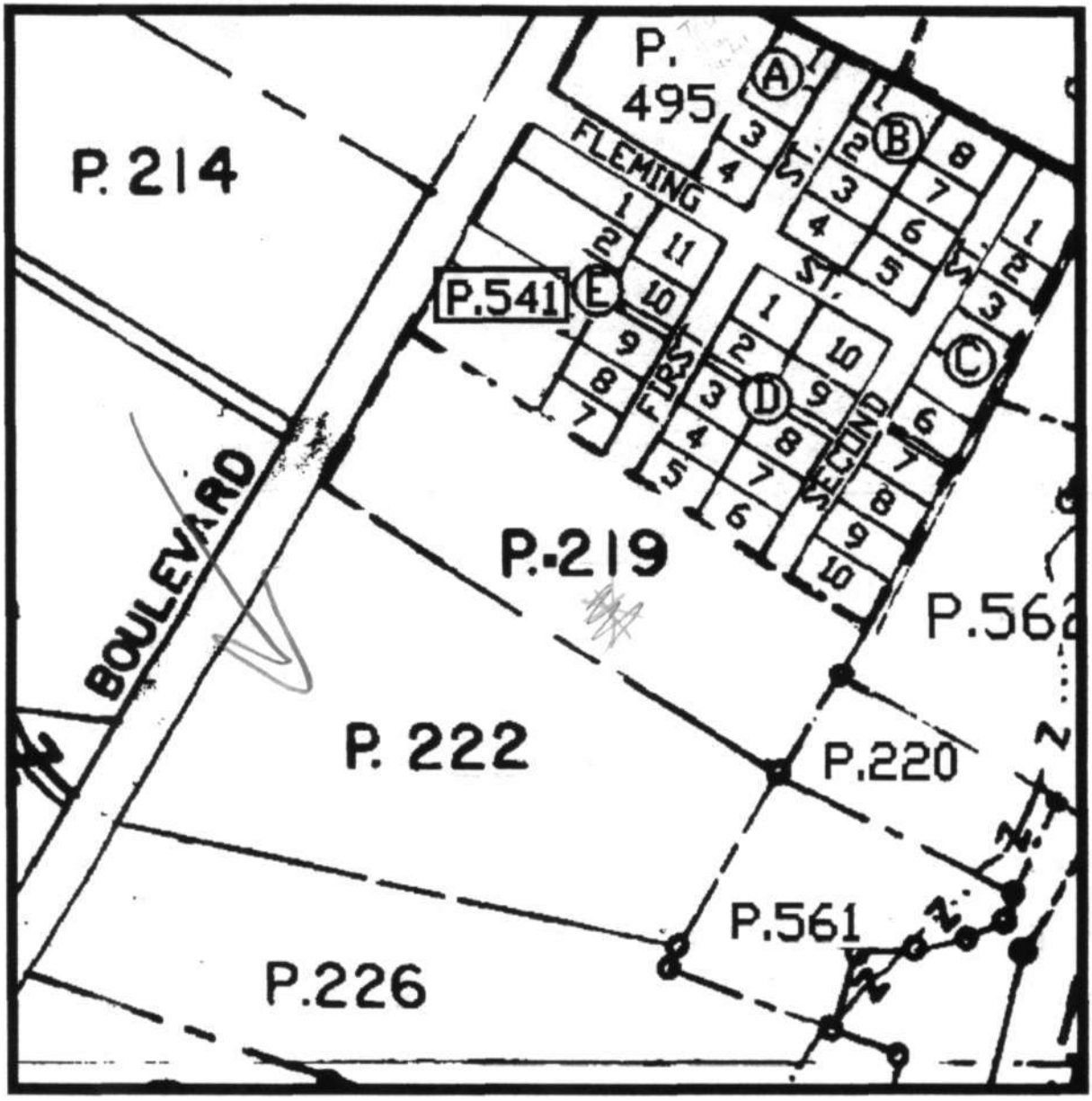
Stein, Charles Francis, Jr. Origin and History of Howard County Maryland. Baltimore: The Howard County Historical Society, 1972.
Martinette Map of 1860.

