

HO - 825
The Michael Bucheck Property
8211 Washington Boulevard
Jessup, vicinity

Located along the eastern side of US Route 1, Washington Boulevard south of Elkridge, MD, the Michael Bucheck Property is a comprised of nearly 7 acres of land. The site contains two (2) buildings: One historic residential structure in close proximity with Washington Boulevard, dating to near 1930; and a large, prefabricated structure used for commercial/industrial purposes, and dating to the late twentieth century. The property serves commercial and industrial purposes today. Currently Cherry Hill Construction Inc. occupies the buildings and grounds with their offices and construction staging work. The conditions of the building are generally good.

The significance of the Bucheck property (circa 1930) is in its association with the development of US Route 1 and its role in local industry. The site illustrates the residential uses along US Route 1. While Cherry Hill Construction has owned the property only since 1966, the property also shows how these residential places were turned into commercial ventures, relying on the accessibility offered by US 1, the so called "Main Street" of the East Coast. The property is somewhat 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 - 825

1. Name of Property (indicate preferred name)

historic The Michael Bucheck Property
 other Cherry Hill Construction, Inc.

2. Location

street and number 8211 Washington Boulevard ___ not for publication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 Cherry Hill Construction, Inc.
 street and number 8211 Washington Boulevard telephone 410-
 city, town Jessup state MD zip code 20794

4. Location of Legal Description

courthouse, registry of deeds, etc. Howard County Courthouse liber 880 folio 250
 city, town Ellicott City tax map 43 tax parcel 564 tax ID number 412750

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
___ district	___ public	___ agriculture	Contributing
<u>X</u> building(s)	<u>X</u> private	___ landscape	Noncontributing
___ structure	___ both	<u>X</u> commerce/trade	___ buildings
___ site		___ defense	___ sites
___ object		___ domestic	___ structures
		___ education	___ objects
		___ funerary	___ Total
		___ government	
		___ health care	
		___ industry	
		___ recreation/culture	
		___ religion	
		___ social	
		___ transportation	
		___ work in progress	
		___ unknown	
		___ vacant/not in use	
		___ other:	
			Number of Contributing Resources previously listed in the Inventory
			0

7. Description

Inventory No. HO -825

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 US Route 1, Washington Boulevard south of Elkridge, MD, the Michael Bucheck Property is a comprised of nearly 7 acres of land. The site contains two (2) buildings: One historic residential structure in close proximity with Washington Boulevard, dating to near 1930; and a large, prefabricated structure used for commercial/industrial purposes, and dating to the late twentieth century. The property serves commercial and industrial purposes today. Currently Cherry Hill Construction Inc. occupies the buildings and grounds with their offices and construction staging work. The conditions of the building are generally good.

COMPREHENSIVE DESCRIPTION

The Michael Bucheck Property (currently known as Cherry Hill Construction, Inc.) site is fairly level and contains one (1) historic building (circa 1930's with additions and alterations at various time in the later twentieth century.) Portions of the site were not available for inspection due to wire fencing around the complex. The lot is a large flag shaped lot, with the narrow portion providing access from Washington Boulevard and containing the historic residence. The property widens significantly and has a gentle slope as it extends eastward, away from the road. The historic house seems to be used as overflow office space for the construction company, although it appears as though it is not used often. The construction company has automobile parking, equipment storage, material storage and other construction related activities located all around the wider portions of the site.

The historic residence structure is generally a simple frame one-story building, having two bays at its original configuration. The house has had two dormers (of differing sizes) added, a simple rectangular addition at the rear, as well as an unusual five-sided, tower-like addition along the north side, offering second story space to the building. The house has white aluminum siding on all sides, including all additions. All windows are aluminum frame 1/1 double hung sash. The trim work around the windows consistently includes 1"X4" painted wood boards. The hipped roof forms over the main house, the tower-like addition, as well as the smaller dormer roof forms are all finished with asphalt shingles. There is an internal brick chimney that appears to coincide with the construction of the additions. The foundations of the building are consistently finished with a stucco coating.

