

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Christman Park

**Address:** 304 W. Deer Park Road

**City:** Gaithersburg

**Zip Code:** 20877

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** P991

**Tax Map Number:** FT41

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Christman Park is a small public park owned by the City of Gaithersburg. The park was deeded to the city in 1967, but historic aerials and USGS topographic maps show it was developed between 1970 and 1972. It is named for Lt. William J. Christman, III, a resident of Gaithersburg killed during the Vietnam War (City of Gaithersburg, n.d.). The four-acre park is bordered to the north and south by Brighton Village East Condominiums, to the west by a wooded area adjacent to Washington National Pike (I-270), and to the east by W. Deer Park Road. A low chain link fence surrounds the north, west, and south edges of the park.

A sign mounted to a brick base along W. Deer Park Road reads "Gaithersburg: A CHARACTER COUNTS CITY, CHRISTMAN PARK," along with the city's logo and the park's address. A fishing pond to the west, pre-dating construction of the park, and a wooded area, to the east and adjacent to the road, are the park's most prominent feature. The property also consists of lawns and scattered trees. An asphalt pedestrian path loops from the north entrance, around the pond and wooded area, and then to the south entrance. Benches, made

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Christman Park

of metal frames with plastic plank seats and backs and metal arm rests, are present along the trail throughout the park. A concrete culvert for a stream running through the park, topped with a chain link fence, runs beneath the path near the north entrance. An underground drain, with metal grating and a manhole cover, is just north of the pond. Near the west fence is a drain with metal grate, partially enclosed by a concrete curb.

South of the pond is a metal single-mast nautical flagpole, displaying the flags of the United States, Maryland, and Gaithersburg. It is mounted within a planting bed of shrubs. A large boulder adjacent to the flagpole features a bronze plaque and inscribed writing, both featuring the symbol of the Veterans of Foreign Wars and reading "THIS FLAGPOLE PRESENTED BY THE MEMBERS OF V.F.W. POST 9862 IN HONOR OF OUR COMRADES IN ARMS WHO SERVE AMERICA IN TIME OF CONFLICT DEDICATED APRIL 30, 1988." A second bronze plaque on the boulder reads "BARBER-BRIGGS POST 104 DEDICATES THE FLAG LIGHTING TO THOSE COMRADES IN ARMS WHO SERVED THIS NATION" and features the symbol of the American Legion. A bronze plaque affixed to a nearby standing stone, flanked by horizontally placed boulders, reads "IN HONOR AND MEMORY OF William J. Christman III, Charles Richard Dale, Clayton Eugene Fraley, John Ault LeCompte, Frederick Richard Neff, Francis Frank Novello, James W. Prather, James Paul Purkey WHO GAVE THEIR LIVES IN ACTION AGAINST AN ARMED ENEMY IN THE REPUBLIC OF VIETNAM. ERECTED AND DEDICATED BY FAMILIES, FRIENDS AND NEIGHBORS. WE WILL NEVER FORGET" A bronze plaque affixed to a large stone north of the pond is a reproduction of the text presenting the Navy Cross to Lt. William J. Christman, III. There are no buildings at the park.

Christman Park is an example of a mid-twentieth-century local park typical of those found throughout Maryland. Although named for local men killed during the Vietnam War, the park itself it is not associated with events or persons that have made a significant contribution to history, and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The park has been altered by the addition of the nautical flagpole and associated dedication plaques in 1988. The park does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses approximately four acres and is confined to the current county tax parcel, found on Montgomery County Tax Map FT41, Parcel P991 (2018).

References:

City of Gaithersburg. n.d. "Christman Park." Accessed January 24, 2019.  
<https://www.gaithersburgmd.gov/recreation/parks-fields/christman-park>.

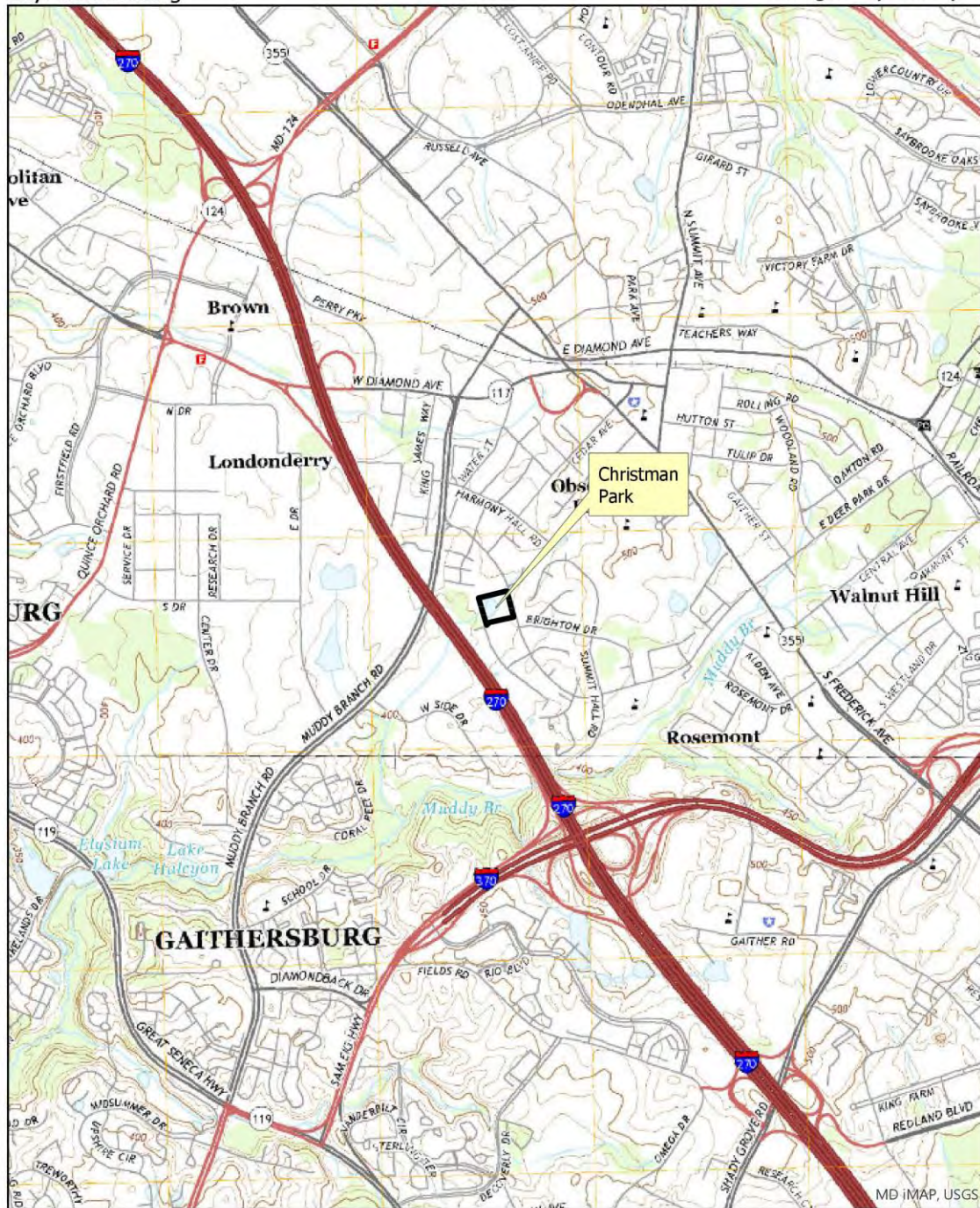
Christman Park

**Christman Park**

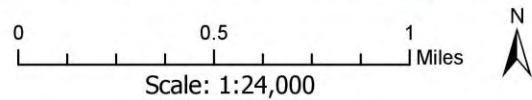
Location: 304 W. Deer Park Road

City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville





Christman Park



Path at north entrance, looking west



Pond, looking east

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** CIESBD Thrift Store and Office Building

**Address:** 9920-24 Rhode Island Avenue; 4911, 4917-19 Niagara Road

**City:** College Park

**Zip Code:** 20740

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0025

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The CIESBD Thrift Store and Office Building was constructed in 1965 with International Style elements. The building is located on a 0.53-acre parcel at the southwest corner of Rhode Island Avenue and Niagara Road. Rhode Island Avenue, a multi-lane commercial corridor, runs along the east side of the parcel, and Niagara Road runs along the north side. Immediately north and east of the building is its associated asphalt parking lot, with landscaped islands, accessed via one driveway from Rhode Island Avenue and two from Niagara Road. A community building is close-set along the south side of the subject building. Opposite Niagara Road is an office building.

The rectangular-plan, concrete block building is divided into a one-story east strip center section and a two-story west office section. Both sections are clad with multi-colored running-bond brick on the north façade, and both roofs are flat and house mechanical systems. The east elevation, facing Rhode Island Avenue, also has brick veneer, while the south and west elevations reveal the concrete masonry construction.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
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CIESBD Thrift Store and Office Building

The strip center has four storefronts; two face Niagara Road, one faces Rhode Island Avenue, and the corner storefront faces the intersection. Each storefront has a single metal and glass door entrance, except for the corner business which has a secondary entrance at the east elevation. Each door has a single spandrel panel above. Except for the secondary entrance, adjacent to each door are two fixed single-light display windows with spandrel panels above and below. Except for the storefront at the south end of the east elevation, which has blue spandrel panels, the others are yellow. A concrete pedestrian walkway extends along the façade and east elevation, sheltered by the principal roof which extends over it. The south elevation has no fenestration.

The main office building entrance is located at the center of its nearly symmetrical façade. It consists of a single replacement metal and glass door with sidelights and a transom above; to the west of the entrance is a prefabricated two-story metal-framed wall unit comprised of horizontal and vertical single-light windows and spandrel panels, as well as an L-shaped brick form. Above the main office building entrance is a one-story prefabricated window-unit with uneven casement windows set between two spandrel panels.

The office section façade has four storefronts along the first story; three have a single replacement metal and glass door each with two adjacent fixed single-light display windows, each with a white spandrel panel below. The fourth storefront has been altered so it now has a single metal and glass door, flanked by sidelights, and paired metal and glass doors. The concrete pedestrian walkway from the strip center steps up and continues along the office façade and is sheltered by a flat, one-story secondary roof. Eight other second story windows, each with a single fixed sash and smaller awning sash below, are evenly spaced across the second story. The office section's east elevation has six windows of the same fenestration pattern. The south elevation's first story has eight windows that have been covered. The second story has eight windows of the same style and spacing as those on the façade and east elevation. There are no entrances on the south elevation. The west elevation has no fenestration.

The CIESBD Thrift Store and Office Building is an example of an undistinguished mid-twentieth-century strip center and office building. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the resource retains integrity, with only minimal alterations such as a few replacement doors and windows, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.53 acre as part of Prince George's County Tax Map 0025, Parcel 0000 (2019).



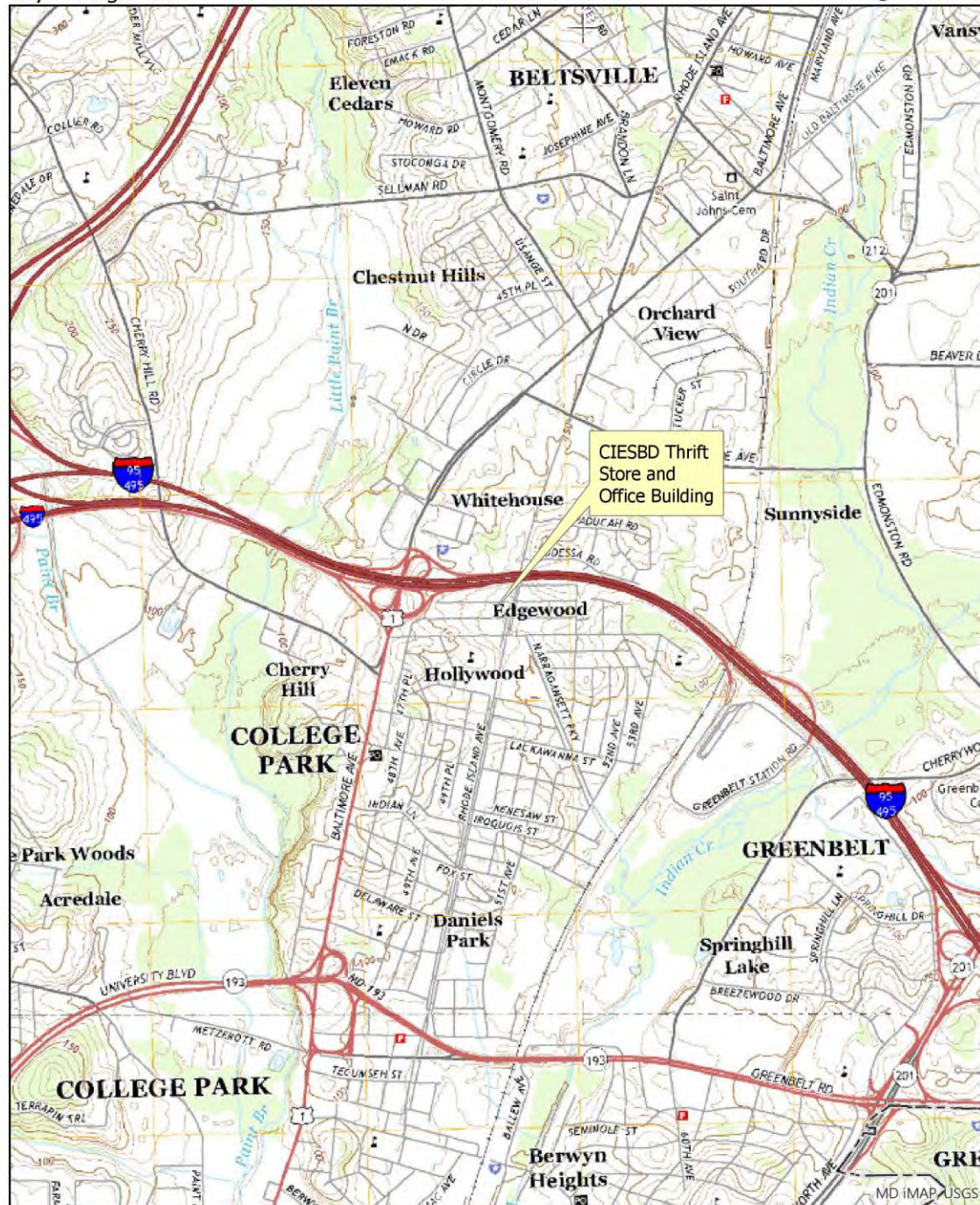
CIESBD Thrift Store and Office Building

**CIESBD Thrift Store and Office Building**

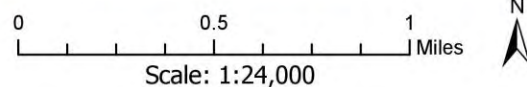
Location: 9920-24 Rhode Island Avenue; 4911, 4917-19 Niagara Road

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville





CIESBD Thrift Store and Office Building



North facade and east elevation



East elevation

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** College Park Animal Hospital

**Address:** 9717 Baltimore Avenue (US Route 1)

**City:** College Park

**Zip Code:** 20740

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0025

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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**Description of Property and Justification:** (Please attach map and photo)

The College Park Animal Hospital is a commercial building constructed in 1950 and has no architectural style. The hospital is one story with a daylight basement on its east elevation. The sloping property consists of two parcels totaling 0.34 acres; the building is located on the west parcel adjacent to Baltimore Avenue (US Route 1). The surrounding Baltimore Avenue corridor is characterized by commercial development, including a commercial building at 9721 Baltimore Avenue located directly north. To the east is a residential neighborhood.

Asphalt parking areas are situated to the west and east of the evaluated building, accessible from Baltimore Avenue and 47th Place, and connected via a driveway on the south side of the animal hospital. Two nearly identical sheds, with vertical wood board cladding and a front-gabled roof, are located on the east parcel adjacent to 47th Place.

This building has a rectangular plan and concrete block construction. Its two-bay façade is clad with red brick and vertical vinyl siding. The roof is flat and holds the building's mechanical systems. The main entrance consists of a single-leaf wood paneled door with two lights. It is sheltered by the principal roof which identifies

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



College Park Animal Hospital

the business as the "COLLEGE PARK ANIMAL HOSPITAL" on both its façade and south elevation. Directly south of the door is a triple window composed of vertical vinyl-clad fixed sashes. To the north of the entrance are three horizontal fixed-sash vinyl windows. The south elevation has six fixed-sash vinyl windows; below, the exposed basement level on the elevation's east end contains two windows with metal security cages. The east elevation has three secondary entrances: two metal doors provide access to the basement level and a first story entrance is accessed by awning-covered metal stairs. The north elevation has two windows covered with metal security cages.

The College Park Animal Hospital is an example of a mid-twentieth-century commercial building commonly found throughout Maryland. The property is not associated with events or persons that have made a significant contribution to history and therefore is not eligible under Criteria A or B. The building is a common building type that does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. This assessment did not consider the resource under Criterion D.

The property is located on two parcels that encompass 0.34 acres and are both found on Prince George's County Tax Map 0025, Grid 00E1, Parcel 0000 (2019).

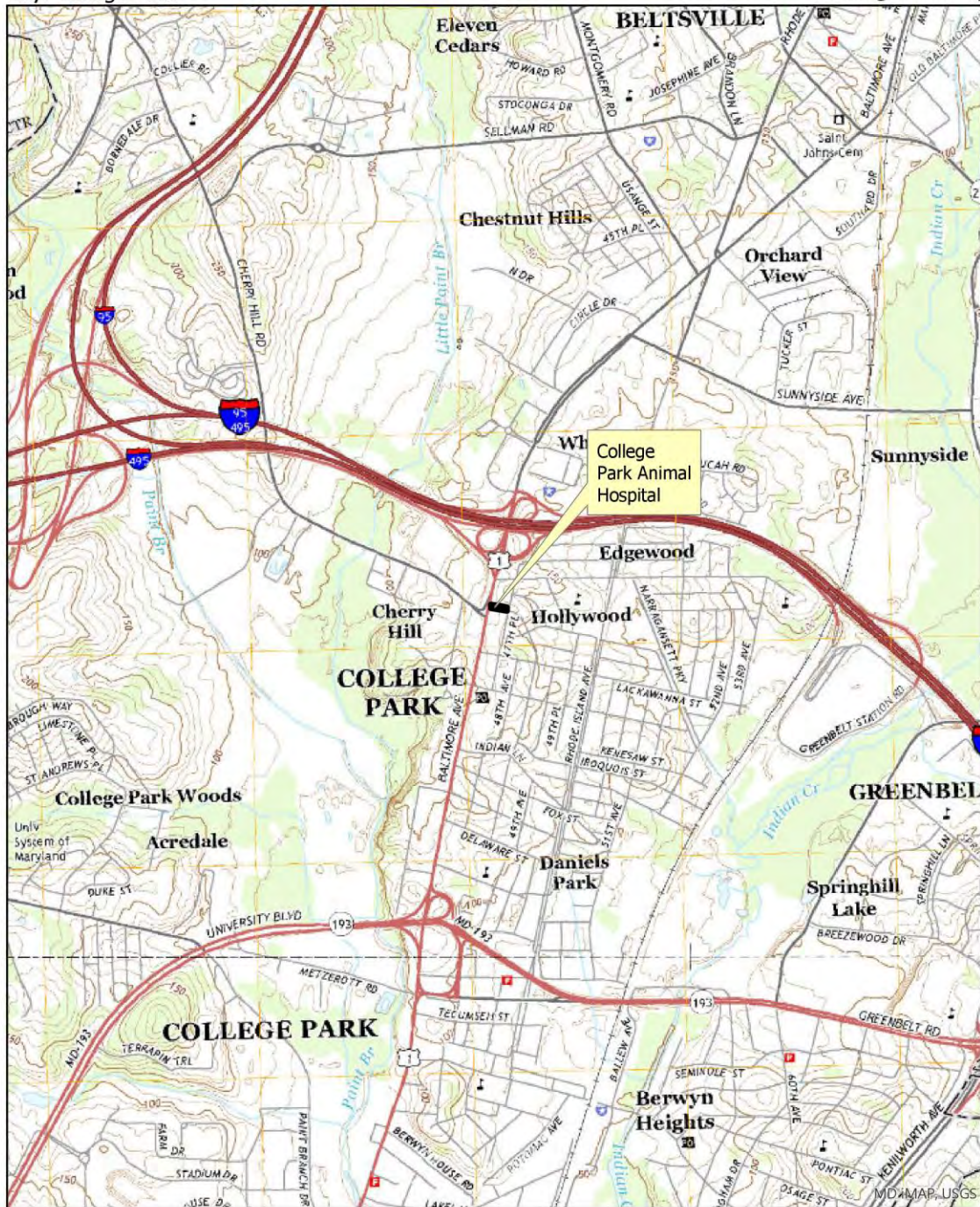
College Park Animal Hospital

**College Park Animal Hospital**

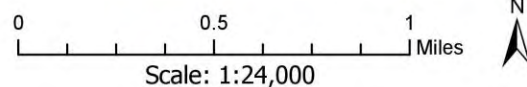
Location: 9717 Baltimore Avenue (US Route 1)

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville



College Park Animal Hospital



**West facade and south elevation**

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Comfort Zone

**Address:** 9721 Baltimore Avenue (US Route 1)

**City:** College Park

**Zip Code:** 20740

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0025

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

Comfort Zone is a commercial building constructed in 1946 and has no architectural style. It is one story with a daylight basement on its east elevation. The property is a sloping, 0.29-acre parcel on the east side of Baltimore Avenue (US Route 1). The surrounding Baltimore Avenue corridor is characterized by commercial development, including the commercial building directly to its south at 9717 Baltimore Avenue. To the east of the property is a residential neighborhood. There are asphalt parking areas to the west, north, and south of the building. Along the north elevation, concrete pedestrian walkways, surrounded by small patches of grass and several trees, provide access between parking areas.

The rectangular concrete and brick commercial building has stucco veneer on its west façade, and north and east elevations. The roof is flat with a mechanical system. The symmetrical façade consists of a single metal and glass door with side lights flanked on either side by three-light fixed-sash windows with brick sills. The door is accessed by a concrete ramp with metal handrail and the entire elevation is covered by a vinyl awning with the business name and logo. The awning wraps around to the west end of the north elevation.

MARYLAND HISTORICAL TRUST REVIEW	
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NR-ELIGIBILITY REVIEW FORM

Comfort Zone

The north elevation contains one metal door at the east end of the basement level. The north, east, and south elevations each have one filled-in window.

The Comfort Zone building is an example of a mid-twentieth-century commercial property commonly found throughout Maryland. The property is not associated with events or persons that have made a significant contribution to history and therefore is not eligible under Criteria A or B. The building is an example of a common commercial building that has been remodeled. It does not represent the work of a master or possess high artistic value, and is not eligible under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 0.29-acres and is confined to the current tax parcel found on Prince George's County Tax Map 0025, Grid 00E1, Parcel 0000 (2019).

