

HO-833

The Strickland Property, site (Scooter's Restaurant)

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

Last Updated: 04-25-2013

HO - 833
The (Lloyd and Hazel T.) Strickland Property
7615 Washington Boulevard
Elkridge, vicinity

Located along the Eastern side of US Route 1, Washington Boulevard south of Elkridge, MD, the Strickland property is comprised of over eleven (11) acres of land. The site is sloped in an eastward direction, away from the rise adjacent to Washington Boulevard. The property includes portions of Deep Run. The site contains six (6) buildings: one foursquare residence (circa 1920), one registration building (circa 1963), one restaurant (circa 1974), the long motel building (circa 1950's) and two small, non-historic shed buildings. The property is a mixed use complex with a single family residence, an active restaurant currently known as "Scooters," and motel rooms that appear to provide low income housing, short term rentals, as well as nightly rooms. The facility offers recreational opportunities as well, with volleyball and other outdoor activities for residents/visitors. The overall condition of the property is fair to good.

The significance of the Strickland property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties were turned into commercial ventures by their owners, offering services along bustling US 1, the so called "Main Street" of the East Coast. The site illustrates the changes in twentieth century taste and building forms: from the early twentieth century foursquare residence; transitioning into the mid-twentieth century modernist era with the hexagonal shaped motel office, angled porte-cochere roof form and almost colonial revival remembrances with the small cupolas; to the later and more

simple 'A' frame lines of the office/restaurant buildings of the 1960's and 1970's. The motel building especially embodies characteristics, while not necessarily unique, that do lend significance for architectural merit. The Strickland property, today known as the Copper Stallion Inn, also seems 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.

7. Description

Inventory No. HO-833

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 Strickland property is comprised of over eleven (11) acres of land. The site is sloped in an eastward direction, away from the rise adjacent to Washington Boulevard. The property includes portions of Deep Run. The site contains six (6) buildings: one foursquare residence (circa 1920), one registration building (circa 1963), one restaurant (circa 1974), the long motel building (circa 1950's) and two small, non-historic shed buildings. The property is a mixed use complex with a single family residence, an active restaurant currently known as "Scooters," and motel rooms that appear to provide low income housing, short term rentals, as well as nightly rooms. The facility offers recreational opportunities as well, with volleyball and other outdoor activities for residents/visitors. The overall condition of the property is fair to good.

COMPREHENSIVE DESCRIPTION

The Strickland site is sloped in an eastward direction, away from the bluff immediately adjacent to Washington Boulevard. The property also includes portions of historic Deep Run. There is wooded land near the run and along the back, eastern most portions of the property. Access from Washington Boulevard is available from several locations and the drive is curved in plan to encircle the circa 1920's residential structure, now apparently the most historic building on the site. The curving drive splits and a single lane extends along the full length of the motel. (Please refer to sketch site plan.) Between the curved lanes is open landscape with grass and mature trees of varied species. The landscape plantings do not appear to be formally configured or planned. The upper portions of the drive also offer numerous parking areas along its route and in surrounding parking lots. To the south of the main parking area is a large dirt filled play area used for volleyball (It appears as though this may be a former in-ground swimming pool that has been in-filled as the playing court. There are picnic tables and miscellaneous frame sheds and small storage buildings. Most of these miscellaneous out-buildings appear to have been constructed in the last half of the twentieth century and are not of any real architectural merit.