The **front (west) façade** of the historic residence is composed, foremost, of the one-story, two-bay original dwelling. The house has a covered entry porch on the left or north side of the façade. The door is a wood door with a glazed panel at the top half. The porch is covered by a simple aluminum awning that is supported by two 4"X 4" wooden posts fixed to the residence façade by two cross bracing boards (on the right or south side only.) The right bay of the original house form has a single double hung aluminum window. At the foundation level there is a small horizontal window, located in line with the window at the first floor level. This window is boarded over. There is a small pedimented dormer projecting from the ridge of the hipped roof. Centrally located with the pedimented end is a 1/1 double hung aluminum window.

The northern end of this façade is comprised of the distinctive "tower-like" addition that appears to have been added after the rear addition, as a way to fill in the corner in a rounder, softer sort of way. At the first floor level, as seen from Washington Boulevard, this infill addition appears as two walls set on varying angles. The first wall is perpendicular to the house and parallel with the road. The second wall is set at about a 30 degree angle from this front elevation. The first wall has no fenestration at this level. The second wall has a single double hung aluminum sash window centrally located within the wall. At the second floor level the arrangement is slightly different. The front façade wall in this case has a single double hung window, while the angled wall has no fenestration.

The tower-like addition at the second floor level also has a small solid wall that angles back 30 degrees or so, to connect with the side dormer wall that is running perpendicular to the ridge of the main house. The side (west) wall of this dormer is most evident on the south side of the main house. There are no windows in the dormer side walls, north or south of the main house.

The **side (north) façade** of the residential structure is composed of three general forms. Adjacent to Washington Boulevard is the side of the main house. There is one rectangular bay with one double hung aluminum window set off center. The middle section of this

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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input 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 N/A **Architect/Builder** unknown

Construction dates Circa 1930

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

The significance of the Buceck property (circa 1930) is in its association with the development of US Route 1 and its role in local industry. The site illustrates the residential uses along US Route 1. While Cherry Hill Construction has owned the property only since 1966, the property also shows how these residential places were turned into commercial ventures, relying on the accessibility offered by US 1, the so called "Main Street" of the East Coast. The property is somewhat 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 Buceck property, today known as corporate headquarters for Cherry Hill Construction, Inc., 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

9. Major Bibliographical References

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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 Acres

Acreage of historical setting approximately 7 Acres

Quadrangle name Savage Quadrangle

Quadrangle scale: 1: 24,000

Verbal boundary description and justification

Map 43, Grid 20, Parcel 564

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

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name
Continuation Sheet

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façade is composed of the 'infill' or 'tower-like- addition piece. It is two story. There are no windows at the first floor level. There is one double hung aluminum window at the center of the upper wall. Finally there is the rear addition that appears as a simple shed addition, extended off the slope of the hipped roof of the main, one-story house. There is a single flush wood door at the eastern most end of this addition wall. The entrance has a simple aluminum frame awning, supported by two aluminum posts. The walls of this addition are not of aluminum siding. The material is unknown, it may be a stucco system. The north façade is also the location for the power supply to the building. Conduits and power boxes are located on the wall of the tower-like addition.

The **side (south) façade** of the historic building is composed mostly of the original one-story hipped roof residential structure. There is one long aluminum-sided wall. At the center of the wall there is a medium sized double hung aluminum sash window. There is a smaller window located just a few feet further to the east on this wall. At the east end of the wall there is a large double hung aluminum frame window. There is a small horizontal window (three fixed panes, metal frame) at the foundation level near the east end of this façade. Centrally located and projecting from a point above the ridge of the original roof is a comparatively large gabled dormer. The pedimented end of the dormer has one aluminum double hung window, centrally located. There is a small square vent opening at the peak of the gable end. The dormer end wall is approximately flush with the wall of the main house below. Beyond this dormer, to the east at the second floor level there is another section where the roof has been awkwardly raised in height. The effect is a panel of wall, about two-three feet in height. There is a horizontal window that appears to be a small slider style aluminum opening at the center of this long wall that extends to the east end of the house. It is not possible to inspect the very rear of the property to be sure what true form this roof element takes.