MAPLE PARK 2 HO-826

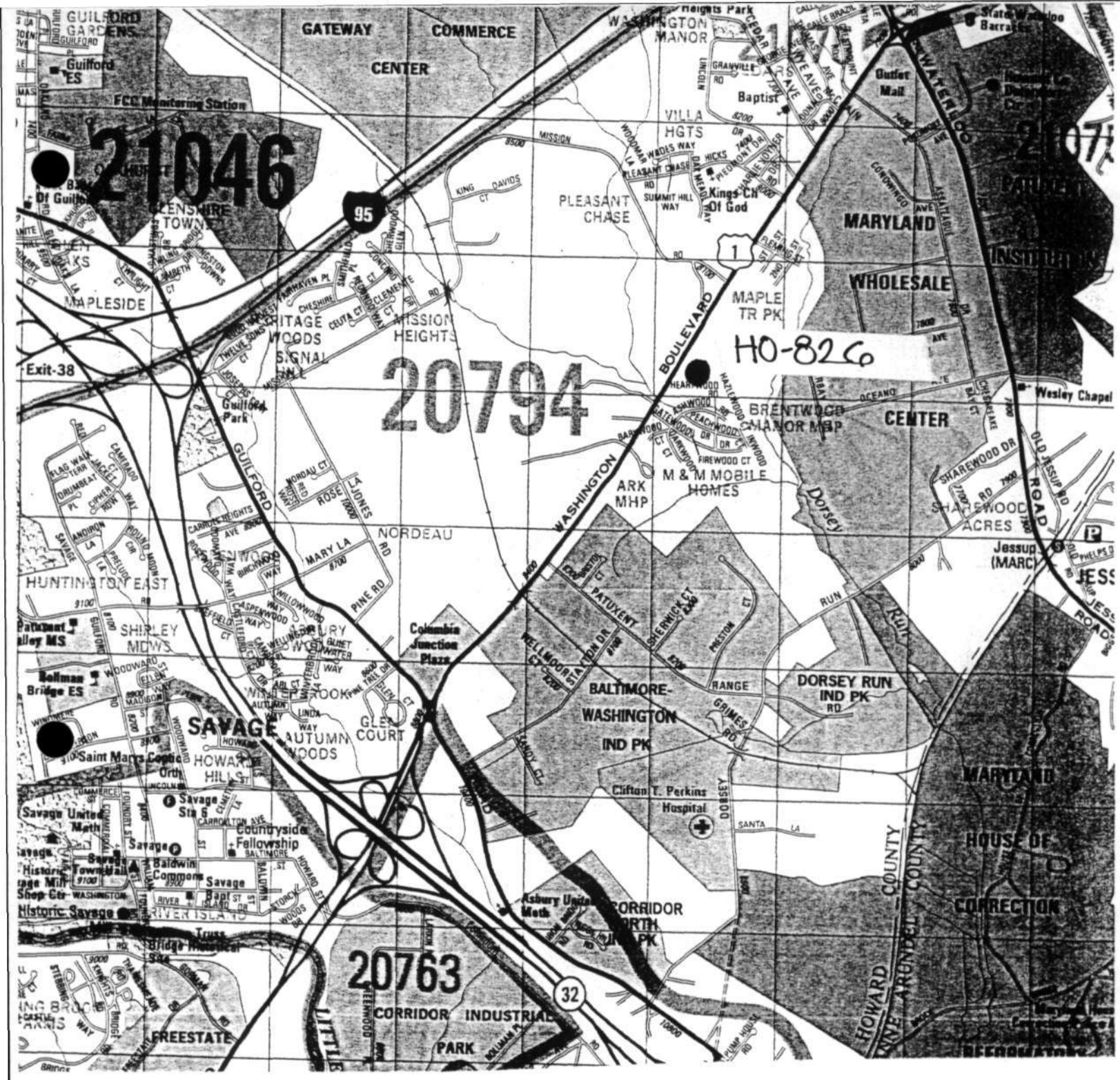
Maryland Department of Assessments and Taxation
HOWARD COUNTY
Real Property Data Search