In all there are four major buildings on the property:

The original four-square **residential structure**, probably built circa 1920, is most centrally located and immediately adjacent to Washington Boulevard. The building is a large four-square style building, originally with shingle exterior siding. It has a hipped roof that is now finished in asphalt shingles. The front façade faces Washington Boulevard and has three bays with a central door providing access to the first floor level from an open frame porch (hipped roof with asphalt shingles). The porch railings and finishes have been replaced and reworked over the years. A double-hung sash wood window flanks each side of the main entrance (six over six lights.) The second floor level has similar fenestration pattern but the original windows have been replaced with aluminum frame, one over one, double hung sash. The roof has a central dormer with simple hipped roof projecting with a small non-historic window in a wood frame. The south side elevation retains several of the original wood double hung sash windows toward the rear of the building. The fenestration pattern on this side elevation however is somewhat irregular. The original siding material (unknown) has been replaced with aluminum siding of two differing colors: white at the first floor level and dark red at the second and dormer levels. The foundations are a rusticated concrete block. Portions of this rear addition may be original, as some of the rusticated concrete block foundation forms a corner pier at the north-east corner of the building. The rest of the materials and finishes at this rectangular addition indicate it was probably added at a later date in the mid-twentieth century. Currently, it has white aluminum siding that covers the entire first floor level of the house. The rear elevation is dominated by this addition. There are two replacement windows at the second floor level. The yard and drives are lined with low fieldstone walls and concrete curbs in some areas.

The historic **motel complex**, constructed by the Stricklands circa 1950. Historically, the complex had two general functions: an office for guest registration, and residential accommodations for passing motorists.

Visually striking with its clean lines and cupola form, the motel office space was probably effective in its day, in attracting the attention of passing motorists along Route 1. Located at the northern most end of the site, and set close to the roadway, the motel office is a distinctive pavilion, yet connected directly with the motel. It is distinctive from the residential section of the motel with its larger frame construction, its overall hexagonal shape, and its six-sided hip roof with a cupola at the center. This office space has an extended overhanging, angled, flat roof form at the courtyard façade. The overhang creates a porte-cochere space, providing covered

8. Significance

Inventory No. HO - 833

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 N/A **Architect/Builder** not known

Construction dates Circa 1910 for main residence, 1950's for hotel/restarurant structures

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 Strickland property is in its association with the development of US Route 1 and its representative architectural merit. The site illustrates the way residential properties were turned into commercial ventures by their owners, offering services along bustling US 1, the so called "Main Street" of the East Coast. The site illustrates the changes in twentieth century taste and building forms: from the early twentieth century foursquare residence; transitioning into the mid-twentieth century modernist era with the hexagonal shaped motel office, angled porte-cochere roof form and almost colonial revival remembrances with the small cupolas; to the later and more simple 'A' frame lines of the office/restaurant buildings of the 1960's and 1970's. The motel building especially embodies characteristics, while not necessarily unique, that do lend significance for architectural merit. The Strickland property, today known as the Copper Stallion Inn, also seems 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.

Initial investigations do not indicate the property is known to be associated with the lives of historically important persons. Initial research also does not indicate the site is rich with significant information regarding our history or prehistory, although there possibly may be archeological potential on the banks of Deep Run.

NARRATIVE HISTORY

The Strickland property, today known as "The Copper Stallion Inn", 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.

9. Major Bibliographical References

Inventory No. HO - 833

The Land Records of Howard County, Howard County Courthouse, Ellicott City, MD.

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 11.7337 Acres

Acreage of historical setting 11.7337 Acres

Quadrangle name Savage Quad

Quadrangle scale: 1 : 24,000

Verbal boundary description and justification

Map 43, Grid 10, Parcel 32

See attached map with parcel identified.

Also see legal metes and bounds description in Deed: Liber 0759, Folio 032, dating to March 12, 1976.