The **rear (east) façade** is not accessible for inspection.

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Name
Continuation Sheet

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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. Michael Bucheck circa 1930 illustrates the desire to set roots and make home in a convenient area, with access to other places. Part of a larger parcel, (acreage near 7 acres), the chain of title documents the parcel, was developed near 1930 for residential purposes. The modest bungalow structure was sited on the land, close to the road. The title history indicates the property was sold to Mr. Philip W. and Mrs. Alta H. Toner in March of 1937. The property changed hands again in 1939 (The Toners sold it to Mr. Harvey and Bertha Mumford). In November of 1947 Mr. Harry and Frances Emory purchased the house. Alterations including "tower-like" additions, rear shed addition and the south facing dormer were likely added during their ownership due to the nature of the materials and light construction techniques. In 1966, Mr. Rocco Luppino, Jr. and Mr. Lantz H. Willard both of Cherry Hill Sand and Gravel Company, Inc. purchased the property. It is possible the aluminum siding was added near this time. The success of Cherry Hill Sand and Gravel Company lead to the creation of what is today Cherry Hill Construction, Inc.

The continued use of the property and its location along US 1 contributes to the significance of the site. While Cherry Hill Construction has owned the property only since 1966, the property illustrates how residential places were convenient sites for commercial ventures to be established, relying on the accessibility offered by US Route 1. Understood in its general context the property is associated with events making contributions to the broad patterns of our history.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO - 825

