

HO – 831
The (Charles R. and Helen M.) Harman Property
5827 Washington Boulevard
Elkridge

Located along the eastern side of Washington Boulevard (aka: US Rte I, Washington Road.), the mid-twentieth century commercial structure is one story and rectangular in plan. Constructed in part of unfinished concrete block, the west (front) and south (side) facades are built of red brick. The roof is a slightly sloped, built-up roof, with a parapet on three sides. Constructed circa 1940, for commercial purposes, many alterations have occurred with the varied owners and tenants over the past fifty or so years.

While there is evidence that the Harman property is historically associated with events making contributions to the broad patterns of our history, that affiliation is limited. It is apparent the historic character and uses of the building relate directly to the re-routing of US Route 1 away from the Main Street of Elkridge in the 1930's. While greatly modified, the resource exemplifies the roadside culture that prevailed along this important roadway from the 1930's to the later portions of the twentieth century.

7. Description

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Condition

excellent deteriorated
 good ruins
 fair 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 eastern side of Washington Boulevard (aka: US Rte I, Washington Road.), the mid-twentieth century commercial structure is one story and rectangular in plan. Constructed mostly of unfinished concrete block, the front façade is built of red brick. The roof is a slightly sloped, built-up roof, with a parapet on three sides. Constructed circa 1940, for commercial purposes, many alterations have occurred with the varied owners and tenants over the past fifty or so years.

COMPREHENSIVE DESCRIPTION

The front façade (west), facing US Route I is symmetrically designed with five brick pilasters framing four bays. The modest pilasters are corbelled at the top, stepping the projecting members back to the main brick face. Beneath one header course, a ribbon of stretcher coursing (two courses) runs the full length of the front elevation at the cornice level. There is a simple metal coping that extends above the brick trim and likely relates to the parapet wall at the roof. There are four bays regularly spaced between the five pilasters. The configuration of doors and windows set within each bay has been modified in various ways. The wall of the northern most bay has been modified to accommodate a large metal rolling garage door. The next bay wall may give a better sense of the original fenestration and door configurations. There is a ribbon of four small transom windows (hopper windows) that are wood frame at the upper portion of the wall. Below, on the north side of the bay is a single aluminum frame, fixed pane shop window. To the right (south end of the bay) is a single leaf wood door with glazed panel. This general pattern of window and door is repeated in the next bay however the historic transom windows are not evident. The southern most bay consists of a larger fixed pane opening with aluminum frame with a single leaf metal door to the right side. Presuming the first bay originally matched the general configuration of the other three, it seems reasonable to interpret the building as containing four distinct shops. Awnings over doorways have been added. Signage, electrical conduit, air conditioning units and other miscellaneous equipment has been installed extensively over this front façade.

The north side elevation is mostly solid concrete block, with a red brick pier at the front corner. Beneath one header course, a ribbon of stretcher coursing (two courses) runs a portion of the length of this side elevation, at the cornice level. There are a few service openings at random locations. There are no windows. Many electrical conduits, service equipment, and air conditioning units have been installed at varied locations along this facade.

The other side (south) façade is different in construction from the opposite side, and shares common characteristics with the front façade, described above. The wall is built of red brick, with four corbelled pilasters, similar to the front. The walls in the resulting three bays are laid in five (5) course American bond. The cornice treatment at the front bay consists of two stretcher courses sandwiched between two header courses. At the last two bays it is altered to accommodate the rise in topography and consists of three stretcher courses sandwiched between two header rows. The rear of the property at this façade shows the rear of the building adjoining a larger two-story building, (having a stucco finish and flat roof) on the next parcel. Fenestration along this elevation varies within each bay. The front (western most) bay consists of one large masonry opening that has a sheet metal grate, with vertical panels, fixed in place over the would be opening. The middle bay has two modest window openings that have been in-filled with concrete masonry unit block. The third (eastern most) bay consists of three modest window openings (similar in size to the middle bay) that are also in-filled with a similar material.

The rear (east) façade as mentioned previously adjoins construction on the adjacent property. Interior spaces were not available for inspection.