11. Form Prepared by

name/title	Kate Mahood, Architectural Historian		
organization	Mahood and Associates, LLC	date	1 - 15 - 04
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-833

Name
Continuation Sheet

Number 7 Page 1

parking for automobiles, as guests took care of registering for their stay. The roof is supported by two (2) angled metal supports, bedded in a painted concrete pylon

The one-story motel complex also is of frame construction, and contains approximately 35 rooms set under a simple, low-pitched gable roof form. The structure is composed of several long rectangular sections, of matching widths and varying lengths. These building forms are arranged with sides flush, at varying angles, and are connected with the unifying low-pitched gable roof (asphalt shingle). The overall effect is a long, generally curving, somewhat semi-circular, form on the lower and northeastern portions of the site. The rooms are accessed from a covered walkway, protected by the overhang of the main gable roof structure. The roof is supported by metal lolly columns, at a spacing of approximately 20 feet on center. Periodically there are small cupolas located at the ridge of the roof. (There is also a modest overhang of the main roof along the back, east façade, of the motel.) The walls of the motel complex are covered with a stucco finish. There is a decorative wire twist beneath the surface of the stucco application that is located repeatedly in a linear fashion to create a textured decorative surface over all the exterior walls of the complex.

Generally each motel room has a door and a window along the length of the west façade. The pattern of door/window in some places is reversed here and there along the extent of the long façade. Some windows are steel frame with twelve (12) panes (three across and four vertically). Panes are fixed along the upper most ribbon. There are two casement sash with three lights on each side. The center vertical ribbon is fixed. Other windows have sixteen (16) lights with varied configurations for the casement sash. Although the interior of the rooms and the eastern portions of the site were not physically accessible, where generally visible, the rear elevations seem to have similar fenestration materials, with the windows seeming to be smaller in size.

The general site plan for the building allows guests to park their automobile directly in front of their guest rooms, after arriving and checking in at the motel office portion of the complex. The driveway pattern in front of the motel creates a landscape buffer between the (irregular) semi-circular motel plan and the other parking areas near the four-square house, located higher on the land and closer to the roadway.

Later in the twentieth century another motel office/**registration building** and restaurant building were constructed for the complex on the southern end of the site, immediately adjoining the one-story motel at that end. They are generally located north of the 1920's residential building, east of the "game area," and deeper into the site from Washington Boulevard. Designed in a contemporary style and likely dating from the 1960's, there is a double lane porte-cochere for automobile parking during registration. The overhanging roof is an angled flat form supported by simple brick pillars at the Northern end. The simple one and one-half (1 ½) story, "A" framed registration building is rectangular in plan and oriented east to west, parallel to the main highway and set roughly 100 feet back. The western most wall is mostly glazed and is framed by two (2) corner walls of brick construction. The wood windows appear to be original to the building and have two (2) panes. The upper portion of the window is an operable hopper panel. Vertical wooden members separate the window panels and extend the full height of this façade. It appears a one story entrance portico has been added at a later date at the west façade. It has a low sloping gable roof.

The **restaurant building** is a larger addition that was made to the south wall of the 1960's era Registration building. It appears to have been constructed in the 1970's in a style somewhat responsive to the earlier registration building. The overall form of the building is similar to the earlier structure. The slope of the "A" frame, asphalt shingle roof is at a the slightly different pitch as from that of the Registration building, although it is a foot or two different in elevation as well. The gable end has a large brick double chimney centrally located, with signage letters spelling the word "Restaurant" vertically on the wide face. The façade is framed on the corners by a return of the brick masonry side walls. The remaining two window bays have two (2), one over one (1/1) double-hung aluminum sash windows. The aligning fenestration above, at the second story level, has been boarded with plywood at the center windows, and with another unknown material at the outer corner panes. The brick used for the exterior walls is a very close match in color, size, construction to that used on the earlier adjacent building.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO-833

Name
Continuation Sheet

Number 7 Page 2

Interior spaces for all four of the buildings were not available for inspection.