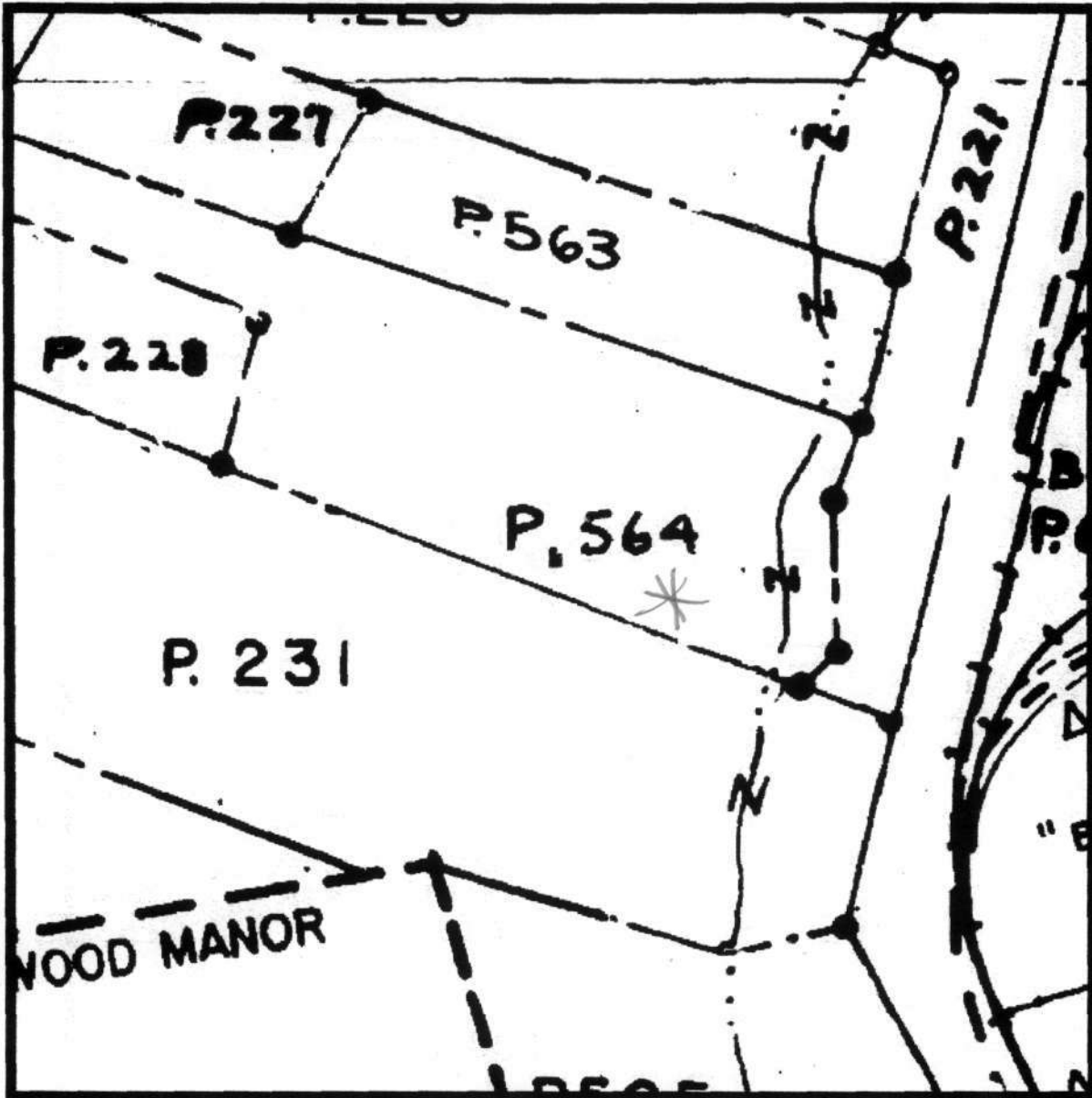
Name
Continuation Sheet

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.