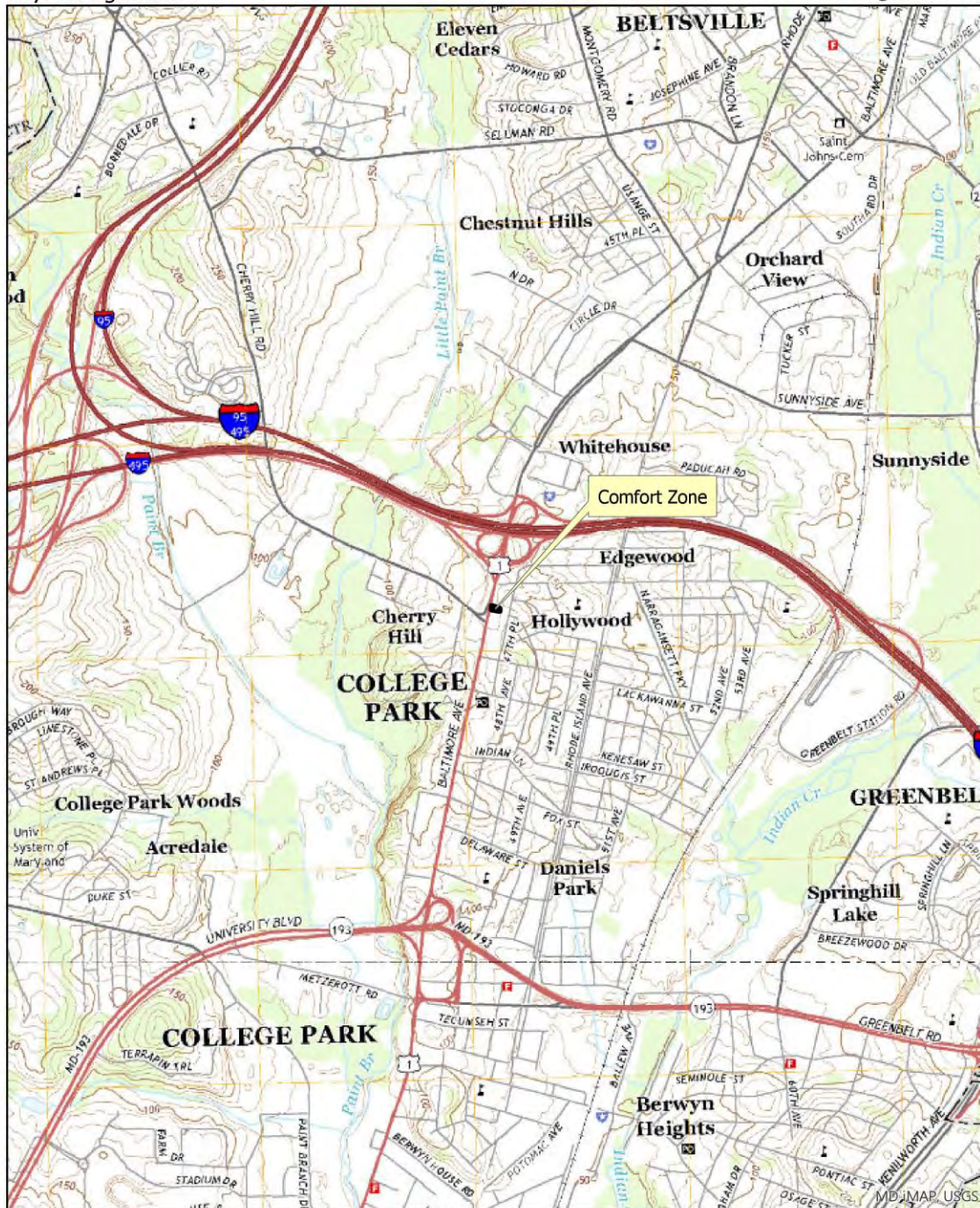
Comfort Zone

**Comfort Zone**

Location: 9721 Baltimore Avenue (US Route 1)

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles  
Scale: 1:24,000

Comfort Zone



West facade and north elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Congressional Country Club

Inventory Number: M: 29-79

Address: 8500 River Road

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville and Falls Church

Property Owner: Congressional Country Club Inc.

Tax Account ID: 10-03622603, 10-03622614

Tax Map Parcel(s): N410 (2017), N600 (2017)

Tax Map: FN63, GN12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: May 7, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: X A    B    X C    D

Considerations: A    B    C    D    E    F    G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

At the time of survey, access to Congressional Country Club was limited to areas near the clubhouse. The southeastern nine-hole golf course, northwestern maintenance area and pool complex were not surveyed. The tennis complex was only partially surveyed. The main golf course was only surveyed from the drive surrounding the clubhouse. Aerial photographs were used to supplement descriptions of areas not thoroughly surveyed. There appear to be many small buildings and structures located throughout the property that were not surveyed.

Location/Setting

Congressional Country Club is a private club located on approximately 360 acres at 8500 River Road in Montgomery County, Maryland. The property consists of two parcels, the larger of which is roughly

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A    ____ B    ____ C    ____ D	Considerations: ____ A    ____ B    ____ C    ____ D    ____ E    ____ F    ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>



bounded by River Road to the northeast, residential communities like Carderock Springs (M: 29-59) and Congressional Country Club Estates (M: 29-70) to the east and southeast, Persimmon Tree Road and single-family dwellings to the southwest, and Bradley Boulevard to the northwest. The second parcel, containing a nine-hole golf course, is roughly bounded by Persimmon Tree Road to the northeast, Eggert Drive to the southeast, and residential communities along Country Club Drive and Capri Place to the north and west. The primary entrance to the club is off River Road, directly across from the Norwood School. The entrance has a set of gateposts with the address set in a landscaped area. Just southwest, a small rectangular gatehouse stands in the center of the asphalt entrance drive. A driving range is to the southwest of the entrance drive and River Road, and a tennis complex, including a basketball court, is southeast. Asphalt parking lots with landscaped islands are south and southeast of the tennis courts. The drive leads south to the top of a hill where it forms a loop just north of the clubhouse building. The original putting green is in the center of the loop. West of the loop is a second rectangular building that likely houses the caddie master. The clubhouse has terraces on several levels leading south down a hill to a landscaped lawn. A pool complex is attached to the southeast corner of the clubhouse. The parking lot, built in phases between 1957 and 1994, extends from the south side of the tennis complex to the southeast side of the pool complex. The clubhouse is surrounded on the northwest, west, and south sides by golf courses.

South of the intersection of River Road and Bradley Boulevard, and accessed from Bradley Boulevard, is a complex with multiple buildings surrounded by asphalt parking areas that appears to be a maintenance and storage area.

A three-rail, painted wood fence lines the River Road property frontage between Fenway Drive and Bradley Boulevard. A chain-link fence is set back from the street with a buffer of lawn and trees along River Road. On all other sides, as well as the southern golf course parcel, the property is bordered by chain-link fencing, trees, and shrubs. A gate north of Saunders Lane provides vehicular access to the property from Persimmon Tree Road. There are two entrances from Bradley Boulevard.

## RESOURCE DESCRIPTIONS

Congressional Country Club is a large site with multiple resources. The resources have been grouped by function for the descriptions.

### Entrance Gateposts and Buildings Along the Main Drive (ca. 1924, ca. 1980)

There are several structures along the main entrance drive. It is unclear when some of these were constructed, but all are visible on a 2002 aerial photograph (Historic Aerials). The entrance gateposts at River Road were likely constructed circa 1924 and redesigned between 2012 and 2018 with clay tile and concrete coping to more closely resemble the Italian Renaissance style of the clubhouse. The gateposts have curved walls and square pillars topped by a pyramidal red clay-tile roof. The walls are stuccoed and topped with concrete coping. A single carriage lamp is attached to the northeast face of each pillar. The numbers "8500" are applied to the northern pillar. A small rectangular gatehouse of uncertain date with a hipped red clay-tile roof is set back from the entrance gateposts. A tall metal picket fence lines the driveway between the gateposts and the gatehouse. A circa 1980 rectangular, painted-brick building, with a side-gable red clay-tile roof, is south of the driving range along the main drive. The caddie master

building of uncertain date is northwest of the clubhouse in a landscaped area between two cart paths. It is sheltered by a hipped, red clay-tile roof.

#### Clubhouse Exterior (1924, ca. 1963, late twentieth century, 2008)

The three-story, Italian Renaissance-style clubhouse was constructed between 1923 and 1924. Additions were constructed to the northeast and north sides of the building between 1957 and 1963. Prior to 2002, an addition was constructed at the exposed basement level on the east and south sides. In 2008, a large addition was constructed to the south and southeast sides of the club house, including a large outdoor pool complex on the southeast corner. The additions were constructed using a similar style and materials that complement the historic core.

#### Original Clubhouse

The original clubhouse building is visible on the north façade and portions of the west and south elevations. The building is oriented on an east-west axis and is roughly U-shaped. It was built on a stone foundation and the walls are stuccoed. The red clay-tile roof is complex with multiple projections and towers. Windows of varying sizes are irregularly spaced throughout the building and are typically multi-light casement and most often paired. The land slopes to the south, exposing the basement levels toward the south side of the building.

The looping driveway goes through a flat-roofed porte cochere located at the center of the north façade; the porte cochere has a concrete-paver floor and a vaulted-arch ceiling. The north elevation of the porte cochere has three stone arches supported by Corinthian columns. The east and west elevations each have a large stone-arched opening for vehicles and a small arched opening for pedestrians, both supported by Corinthian pilasters. A metal balustrade with masonry pillars encloses the terrace above the arch, and a panel with acanthus leaves, an urn, and griffins is above the pedestrian arch. The main entrance into the building is under the porte cochere and consists of two sets of paired multi-light, wood doors. There is a multi-light transom above each set of doors and large, iron light sconces are placed to either side of the door. An iron pendant light hangs from the center of the porte cochere ceiling.

On the second story of the façade are two recessed balconies, one on either side of the porte cochere. They are two bays wide and supported by Corinthian pilasters and columns. The roof overhang has painted brackets. The third story is recessed, and the center of the second story has a shed roof with red clay tiles. Flanking these shed-roof sections are square, flat-roof sections.

The east wing of the clubhouse has two stuccoed towers with red clay-tile pyramidal-hipped roofs supported by painted brackets. A two-story tower is on the northwest side. The lower levels have no fenestration, but the second floor has a band of arched openings supported by Corinthian pilasters on the north and east sides. A three-story tower is on the northeast corner and has an arched window opening on the north side.

A tall, square tower projects from the north slope of the roof west of the porte cochere. It has a pyramidal-hipped roof with deep eaves supported by painted brackets. Centered under the roof at its north elevation is a multi-light arched window resting on a band of stone. Vertical painted relief panels with urns and

foliage are at the corner between the stone band and the roof. The stone band continues around to the west elevation, which also has panels at the corner; three arched windows are between the stone band and the roof.

The clubhouse's west wing façade has a three-bay stuccoed projection at the first story topped by a porch covered with a wooden pergola. There is a gable-front dormer with a blind arch filled with a vent at the roof.

The west elevation predominantly reflects the building's 1924 appearance, but there have been additions to the exposed basement level and the south end. The 1924 section of the west elevation has four stories and is stepped, with the southwest side projecting slightly. A tall, stepped, gable-front tower rises where the two sections meet near the middle of the elevation. A tall rectangular chimney rises toward the middle of the roof slope behind this tower. A rounded stone bay with a standing-seam metal roof, housing what was originally called a conservatory, is near the center of the elevation at the first story. It contains a series of arched openings supported by Corinthian pilasters. Between the arches are medallions with the busts of male figures. The window openings have a rectangular, multi-light windows and an arched, multi-light window with a panel in between.

Rising from the roof near the southwest corner of the building is an original large square stuccoed tower topped by a shallow-pitched hipped roof with red clay tiles. The top story has a stone belt course at the floor level. The tower has three identical bays on the west and south elevations with tripartite windows above an enclosed stone balustrade. At the corners and in between the bays are vertical painted relief panels with urns and foliage, except at the southwest corner of the west elevation where the painted design has faded. Painted brackets line the eaves. The rest of the tower has a variety of window openings.

Most of the basement level of the original building's stone south elevation has been obscured by later additions, but the upper levels retain most of their original features. The western side has a one-story projection at the main level, opening on the terrace, with a multi-light door and window openings topped by a flat roof with a red clay-tile pent-roof parapet. East of this projection is the tower described above. At the center of the elevation on the main level, opening onto a large new terrace, is an original stuccoed arcade with multi-light windows covered by a flat roof with red clay-tile pent-roof parapets and painted brackets. There appear to be medallions on the stuccoed walls between the arches. Visible near the southeast corner is a three-story, stuccoed, hipped-roof projection with a large wall dormer that contains an arched window and curved metal balcony. A tall chimney rises from the roof west of this projection. East of the projection at the main level is a small stuccoed arcade with three enclosed arched openings and medallions above the openings. Above this arcade is a parapeted flat roof with a terrace. There is an original projecting octagonal bay on the east elevation that appears to be stone with multi-light window openings. The bay has a flat roof with red clay-tile pent-roof parapets.

#### Additions

Between 1957 and 1963, additions were constructed north of the west wing façade and north and east of the east wing. The north end of the west wing of the original building has a one-story basement addition with a terrace on top surrounded by a metal balustrade. This addition is exposed on the west elevation. The east elevation was not fully available for survey but the additions to the north and east of the east

wing appear to be two and three stories with a stucco finish, limited fenestration, and a flat roof. Otherwise, the upper levels retain their original features.

A series of basement-level terrace additions were constructed on the west and south elevations during the late twentieth century and in 2008. The basement level of the west elevation was expanded in the late twentieth century. The addition is a combination of stone and stucco. A colonnade with Corinthian columns extends south and is protected by a red clay-tile roof. Near the center of the elevation, under the original conservatory, is a curved terrace with shallow stone arches flanked by two-story concave stone walls. Medallions with the Congressional logo are placed between the arches at the basement-level and doors are recessed under this arched area.

The south side of the west elevation likely incorporates additions from both the late twentieth century and 2008. It features several arched window and door openings at the exposed basement level; concrete stairs with a metal handrail lead to the first-story terrace. Atop the terrace, a small, flat-roofed, one-story addition to the west wing's south elevation has a series of openings separated by Corinthian pilasters and protected by a bracketed red clay-tile pent roof around the perimeter.

The stuccoed south elevation is dominated by the large 2008 extension of the original 1924 terrace, obscuring its stone walls. Due to the slope of hillside, the two-story addition's upper level is at the same height as the original basement, resulting in a new ground level along the south elevation. The southwest corner has a blank wall at the ground level, with concrete stairs with metal railings leading to an upper level terrace. At the upper level are three arched openings protected by a red clay-tile pent roof with painted brackets. At the center is a two-story curved projection. At the ground level are several door openings covered by a red clay-tile canopy supported by massive dark wood brackets. The upper level projection has a series of large picture windows with multi-light transoms divided by masonry Tuscan columns. To the west of the projection is a series of three arched openings. The center and eastern section of the upper level has a red clay-tile pent roof with painted brackets. Above the upper level, at the same height as the original terrace, is an expanded terrace with a floor set in a geometric pattern of contrasting color pavers. The two terraces at the south elevation are surrounded by a metal railing with stuccoed posts with masonry caps. Projecting from the southeast corner of the expanded terrace, but separate from the original clubhouse, is the 2008 hipped-roof pool complex. Solid stucco walls rise from the sloping ground to the exposed basement level of the clubhouse, supporting the pools and surrounding pool deck that has a metal railing with stuccoed pillars. A gabled pergola at the south end is covered in the same red-clay tiles as the other pool buildings.

#### Clubhouse Interior (1924, ca. 1963, late twentieth century, 2008)

Only a small portion of the clubhouse's interior spaces were available for survey and are described below. The main entrance, part of the original 1924 building, opens to a small vestibule with doors and transoms on the south side that match those of the main entrance. These doors lead to a lobby area with a tiled floor and coffered ceiling. Two short sets of steps lead up to a transverse hallway with a segmental-vaulted ceiling with decorative plasterwork and ceiling medallions with urn and griffin motifs similar to those on other spaces in the building. Pilasters with decorative plasterwork run along the hallway walls. On the south side of the hallway, open metal stairs with rope detailing on the balusters provide access to the second story.

The interior houses several grand meeting spaces that are original to the 1924 building. At the west end of the main hallway is a large two-story room with a curving conservatory overlooking the western portion of the golf course. The room has painted wood beams with stenciling, plaster swag and urn motifs on the walls, and Corinthian pilasters. A large formal dining room is located on the south side in the center of the building. This open, two-story space has a wood floor and stenciled wood beams at the ceiling. The south side is lined with square openings leading to an adjacent sunroom. At the second story, the north and south sides of the dining room have rectangular openings supported by columns with spiral fluted shafts. Three large tiered, wrought-iron chandeliers hang from the ceiling, and metal sconces line the north and south walls. At the west end is a large projecting fireplace with a classical-inspired wooden mantelpiece and tapering stone chimney. The fireplace is flanked by paired, segmental arched doors set within a rectangular frame. Five rectangular skylights with stained-glass laylights light the room. Directly south of the formal dining room is a long rectangular sunroom lined with full-height arched windows, some of which have paired doors leading to the large terrace. Original recreational facilities in the clubhouse include a four-lane indoor swimming pool and an eight-lane duckpin bowling alley with a kitchen area. There are also several additional dining rooms within the clubhouse.

#### Golf Courses (1923, 1930, ca. 1957, 1978, ca. 1988)

Only the portions of the golf course near the clubhouse were available for survey. There are two 18-hole golf courses on the property that were constructed over time in nine-hole increments and later redesigned. The original course was constructed between 1922 and 1923 and consisted of nine holes northwest of the clubhouse and nine holes southwest. A third nine-hole course was built in 1957 south of the clubhouse. The fourth nine holes weren't built until 1978 and are located on a parcel south of Persimmon Tree Road and Country Club Drive. A tunnel under Persimmon Tree Road appears to connect the two sections of the course. There is a building in the northeast corner of the southern parcel. As currently configured, the championship 18-hole Blue Course consists of the nine holes northwest of the clubhouse and nine holes to the south. The 18-hole Gold Course consists of the nine holes southwest of the clubhouse and south of the Blue Course and the nine holes located south of Persimmon Tree Road. The courses consist of rolling hills, mature trees, and artificial lakes south and southwest of the clubhouse. Each hole has several tees, a long, manicured fairway, greens with holes marked by a flag, rough areas of high grass and plants, and hazards such as bunkers (sand traps). Connecting the holes are circa early 1960s asphalt cart paths that wind along the fairways. A fence with uncoursed stone pillars and horizontal square wood rails rotated 45 degrees borders the cart path south of the clubhouse.

Southwest of River Road and the entrance drive is a nearly rectangular driving range with a series of tees lined up on a northeast-southwest axis along the entrance drive. Trees line the northeast and southwest sides, and grass and bunkers lie between. While the tee structures likely date to the late twentieth century, the area was likely in use as a driving range by the mid-twentieth century.

#### Tennis Complex (ca. 1930, ca. 1949, ca. 1957, ca. 1970-79, ca. 1985, ca. 2002, ca. 2019)

The tennis complex consists of 15 outdoor courts, 6 indoor courts, and 8 paddle tennis courts within multiple tennis court enclosures and buildings, but not all were available for survey. The complex is accessed by a circa 1963 looped driveway extending northeast from the main driveway. Four enclosures

line the east side of the entrance drive. The two southwestern court enclosures contain three courts each and appeared in a September 1930 drawing of the club property. North of the circa 1930 enclosures, an enclosure containing two courts was in place by 1949. To its northeast is an enclosure containing two courts constructed between 1964 and 1970, and to its east is an enclosure with two courts constructed by 1957. East of the circa 1957 enclosure is another tennis enclosure containing three courts constructed between 1970 and 1979. Directly south of this 1970s enclosure is a cluster of eight 2010s individually enclosed smaller paddle tennis courts and a small gable-roof building. These paddle tennis courts and small building are set into a hill and placed on raised foundations clad in vertical board paneling. Southeast of the paddle courts is a basketball court that first appears in a 2002 aerial photograph.

A small, hipped-roof building, constructed circa 1960, is north of the circa 1957 enclosure and east of the 1964 to 1970 enclosure. North of the hipped-roof building, along the south side of River Road, are two large gable-roof buildings housing three indoor tennis courts each. The northwestern building was constructed circa 2002 and the southeastern building circa 1988. Between 2015 and 2019, a flat-roof addition was constructed between the two large, gable-roof buildings; the addition also extended south, connecting to the circa 1960 hipped-roof building. South of the paddle courts is a long, narrow, flat-roof rectangular building, constructed between 1988 and 1994. This flat-roof building is clad in what appears to be vertical metal panels, and has two garage bays and a metal pedestrian door on the west elevation. A small, concrete-block, hipped-roof building, constructed in the 1960s, is at the southern side of the complex, southeast of the circa 1930 courts. This building, set on a northwest-southeast axis, has a hipped-roof addition projecting to the northeast surrounded by a wooden deck.

All tennis enclosures are surrounded by chain-link fencing or other materials, and several of the structures appear to have light standards. Asphalt paths connect all the tennis structures and buildings. Asphalt parking is southeast of the original courts and along the south side of the looping driveway.

#### Pool Complex (ca. 2008)

The circa 2008 pool complex was only partially available for survey. It includes a stuccoed, L-shaped, hipped-roof pool building with a red clay-tile roof that runs on a northeast-southwest axis. The southeast façade of the building has a series of large rectangular openings, some of which are divided by Tuscan columns. Brackets run along the roof eaves. A rectangular four-lane pool, running east-west with an arched entry area on the north side, is south of the clubhouse. A square, pyramidal-roof pavilion with a red clay-tile roof is northwest of this pool. Southeast of the clubhouse and the L-shaped pool building is an L-shaped pool with eight lanes running northwest-southeast and a smaller, rectangular area to the northeast. A nearly semi-circular wading pool is northeast of the eight-lane pool. A hipped-roof building with a red clay-tile roof is southeast of the wading pool. A wooden gable-roof structure, supported by large wooden brackets, is suspended over the retaining wall southeast of the eight-lane pool. The pools are surrounded by concrete decking and a metal fence with stuccoed pillars with masonry caps.

#### Maintenance Complex

This area of the property was not accessible at the time of survey. According to aerial photographs, many of the buildings date to the late twentieth and early twenty-first centuries.

## HISTORIC CONTEXT

## History of Congressional Country Club

In the early 1920s, two US Congressmen from Indiana, Oscar E. Bland and O. R. Luhring, with the support of Herbert Hoover, then US Secretary of Commerce, developed the idea for a country club where members of Congress could be part of the social structure of the area and meet with influential businessmen and politicians (Washington Post May 11, 1924). The nearby Chevy Chase and Columbia (M: 35-140) Country Clubs were open, but membership was comprised mostly of year-round Washington residents. A founding group of more than 70 politicians and businessmen incorporated Congressional Country Club in 1921, and honorary lifetime members included US Presidents Woodrow Wilson and Calvin Coolidge, as well as Hoover, who would later become president (Wall Street Journal, June 10, 1997, 6). The group commissioned a model of the future clubhouse to attract potential members; the model is currently on display in the clubhouse. According to the Washington Post, membership included a “majority of President [Warren G.] Harding’s cabinet, in addition to army and navy officers and Washington business and professional men” (Washington Post, February 26, 1922). A deed of trust was recorded in September 1923 for \$400,000 to secure bonds issued by the club to erect buildings and other improvements. Hoover, the first club president, laid the cornerstone for the massive clubhouse during a ceremony in June 1923. The club formally opened in May 1924 with a reception honoring President and Mrs. Coolidge, with members of the cabinet, diplomats, congressmen, and socialites in attendance (Washington Post, June 10, 1923; September 27, 1923; May 11, 1924; May 24, 1924; and September 15, 1940).