8. Significance

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

Specific dates

Architect/Builder

unknown

Construction dates circa 1940

Evaluation for:

National Register

Maryland Register

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

While there may be possible evidence that the Harmon property is historically associated with events making contributions to the broad patterns of our history (Criterion A), that affiliation is somewhat limited. It is apparent the historic character and uses of the building relate to some extent to the re-routing of US Route 1 away from the Main Street of Elkridge in the 1930's. While greatly modified, the resource exemplifies the commercial opportunities that the expanded road delivered. The building does contribute generally, to a roadside culture that prevailed along the roadway during the 1940's and into later portions of the twentieth century. The structure does not embody distinctive characteristics that would lend significance for architectural merit. The many alterations that have occurred at the building further limits the opportunity to express a stronger significance statement.

NARRATIVE HISTORY

The Harmon property, 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

9. Major Bibliographical References

Inventory No. HO - 831

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 3,833 SF

Acreage of historical setting same

Quadrangle name Relay Quad

Quadrangle scale: 1: 24,000

Verbal boundary description and justification

Map 38, Grid 4, Parcel 633

See attached map with parcel identified.

Also see legal metes and bounds description in attached Deed: Liber 1862 Folio 409, dating to May 20, 1988.

Beginning for the same a point in the Southeastern boundary of the Baltimore and Washington Boulevard, running south 64 degrees, 27 minutes west 51 and 33 one hundredths (51.33) feet ...

Thence running ... south 28 degrees, 59 minutes east 78 and 56 hundredths (76.56) feet,

Thence north 64 degrees, 27 minutes, east 6 and 79 hundredths (6.79) feet;

Thence... north 64, 27, east 39 and 83 hundredths (39.83) feet;

Thence north 25 degrees, 31 minutes west 59 and 45 hundredths (59.45) feet;

Thence north 25 degrees, 31 minutes, west 18 and 97 hundredths (18.97) feet, to the place of beginning.

11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	January 15, 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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. HO - 831

Name
Continuation Sheet

Number 8 Page 1

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.

As an example or part of this context, the Harmon building was constructed as a commercial structure, probably prior to 1945 by Charles R. and Mary M. Harmon. Deed research indicates the purchase of the property on September 28, 1948 by Maurice A. and Macie F. Nolker. Upon their respective deaths in 1968 and 1969, the property was owned by Shirley A. Ross, their daughter. It was July 8, 1976 when she sold the property to Eric Ray and Mary Frances Nord (Liber 0775/Folio 138). There is no confirmation for what the original business (or businesses) may have been in the building. Searches in the State of Maryland's business records were not productive for these years. The building appears to originally have contained four small commercial spaces, each accessed by a door on the right side of the four bays along the front façade. In subsequent years the building has been modified, but still contains several shops and multiple tenants, as described above.

Clearly, the building's construction was in response to the increased traffic that followed the 1930 changes to the alignment of US Route I in the town of Elkridge. Its recent uses as liquor store and pizzeria imply service industries reaching out to the traveler on US 1 as well as the local residents of Elkridge.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 831