Conditions and integrity of resources overall are fair. The motel is showing signs of more deterioration than the other structures. Windows are damaged. Doors have been replaced in some rooms.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. HO-833

Name
Continuation Sheet

Number 8 Page 1

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 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 property by Lloyd Strickland and his wife Hazel T. Strickland relates directly with the development and use of the historic US 1. Deed research indicates the property was owned by Lennox C. Birkhead, and his wife, Adelaide Goff Birkhead, prior to the year 1920. Records indicate that either Mr. Lennox (or possibly his father) owned the property prior to September 1864. By 1920 the Birkhead couple had died, and the Trustees to Mrs. Birkhead's will sold the property to Philip C. Dennis and Margaret H. Dennis (his wife). On January 5, 1921, the Dennis's sold an "undivided, two-thirds interest in all that tract of land..." to William E. Lankford and Thomas M. Purnell. This business deal presumably gave the Dennis's resources to construct the large residence on the site.

The residence is representative of the type of residential construction common during the years between the Wars, along the famed roadway. This residential building appears to be the oldest standing structure currently on the site. It is not considered eligible for individual listing on the National Register. The modest foursquare home has been significantly altered over the years. The hip roof, many of the original windows, and exterior siding has been replaced in a manner that differs from its original construction materials. A one story addition has been added to the rear elevation of the house.

It is not clear how the property was conveyed from the Dennis's to Benjamin and Carolyn Kahn, but we know it happened prior to the 1940's. On June 9, 1944 the full eleven plus acres with residence was sold to Lloyd C. and Hazel Strickland (his wife) liber 181, folio 562. Records indicate a Mr. Strickland's business mind. He leveraged the value of the residence in 1947, and built the motel structure soon thereafter circa 1950. In 1963, he sold a right-of-way to the Howard County Metropolitan Commission for sewers and drainage systems. And again in August of 1972 sold another right-of-way to Howard County for more sewers, drainage systems and other utility uses. Presumably each transaction yielded the Strickland's financial capital to make improvements to their property as they seem to relate architecturally to these times (see Section 7 - Description, above).

Today the circa 1950 motel complex, maintaining its historic use, is of architectural merit for its modern stylistic vocabulary. The historic buildings of the complex appear to be in fairly good condition. The modest complex is stylistically contributing to the significance of roadside architecture along this historic corridor.

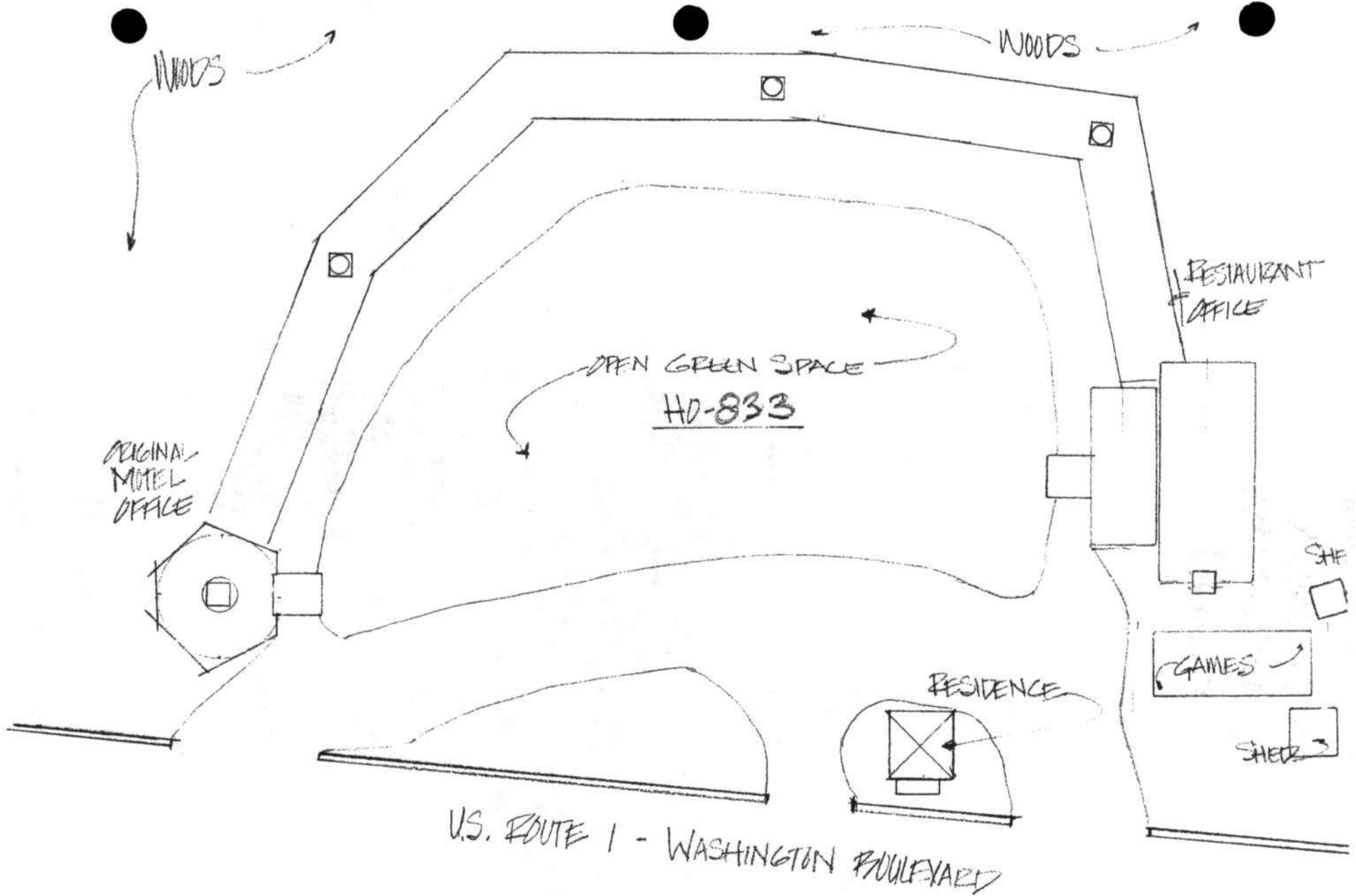
Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO-833