Noted Washington architect Phillip M. Jullien designed the building at a reported cost of \$1 million. A Washington Post article notes “M. Seretio” as the club’s builder, and historic photos in the clubhouse note the Walter M. Ballard Corporation as the interior designer (Washington Post, 6-10-23). The Washington Post stated the “clubhouse is among the finest in the world” (Washington Post, May 11, 1924). Contemporary descriptions note that the clubhouse occupies the highest hill on the site with sweeping views of the Potomac River and beyond. The building was constructed of blue-grey stone up to the terrace and was covered above with a white marble stucco with an Italian red clay-tile roof. According to the Washington Post, “the clubhouse assembly room will be one the largest of any club in the world. On the mezzanine floor is the presidential suite with private passage to the directors’ and other conference rooms. Under the mezzanine floor is the promenade, which extends the entire length of the assembly and on the opposite side is a conservatory” (Washington Post, 6-10-23). The club had two dining rooms, the larger called the “the hall of Ambassadors” for formal affairs, and a grill and trophy room with a fireplace for informal dining. Also inside the building was equipment for billiards and a bowling alley, as well as a gymnasium, a large indoor swimming pool, approximately 40 guest rooms, and a presidential suite dedicated for use by US presidents. The property had an 18-hole golf course with a small artificial lake behind the clubhouse, as well as a putting green north of the clubhouse. Arrangements were made with adjacent property owners to open their estates and farms to members of the club for horseback riding, and a house in the north corner of the property was planned to be converted into a riding and hunt adjunct, but it is unclear if this occurred. The tennis courts and other outdoor sport venues, including archery, trapshooting, hunting, and fishing in the lake, were not completed at the clubhouse opening (Washington Post, May 11, 1924; May 24, 1924).

Eighty acres of the original 400 were supposedly set aside for private bungalows available for low rentals, but these were either never built or are no longer extant. It is possible these were located on the 80-acre tract north of River Road sold by the club circa 1947 (Washington Post, May 11, 1924). The trapshooting range opened in December 1928 and, when fully complete, was planned to accommodate 30 shooters at a time (Washington Post, 12-20-28). The six southern tennis courts were in place by 1930 when they appear on a plan for the property. The club sought a beer license in May 1933, immediately after the end of Prohibition (Washington Post, 5-19-33). At some point prior to World War II, an outdoor swimming pool was installed south of the clubhouse.

Like many other country clubs in Montgomery County and throughout the United States, Congressional suffered financially during the Great Depression due to delinquent dues payments. The Acacia Mutual Life Insurance Company, which held a first mortgage on the club, claimed \$2 million had been invested in the property that was "too elaborate, was badly built and was too expensive to maintain." The facility could support approximately 3,000 members, but only had a membership of 600, of which only 270 were active. The club sought bankruptcy protection in August 1939 to reorganize and prevent foreclosure by Acacia. Approximately 100 club members formed a new corporation that could take over management of the club. Acacia negotiated with the new organization and offered a \$300,000 first mortgage to the new company if it would put up \$50,000 for repairs and improvements, including another nine-hole course. The new corporation believed a membership assessment of eight percent of the dues would provide the needed funds and, with good management, the club could increase membership to "function adequately" (Washington Post, 10-25-40). In September 1940, the club, including all buildings and 400 acres of cleared land, was sold at auction to a new legal entity called Congressional Country Club Inc. for \$270,000, the amount of the existing first mortgage on the property. The club established a new board operating under a reorganization plan approved by the former board (Washington Post, September 15, 1940; September 18, 1940). Plans for the additional nine-hole course would not be realized for nearly two decades.

The US government leased the club property in 1943 for use as a training base for the Office of Special Services (OSS), precursor to the CIA. The terms included rental payments of \$4,000 a month and a promise to restore the property to its pre-rental condition. The club became known as "Area F" and climbing ropes hung from trees near the entrance and an obstacle course extended from the swimming pool to the golf course. A mock-up of a C-47 fuselage, used in parachute-jump instruction, was on the original putting green in the center of the looping drive north of the clubhouse. The bar became an officer's lounge and the main dining room was used as a mess hall. The clubhouse was also used as a respite location for returning OSS veterans. Machine guns fired live ammunition in training exercises. Roads and barbed wire fences crossed the fairways, and a parking lot was constructed on the eighteenth fairway (Wall Street Journal, June 10, 1997, 6).

Congressional Country Club reopened in 1946 in sound financial condition. The rental payments allowed the club to pay off debts and emerge with a surplus. In addition, the government paid \$187,000 to restore the clubhouse and golf course which had been damaged during the OSS occupation. Clubhouse repairs began in early 1946 and took two years to complete. More businessmen, doctors and lawyers began to join the club, but there still was a significant number of notable politicians who were members (Wall Street Journal, June 10, 1997, 6).



In the second half of the twentieth century, club membership continued to include notable politicians and business leaders, and club facilities continued to expand. Richard Nixon opened the club's third nine holes in 1957, when he was serving as US Vice President. Another nine holes opened in 1978. The golf courses have been redesigned several times and hosted several major tournaments. Several US presidents played on the golf course, including Presidents George H. W. Bush, Bill Clinton, and Barack Obama. Additional tennis courts were added between 1950 and 2019, and several new buildings were constructed within the tennis complex, including a small building, demolished by 1994, that once existed to the east of the central court structure. Additions were constructed to the north and northeast sides of the original building between 1957 and 1963. At some point in the late twentieth century, additions were constructed to the west and south sides of the original building at the exposed basement level. In the early twenty-first century, Pollock Dickerson, a firm specializing in clubhouse planning and design, created a masterplan for the country club and oversaw a restoration of the original 154,000-square-foot clubhouse and construction of a major addition, including additional clubhouse areas and an outdoor pool complex designed in a style that complements the Italian Renaissance style of the original clubhouse. The massive addition, completed in 2008, was designed by Chapman Coyle Chapman & Associates and constructed by Coakley & Williams Construction (PES). As part of this construction, the circa 1940s rectangular pool south of the clubhouse and the circa 1970 pool southeast of the clubhouse were demolished. The former stables and hunt adjunct in the northern portion of the property has expanded and appears to have evolved into a maintenance and storage complex. It is unlikely that the original house described in 1920s newspaper accounts still stands in this area. As of 1997, the number of guest rooms on the second floor of the clubhouse decreased to twelve (Wall Street Journal, June 10, 1997, 6; Pollock Dickerson).

Congressional Country Club continues to be one of the most exclusive country clubs in the nation, with high initiation fees and a multi-year waiting list. Forbes magazine listed it as number 11 on its list of the "Top 25 Most Exclusive Golf and Country Clubs in The World" in 2018, and number one in the United States (Dobson; Wall Street Journal, June 10, 1997, 6). The club continues its long-time role as a social gathering space for the political and business elite of the United States, distinguishing itself from other country clubs that merely serve as local gathering spots for affluent individuals. The golf course and club continue to host US presidents and other influential political and business leaders.

#### Philip Jullien

Philip Morrisson Jullien was an emeritus member of the American Institute of Architects (AIA) who taught architecture at Catholic University in Washington, DC. In addition to the Congressional Country Club, he designed other well-known Washington buildings, including the Gothic Revival-style Chastleton Hotel and Apartment House at 1701 16th Street NW (1919), the Bowen Building at 819 15th Street NW (1922), and the Kenmore Apartments at 5415 Connecticut Avenue NW (1948). Other commissions included the Sacred Heart School building and dormitory at 4900 10th Street NE (ca. 1937), as well as a 1936 shopping center at 5000-5008 First Street (Washington Post, September 15, 1963, B5). Jullien worked nationally, designing buildings in Philadelphia, New York, Buffalo and Atlantic City (Washington Star, September 15, 1963) as well as internationally, designing the Terminal City Club and Kensington Place (1912-1914) in Vancouver, Canada (Vancouver Heritage Foundation). He also designed several houses in Montgomery County (Kelly, 328).

The Congressional clubhouse appears to be among Jullien's largest, and most prestigious, commissions. According to the Washington Post, Jullien's clubhouse was "expected to be one of the most commodious structures of its kind in the United States" (Washington Post, February 26, 1922) and remains one of the largest clubhouses in the United States.

### Golf Course Development

The golf course is a major feature of Congressional Country Club that has evolved over time. By February 1922, Devereux Emmet (also spelled "Emmett"), a noted golf course designer from New York, had completed surveys for the Congressional Country Club golf course (Washington Post, February 26, 1922). Emmet was a prolific designer, creating over 130 courses in his career, mostly in and around New York City. Emmet had a distinctive style that included blind shots and par sixes, which became increasingly unpopular over the course of the twentieth century. The first nine holes at Congressional were built in 1922, and the second nine by June 1923, before the clubhouse was completed. Emmet was assisted in his work by Lieutenant Colonel Clarence O. Sherrill, a military aid to President Harding, who was also responsible for public buildings and parks in Washington, DC, including the establishment of a public course in Rock Creek Park at this same time (Washington Post May 11, 1924; Svrluga; Babin, 253-4).

Donald Ross, a prolific and noted Scottish golf course architect, revamped the course in 1930, shortening the par-six first and tenth holes to a par 5 and par 3. Ross is best known for his 1907 masterpiece championship course, Pinehurst No. 2 in North Carolina. Plans from September 1930 hang in the clubhouse lobby, likely representing Ross's work. The plans show holes west and southwest of the clubhouse. Each of the 18 holes was given a name, including Wanderlust, Siege Guns, and The Pines. (Washington Post, June 25, 1995; June 11, 1997, F9).

The third nine holes, designed by noted golf course architect Robert Trent Jones, opened in August 1957 for the 1959 US Women's Amateur. These holes are located south and southeast of the clubhouse and are currently referred to as the "blue back nine." In 1959, Jones returned to relocate greens, reroute fairways, build new tees and lengthen holes on the first nine of Emmet's original 18 holes, west of the clubhouse. These two courses became known as the Blue Course, which was used for the 1964 US Open that resulted in a dramatic victory for golfer Ken Venturi. The Washington Post claimed Jones was "the most popular and prolific course designer ever." In the 1950s and 1960s he redesigned several courses for the US Open (Washington Post, June 11, 1997, F9). The cart paths appear to have been added in the early 1960s, soon after the introduction of golf carts on golf courses nationwide.

An automatic watering system for the golf courses was installed prior to the club's hosting of the 1976 PGA Tournament. The fourth nine-hole course on the club property, located south of Persimmon Tree Road, was designed by the father-son team of George and Tom Fazio and opened in 1978. These holes were combined with the second of Emmet's nine to create the Gold Course, which mostly accommodates member play. This course measures only 6,588 yards, versus the 7,213 yards of the championship Blue Course (Wall Street Journal, June 10, 1997, 6). The Gold Course was completely redesigned in 2000 by Arthur Hills, wiping out the last vestiges of Emmet's influence at Congressional (Rogers).

Rees Jones, son of Robert Trent Jones, was originally hired to repair the putting green surfaces on the Blue Course, but later completely reworked the course in 1988. According to Rees Jones, Congressional is built

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on an “ideal site,” having land with plenty of hills for tees and greens and valleys for fairways. However, early-twentieth-century architects like Emmet and Ross generally worked with low budgets, so land was typically not moved or groomed, leaving blind shots and “bad lies” in steep terrain. These conditions led the US Golf Association to persuade Congressional that that “all of the Blue course needed to be changed, particularly if Congressional wanted to return to the major championship rotation.” Congressional agreed and the course was closed for a year while Rees Jones removed every blind shot and high bunker, leveled hills, raised tee boxes, and lowered greens. He also graded the fairways and reconfigured the greens, resulting in a completely revamped course. This massive effort was undertaken to ensure that Congressional would host the 1995 US Senior Open and the 1997 US Open (Washington Post, June 11, 1997, F9; Wall Street Journal, June 10, 1997, 6; Washington Post, June 11, 1997, F9). Rees Jones is a respected golf course designer and many courses he has designed or remodeled have been selected as major tournament sites (Washington Post, June 11, 1997, F9). The Blue Course was later host to the 2011 US Open and other major PGA tour events such as the Kemper Open and Booz Allen Classic (Rogers).

#### ELIGIBILITY DETERMINATION

Congressional Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C.

Congressional Country Club is eligible for the NRHP under Criterion A for its significant association with the establishment of country clubs in the twentieth century, both in the Washington Metropolitan region and nationally. Country clubs were established by the wealthy elite near major metropolitan areas across the country at the turn of the twentieth century, and Washington, DC, and its suburbs were no exception. However, while other country clubs in the region were established for the benefit of wealthy Washingtonians, Congressional was established with the purpose of creating a gathering place for Washington’s political elite, many of whom only lived in Washington part time. Except for the years during World War II, the club has continued to serve as a gathering place for national business and political leaders. Unique among country clubs, Congressional’s membership consists of leaders from across the nation, focusing on nationally elected and appointed individuals, as well as prominent business heads. The wealth and political influence of its membership cemented its status as the premier country club not only in the Washington area, but also nationwide; therefore, Congressional Country Club is eligible for the NRHP under Criterion A.

While many important business and political leaders, including several US presidents, were members or guest of the club, their association with the club is not significant to local, state, or national history. Therefore, Congressional Country Club is not eligible under Criterion B.

While notable masters of golf course design, including Devereux Emmet, Donald Ross and Robert Trent Jones, designed or redesigned portions of the course at Congressional, the Blue Course was completely redesigned in 1988 by Rees Jones. Half of the Gold Course was designed by George and Tom Fazio, who are not masters of golf course design, and the other half does not represent a significant work of Robert Trent Jones, as the course was never used for tournament play. For these reasons, the Blue and Gold Courses do not retain sufficient integrity to be eligible for golf course design under Criterion C.

The Congressional Country Club clubhouse was one of the largest and most elaborate country clubhouses in the country when it was built and remains so. The elaborate Italian Renaissance building was designed by Phillip Jullien, a master architect who worked both locally, nationally and internationally. The building design represents the distinctive characteristics of the Italian Renaissance style, popular during the early twentieth century. The building was constructed at a scale so large as to be nationally distinctive. The interior spaces are notable not only for their size, but also for their elaborate design. Therefore, Congressional Country Club is eligible for the NRHP under Criterion C for its architectural design.

In summary, Congressional Country Club is eligible for the NRHP under Criteria A for its significant association with the development of twentieth century country clubs in the United States and the role of the club as a gathering place for the political and business elite of Washington, DC. Congressional Country Club is also significant under Criterion C for the design of its distinctive clubhouse.

#### Period of Significance

The period of significance for Congressional Country Club begins with the completion of the clubhouse in 1924 and continues to 1978, as the club still fulfills its role as a meeting space and social gathering spot for nationally prominent business and government leaders. The significance of the property is ongoing, and a specific closing date, if appropriate, may be determined in the future based on additional historical perspective. Changes to the period of significance may require reconsideration of resources currently listed as non-contributing.

#### Integrity

The country club property generally retains its integrity of location, setting, design, materials, workmanship, association and feeling. While new additions, some extensive, have been constructed at the basement level to the west, south (rear), and southeast of the clubhouse building, the 1924 portion of the clubhouse still reflects Jullien's original design and retains integrity. The basement was historically a service level and contained minimal design elements. The additions were sensitively designed to preserve important features and the viewsheds both from and to the clubhouse, and prominent interior spaces were preserved. Circa 2012 alterations to the entrance gates, namely the addition of concrete coping and pyramidal clay-tile caps to the pillars, do not substantially alter the integrity of the gates; in addition to retaining their location, setting, feeling and association with the property, these structures still generally reflect their original design, materials, and workmanship. Although the golf courses have been reworked to meet current standards for tournament play, they retain their location, feeling, and association with the clubhouse and other club resources, and the presence of the golf courses is essential to understanding the club's history. The pre-1979 tennis courts maintain their integrity of location, association, and feeling. While there is new construction, the property as a whole retains sufficient integrity to reflect its significance as a nationally prominent twentieth century country club.

#### Contributing Resources

Because the entire property was not available for survey, there may be other contributing or non-contributing resources not listed below. The maintenance complex was not surveyed, but likely contains

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buildings and/or structures within and outside the period of significance. There is at least one building on the 1978 golf course that may have been constructed within the period of significance.

Contributing resources to Congressional Country Club are buildings, structures and landscapes surveyed and constructed within the period of significance, including: the 1924 clubhouse, the gateposts, gatehouse, caddie master's house, the Blue Course and Gold Course, the driving range, the putting green, the western five tennis court enclosures, the circa 1960 concrete-block building in the tennis complex, and landscape features such as the entrance drive, artificial lakes and cart paths. The construction date for the gateposts, gatehouse, and caddie master's house have not been confirmed, but are assumed to be within the period of significance.

Non-contributing resources are buildings and structures surveyed and constructed outside of the period of significance, including: the circa 1980 brick building, the eastern tennis court enclosures, the northern interconnected tennis complex buildings, the circa 2008 pool complex, and the maintenance complex.

#### Boundary

The boundary for the property encompasses 359.68 acres and is confined to two property tax parcels found on Montgomery County Tax Map FN63, parcel number N410 (2017), and GN12, parcel number N600 (2017).

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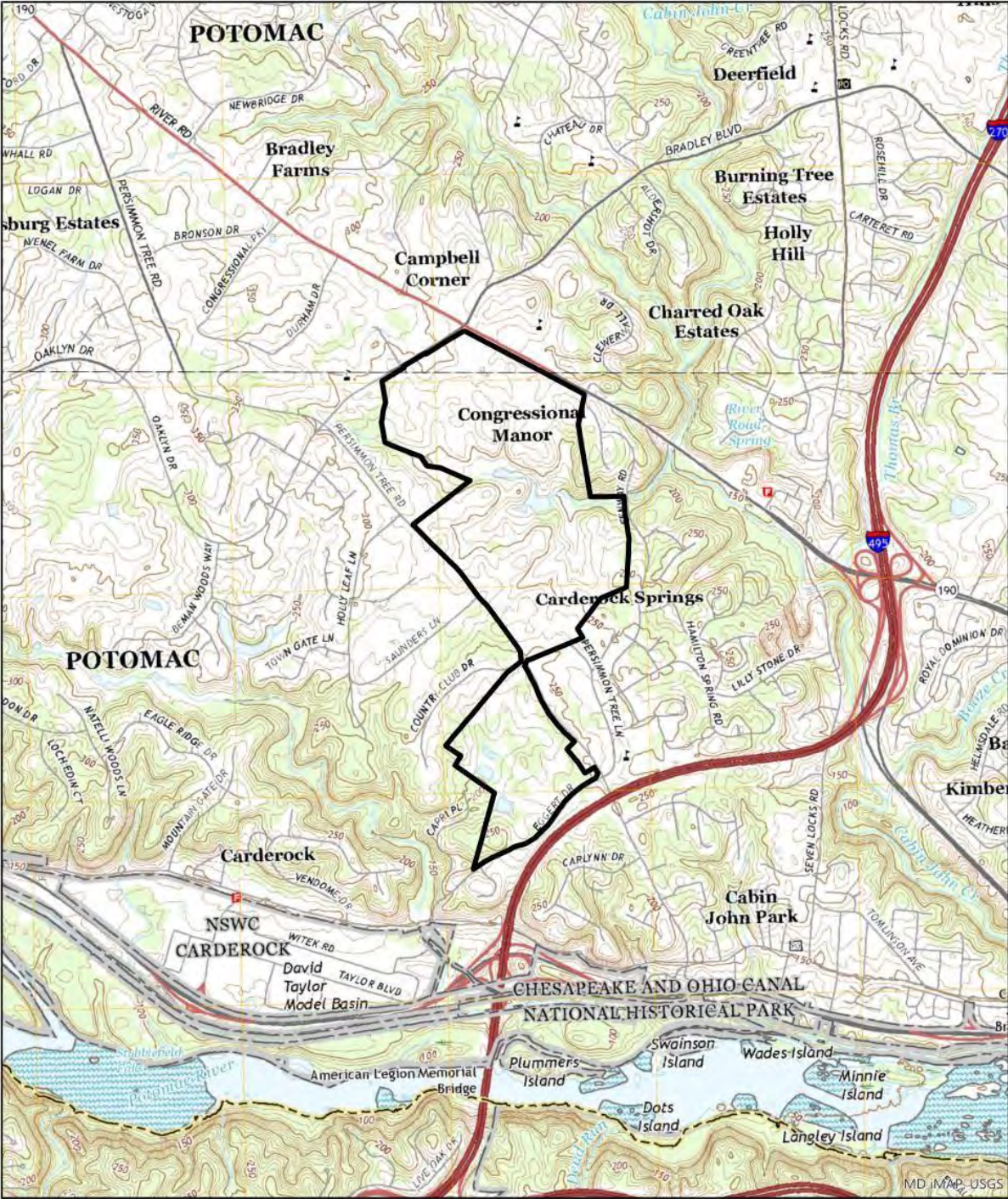


Congressional Country Club

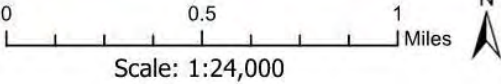
Montgomery County

Location: 8500 River Road

City: Bethesda



USGS 7.5' Quadrangle - Rockville and Falls Church





**Congressional Country Club**  
Location: 8500 River Road

Montgomery County  
City: Bethesda





**M: 29-79**  
**Congressional Country Club**  
8500 River Road  
Bethesda, Maryland



Circa 2019 aerial photo of Congressional Country Club with construction dates indicated (elements in white text are contributing; black are noncontributing). Golf courses are depicted on the following maps.  
Map from Google.

**M: 29-79**  
**Congressional Country Club**  
8500 River Road  
Bethesda, Maryland



Blue Course Map.  
<https://www.provisualizer.com/courses/congressionalcc.php>.