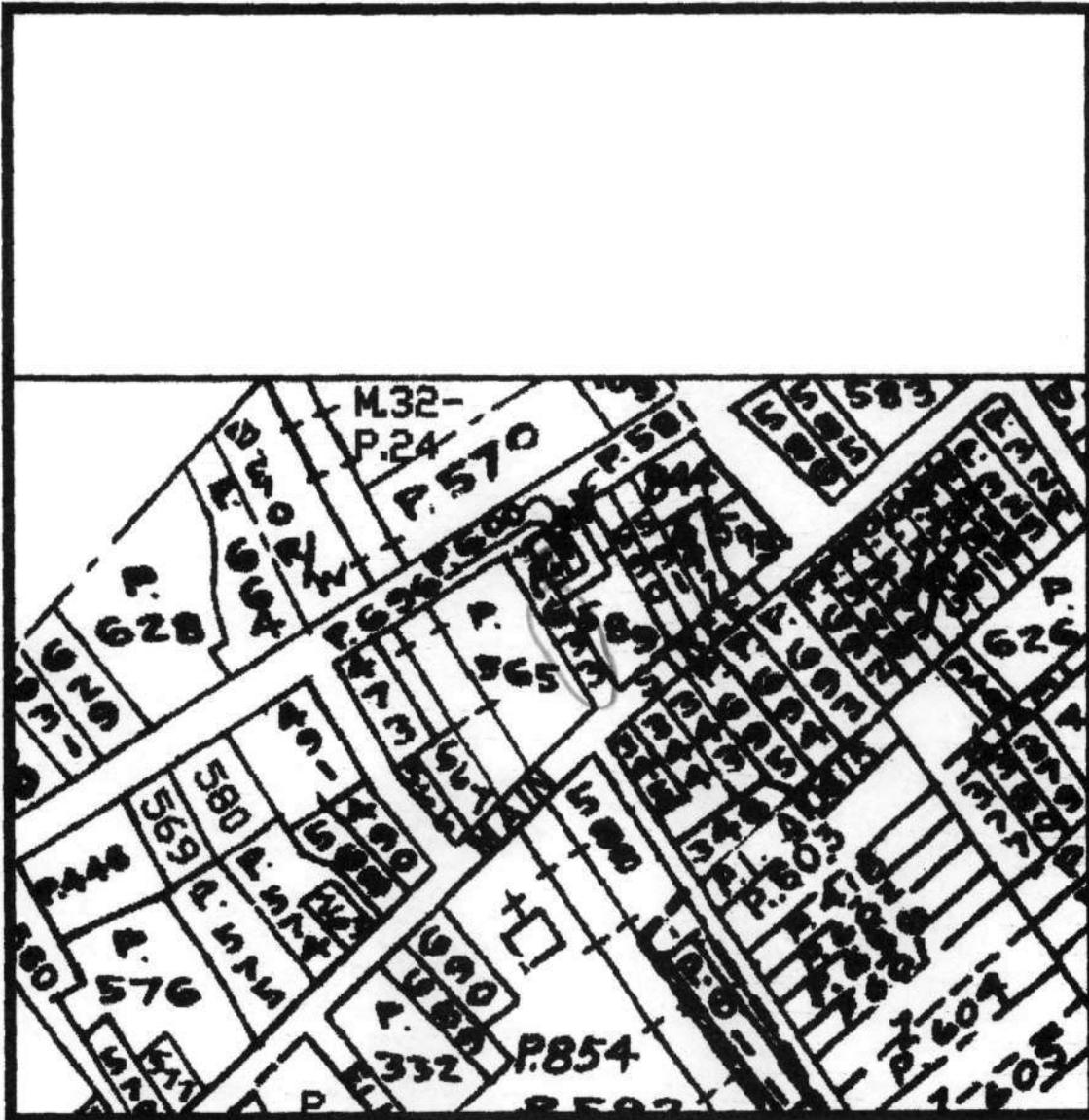
Name
Continuation Sheet

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.