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.



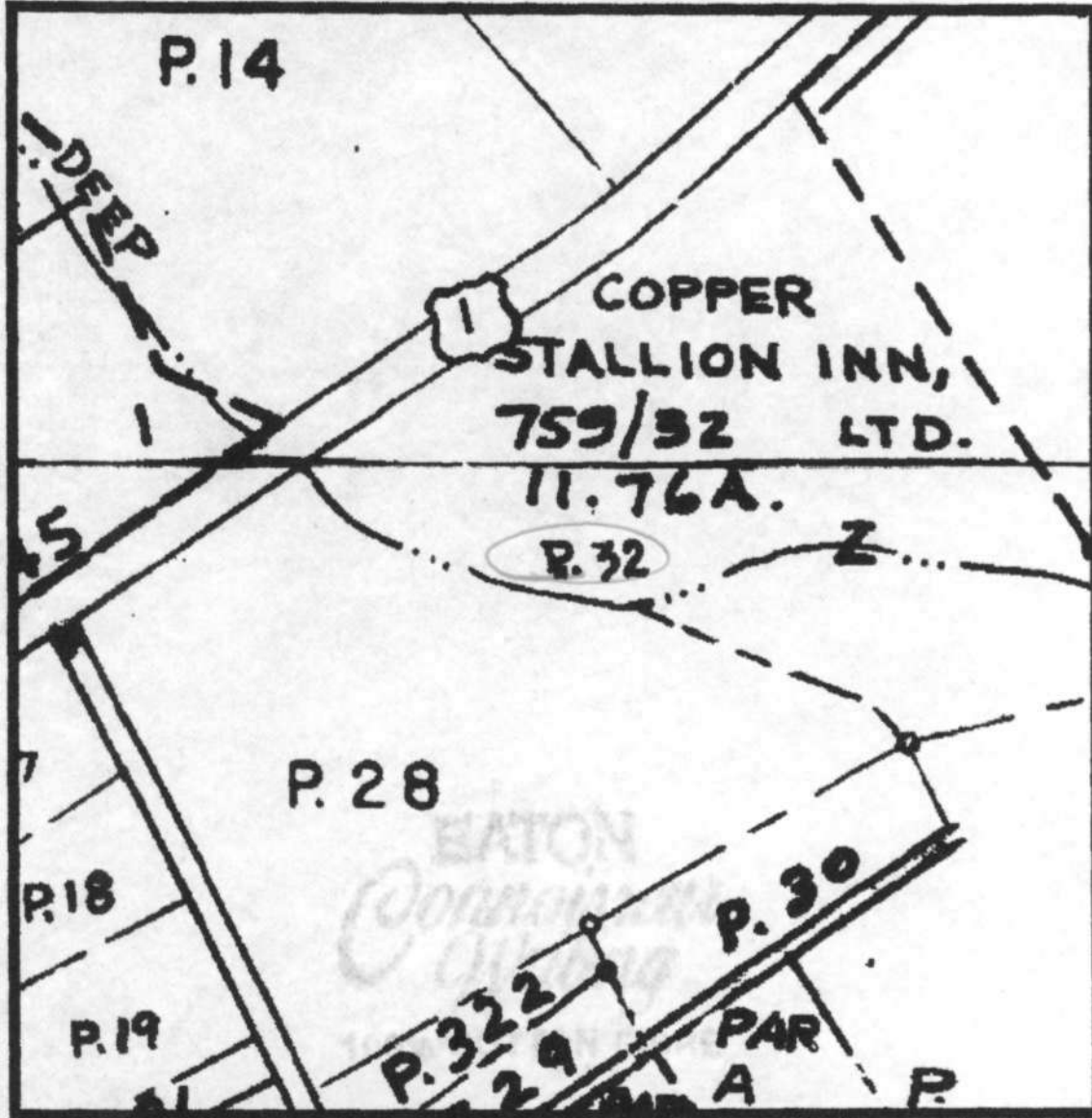
HD-833

▲ NORTH
NOT TO SCALE

HOWARD COUNTY FFG GRANT PROJECT V04 SKETCH MAP



District - 01 Account Number - 181297