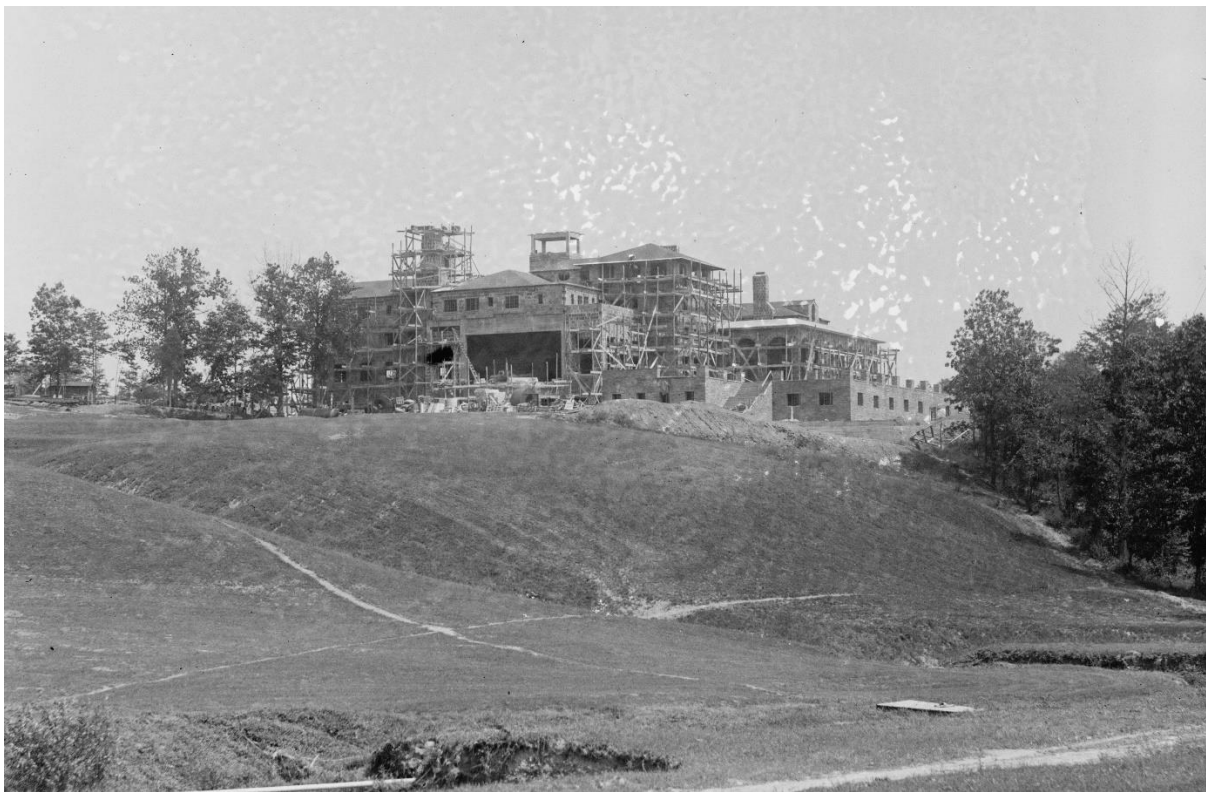


<https://www.provisualizer.com/courses/congressionalccgold.php>.

**M: 29-79**  
**Congressional Country Club**  
8500 River Road  
Bethesda, Maryland



Congressional Country Club Entrance Gatepost and Gatehouse, looking southeast.  
Google Street View, October 2018.



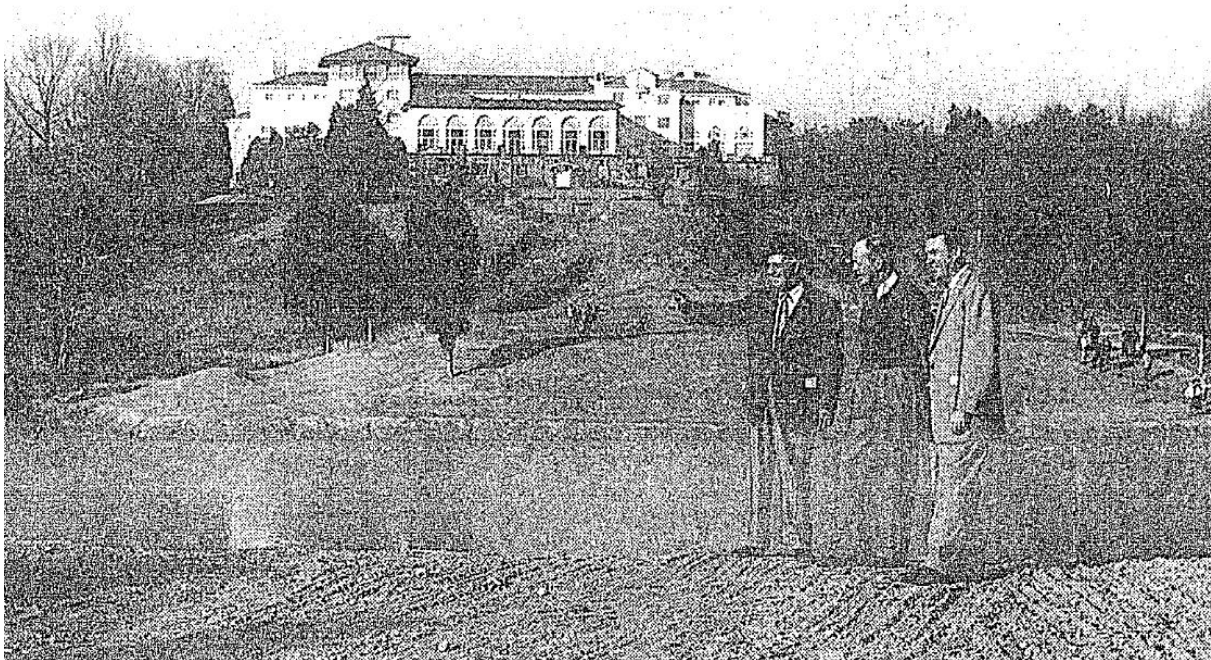
Congressional Country Club, west and south elevations, under construction, 1923.  
Retrieved from the Library of Congress, <https://www.loc.gov/item/2016835530/>.



**M: 29-79**  
**Congressional Country Club**  
8500 River Road  
Bethesda, Maryland



Congressional Country Club, south elevation, under construction, 1923.  
Retrieved from the Library of Congress, <https://www.loc.gov/item/2016835730/>.



Robert Trent Jones and others on the Congressional Blue Course in November 1956 with clubhouse in background. Washington Post, June 11, 1997.

**M: 29-79**  
**Congressional Country Club**  
8500 River Road  
Bethesda, Maryland



2007 photo of clubhouse south elevation, looking north, prior to construction of southern addition. Photo by MCT for Golf Digest, <https://www.golfdigest.com/story/congressional-country-club-fires-architect-keith-foster-after-he-pleads-guilty-to-federal-crimes>.



Post-2008 photo of south elevation, looking north, after construction of the southern addition. Congressional Country Club, [www.ccclub.org](http://www.ccclub.org).





Clubhouse north facade, looking south across driveway loop and putting green.



Clubhouse facade and porte cochere, looking southeast.





Clubhouse facade, east wing, looking southeast.



Clubhouse, west wing, northwest side of facade and west elevation, looking southeast.



Clubhouse, north side of west elevation, looking northeast.



Clubhouse, detail of southwest tower, looking northeast.





Clubhouse, south side of west elevation, looking northeast.



Clubhouse, south elevation, looking north.



Clubhouse, south elevation, looking north.



Clubhouse interior, lobby, looking northwest.





Clubhouse interior, main east-west hallway.



Clubhouse interior, main dining room.





Clubhouse interior, bowling alley.



Golf course, cart path and fence, looking southeast from southwest corner of the clubhouse.



Golf course and cart path with wood and stone fence, looking southeast.



Golf course, looking southwest from the southwest corner of the clubhouse.





Golf course, tees, lake, and fairway in the distance, looking south.



Caddie master's house, north of clubhouse, looking southwest.





Circa 1980s building along western side of drive, looking southwest.



Tennis complex, ca. 1960 concrete-block building, southeast elevation, looking northwest.

**PHOTO LOG**

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Number of Photos: **20**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-08-31**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-79\_2018-08-31\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Clubhouse north facade, looking south across driveway loop and putting green.

02.tif

Clubhouse facade and porte cochere, looking southeast.

03.tif

Clubhouse facade, east wing, looking southeast.

04.tif

Clubhouse, west wing, northwest side of facade and west elevation, looking southeast.

05.tif

Clubhouse, north side of west elevation, looking northeast.

06.tif

Clubhouse, detail of southwest tower, looking northeast.

07.tif

Clubhouse, south side of west elevation, looking northeast.

08.tif

Clubhouse, south elevation, looking north.

09.tif

Clubhouse, south elevation, looking north.

10.tif

Clubhouse interior, lobby, looking northwest.

11.tif

Clubhouse interior, main east-west hallway.

12.tif

Clubhouse interior, main dining room.

13.tif

Clubhouse interior, bowling alley.

14.tif

Golf course, cart path and fence, looking southeast from southwest corner of the clubhouse.

15.tif

Golf course and cart path with wood and stone fence, looking southeast.

16.tif

Golf course, looking southwest from the southwest corner of the clubhouse.



**PHOTO LOG**

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17.tif

Golf course, tees, lake, and fairway in the distance, looking south.

18.tif

Caddie master's house, north of clubhouse, looking southwest.

19.tif

Circa 1980s building along western side of drive, looking southwest.

20.tif

Tennis complex, ca. 1960 concrete-block building, southeast elevation, looking northwest.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Congressional Country Club Estates

**Inventory Number:** M: 29-70

**Address:** East of Persimmon Tree Road and West of Persimmon Tree Lane

**Historic District:** Yes

**City:** Bethesda

**Zip Code:** 20817

**County:** Montgomery

**USGS Quadrangle(s):** Falls Church

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** Multiple

**Tax Map:** GN12

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Danae Peckler

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

Congressional Country Club Estates is a planned residential neighborhood located just north of I-495 in Bethesda. It is bounded by Persimmon Tree Road on the west and Persimmon Tree Lane on the south, east, and north sides, with two residential lots comprising 2 acres of land situated on the west side of Persimmon Tree Road at the southwest corner of the subdivision. In total, the resource consists of 31.8 acres with 19 single-family dwellings with deep setbacks

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

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on residential lots between 0.9 and 2 acres. Individual lots are relatively flat and landscaped with heavy tree coverage, ornamental plantings, and often have fenced-in yards. Secondary buildings include sheds, gazebos, and detached garages. Surrounding streets are paved without curbs or sidewalks, although a paved shared-use path lines the west side of Persimmon Tree Road.

Description:

Congressional Country Club Estates contains single-family dwellings primarily constructed between 1955 and 1979, with three outliers built between 1981 and 1996. Current tax records indicate that these houses range from approximately 3,000 to 6,700 square feet in finished living space. Most of the single-family dwellings in were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Modern Colonial subforms), Ranch, Split-Level, and Split-Foyer forms. Others include features of the Tudor Revival and International styles, while more recently renovated houses reflect variations of the New Traditional style.

Dwellings in Congressional Country Club Estates are between one and two-and-a-half stories tall and five to ten bays wide. Many houses are clad in brick, but some include a mix of materials such as stone, stucco, weatherboard, wood shingles, and T1-11 siding. Rooflines are primarily side gabled with smaller front-gabled sections at one or both ends of the façade, although three houses are covered by hipped roofs and one house has a flat roof (7830 Persimmon Tree Lane). Roofs are primarily sheathed in asphalt shingles, but one house is covered by a wood-shingled roof (7011 Persimmon Tree Road). Most dwellings feature at least one brick chimney that is either centrally located or set along a side or rear elevation, while some have a chimney in two of these locations. Dormers are present on only a few dwellings; front-gabled dormers are asymmetrically positioned at the façade while shed dormers are visible in current aerial imagery on two rear elevations.

Primary entrances are typically centered on the façade and comprise a single-leaf wood or metal door. Windows are commonly double-hung-sash, replacement units, some with faux muntins (7800 Persimmon Tree Lane), but some original, wood-framed, double-hung-sash windows and wood-framed picture windows remain (7820 and 7712 Persimmon Tree Lane). Several houses feature paired or tripartite casement windows and bay windows, many of which appear to be replacement units (7021 and 7031 Persimmon Tree Road). In Colonial Revival-style houses, louvered and paneled shutters are occasionally present, but rarely flank all windows at the façade; some appear to have been recently removed. Many original two- and three-car garages are visible from the roadway, but only a few are located on the façade (7506 Persimmon Tree Lane and 7007 Persimmon Tree Road). Two original detached garages feature covered breezeways connecting to the house (7510 and 7820 Persimmon Tree Lane). One notable dwelling within this subdivision is the International-style house at 7830 Persimmon

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Tree Lane, built in 1963 and designed by architect Grosvenor Chapman for Dr. Herbert William Robinson (Orton 2013).

Additions and modifications to the houses and lots are common. Houses have often been modified through rear or side additions, including expanded garages with living space above (7600 and 7800 Persimmon Tree Lane). At least one house has been expanded and altered so that it reflects the New Traditional style (7506 Persimmon Tree Lane) (McAlester 2013:726). Over time, in-ground swimming pools, tennis courts, gazebos, and sheds have been added to many backyards in the neighborhood.

#### Historic Context:

In 1948, the Sixteenth Street Woods Development Corporation, a company created by Joseph (J.B.) Shapiro and his brother, Maurice, purchased the 241.94-acre "Dowling Tract" north of the Potomac River (Montgomery County Deed Book [MCDB] CKW 1127, 108). An offshoot of the Joseph Shapiro Company, the Sixteenth Street Woods Development Corporation subdivided a small portion of the Dowling Tract between 1953 and 1962 using subsidiary companies, including Persimmon Tree Estates, Inc., and Congressional Estates, Inc. The subdivided property was then sold one lot at a time to real-estate developers, builders, or individuals owners responsible for constructing houses.

Congressional Country Club Estates was platted in a series of lot groupings between 1955 and 1963, the first containing just three 2-acre lots of Block A, the second containing a single, adjacent, 4-acre lot, and the largest containing seven 1 to 1.5-acre lots in 1961. In 1957, Congressional Country Club Estates, Inc., platted a new route for the portion of Persimmon Tree Road that passed through the neighborhood. The older path of the roadway remained intact and is now Persimmon Tree Lane. Lots in Block F of Congressional Country Club Estates were platted south of what would become the Capital Beltway on the west side of Persimmon Tree Road and are now associated with the Persimmon Tree subdivision.

The relatively passive effort by the developers of this neighborhood to create a residential subdivision reflects a change in the Sixteenth Street Woods Development Corporation's intent for much of the property. The earliest plats were limited to small groupings of residential lots along the existing Persimmon Tree Road, but depicted a few proposed streets intersecting with this roadway that never materialized, and a majority of the tract remained undeveloped into the mid-1970s. In 1974, Congressional Estates, Inc., sold roughly 84 acres to the Congressional Country Club--now the site of the 1977 Gold Course situated west of the neighborhood across Persimmon Tree Road. The remaining 68 acres of the property situated on the south side of I-495 was sold to the Richard Robins Land Corporation in March 1975.

Congressional Country Club Estates is typical of many planned neighborhoods from this period as it did not include any community amenities. The subdivision was not widely promoted, but

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advertisements highlighted its exclusivity and location, with individual houses marketed by a variety of realtors. No architectural restrictions other than a building set back appear to have been placed on the properties within Congressional Country Club Estates, resulting in a mix of architectural styles and builders. The first advertisements for property within this subdivision were listed by realtors at J. Leo Kolb Company as “low, split-level homes” in 1955 (The Washington Post 1955, G12). Shapiro, Inc., later marketed “exclusive” 1- and 2-acre lots with “sewer, water, and paved streets” for sale in 1958 and 1959 (The Washington Post 1958, B14; 1959, D18). As late as 1979, an advertisement was placed for a “1 acre flat, wooded lot in Congressional Country Club Estates. Will custom build with your plans or ours” (The Washington Post 1979, B40).

#### Evaluation:

Congressional Country Club Estates was evaluated in accordance with Maryland’s “Suburbanization Historic Context Addendum” and National Register of Historic Places Criteria A, B, and C.

Congressional Country Club Estates is typical of most planned residential neighborhoods in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County in the Suburban Diversification Period. The neighborhood is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals involved in the development of Congressional Country Club Estates had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Congressional Country Club Estates is a modest and basic example of a planned residential neighborhood, with lots created by a developer and little to no constraints on the architecture that emerged within its boundaries. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential neighborhood from this era. The development’s Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. As a whole, this group of houses does not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Congressional Country Club Estates is not a good example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic values as a collective development, the property is not eligible under Criterion C.



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Congressional Country Club Estates was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses 31.8 acres and is roughly defined by Persimmon Tree Lane to the north, east, and south, and Persimmon Tree Road and the Gold Course of the Congressional Country Club to the west, with two one-acre lots situated on the west side of Persimmon Tree Road at the southwest corner of the neighborhood. It includes multiple parcels found on Montgomery County Tax Map GN12 (2018).

References:

Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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The Washington Post. 1955. Advertisement for Congressional Country Club Estates. J. Leo Kolb Company. October 30, 1955, G12.

---- 1958. Advertisement for Congressional Country Club Estates. Shapiro, Inc. August 26, 1958, B14.

NR-ELIGIBILITY REVIEW FORM

M: 29-70

Congressional Country Club Estates

Page 6

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---- 1959. Advertisement for Congressional Country Club Estates, Shapiro, Inc. June 28, 1959, D18.

---- 1979. Advertisement for lot in Bethesda/Potomac. December 9, 1979, B40.



# Congressional Country Club Estates

Location: East of Persimmon Tree Road and West of Persimmon Tree Lane

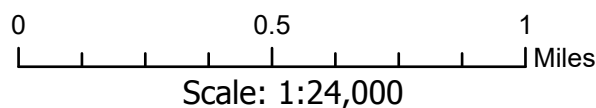
City: Bethesda

MIHP#: M: 29-70

Montgomery County



USGS 7.5' Quadrangle - Falls Church

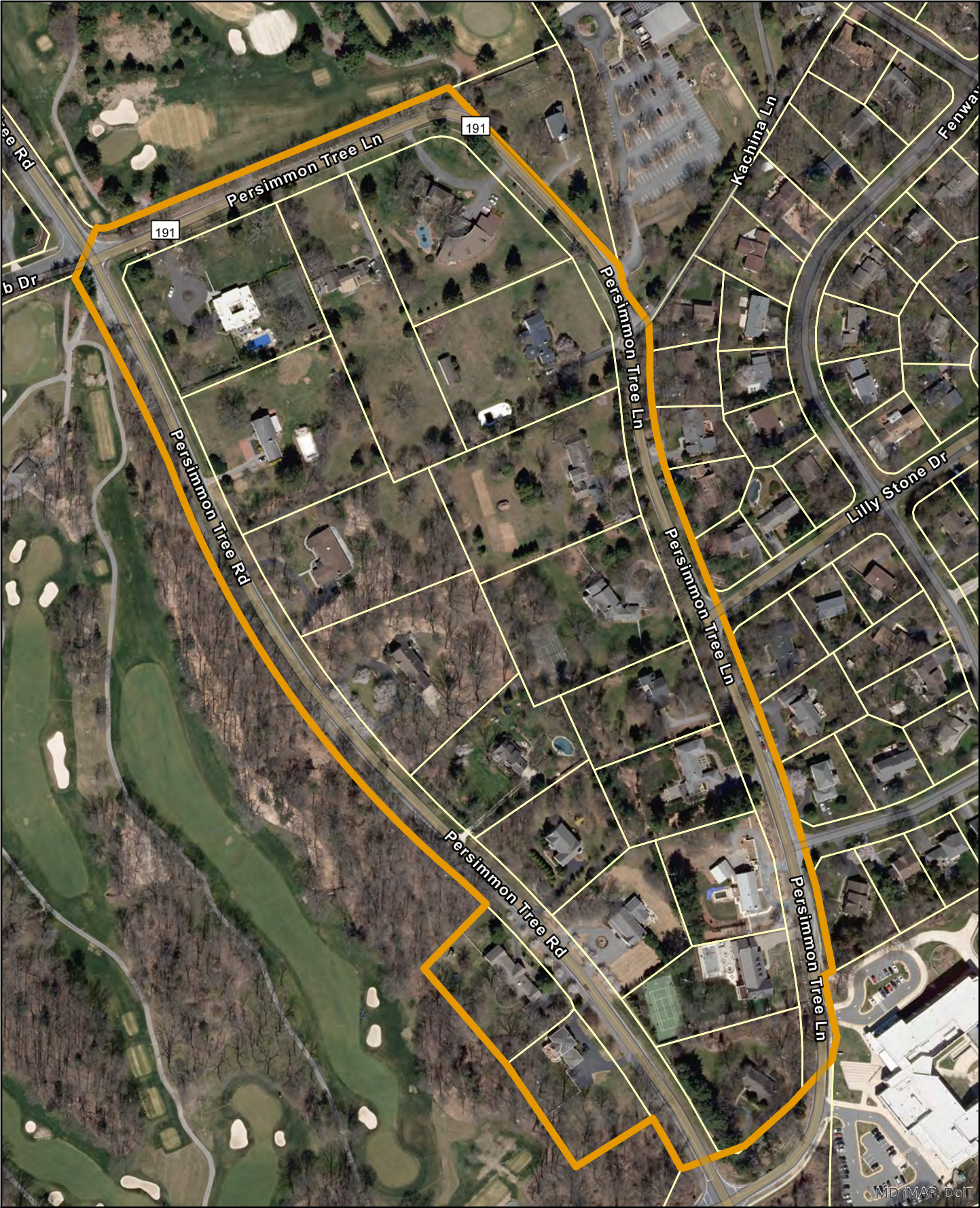




Congressional Country Club Estates

Location: East of Persimmon Tree Road and West of Persimmon Tree Lane  
City: Bethesda

MIHP#: M: 29-70  
Montgomery County



Parcel Boundaries

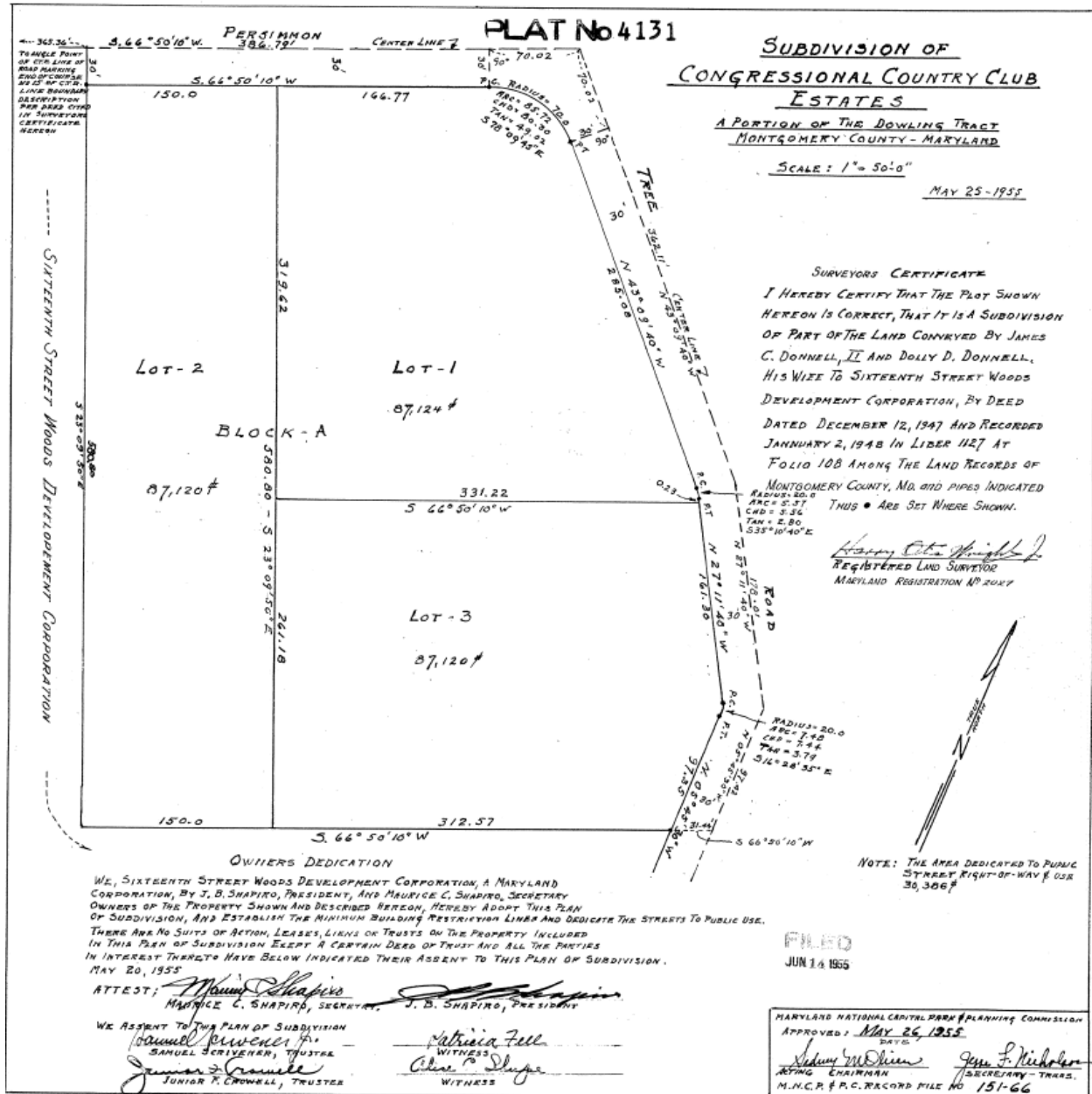
0 0.05 0.1 Miles

Scale: 1:3,000





**Congressional Country Club Estates (M: 29-70)**  
**7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),**  
**7500-7830 Persimmon Tree Lane (even only)**  
**Bethesda, Montgomery County, Maryland**

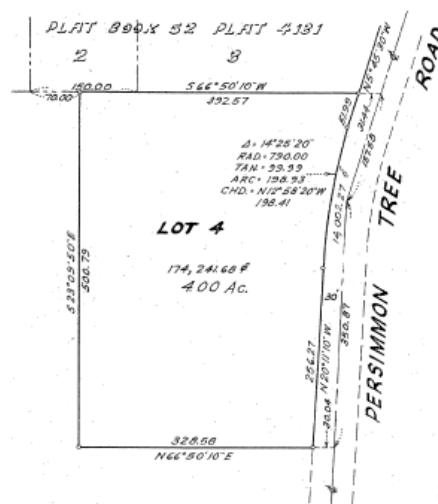


Sixteenth Street Woods Development Corporation May 1955 plat of Congressional Country  
Club Estates (Montgomery County Plats [MCP] 4131).