Go Back
View Map
New Search

District - 06 **Account Number** - 417787



Property maps provided courtesy of the Maryland Department of Planning ©2001 - 2002.
For more information on electronic mapping applications, visit the Maryland Department of Planning web site at www.mdp.state.md.us/webcom/index.html



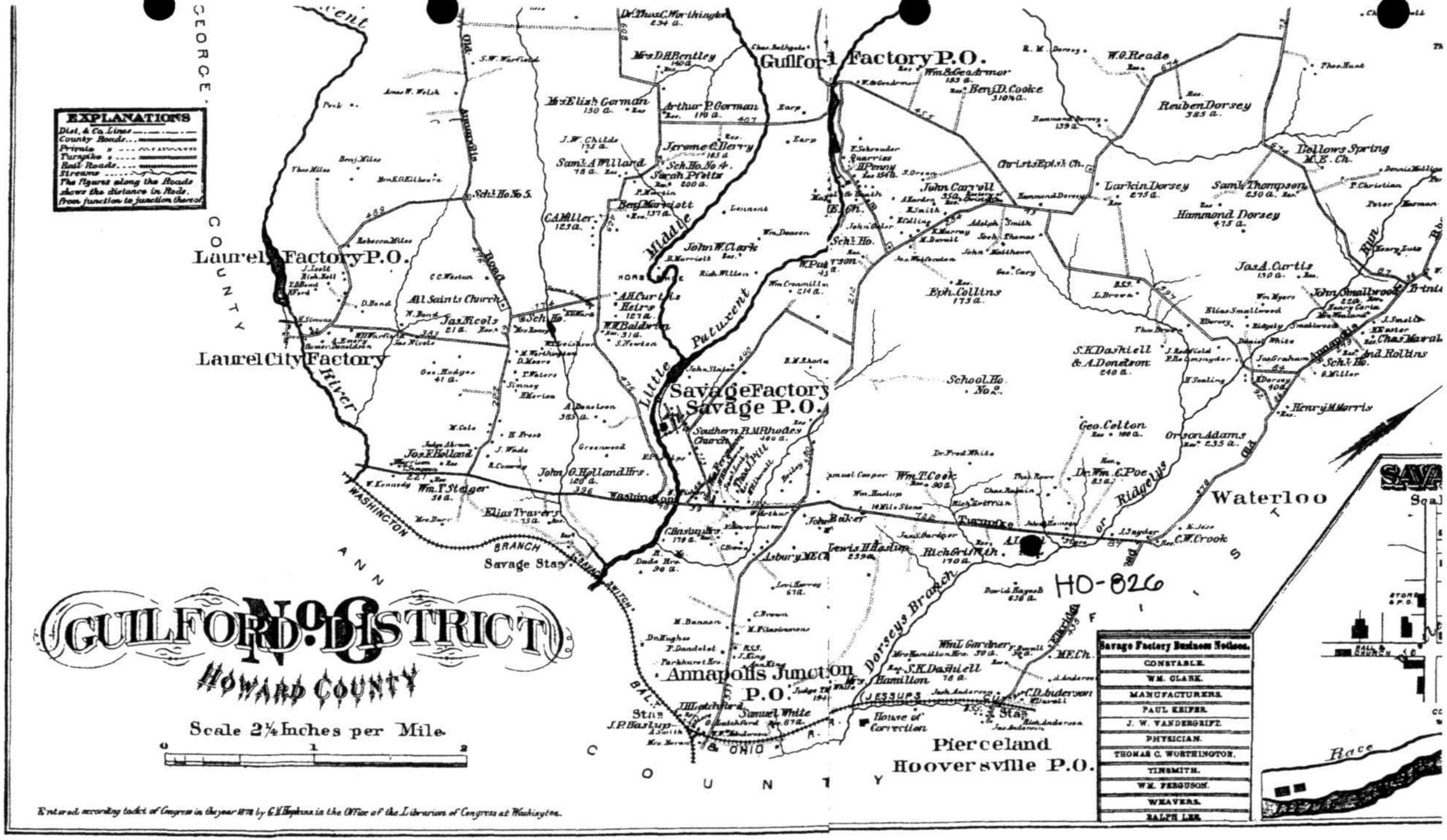
HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT MARCH 2004