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

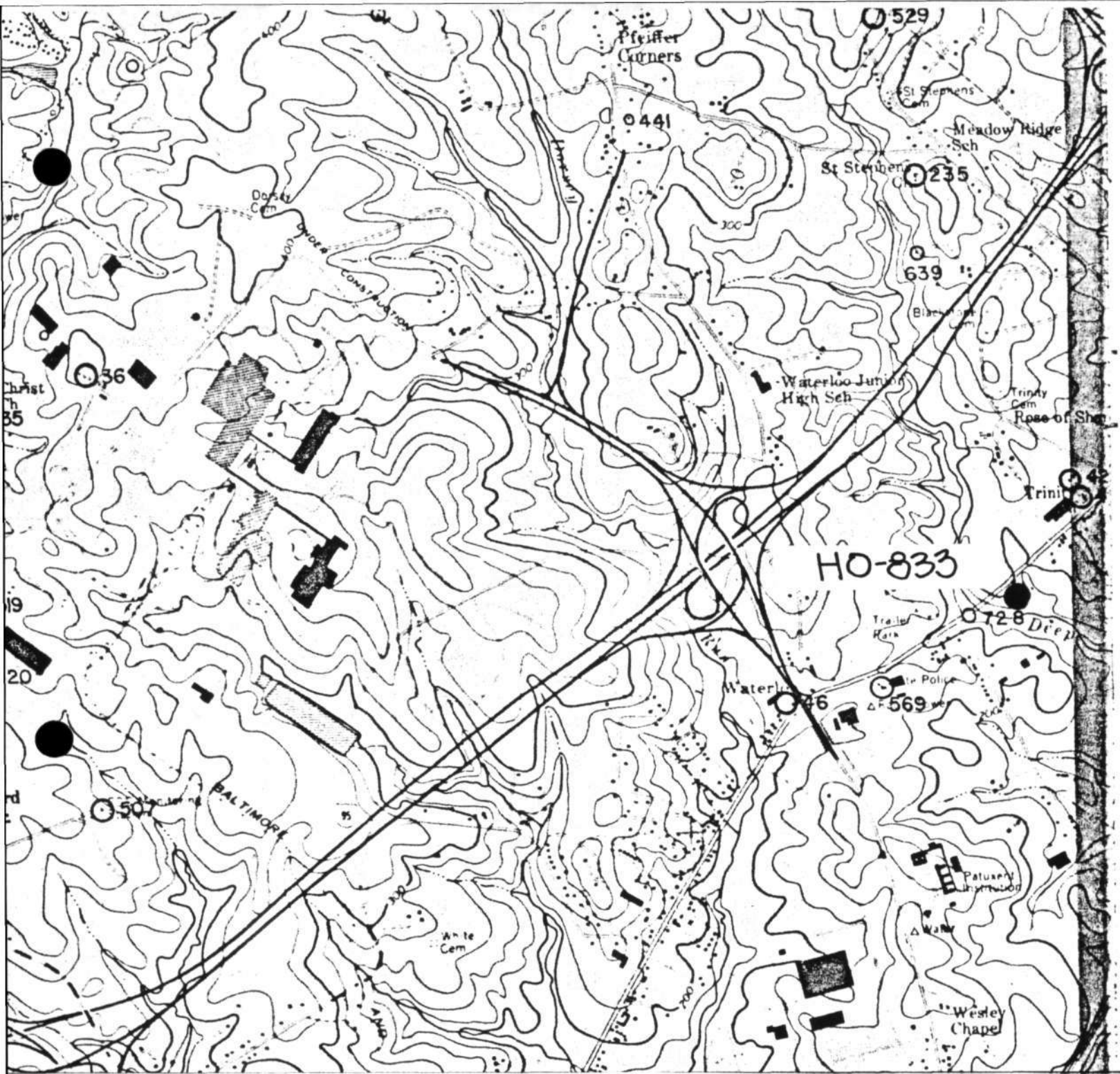
JANUARY 2004

PROPERTY ADDRESS: 7615 WASHINGTON BOULEVARD, ELKRIDGE, MD
 PROPERTY INVENTORY NUMBER: HO - 833

ADC'S HOWARD COUNTY STREET MAP BOOK

SCALE: 1" = 2,000 FT.