OWNER'S DEDICATION **PLAT No 4695** SURVEYOR'S CERTIFICATE

James Joseph Kearney  
James Joseph Kearney  
Marguerite Lyons Kearney  
Marguerite Lyons Kearney

JOSEPH N. STARKEY, JR.  
Registered Land Surveyor  
Md. #2564



FILED  
OCT - 1 1956

PREPARED IN  
THE OFFICE OF

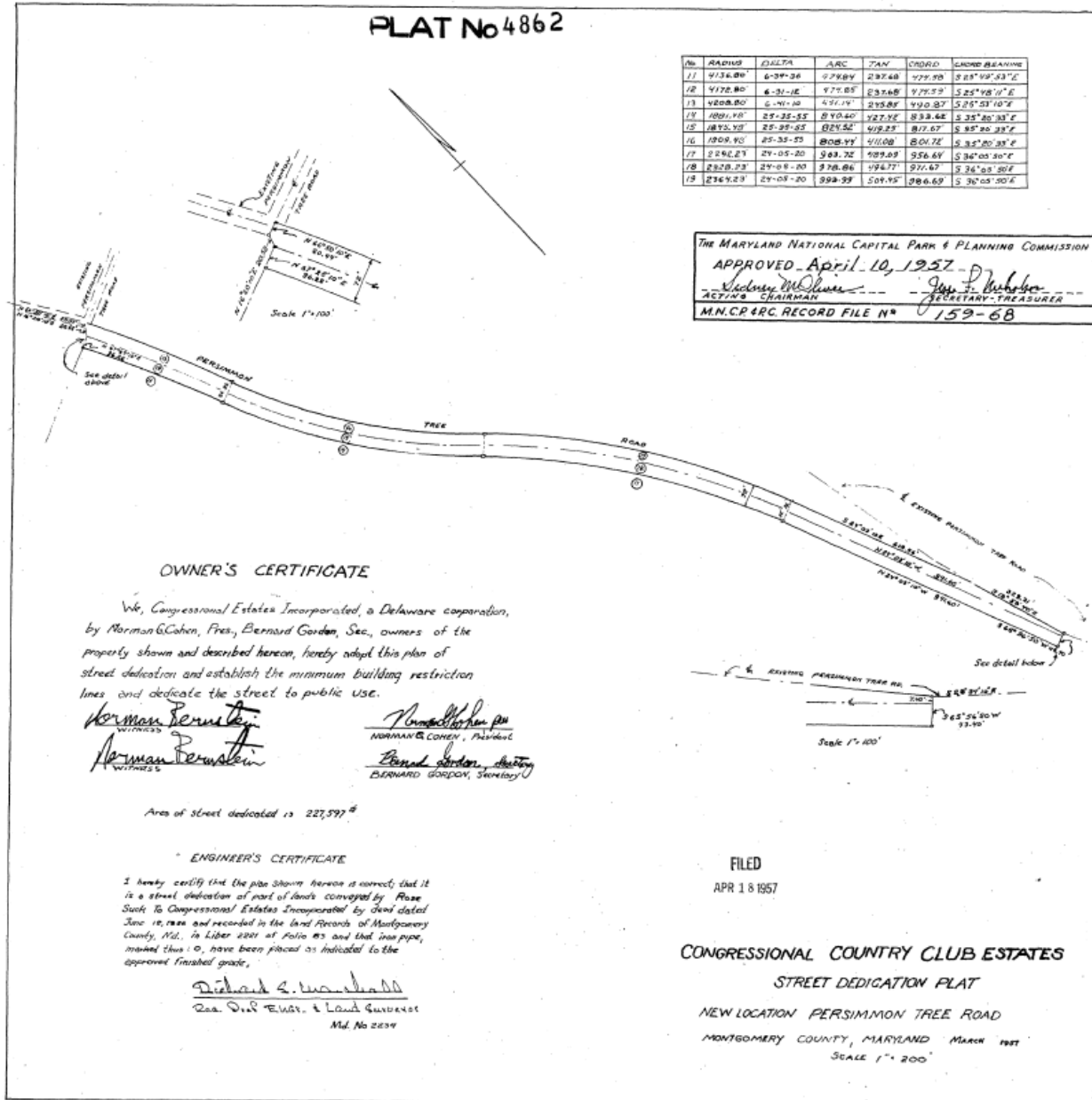
JOSEPH N. STARKEY  
901 PERSHING DRIVE  
SILVER SPRING, MD.

THE MARYLAND NATIONAL CAPITAL PARK PLANNING COMMISSION  
APPROVED: Sept. 19, 1956  
DATE  
Sidney McQuinn John F. Kuebler  
ACTING CHAIRMAN SECRETARY-TREASURER  
M.N.C.P.R.C. RECORD FILE NO. 158-5

Joseph and Marguerite Lyons Kearney September 1956 plat of Congressional Country Club Estates (MCP 4695).

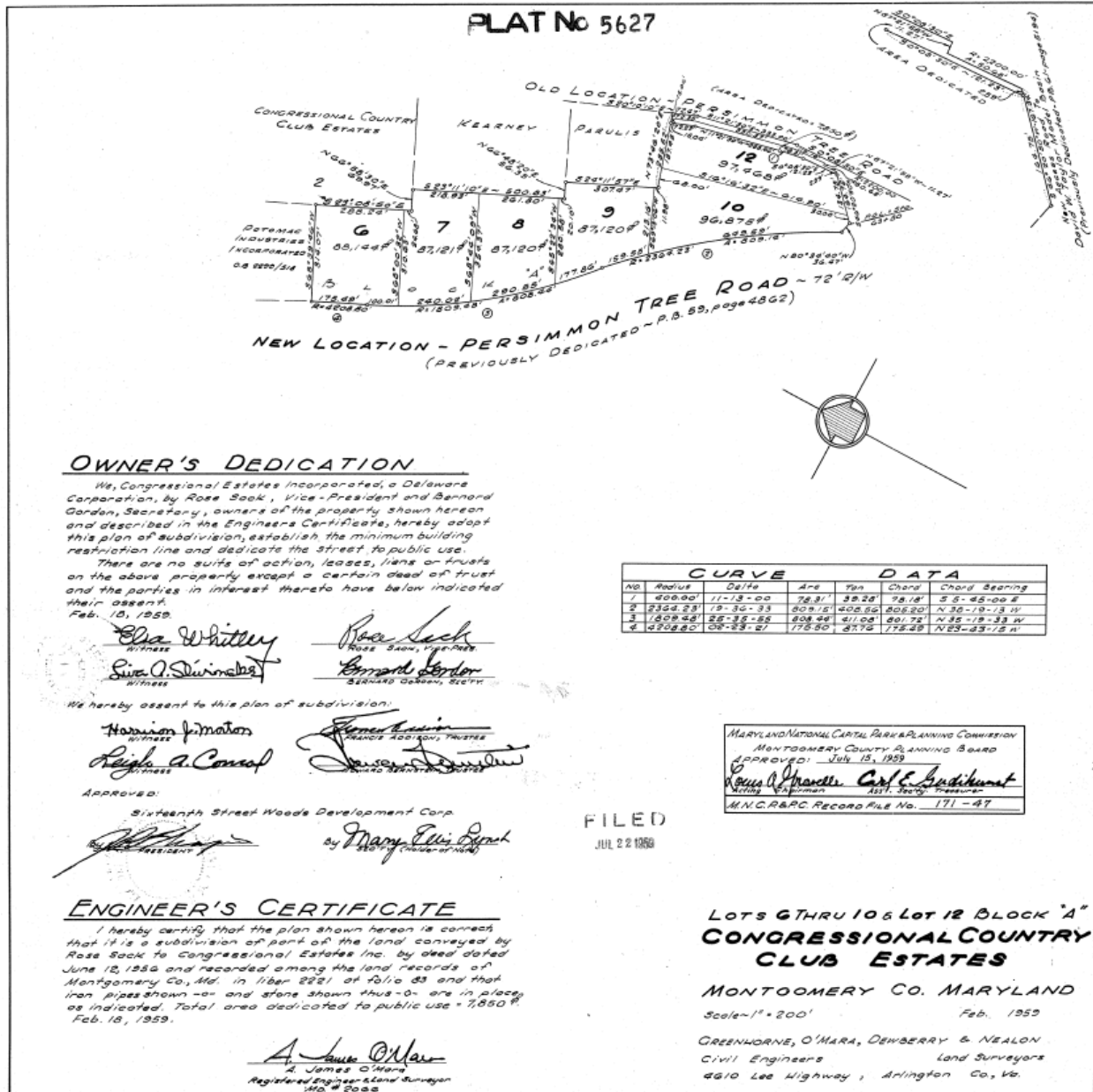


**Congressional Country Club Estates (M: 29-70)**  
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**Bethesda, Montgomery County, Maryland**



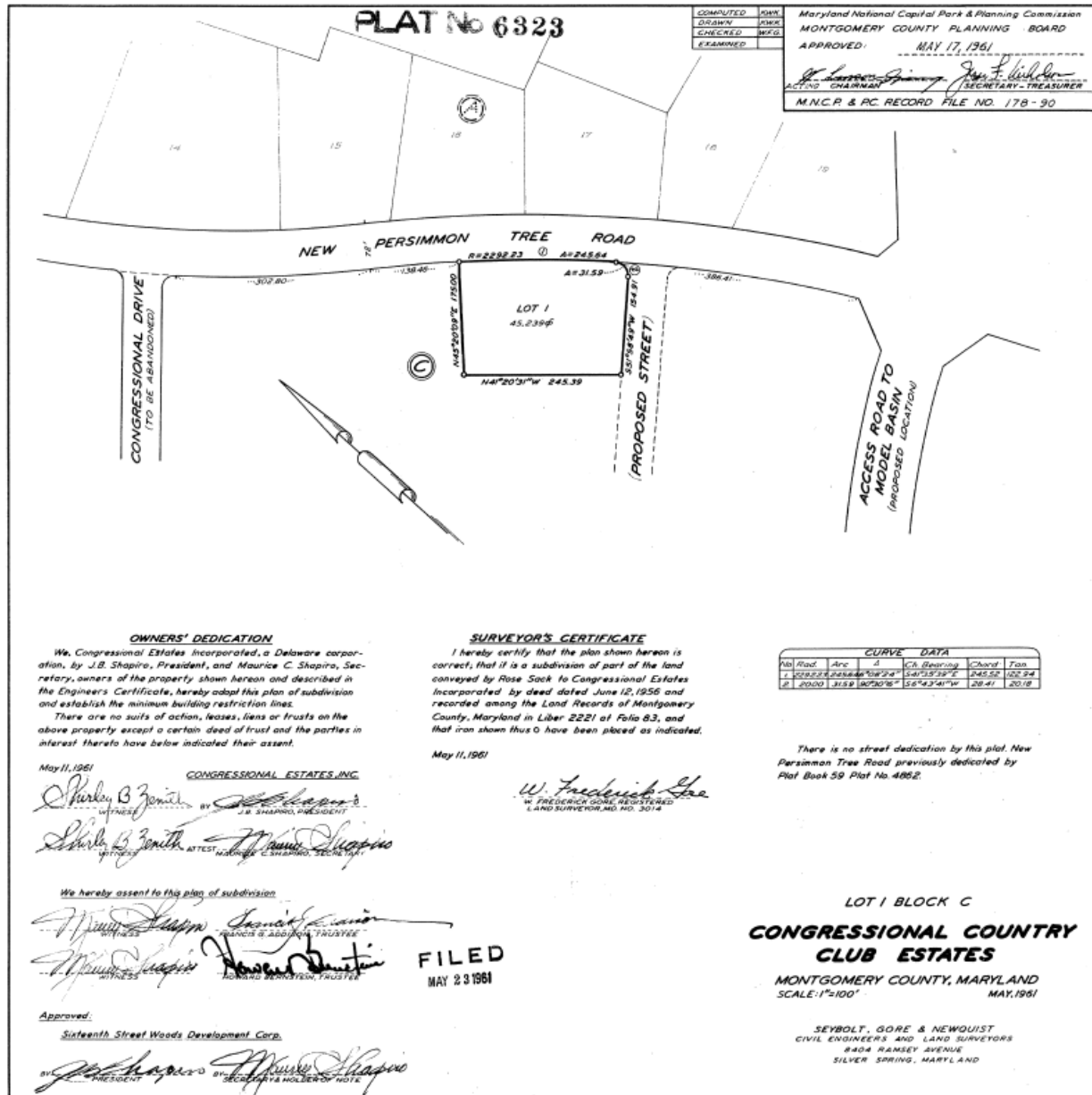
Congressional Estates, Inc. March 1957 plat of Congressional Country Club Estates street dedication (MCP 4862).

**Congressional Country Club Estates (M: 29-70)**  
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**7500-7830 Persimmon Tree Lane (even only)**  
**Bethesda, Montgomery County, Maryland**



Congressional Estates, Inc. February 1959 plat of Congressional Country Club Estates lots 6-10 and lot 12 of block A, approved by Sixteenth Street Woods Development Corp. (MCP 5627).

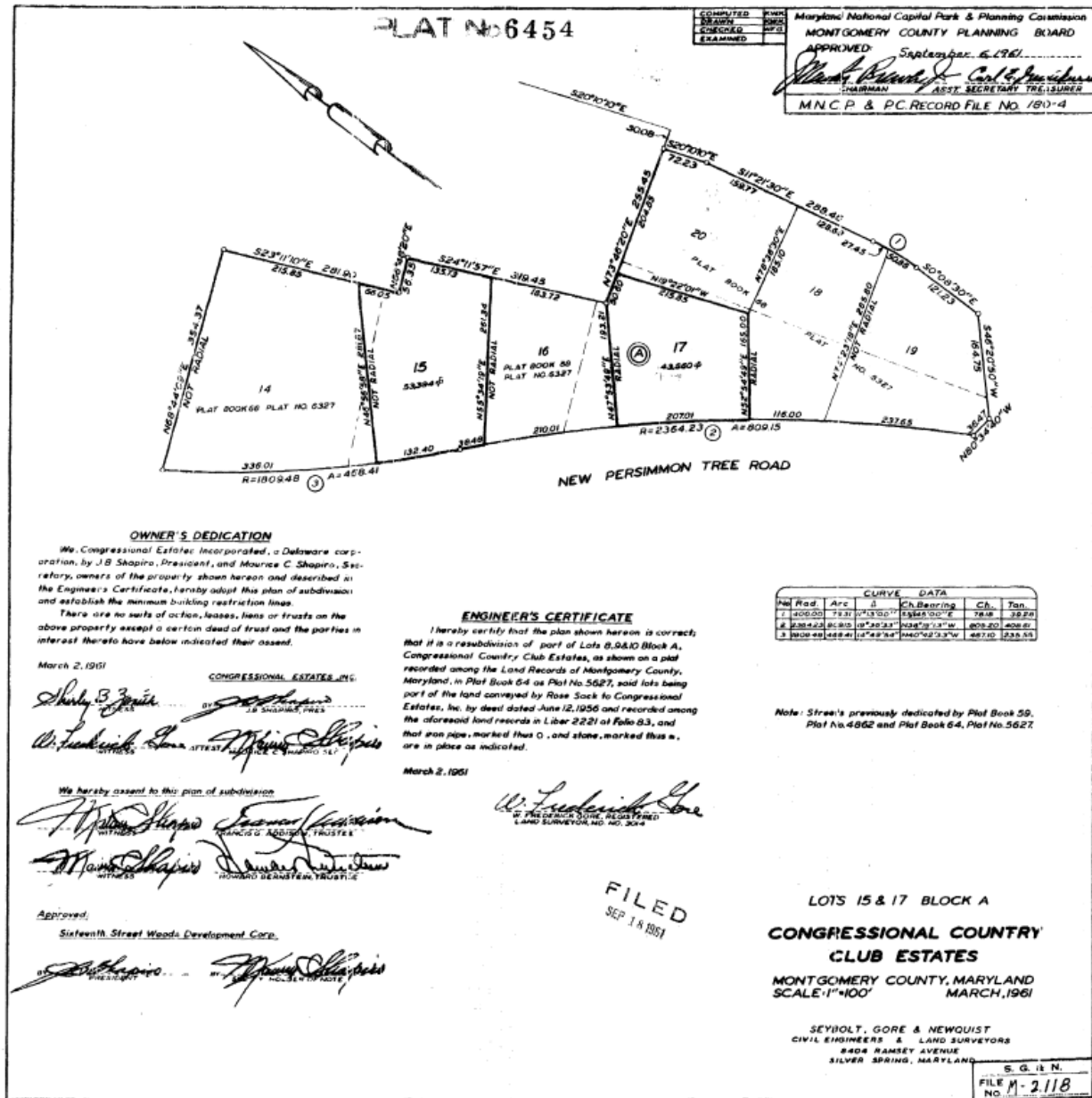
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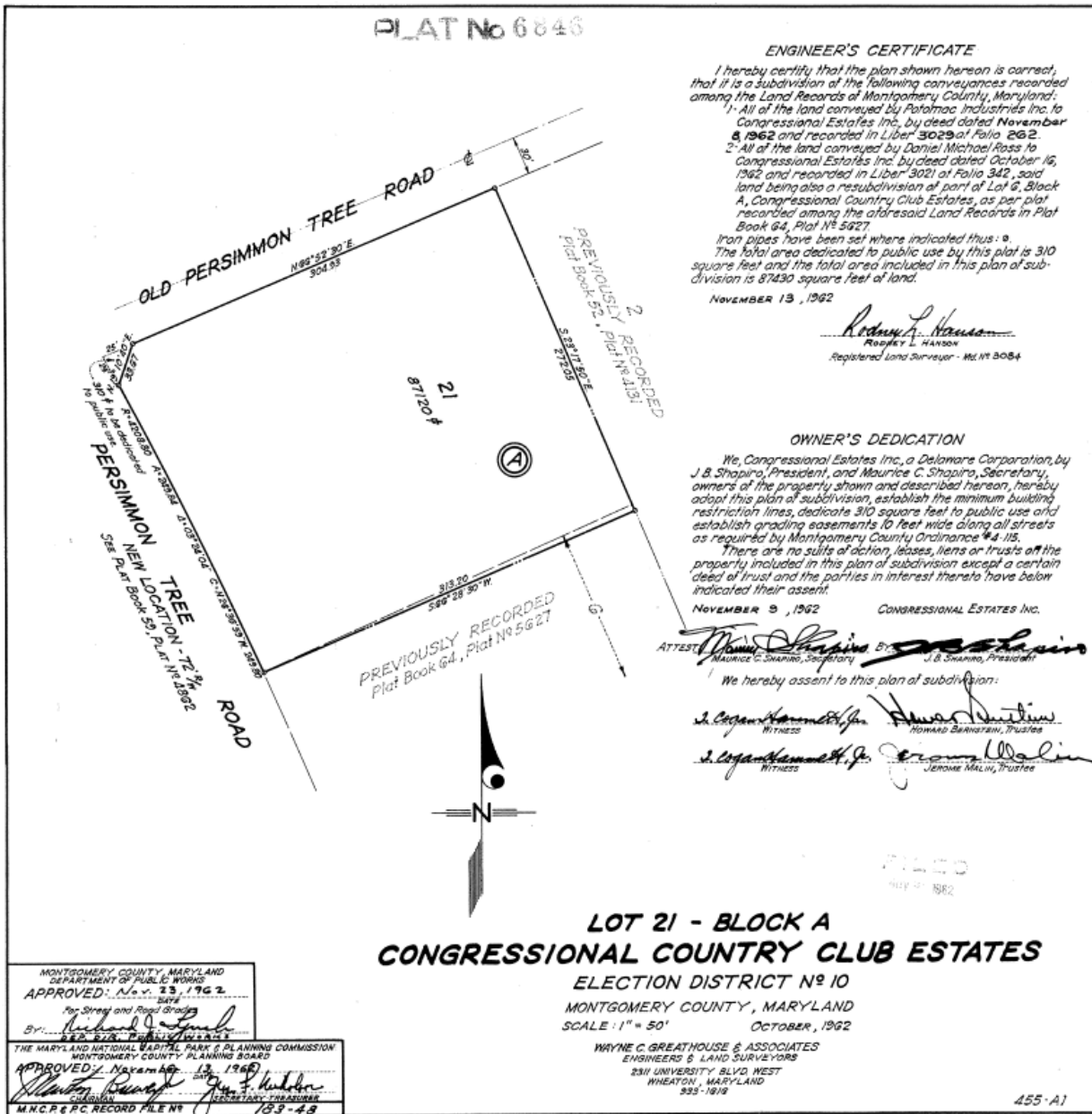
Congressional Estates, Inc. May 1961 plat of Congressional Country Club Estates lot 1 of block C, approved by Sixteenth Street Woods Development Corp. (MCP 6323).