PROPERTY ADDRESS: 8205 WASHINGTON BOULEVARD, JESSUP, MD
PROPERTY INVENTORY NUMBER: HO – 826

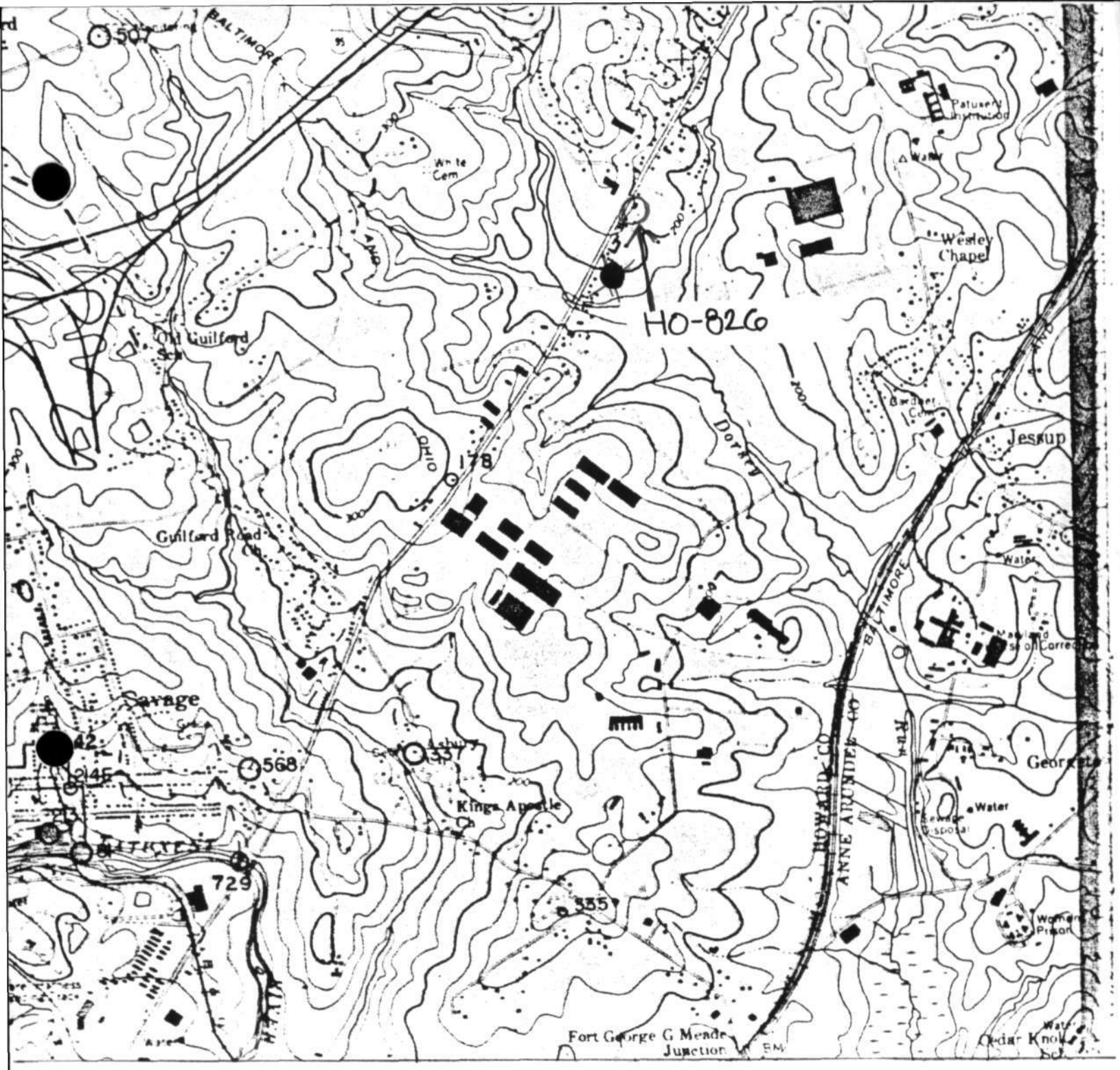
ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2, 000 FT.