HOWARD COUNTY - ROUTE 1 CORRIDOR PILG GRANT

JANUARY 2004

PROPERTY ADDRESS: 7615 WASHINGTON BOULEVARD, ELKRIDGE, MD
PROPERTY INVENTORY NUMBER: HO - 833

USGS - SAVAGE QUADRANGLE MAP

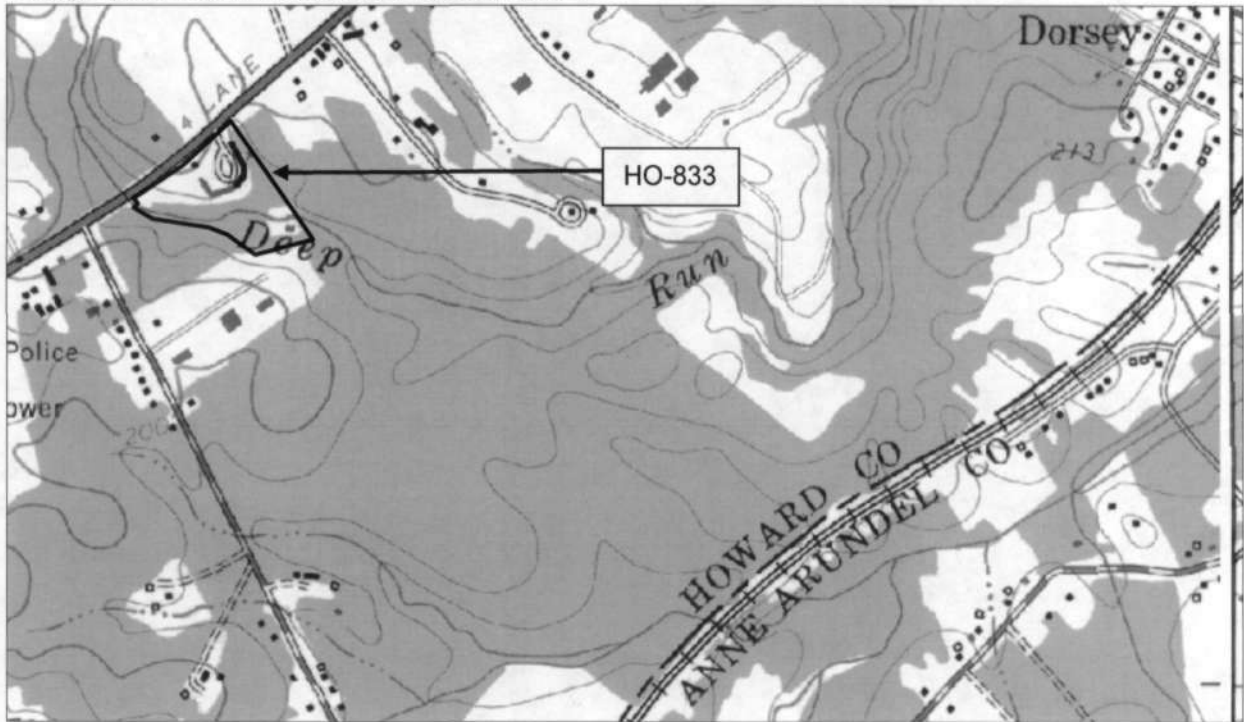
SCALE: 1:24,000



HO-833

DEMOLISHED

The (Lloyd and Hazel T.) Strickland Property (Scooter's Restaurant, Scooter's Copper Stallion Inn)
7615 Washington Boulevard (US 1), Elkridge
Savage quad 1957, Photorevised 1966 and 1974



1990s Infrared Aerial Photo





HO-833

STRICKLAND PROPERTY
HOWARD COUNTY

VIEW LOOKING SOUTHWEST, BIRKHEAD RES.

NEG. W/ MOSTAPO

KATE MAHOOD
JAN. 2004

1 OF 8



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY

VIEW LOOKING NORTHEAST, BIRKHEAD RES.

NEG. W/ MISHPO

KATE MAHOOD
JAN. 2004

2 OF 8



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY

VIEW LOOKING NORTHWEST, BIRKHEAD RES.

NEG. W/ MUSHPO

KATE MAHOOO
JAN 2004

3 of 3



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY

VIEW LOOKING SOUTHEAST, MOTEL

NEG. W/ MOSTHO

KATE MAHOOD
JAN. 2004

4 OF 8



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY
VIEW LOOKING SOUTH, MOTEL

NEG. W/ MDSHPO

KATE MAHEO
JAN. 2004

5 OF 8



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY
VIEW LOOKING SOUTH, MOTEL

NEG W/NO SHPO

KATE MAHOOD
JAN. 2004

6 OF 8



HO-833

STRICKLAND PROPERTY
HOWARD COUNTY

VIEW LOOKING SOUTHWEST,
MOTEL AND RESTAURANT

NEG. W/ MOSTHO

KATE MATTHEW
JAN. 2004

7 OF 8



HO-833

STRICKLAND PROPERTY

TOWARD COUNTY

VIEW LOOKING SOUTHEAST, RESTAURANT

NES. VA/MD SHRD

KATE MATHOOD

JAN. 2004

8 of 8