**Congressional Country Club Estates (M: 29-70)**  
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**Bethesda, Montgomery County, Maryland**

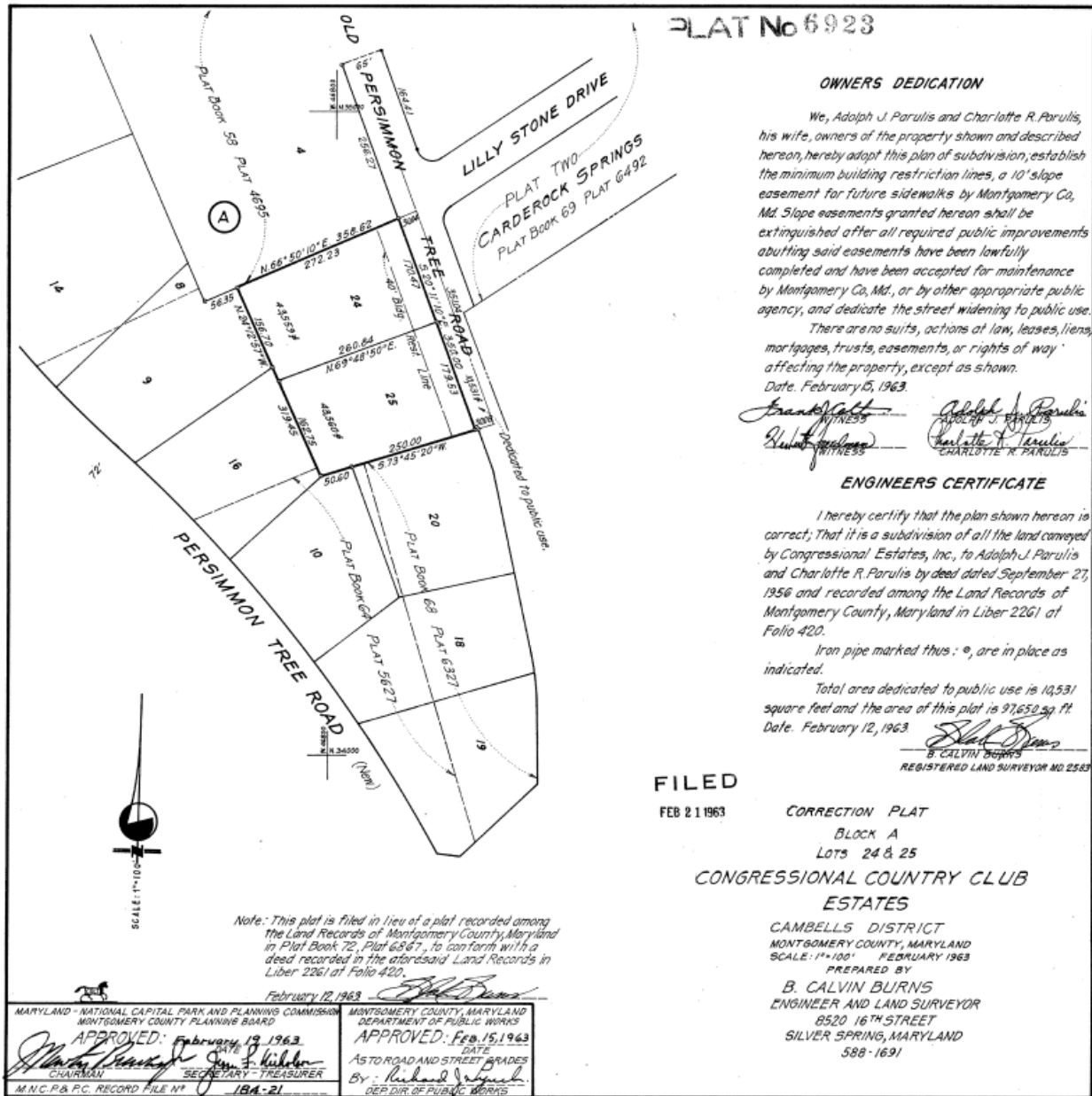


**Congressional Country Club Estates (M: 29-70)**  
**7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),**  
**7500-7830 Persimmon Tree Lane (even only)**  
**Bethesda, Montgomery County, Maryland**



Congressional Estates, Inc. October 1962 plat of Congressional Country Club Estates lot 21 of block A (MCP 6846).

**Congressional Country Club Estates (M: 29-70)  
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),  
7500-7830 Persimmon Tree Lane (even only)  
Bethesda, Montgomery County, Maryland**



Adolph and Charlotte Parulis February 1963 plat of Congressional Country Club Estates lots 24 and 25 of block A (MCP 6923).


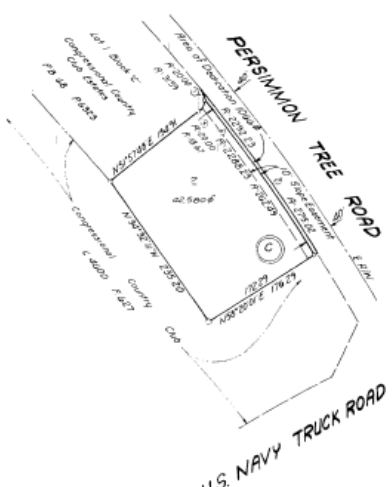
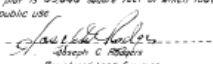


**Congressional Country Club Estates (M: 29-70)**  
**7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),**  
**7500-7830 Persimmon Tree Lane (even only)**  
**Bethesda, Montgomery County, Maryland**

<p><b>SURVEYOR'S CERTIFICATE</b></p> <p>I, hereby certify that the plan shown hereon is correct; that it is a resubdivision of all of Lot Four (4), Block A, in the subdivision titled "Congressional Country Club Estates," as recorded in Plat Book 58 at Plat #525 and being the same land conveyed by James J. and Marguerite L. Kearney to Ralph W. and Patricia E. Duester by recorded instrument 15, 1972 and re-recorded in Liber 4183 at Folio 327 all among the land records of Montgomery County, Maryland. Iron pins marked thus "10" have been set where indicated. The total area of this plat is 4.0000 Acres.</p> <p><i>Robert L. Boykin Jr.</i>          Robert L. Boykin Jr.          Professional Land Surveyor          No. 10547</p> <p><i>April 29, 1977</i>          Date</p>	<p><b>PLAT NO. 11731</b></p>	<p align="center"><b>VICINITY MAP</b>          Scale: 1" = 200'</p> <p align="center"><b>FILED</b>          OCT 9 1977</p>														
<p><b>OWNER'S DEDICATION</b></p> <p>We, Ralph W. Duester and Patricia E. Duester, owners of the property shown and described hereon, hereby adopt this plan of resubdivision and establish the minimum building restriction lines.</p> <p>There are no rights of action, leases, liens or trusts on the property included in this plan of resubdivision.</p> <p><i>Ralph W. Duester</i> Date <i>June 1, 1977</i>          Ralph W. Duester  <i>Patricia E. Duester</i>          Patricia E. Duester</p> <p><i>Diane C. Barry</i>          Witness  <i>Diane C. Barry</i>          Witness</p>	<p align="center"><b>CURVE DATA</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO</th> <th>R</th> <th>Δ</th> <th>A</th> <th>T</th> <th>CHD</th> <th>CHD BEING</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>793.55</td> <td>142°54'</td> <td>130.23</td> <td>30.00</td> <td>130.41</td> <td>512°55'00"</td> </tr> </tbody> </table> <p align="center"><b>FILED</b>          OCT 9 1977</p>		NO	R	Δ	A	T	CHD	CHD BEING	1	793.55	142°54'	130.23	30.00	130.41	512°55'00"
NO	R	Δ	A	T	CHD	CHD BEING										
1	793.55	142°54'	130.23	30.00	130.41	512°55'00"										
<p><b>BLOCK A LOTS 26 &amp; 27</b>  <b>CONGRESSIONAL COUNTRY CLUB ESTATES</b></p> <p>18TH ELECTION DISTRICT          MONTGOMERY COUNTY, MARYLAND          SCALE: 1" = 100' DATE: 4-19-77</p> <p><b>TOUBS &amp; LOEDERMAN</b>          CIVIL ENGINEERS - LAND PLANNERS          1270 BIGGARD DRIVE          ROCKVILLE, MARYLAND 20850          301-945-1355</p>																
<p>RECORDED: _____          PLAT BOOK: _____          PLAT NO: _____</p>																
<p>For Public Sewer and Water Systems Only</p> <p>MARYLAND NATIONAL CAPITAL PARK &amp; PLANNING COMMISSION          MONTGOMERY COUNTY PLANNING BOARD</p> <p><i>Edward Varasse</i>          APPROVED <b>SEPT. 15, 1977</b>          SECRETARY-TREASURER</p> <p>MNC P&amp;S RECORD FILE NO. 525-75</p>	<p>MONTGOMERY COUNTY, MARYLAND          DEPARTMENT OF TRANSPORTATION</p> <p>APPROVED <b>9/16/77</b>  <i>Anthony C. Kelly</i>          Deputy Director</p>															

Ralph and Patricia Duester April 1977 plat of Congressional Country Club Estates lots 26 and 27 of block A (MCP 11731).

**Congressional Country Club Estates (M: 29-70)  
7004-7006 Persimmon Tree Road, 7007-7041 Persimmon Tree Road (odd only),  
7500-7830 Persimmon Tree Lane (even only)  
Bethesda, Montgomery County, Maryland**

 <p>VICINITY MAP Scale 1:2000</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <caption>CURVE DATA</caption> <thead> <tr> <th>Ab</th> <th>Radius</th> <th>Arc</th> <th>Delta</th> <th>Tan</th> <th>Chord</th> <th>Chord Bearing</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>20.00</td> <td>31.59</td> <td>10°31'10"</td> <td>20.18</td> <td>24.41</td> <td>N30°42'40"E</td> </tr> <tr> <td>2</td> <td>1242.25</td> <td>279.08</td> <td>06°52'28"</td> <td>137.68</td> <td>274.85</td> <td>N35°06'13"W</td> </tr> <tr> <td>3</td> <td>20.00</td> <td>18.57</td> <td>15°28'50"</td> <td>12.08</td> <td>17.79</td> <td>N25°09'19"E</td> </tr> <tr> <td>4</td> <td>2280.25</td> <td>260.49</td> <td>06°54'27"</td> <td>131.95</td> <td>262.30</td> <td>N34°13'10"W</td> </tr> </tbody> </table> <p align="center">NO 11776</p> 	Ab	Radius	Arc	Delta	Tan	Chord	Chord Bearing	1	20.00	31.59	10°31'10"	20.18	24.41	N30°42'40"E	2	1242.25	279.08	06°52'28"	137.68	274.85	N35°06'13"W	3	20.00	18.57	15°28'50"	12.08	17.79	N25°09'19"E	4	2280.25	260.49	06°54'27"	131.95	262.30	N34°13'10"W	<p align="center"><b>SURVEYOR'S CERTIFICATE</b></p> <p>I hereby certify that the plan shown herein is correct and that it is a subdivision of all of the lands conveyed to Morris Kaufman and Dolores M. Kaufman, his wife, from Congressional Estates, Inc., a Delaware corporation, by a deed dated December 10, 1974 and recorded in Liber 4600 of Page 633 among the Land Records of Montgomery County, Maryland, that said parcels designated thus — are in place as shown herein, and that the total area of land included in this plat is 43,646 square feet of which 1066 square feet is dedicated to public use.</p> <p>Date <u>10-27-77</u>   <u>Joseph C. Rodgers</u>  Registered Land Surveyor  Md. Reg. No. 3485</p> <p align="center"><b>OWNERS' CERTIFICATE</b></p> <p>We, Morris Kaufman and Dolores M. Kaufman, his wife, owners of the property shown and described herein, hereby adopt this plan of subdivision, establish the minimum building restriction lines, and grant the slope easement as shown herein to Montgomery County, Maryland. The slope easement shall be extinguished at such time as the public improvements on the abutting right of way have been lawfully completed and accepted for maintenance by Montgomery County, Maryland.</p> <p>There are no suits of action, leases, liens, mortgages or deeds of trust affecting the property shown herein.</p> <p>* dedicate the street to public use.  Date <u>10-3-77</u>  <u>Morris Kaufman</u>  Witness to said  <u>Dolores M. Kaufman</u>  Dolores M. Kaufman</p> <p><b>NOTES:</b>  1. For public water system only.  2. The house and septic system will be constructed as shown on the approved Preliminary Plan.  3. The house elevation must be higher than the starting point of the septic system.  4. This land is zoned RE-1.</p>
Ab	Radius	Arc	Delta	Tan	Chord	Chord Bearing																															
1	20.00	31.59	10°31'10"	20.18	24.41	N30°42'40"E																															
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<p>DEPARTMENT OF ENVIRONMENTAL PROTECTION MONTGOMERY COUNTY, MARYLAND</p> <p>Approved <u>Nov. 25, 1977</u>  <u>John Z. Alban</u>  Secretary</p>	<p>THE MARYLAND NATIONAL CAPITAL PARK &amp; PLANNING COMMISSION MONTGOMERY COUNTY PLANNING BOARD</p> <p>Approved <u>OCTOBER 20, 1977</u>  <u>Robert A. ...</u>  Chairman  <u>Edward ...</u>  Secretary/Treasurer</p>	<p>MONTGOMERY COUNTY MARYLAND DEPARTMENT OF TRANSPORTATION</p> <p>Approved <u>10 November 1977</u>  <u>Charles ...</u>  Deputy Director</p>	<p>RECORDED PLAT BOOK PLAT N°</p>
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<p align="center"><b>LOT 2, BLOCK "C" CONGRESSIONAL COUNTRY CLUB ESTATES POTOMAC DISTRICT MONTGOMERY COUNTY, MARYLAND</b></p> <p>SCALE: 1"=100' OCT, 1977</p>	<p>Proposed By  <b>RODGERS &amp; ASSOCIATES, INC.</b>  Box 1532  Rockville, Maryland  762-6803</p>
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526-21

Morris and Dolores Kaufman October 1977 plat of Congressional Country Club Estates lot 2 of block C (MCP 11776).

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 13: Congressional Country Club Estates streetscape along Persimmon Tree Road, looking north.**



**Photo 2 of 13: West elevation of 7007 Persimmon Tree Road, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 13: View of west elevation of 7031 Persimmon Tree Road, looking northeast.**



**Photo 4 of 13: West elevation of 7021 Persimmon Tree Road, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 13: View of north elevation of 7820 Persimmon Tree Lane, looking south.**



**Photo 6 of 13: East elevation of 7712 Persimmon Tree Lane, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 13: View of east elevation of 7506 Persimmon Tree Lane, looking southwest.**



**Photo 8 of 13: View of north elevation of 7800 Persimmon Tree Lane, looking southeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 13: View of northeast elevation of 7800 Persimmon Tree Lane, looking west.**



**Photo 10 of 13: Northeast elevation of expanded garage at 7800 Persimmon Tree Lane, looking southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 13: View of northeast oblique of 7510 Persimmon Tree Lane, looking southwest.**



**Photo 12 of 13: View of east elevation of 7600 Persimmon Tree Lane, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 7

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**Photo 13 of 13: View of north elevation of 7830 Persimmon Tree Lane, looking south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 8

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**PHOTO LOG**

**Name of Property:** Congressional Country Club Estates  
**Name of Photographer:** Melissa Butler and Katherine Watts  
**Date of Photographs:** 10/01/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 13:**  
Congressional Country Club Estates streetscape along Persimmon Tree Road, looking north.  
M; 29-70\_2018-10-01\_01.tif

**Photo 2 of 13:**  
West elevation of 7007 Persimmon Tree Road, looking east.  
M; 29-70\_2018-10-01\_02.tif

**Photo 3 of 13:**  
View of west elevation of 7031 Persimmon Tree Road, looking northeast.  
M; 29-70\_2018-10-01\_03.tif

**Photo 4 of 13:**  
West elevation of 7021 Persimmon Tree Road, looking east.  
M; 29-70\_2018-10-01\_04.tif

**Photo 5 of 13:**  
View of north elevation of 7820 Persimmon Tree Lane, looking south.  
M; 29-70\_2018-10-01\_05.tif

**Photo 6 of 13:**  
East elevation of 7712 Persimmon Tree Lane, looking west.  
M; 29-70\_2018-10-01\_06.tif

**Photo 7 of 13:**  
View of east elevation of 7506 Persimmon Tree Lane, looking southwest.  
M; 29-70\_2018-10-01\_07.tif

**Photo 8 of 13:**  
View of north elevation of 7800 Persimmon Tree Lane, looking southeast.  
M; 29-70\_2018-10-01\_08.tif

**Photo 9 of 13:**  
View of northeast elevation of 7800 Persimmon Tree Lane, looking west.  
M; 29-70\_2018-10-01\_09.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-70

Name Congressional Country Club Estates  
**Continuation Sheet**

Number Photos Page 9

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**Photo 10 of 13:**

Northeast elevation of expanded garage at 7800 Persimmon Tree Lane, looking southwest.

M; 29-70\_2018-10-01\_10.tif

**Photo 11 of 13:**

View of northeast oblique of 7510 Persimmon Tree Lane, looking southwest.

M; 29-70\_2018-10-01\_11.tif

**Photo 12 of 13:**

View of east elevation of 7600 Persimmon Tree Lane, looking west.

M; 29-70\_2018-10-01\_12.tif

**Photo 13 of 13:**

View of north elevation of 7830 Persimmon Tree Lane, looking south.

M; 29-70\_2018-10-01\_13.tif

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Cranmore Knolls

Inventory Number: PG:73-37

Address: Southeast of the intersection of Ardwick Ardmore Road and Jefferson Street Historic District: Yes

City: Upper Marlboro

Zip Code: 20774

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0052

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: May 21, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Cranmore Knolls is a planned residential development located southeast of the intersection of Ardwick Ardmore Road and Jefferson Street in Upper Marlboro. The development is bounded on the north by Ardwick Ardmore Road, by the Edwards Estate neighborhood to the east and south, and by Jefferson Street to the west. The western-most resources in the development, those along Jefferson Street and Ardwick Ardmore Road, are also located within the Jefferson Street/Ardwick-Ardmore Road Neighborhood (PG: 73-29), but are included within the boundaries of this resource because they were part of the 1961 plat of Cranmore Knolls and were constructed with the other houses in the development (Prince George's County Plat Book [PGCPB] WWW44, 61). The 4.55-acre Cranmore Knolls development comprises two perpendicular streets (Jefferson Street and Bold Street) with curbs, drainage pipes, and sidewalks. The subdivision includes 19 single-family dwellings on lots ranging between 0.15 and 0.26 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are rare, but if present include sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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Description:

Cranmore Knolls is a planned residential development with single-family dwellings constructed between 1963 and 1964 during the Suburban Diversification Period (1961-1980) (National Environmental Title Research [NETR] 1964). The development includes two streets, Jefferson Street, which runs north-to-south, and Bold Street that runs east-to-west. The single-family dwellings appear to be two variations of a similar side-gabled, basement-foundation model, adapted to the development's sloping topography. Houses with a one-story-façade and Transitional Ranch appearance are present along Jefferson Street, Ardwick Ardmore Road, and the south side of Bold Street, where the terrain slopes down from the street; houses with a two-story façade occupy the north side of Bold Street, where the lots slope toward the street.

The Transitional Ranch houses are four bays, with off-center entrances. Entrances are approached via a single-bay stoop with overhanging roof or by a two-bay extended roof porch, often with metal railings. Picture windows, mostly vinyl-clad replacements, occupy the end-bay adjacent to the entrance. The opposite bays contain single windows. Dwellings are clad in stretcher bond brick veneer or vinyl siding and have asphalt-shingle side-gabled roofs. Many have walk-out basements.

The two-story façade dwellings are one-story in the rear, a configuration often referred to as bi-level (The Washington Post 1965, F1). These dwellings are three bays, with recessed central entrances. Single windows flank the entrances; at the second floor, the end bays hold paired windows, and central bays include a single unit. The houses have a garrison appearance, with brick-clad first floors and slightly overhanging vinyl-clad second floors. Simulated stone or simple parging is present on ground-floor side elevations.

On both variations, primary entrances comprise single-leaf wood or fiberglass doors with storm doors. Windows include single vinyl-framed, sliding units and one-over-one, vinyl-framed, double-hung-sash units; both types are replacements. Vinyl tripartite windows are also common throughout the neighborhood. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Roofs are all side gabled with overhanging eaves and are sheathed in asphalt shingles. Most dwellings feature a metal flue piercing the roof's ridge. Some houses have a rear addition in scale with the original building.

## Historic Context:

In 1961, Louise Osburn and Albert H. Davis of Maryland Investment Co., Inc., purchased 4.5 acres that would become Cranmore Knolls from Kenneth and Virginia Dare Cromer (Prince George's County Deed Book [PGCDB] 2554, 66). Cranmore Knolls was platted that same year with 19 residential lots (PGCPB 44, 61). This is the only subdivision found to be associated with Osburn and Davis. The Maryland Investment Co., Inc., either constructed the houses or sold the lots to a single builder who then constructed and sold completed houses to individual buyers. The houses within Cranmore Knolls were built between 1963 and 1964 (NETR 1964).

Research did not reveal the architects or builders of the houses in Cranmore Knolls. Due to its proximity to other neighborhoods and developments such as Glenarden and Ardwick-Ardmore, which have many amenities such as parks, churches, and schools, it was likely easy to draw potential buyers to the neighborhood. Newspaper advertisements for this neighborhood could not be found, although a classified listing from 1966 for 8904 Bold Road noted it was a three-bedroom, bi-level built in 1963 with a fenced yard (Washington Post 1966, B46). A price was not listed.

## Evaluation:

Cranmore Knolls was evaluated as a planned residential development in the Suburban Diversification Period (1961-1980) in accordance with Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Cranmore Knolls is typical of the ubiquitous planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

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The developers, Louise Osburn and Albert H. Davis, had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

With its small size and large proportion of houses constructed on existing streets, Cranmore Knolls is not a good example of a planned residential development constructed during the Suburban Diversification Period. The Transitional Ranch and bi-level dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Cranmore Knolls is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Cranmore Knolls was not evaluated under Criterion D.

This property encompasses approximately 4.55 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0052 and also as seen in Prince George's County plat records book WWW 44 page 61. The neighborhood is bounded on the north by Ardwick Ardmore Road, on the east by the Edwards Estate neighborhood to the east and south, and by Jefferson Street to the west.

#### References:

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Prince George's County, Maryland. Accessed April 19, 2019. <http://www.historicaerials.com/viewer>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed April 20, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed April 19, 2019. <http://plats.net/pages/index.aspx>.