⇑ NORTH


GUILFORD No. 6 DISTRICT
HOWARD COUNTY
Scale 2¼ Inches per Mile
0 1 2
EXPLANATIONS
Dist. & Co. Lines
County Roads
Private
Turnpike
Rail Roads
Streams
The figures along the Roads show the distance in Rods from junction to junction thereof.
Laurel Factory P.O.
Laurel City Factory
Gulford Factory P.O.
Savage Factory
Savage P.O.
Annapolis Junction P.O.
Pierceland
Hooversville P.O.
Waterloo
Savage Sta.
Little Patuxent
Middle Patuxent
Dorseys Branch
Ridgelys Run
Washington Branch
Savage Switch
Annapolis Road
Old Annapolis Road
Laurel River
Washington Branch
House of Correction
Savage Factory Business Notices.
CONSTABLE.
WM. CLARK.
MANUFACTURERS.
PAUL KEIFER.
J. W. VANDERGRIFT.
PHYSICIAN.
THOMAS C. WORTHINGTON.
TINSMITH.
WM. FERGUSON.
WEAVERS.
RALPH LEE.
Entered according to Act of Congress in the year 1878 by G. M. Hopkins in the Office of the Librarian of Congress at Washington.

HO-826



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT MARCH 2004

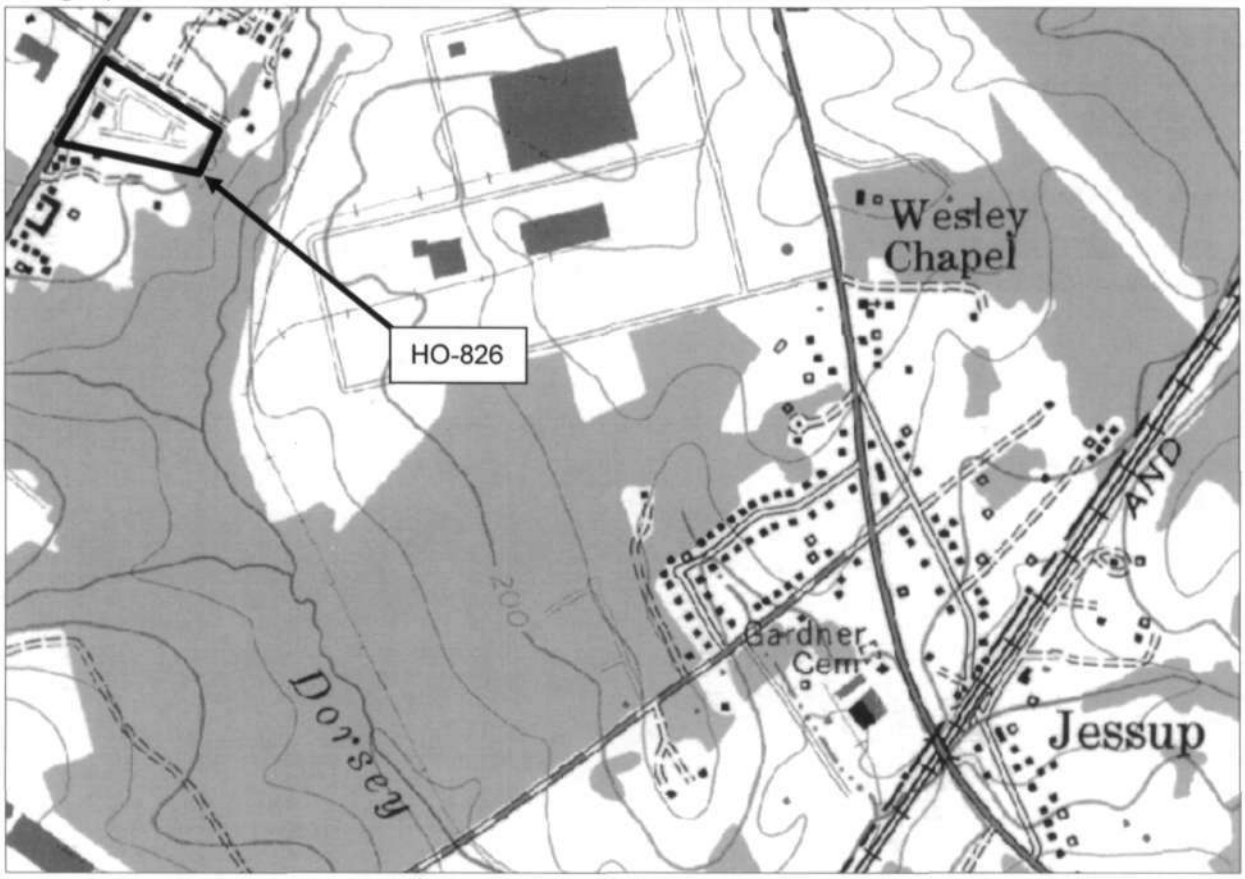
PROPERTY ADDRESS: 8205 WASHINGTON BOULEVARD, JESSUP
PROPERTY INVENTORY NUMBER: HO – 826