District - 01 Account Number - 175106



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

JANUARY 2004

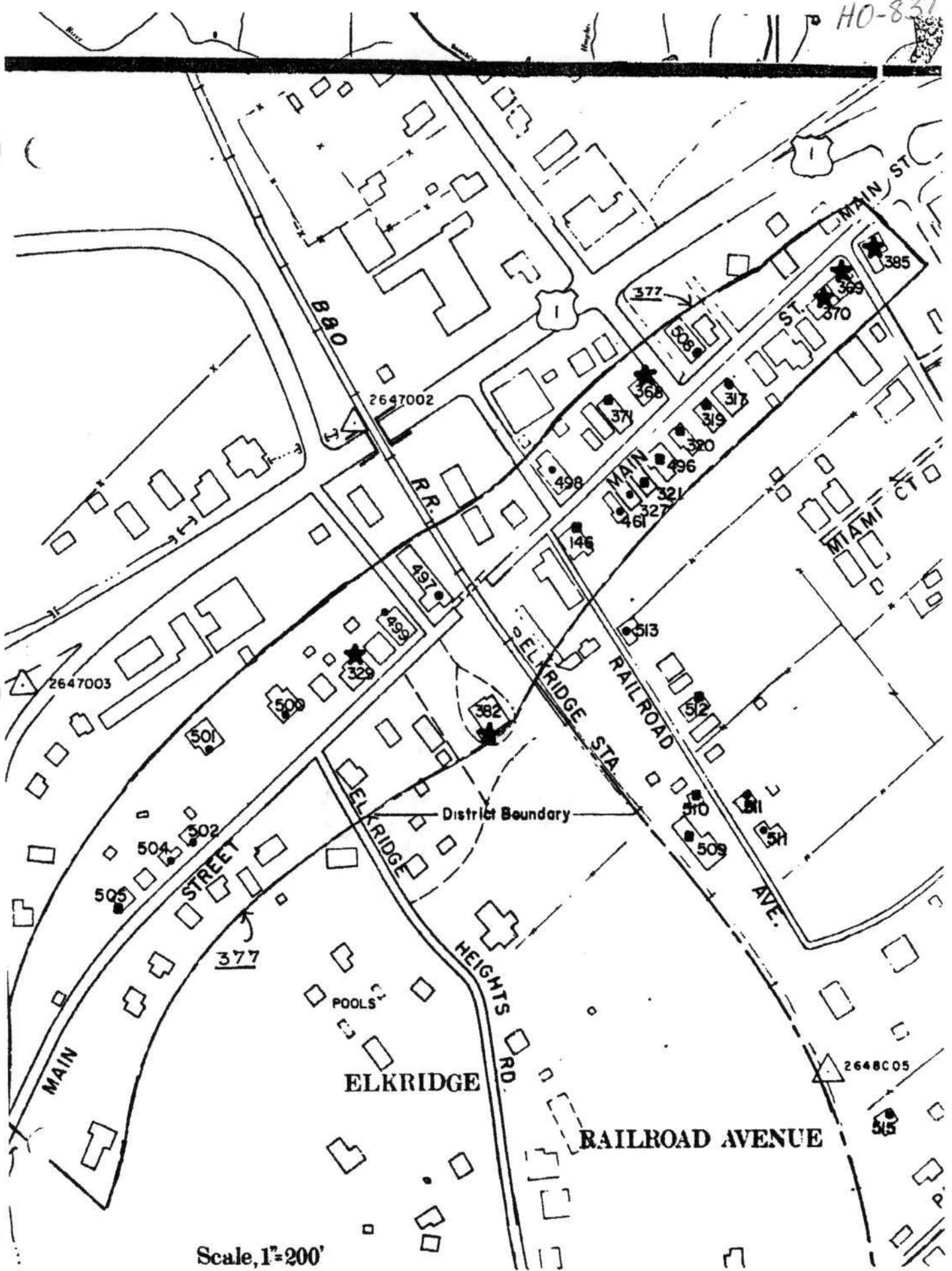
PROPERTY ADDRESS: 5827 WASHINGTON BOULEVARD, ELKRIDGE, MD

PROPERTY INVENTORY NUMBER: HO - 831

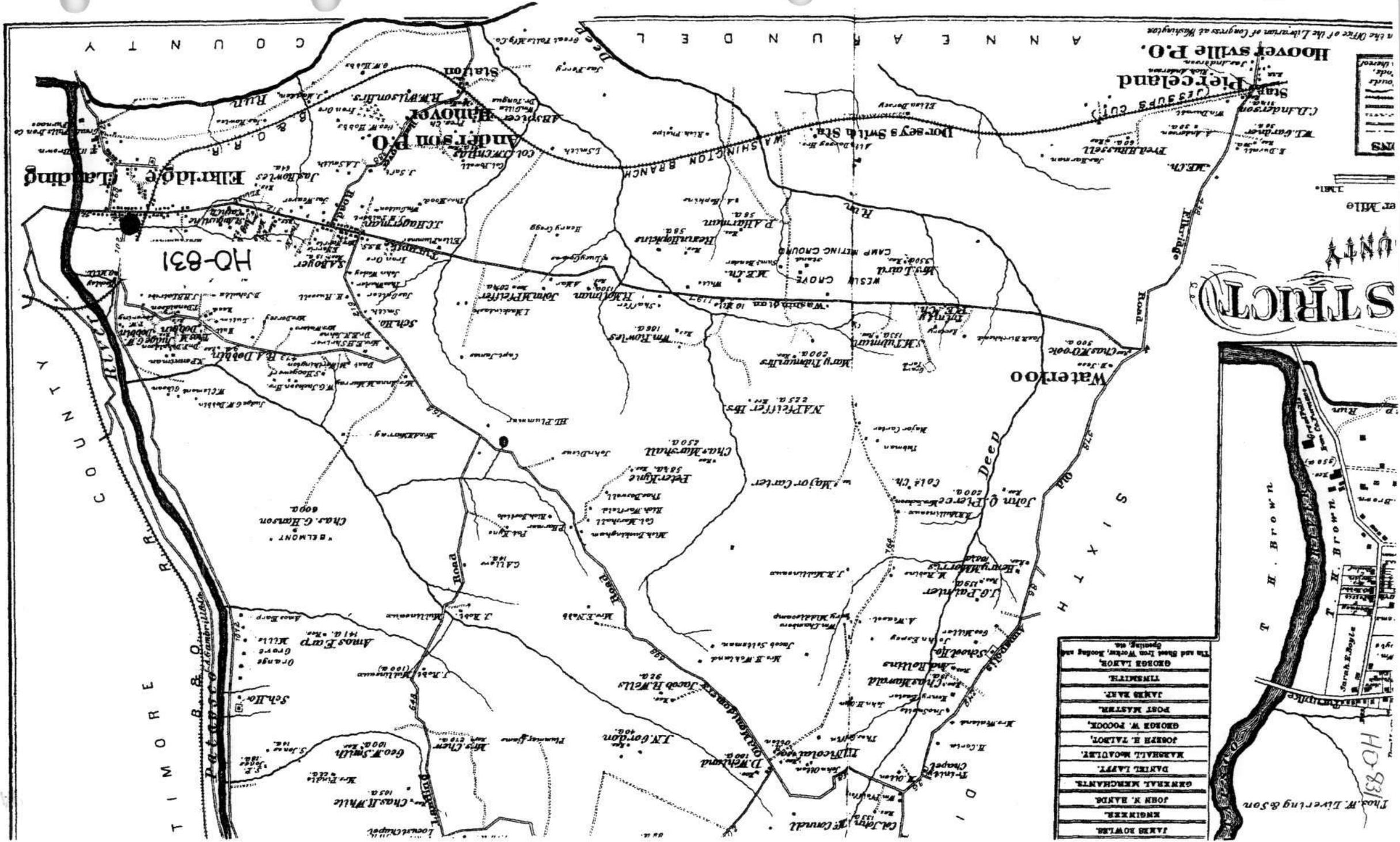
ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.