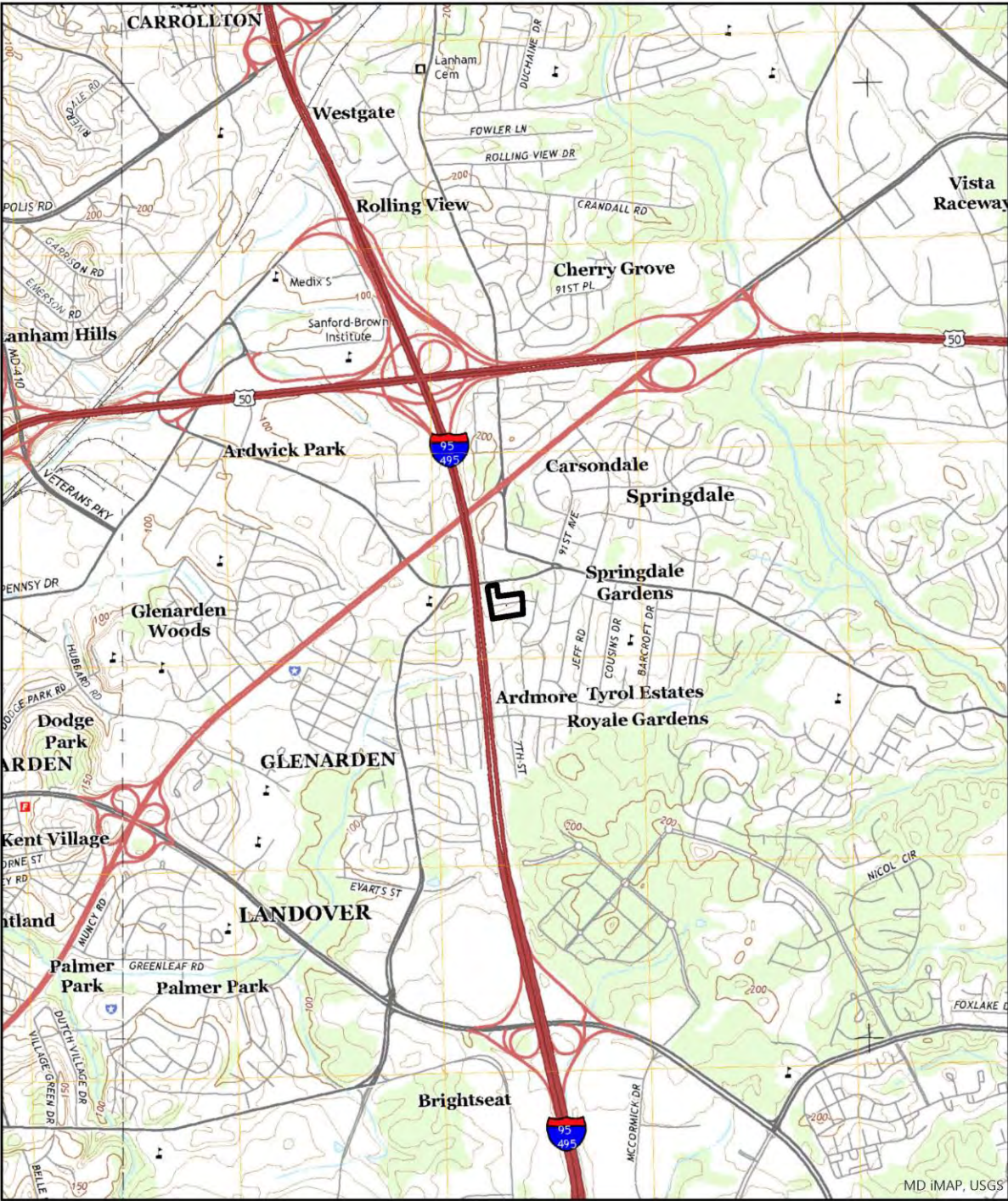
The Washington Post. 1965. "Architect Defines Designs of Houses Found in D.C. Area." March 20, 1965, F1.  
--1966. "Cranmore Knolls" classified. October 16, 1966, B46.

Cranmore Knolls

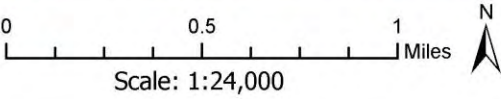
Prince George's County

Location: Southeast of the intersection of Ardwick Ardmore Road and Jefferson Street

City: Upper Marlboro



USGS 7.5' Quadrangle - Lanham



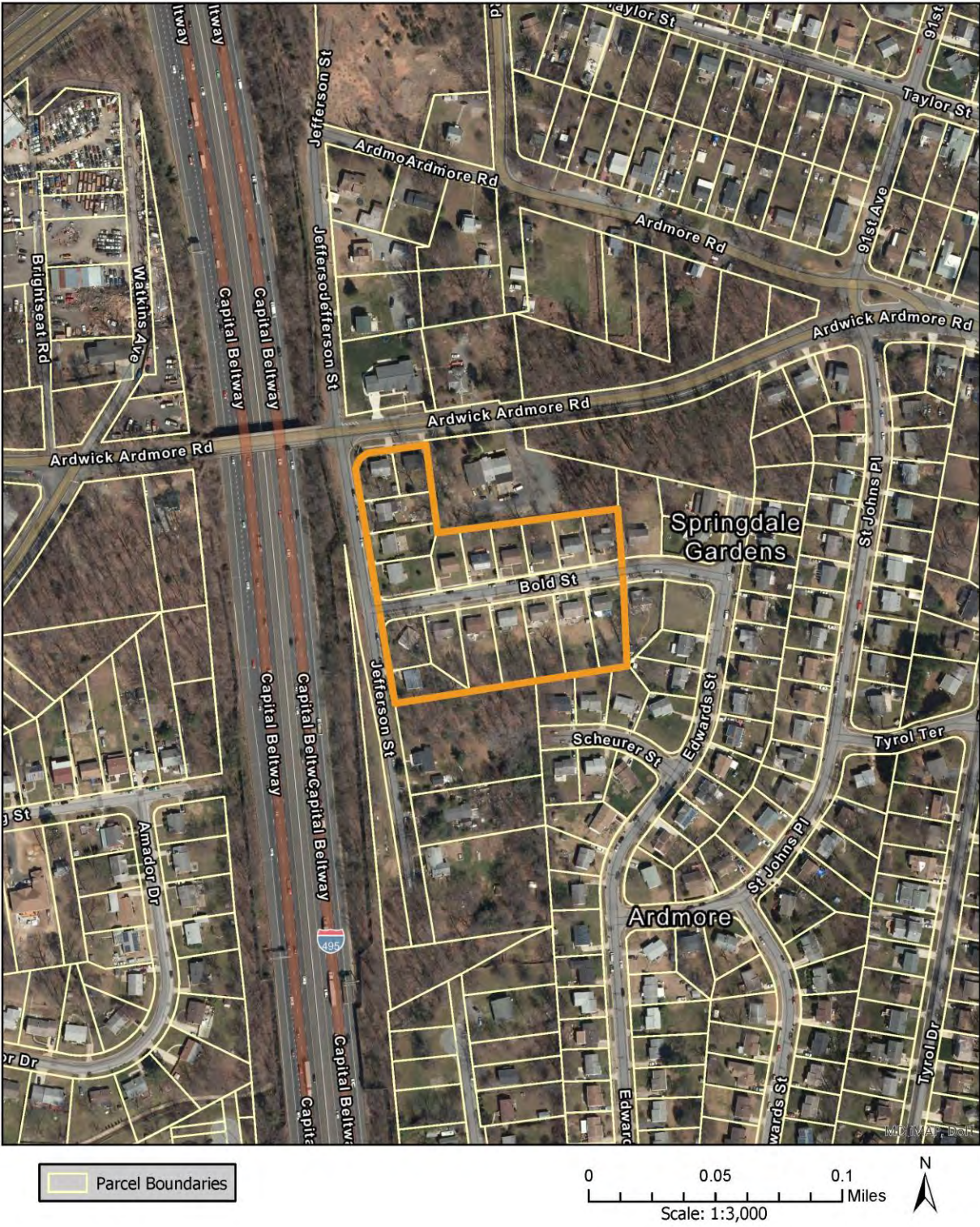


Cranmore Knolls

Prince George's County

Location: Southeast of the intersection of Ardwick Ardmore Road and Jefferson Street

City: Upper Marlboro







8913 Bold Street, northeast oblique.



View of north side of Bold Street, looking northwest.





8910 Bold Street, south elevation.



8902 Bold Street, south elevation.





View of north side of Bold Street, looking northeast.



8905 Bold Street, north elevation.





8909 Bold Street, north elevation.



8911 Bold Street, north elevation.

**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-04-25**

Location of Original Digital File: **MD SHPO**

File Format: **PG:73-37\_2019-04-25\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

8913 Bold Street, northeast oblique.

02.tif

View of north side of Bold Street, looking northwest.

03.tif

8910 Bold Street, south elevation.

04.tif

8902 Bold Street, south elevation.

05.tif

View of north side of Bold Street, looking northeast.

06.tif

8905 Bold Street, north elevation.

07.tif

8909 Bold Street, north elevation.

08.tif

8911 Bold Street, north elevation.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** D & F Construction Warehouse

**Address:** 4017 Penn Belt Place

**City:** District Heights

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Upper Marlboro

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 18, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

D + F Construction Warehouse is a rectangular plan warehouse with no architectural style constructed in 1971. The building has a two-story office portion to the south and a tall one-story warehouse portion to the north. The north-south axis-oriented building stands at the northeast corner of the 1.21-acre property. The resource is surrounded by industrial and warehouse properties. A gated driveway from Penn Belt Place accesses the property's asphalt and concrete areas. The property has lawns and bushes along the road, and most of the property is surrounded by a chain link fence. A metal storage building, constructed between 1995 and 2002, is located at the northwest corner of the property; it has a rectangular plan and side-gabled roof. An above-ground fuel tank on a concrete plinth is located southwest of the building. D + F Construction is connected to the property directly south via chain link gates, although it has a different owner; this property to the south was cleared of its wooded area during the 1980s.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

D & F Construction Warehouse

The central section of the east façade is clad with brick in a running bond; the other elevations and the north and south sections of the façade are clad in vertically-oriented metal siding. The building is sheltered by a low-pitched, side-gabled roof.

The main pedestrian entrance into the warehouse is located at the center of the façade and consists of a single metal door with rectangular wire glass light. Wood panels, with three-dimensional lettering reading "4017," are above and to the south of the door and the entrance is sheltered by a fabric awning; the entrance faces onto a concrete pedestrian walkway that runs along the façade and also connects to the sidewalk. Two additional pedestrian entrances are located at the brick portion of the façade; to the south is a door identical to the main entrance and is sheltered by a shed-roof metal awning supported by two round metal posts and to the north is a single solid metal door. Single light fixtures are located adjacent to the main and south entrances. The façade has a single steel-sash window with a six-light fixed sash and a three-light hopper sash, located south of the main entrance and sheltered by the awning. One roll-up metal and glass garage door is located at the north end of the façade, accessed from the road by a concrete driveway.

The pedestrian office entrance is located on the south elevation, consisting of paired glass and metal doors flanked by large, single-light fixed metal-sash windows. A full-width metal shed-roof awning, supported by round metal posts, shelters the first story. There are also two double-hung metal-sash windows located on the first story and three sliding vinyl-sash windows located on the second story; these five windows have HVAC vents below. There are four roll-up metal and glass garage doors located on the west elevation. A possible former pedestrian entrance is located between the two northernmost garage doors at this elevation. A large, two-light fixed metal-sash window with an HVAC vent below is located at the south end of the west elevation. The north elevation contains no fenestration.

D + F Construction Warehouse is an altered example of a mid-twentieth-century warehouse commonly found throughout Maryland. The property is not associated with events or person that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered with new metal siding, awnings, and second story windows. Regardless, it does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses 1.21 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

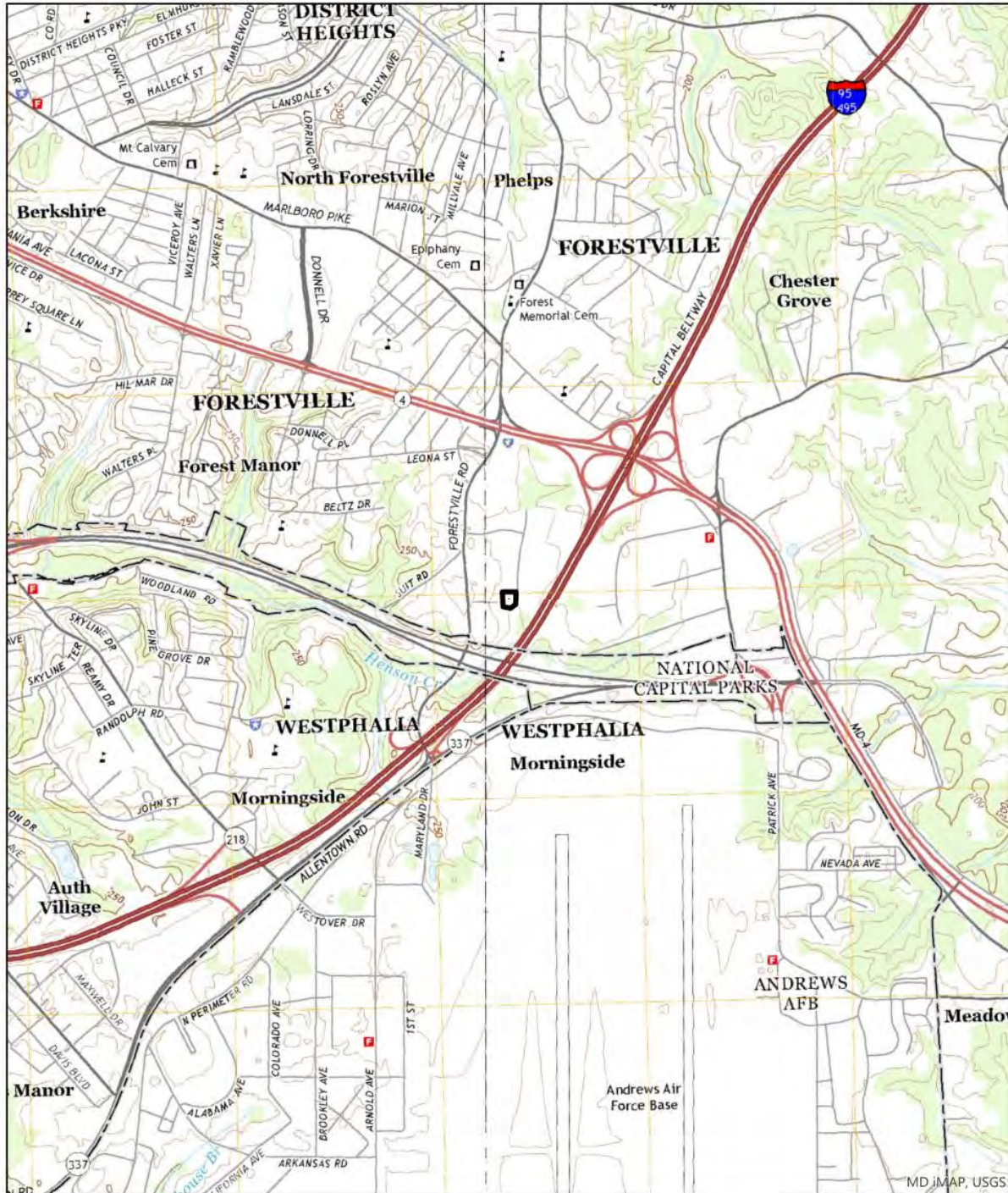
D & F Construction Warehouse

**D & F Construction Warehouse**

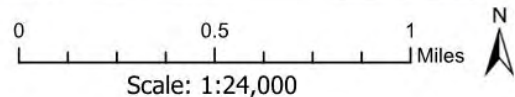
Location: 4017 Penn Belt Place

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro





D & F Construction Warehouse



East facade and north elevation



South elevation

D & F Construction Warehouse



West elevation

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Douglass E. Patterson Park

**Address:** 7001 Marianne Drive

**City:** Morningside

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0176

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Matt Manning

**Date Prepared:** Oct 16, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

Douglass E. Patterson Park, at 7001 Marianne Drive in Morningside, is a small neighborhood park. The park encompasses 26.38 acres east of the Morningside subdivision and north of I-495 in Prince George's County. According to historical aerial images, the property was in use as a park by at least 1963. The park is entered from the east end of Marianne Drive, adjacent to Morningside. The park includes tennis courts, a basketball court, two playgrounds, bathrooms, and a large open area with baseball and football/soccer fields.

The entrance leads southeast to a small asphalt parking lot, past a replacement sign with the park name and address. The parking lot and surrounding amenities are set among mature hardwood trees and shaded areas of lawn. The basketball court, featuring four goals, is to the north, and dual tennis courts, surrounded by a chain link fence, are located to the east. Two playgrounds with modern equipment and mulched play areas, one a smaller tot lot, are west of the parking area. At the southwest corner of the parking is a small, non-original bathroom building. Constructed of split-face concrete block, the building has a ribbed metal roof with wood-sided gables. A single-leaf entrance and small window is located at each gable end. The playing fields are located south of the parking lot, surrounded by trees on the east, south, and west. The baseball field includes a chain-link backstop, and the football/soccer field has metal goalposts and small metal bleachers. Amenities throughout the park are connected by asphalt paths. Scattered picnic tables and grills are also present. Paths connect the park to the Benjamin Foulois school to the north and to the Admiral Place

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



## NR-ELIGIBILITY REVIEW FORM

### Douglass E. Patterson Park

Apartments to the east.

Douglass E. Patterson Park is an altered example of a basic neighborhood park common throughout Maryland. The park was developed several years after the adjacent Morningside (PG:76A-39) subdivision, outside the resource's period of significance (1940-1955). The park did not become part of the town of Morningside until after 1973. Archival research did not reveal details about the park's namesake, Douglass E. Patterson. The park is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The park does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 26.38 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0176 (2019).

Douglass E. Patterson Park

**Douglas Patterson Park**

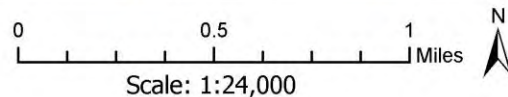
Location: 7001 Marianne Drive

Prince George's County

City: Morningside



USGS 7.5' Quadrangle - Anacostia





Douglass E. Patterson Park



Parking area, facing southwest.



Parking lot and basketball court from football field, facing northwest.



Douglass E. Patterson Park



Football field, facing south.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Dresden Green

Inventory Number: PG:70-102

Address: East of I-495, south of Good Luck Road, west of Princess Garden Parkway Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0035

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Dresden Green is a single-family, planned residential development located on the east side of I-495, on the south side of Good Luck Road, and on the west side of Princess Garden Parkway in Lanham, Prince George's County. Immediately east of the neighborhood is the former Washington Bible College campus, to the north is the Lanham Sports Park and Doctor's Community Hospital, to the west is I-495, and to the south is the Hynesboro neighborhood. Dresden Green contains 179 single-family dwellings on lots between 0.15 and 0.28 acre, along a mix of straight and curvilinear streets with cul-de-sacs. In total, the subdivision encompasses an estimated 39.24 acres. All streets are lined with a concrete curb and individual lots are evenly graded or slightly sloped with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway, and rear lots are occasionally fenced. Secondary resources include sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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Description:

Dresden Green is a planned residential development comprising 179 single-family dwellings constructed between 1969 and 1971 during the Suburban Diversification Period (1961-1980). Most of the single-family dwellings were constructed in variations of the Colonial Revival style in the Two-Story Massed, Ranch, Split-Level, and Split-Foyer forms.

Dwellings in Dresden Green are primarily three to four bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a poured-concrete crawl space or basement. Cladding includes stretcher-bond brick veneer, siding, such as vinyl or aluminum, or a combination of the two. Roofs within Dresden Green include side gables and side gables with a front-gabled projection, as seen on Split-Level houses, all of which are sheathed in asphalt shingles. Most dwellings feature a single exterior-end brick chimney or interior slope metal flue.

Primary entrances are typically off-center on the façade and include a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop, although some dwellings exhibit a partial-width porch or full-height and full-width porch (6515 Edgerton Drive). It is common for entrances to be accentuated with a door surround that includes elements reflective of the Colonial Revival style such as pilasters and/or a pediment. Many houses have a secondary entrance on a side elevation, all of which are filled with single-leaf doors. When original windows are present, they are six-over-six, double-hung-sash, wood-frame units; some original wood-frame bay or bow windows remain on houses that reflect Split-Level, Split-Foyer, or Ranch forms. Many houses within the neighborhood have replacement vinyl windows, some with faux muntins. Shutters, either paneled or louvered, commonly flank windows on the primary elevation throughout Dresden Green.

## Historic Context:

In April 1967, Pettit and Griffin, Inc., a building and development firm owned by John Pettit and Howard (Dave) Griffin, purchased the tract for Dresden Green from John and Mavis M. Haas and Fred A. Greene, Jr. and his wife, Odessa (Prince George's County Deed Book [PGCDB] 3456, 174). The land was a resubdivision of parts of the area previously platted as the Princess Gardens and Princess Springs subdivisions, platted in 1903 and 1904, respectively (Prince George's County Plat Book [PGCPB] A, 97-98). Pettit and Griffin, Inc., drew new plats in 1967 and 1968 laying out the individual lots for Dresden Green. Blocks A, B, and C were platted in June 1967 (PGCPB 65, 81), and blocks D, E, and parts of F, G, and H were platted in July 1968. An addition to the neighborhood, known as "Greene's Addition," was added in August 1968 to include the lots on Midra Drive, the west side of Edgerton Drive, and the lots on Desen Drive between the two blocks. Construction began in 1967 with four model homes and was completed by 1971 (The Evening Star 1967, C-1; PGCPB 69, 21).

Pettit and Griffin first became partners in 1963, with Pettit managing office operations and accounting, and Griffin, with his engineering background, overseeing construction. Pettit and Griffin, Inc., were also responsible for the Hickory Hill neighborhood in Lanham, constructed in 1965 (The Washington Post 1976, B4). Newspaper advertisements for Dresden Green offered three-, four-, and five-bedroom houses with paneled family and recreation rooms and gas-powered air conditioning. Prices ranged from \$28,950 to \$30,750, depending on which of the four models was selected. Advertisements also emphasized the



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development's location near Fort Meade, the Goddard Space Center, and the U.S. Agricultural Center (The Evening Star 1969, D-5; The Evening Star 1967, C-1). Sales of the homes, designed by Pettit and Griffin, were conducted by LeCates and Associates, Inc. (The Washington Post 1969, C23). Houses in Dresden Green sold quickly, with financing options available through the department of Veterans Affairs, the Federal Housing Administration, or with the traditional 10 percent down, and another 68 houses were built in 1969 (The Washington Post 1969, C23).