USGS - SAVAGE QUADRANGLE MAP

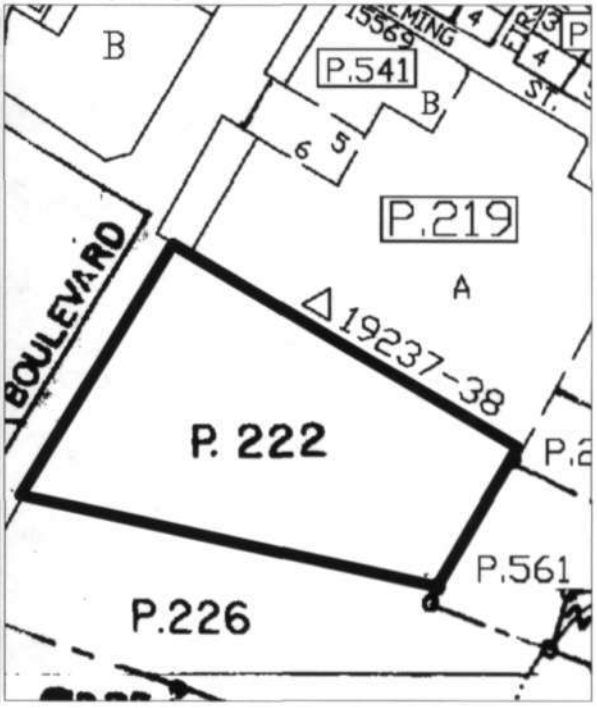
SCALE: 1:24,000

⇑ NORTH

HO-826
Edwin D. and Margie P. Fleming Property (Maple Park Trailer Park)
8205 Washington Boulevard (US 1), Jessup
Savage quad 1957, Photorevised 1966 and 1974



National Web Map Service 6" Orthophoto Map, c. 2010 Tax Map 43, parcel 222



HO-826
FLEMING PROPERTY
HOWARD COUNTY
VIEW LOOKING NORTH EAST

NEGATIVE W/MDSHPO
KATE WAHOOD
FEB. 2004

1 OF 5

HO-826
FLEMING PROPERTY
HOWARD COUNTY
VIEW LOOKING EAST

NEGATIVE W/ MDSHPO
KATE NAHOOD
FEB. 2004

2 OF 5

HD-826
FLEMING PROPERTY
HONOLULU COUNTY
VIEW LOOKING SOUTH EAST

NEGATIVE W/ MDSHPO
KATE NAHOOL
FEB., 2004

3 OF 5

HO-826
FLEMING PROPERTY
HOWARD COUNTY
VIEW LOOKING SOUTH WEST

NEGATIVE W/ MDSHPO
KATE NAHOOO
FEB. 2001

4 OF 5

MAPLE PARK

HO-826 LOCATED TO NORTH OF

FLEMING PROPERTY — (HO-826)

HOWARD COUNTY

VIEW LOOKING NORTH FROM HO-826

NEGATIVE W/ MDSHPO

KATE MAHOOD

FEB. 2001

5 OF 5