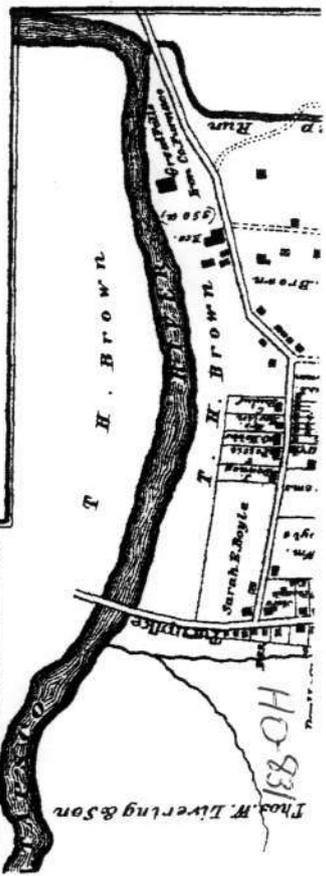


Scale, 1"=200'



978

JAMES HOWLES
ENGINEER.
JOHN K. HANDE
GENERAL MERCHANT.
DANIEL LAFAY.
MARSHALL MOWATLY.
JOSEPH H. TALBOT.
GEORGE W. POOCK.
POST MASTER.
JAMES EARL.
TIMSMITH.
GEORGE LAYOR.
Tin and Sheet Iron Works, Booming and Spooling, etc.



HO-831

the Office of the Librarian of Congress at Washington

Hooverville P.O.