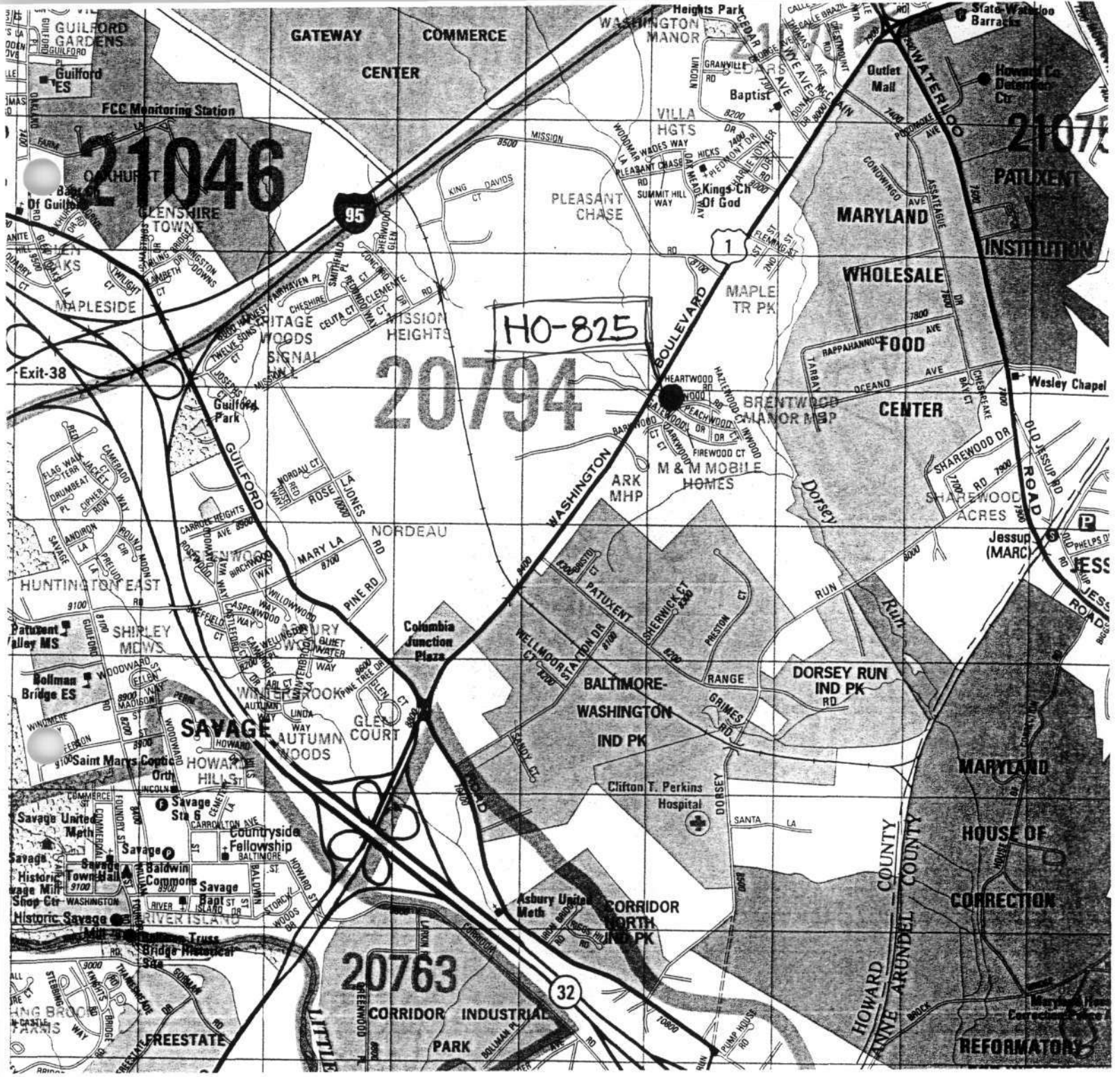


District - 06 Account Number - 412750



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: 8221 WASHINGTON BOULEVARD, JESSUP, MD
PROPERTY INVENTORY NUMBER: HO - 825

ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.



GEORGE

COUNTY

EXPLANATIONS
 Dist. & Co. Lines
 County Roads
 Private
 Turnpike
 Rail Roads
 Streams
 The figures along the Roads show the distance in Roads from junction to junction thereof

Laurel Factory P.O.
 Laurel City Factory
 Elber

Gulfport Factory P.O.

Savage Factory
 Savage P.O.

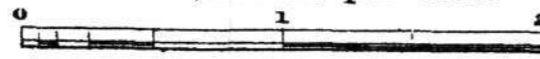
Waterloo

Annapolis Junction P.O.

Pierceland
 Hooversville P.O.

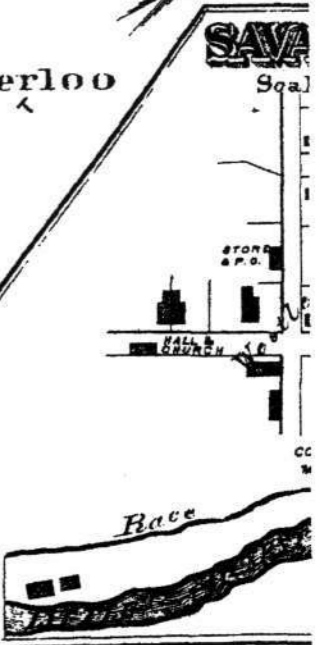
GUILFORD DISTRICT
 HOWARD COUNTY

Scale 2 1/4 Inches per Mile.



Savage Factory Business Notions.

CONSTABLE.
WM. CLARK.
MANUFACTURERS.
PAUL KBIFFER.
J. W. VANDERGRIFE.
PHYSICIAN.
THOMAS C. WORTHINGTON.
TINSMITH.
WM. FERGUSON.
WEAVERS.
RALPH LEE.



HO-825

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HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

MARCH 2004

PROPERTY ADDRESS: 8221 WASHINGTON BOULEVARD, JESSUP
PROPERTY INVENTORY NUMBER: HO - 825

USGS - SAVAGE QUADRANGLE MAP

SCALE: 1:24,000





HO-825

BUCHECK PROPERTY

HOWARD COUNTY

VIEW LOOKING SOUTH

NEGATIVE BY MBSHPO

KATE NAHOOD

FEB. 2004



HO-825

BUCHECK PROPERTY

HOWARD COUNTY

VIEW LOOKING SOUTHEAST

NEGATIVE W/ MGSHP

KATE MAHONEY

FEB. 2004



H0-825

BUHECK PROPERTY

HOWARD COUNTY

VIEW OF SIDE

LOOKING NORTH

NEGATIVE W/ MASHPO

KACE NAHOOD

FEB. 2004