Pierceland

Star

C. Anderson

W. Gardner

B. Duvall

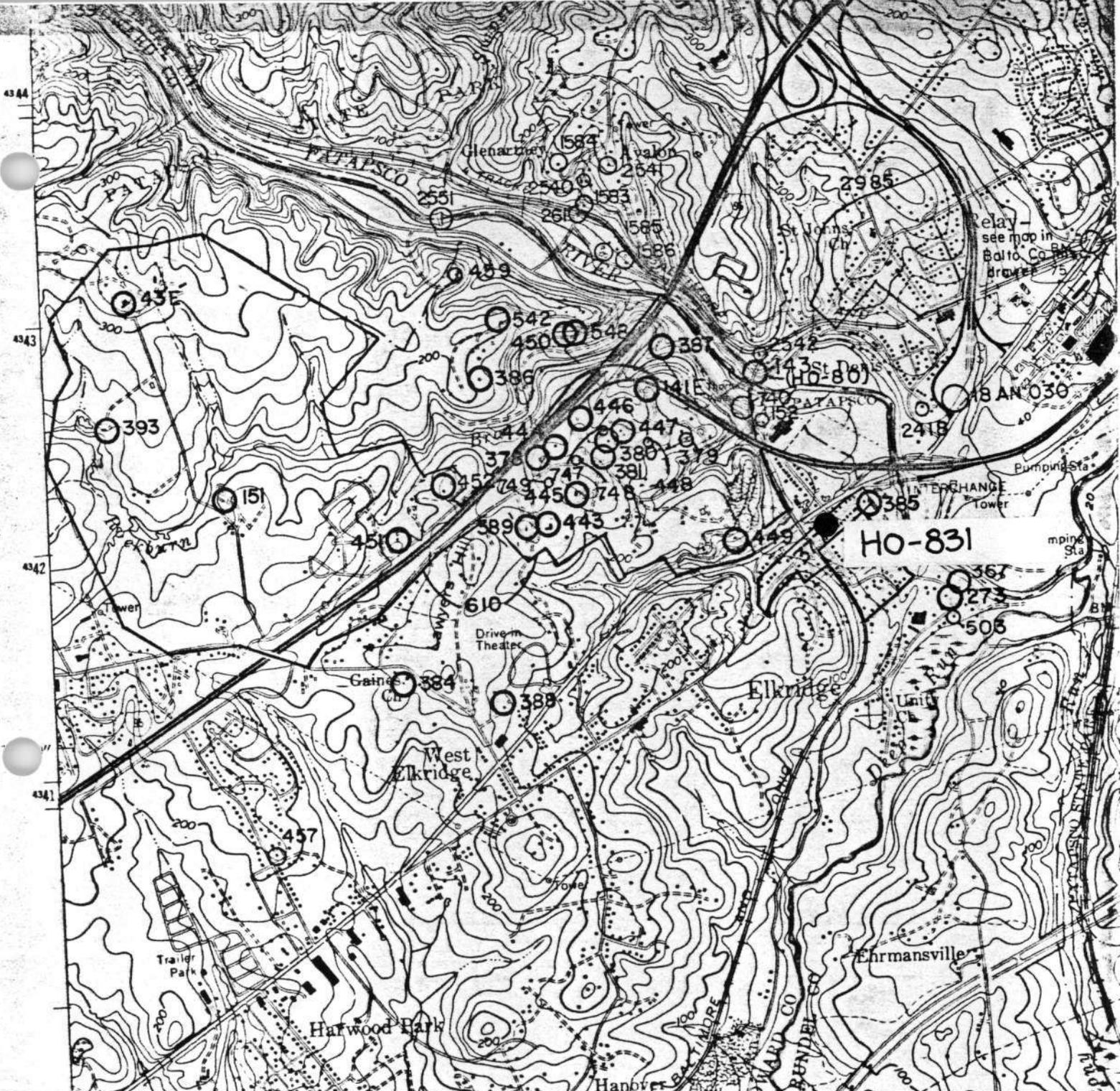
J. H. Brown

W. H. Brown

J. M. Brown

J. H. Brown

HOPKIN'S MAP
1878



HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

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USGS - RELAY QUADRANGLE MAP

SCALE: 1:24,000



410

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HARMON PROPERTY

HOWARD COUNTY

VIEW LOOKING SOUTH, FRONT FACADE

NEG. W/ NO. SHPO

KATE MAHOOD
JAN. 2024

1 of 2

CLEAR CHANNEL

Don't let cold symptoms
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NO PARKING
ZONE



HO-831

HARVON PROPERTY
HOWARD COUNTY

VIEW LOOKING WEST, SIDE FACADE

NEG. W/MID. SHPO

KATE MAHOOD
JAN. 2004

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