#### Evaluation:

Dresden Green was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Dresden Green is typical of most planned residential developments in Maryland and the Washington, D.C. suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period. The neighborhood is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals involved in the development of Dresden Green had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Dresden Green is a modest example of a planned residential development, created by a developer with a limited selection of house models. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential neighborhood from this era. The development's Two-Story Massed, Ranch, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. As a whole, this group of houses does not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Dresden Green is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values as a singular development, the property is not eligible under Criterion C. Dresden Green was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses an estimated 39.24 acres that is roughly defined by Good Luck Road to the north, I-495 to the west, Princess Garden Parkway to the east, and Tiffany Lane and Seta Drive to the south. It includes multiple parcels found on Prince George's County Tax Map 35.

#### References:

The Evening Star. 1967. "Partners Open Dresden Green." November 24, 1967, C-1.  
---1969. "Advertisement." 1969, D-5.

---

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed January 30, 2019. <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed January 30, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

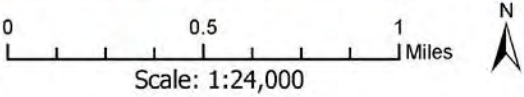
The Washington Post. 1969. "Advertisement." June 21, 1969, C23.  
---1976. "Obituary: Retired Area Builder, 54" May 6, 1976, B4.

Dresden Green

Location: East of I-495, south of Good Luck Road, west of Princess Garden Parkway  
City: Lanham Prince George's County



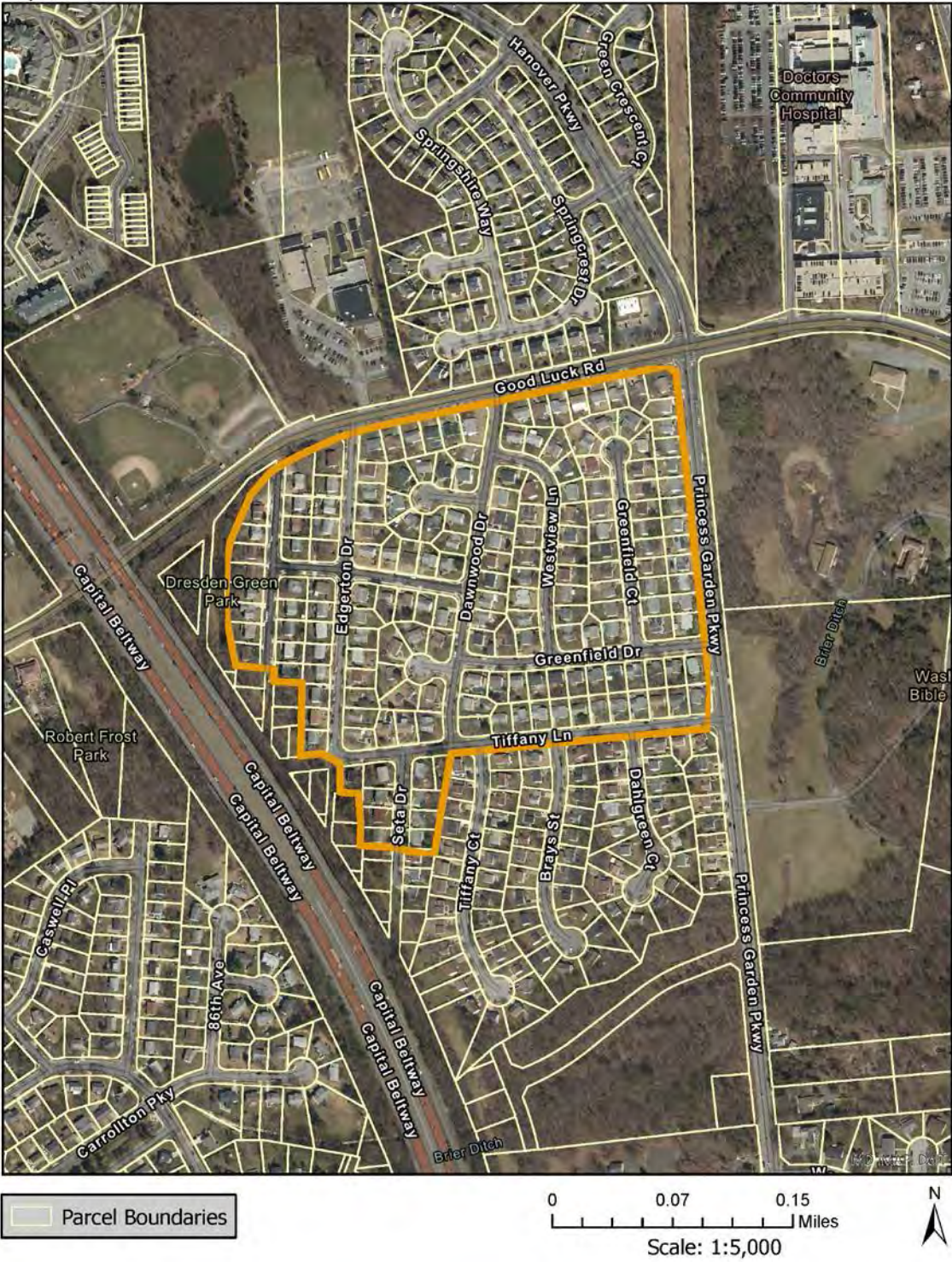
USGS 7.5' Quadrangle - Lanham





Dresden Green

Location: East of I-495, south of Good Luck Road, west of Princess Garden Parkway  
City: Lanham Prince George's County







View of 6515 Edgerton Drive, looking east.



View of 6516 Midra Drive, looking west.





View of 6517 Dawnwood Drive, looking east.



View of 6525 Edgerton Drive, looking east.





View of 7900 Tiffany Lane, looking north.



Seta Drive streetscape from Tiffany Lane, looking southwest.



Midra Drive streetscape from Deser Drive, looking southwest.



**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Heather Staton**

Date of Photographs: **2019-01-21**

Location of Original Digital File: **MD SHPO**

File Format: **PG:70-102\_2019-01-21\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 6515 Edgerton Drive, looking east.

02.tif

View of 6516 Midra Drive, looking west.

03.tif

View of 6517 Dawnwood Drive, looking east.

04.tif

View of 6525 Edgerton Drive, looking east.

05.tif

View of 7900 Tiffany Lane, looking north.

06.tif

Seta Drive streetscape from Tiffany Lane, looking southwest.

07.tif

Midra Drive streetscape from Desen Drive, looking southwest.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Ebenezer United Methodist Church

**Address:** 4912 Whitfield Chapel Road

**City:** Lanham

**Zip Code:** 20706

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0042

**Tax Map Number:** 0052

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Jun 21, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019).

Ebenezer United Methodist Church is a Modernist building that occupies a 0.87-acre parcel southeast of the Capital Beltway (I-495)/John Hanson Highway (US 50) interchange in Prince George's County. A datestone near the main entrance shows the date of the congregation's founding as 1885 and the date of the present church building as 1975. The present church building replaced an earlier Ebenezer United Methodist Church building, which was surveyed in 1973 as PG:73-1. In addition to the church building, the congregation owns adjacent properties acquired in the 1990s, including the house at 4910 Whitfield Chapel Road and a gravel parking area on Jefferson Street, which are within the Jefferson Street District (PG:73-30).

The church is separated from the road by a large lawn, with an asphalt parking lot with wood and metal light standards to the south and west; a concrete pad with metal access panels is located in the parking lot. The parking lot is accessed via asphalt and concrete driveways from Ebenezer Lane and Whitfield Chapel Road. A concrete pedestrian walkway, including a ramp with metal railings is south and east of the building,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Ebenezer United Methodist Church

connecting the entrances to the parking lots and the crosswalk at Ebenezer Lane. Mature trees, bushes, and planting beds are located throughout the property. A chain-link fence and concrete noise walls separate the property from I-495. A metal canopy, west of the sanctuary and north of the parking lot, shades a concrete patio with a wood railroad tie border and picnic tables. A backlit metal-and-plastic sign with moveable type is located at the corner of Ebenezer Lane and Whitfield Chapel Road; a brick-framed metal-and-plastic sign with moveable type, and metal poles for hanging banners are located along Whitfield Chapel Road.

The building has an L-shaped plan with a one-story, prow gable sanctuary wing to the south, oriented east-west, and a one-story hyphen and one-and-a-half-story, side-gable office wing to the north, oriented north-south. The church is clad primarily in running-bond red brick with a soldier course just below the eave. The office wing is painted concrete block on the west elevation and part of the north elevation. It is possible that this section is the "cinder block wing" of the earlier church building, dating to the circa mid-twentieth-century, referred to in the previous survey (PG:73-1). A small section of what appears to be asbestos-cement siding is in the gable end of the office wing's south elevation where it meets the lower roofline of the hyphen. At the façade of the sanctuary wing is a projecting panel of tan brick with an attached logo of the United Methodist Church.

The main entrance, at the façade in the hyphen between the sanctuary and office wings, consists of paired metal-and-glass doors. Secondary entrances consisting of single metal-and-glass doors are located at the façade of the office wing and at the south elevation of the sanctuary wing. Single carriage-style light fixtures are at these entrances, which open onto concrete landings with metal railings; the office wing entrance has plastic signs with the building's address and the word "Office." The windows of the sanctuary consist of metal fixed-sash multilight units with colored glass set in a geometric pattern and marble sills; on the west elevation the windows are covered in metal grates. On the sides of the tan-brick projecting panel are tall, rectangular, metal fixed-sash multilight units with marble sills. A square opening, possibly a former window or vent, is located beneath the gable on the west elevation. The windows of the office wing facade consist of a metal-sash, multilight unit with a single casement and marble sill. There are replacement one-over-one, double-hung, vinyl-sash units with brick sills and lintels at the first story of the north and west elevations; the north elevation basement window has a metal grate and the west elevation basement has glass block windows and a metal vent with metal grate. The roof is clad with asphalt shingles. A square brick exterior-end chimney pierces the roof near the ridge on the exposed portion of the office wing's south elevation above the hyphen. A painted metal spire with a square base rises from the roof ridge near the sanctuary façade.

The Ebenezer United Methodist Church is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Since its construction, the building has been modified by new windows at the office wing and the in-fill of a window opening and has lost its integrity of materials. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 0.87 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0052, Parcel 0042, Account Number 2197580 (2018).

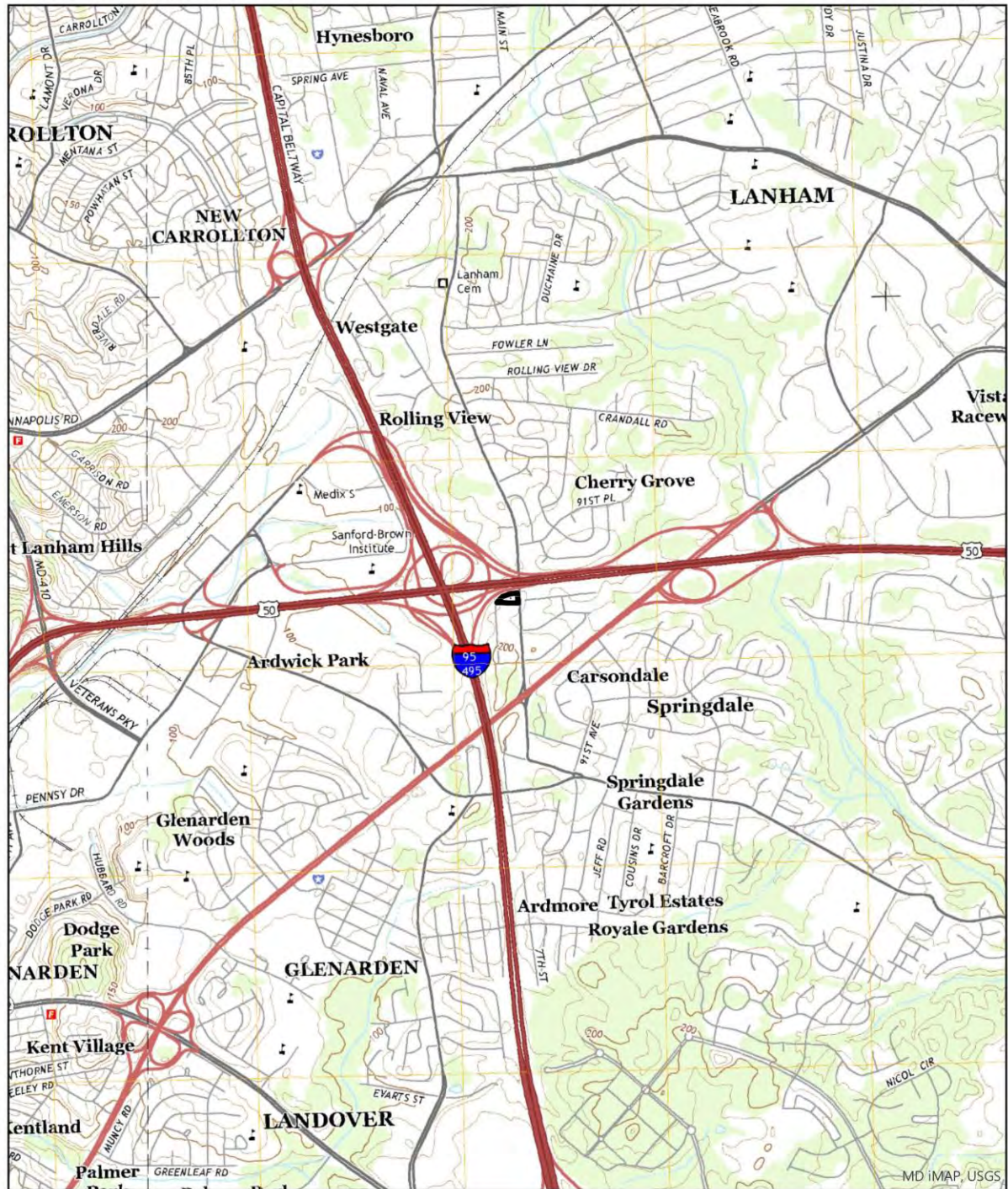
Ebenezer United Methodist Church

**Ebenezer United Methodist Church**

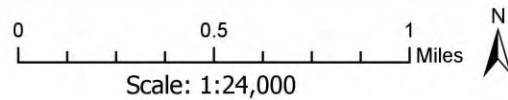
Location: 4912 Whitfield Chapel Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham





Ebenezer United Methodist Church



East facade



East facade and north elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Edgewood Knolls Inventory Number: PG:66-82  
Address: South and west of I-495, north and west of Hollywood (PG:66-39) Historic District: Yes  
City: College Park Zip Code: 20740 County: Prince George's  
USGS Quadrangle(s): Beltsville  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: 0025  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Mical Tawney Date Prepared: Apr 16, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Edgewood Knolls, a planned residential development, is bounded by I-495 to the north and east and Hollywood (PG:66-39) to the south and west. The 3.65-acre development includes 18 single-family dwellings on lots between 0.15 acre and 0.17 acre. Within the subdivision there are three streets, and all streets feature sidewalks; streetlamps throughout are attached to utility poles. Many lots have paved driveways and a walkway that connects the street to the front of the houses. Individual lots have grass lawns, moderate tree coverage, and some bushes. Some houses have wooden or chain link fenced yards. Secondary resources include sheds.

Description:

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

Edgewood Knolls is a planned residential development comprising 18 single-family dwellings constructed in 1960 during the Modern Period (1930–1960). All houses were designed in the Split-Foyer form.

Dwellings are three bays wide and one-and-a-half stories tall. Foundations are made of brick and concrete, and cladding on the remainder of the building includes brick veneer, aluminum siding, and vinyl siding. Roofs are side-gabled and gable-on-hip and sheathed in asphalt shingles. Houses feature either an exterior-end brick chimney or metal flues.

Primary entrances are set in the center of the façade and include both single-leaf wood or fiberglass paneled or half glazed doors with metal storm doors. Front porches are not common, but a few houses have entry porches (5200 Edgewood Road). Windows include vinyl or metal sliding, wood-framed tripartite (9902 51st Terrace), four-over-four wood-framed (9909 51st Terrace), and wood-framed bay units (9909 51st Terrace). A majority of houses feature fixed shutters on the façade. Attached garages, detached garages, and carports are uncommon.

#### Historic Context:

In April 1935, Clara L. and James S. Heal purchased 10 acres from Christopher A. Leypoldt (Prince George's County Deed Book [PGCDB] 421, 364). In October 1958, Clara L. Heal, then a widow, sold the entire 10-acre tract to William F. and Ruby R. Leypoldt; that same year they created a plat for Edgewood Knolls (PGCDB 2263, 413; Prince George's County Plat Book [PGCPB] A-3560).

Shortly after platting the subdivision, the Leypoldts sold all of Edgewood Knolls to Albert and Margaret Owens, who then conveyed it to Bert and Adele Tracy in May 1959 (PGCDB 2488, 387; 2476, 211; 2347, 104). It is unclear if the Tracys were connected with a development organization or company, but an obituary for Saul Ritzenberg, a Washington area developer, indicates that Adele was his sister (The Washington Post 1998, B9). Advertisements in 1959 and 1960 suggest that the 18 houses were constructed during the Tracy ownership. In August and September of 1960, Bert and Adele Tracy sold individual houses to various private parties.

Early advertisements for Edgewood Knolls from 1959-1960 listed houses that ranged in price from \$16,450 to \$17,350, and by 1966 the dwellings were listed for \$21,500 (The Evening Star 1966, C21; The Washington Post 1959, C16). The houses in Edgewood Knolls were advertised as ramblers or split-foyers with three bedrooms, a basement level, modern kitchen appliances, and a recreation room (The Washington Post 1959, C16; 1964, D26; 1965, C18). Edgewood Knolls' proximity to schools, churches, and public transportation was also noted in advertisements (The Washington Post 1959, C16). Houses were sold by various realtors, such as Bergman Realty, Prince Geo. Properties, Inc., Free State Properties, and Choe Realty Co.

#### Evaluation:

Edgewood Knolls was evaluated as a planned residential development in the Modern Period (1930-1960) in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.



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As a planned residential development, Edgewood Knolls is an example of a common type of residential construction during the Modern Period (1930-1960). It did not introduce design innovations influential to later developments. Taken as a whole, this development has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

William and Ruby Leypoldt, Albert and Margaret Owens, and Bert and Adele Tracy owned the Edgewood Knolls development at various times, but it is unclear if they developed other properties in Maryland and northern Virginia. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Edgewood Knolls is a standard example of a planned residential development, created by developers with Split-Foyer houses typical of the period. The development demonstrates no design innovations, and houses include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Edgewood Knolls is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, and the resource is not eligible under Criterion C. Edgewood Knolls was not evaluated under Criterion D.

This resource encompasses 3.65 acres and is located south and west of I-495 and north and east of Hollywood (PG:66-39) as defined in Prince George's County plat record A-3560. It includes parcels found on Prince George's County Tax Map 0025.

#### References:

The Evening Star. 1966. Advertisement. December 9, 1966, C21.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed April 15, 2019 <http://www.mdlandrec.net/>

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed April 15, 2019.  
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1959. Advertisement. November 4, 1959, C16.

---1964. Advertisement. November 15, 1964, D26.

---1965. Advertisement. December 21, 1965, C18.

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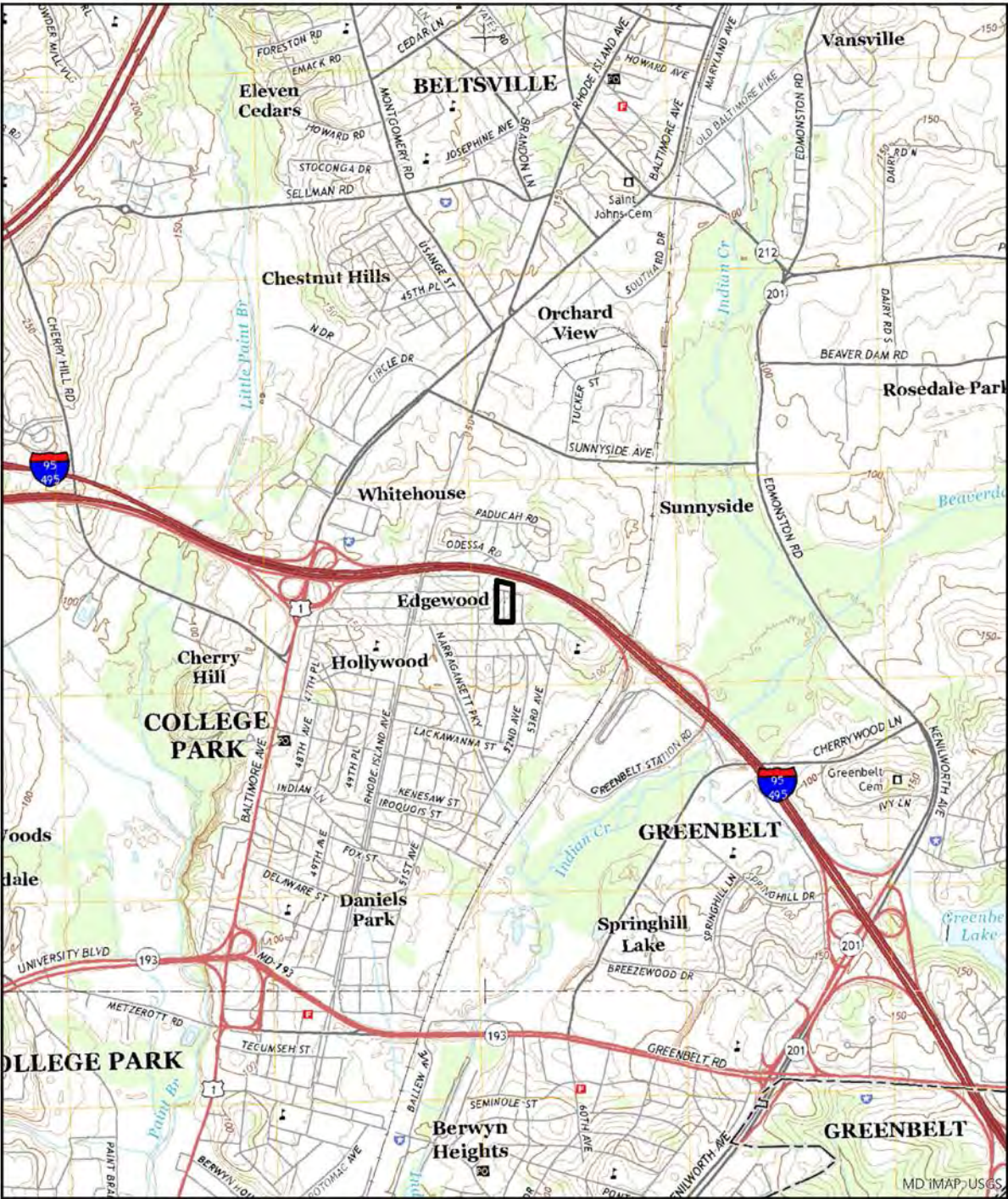
---1998. "Area Developer Saul Ritzenberg Dies at 78; Supported Range of Charitable Endeavors."  
November 19, 1998, B9.

Edgewood Knolls

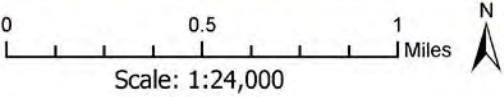
Prince George's County

Location: South and west of I-495, north and west of Hollywood (PG:66-39)

City: College Park



USGS 7.5' Quadrangle - Beltsville



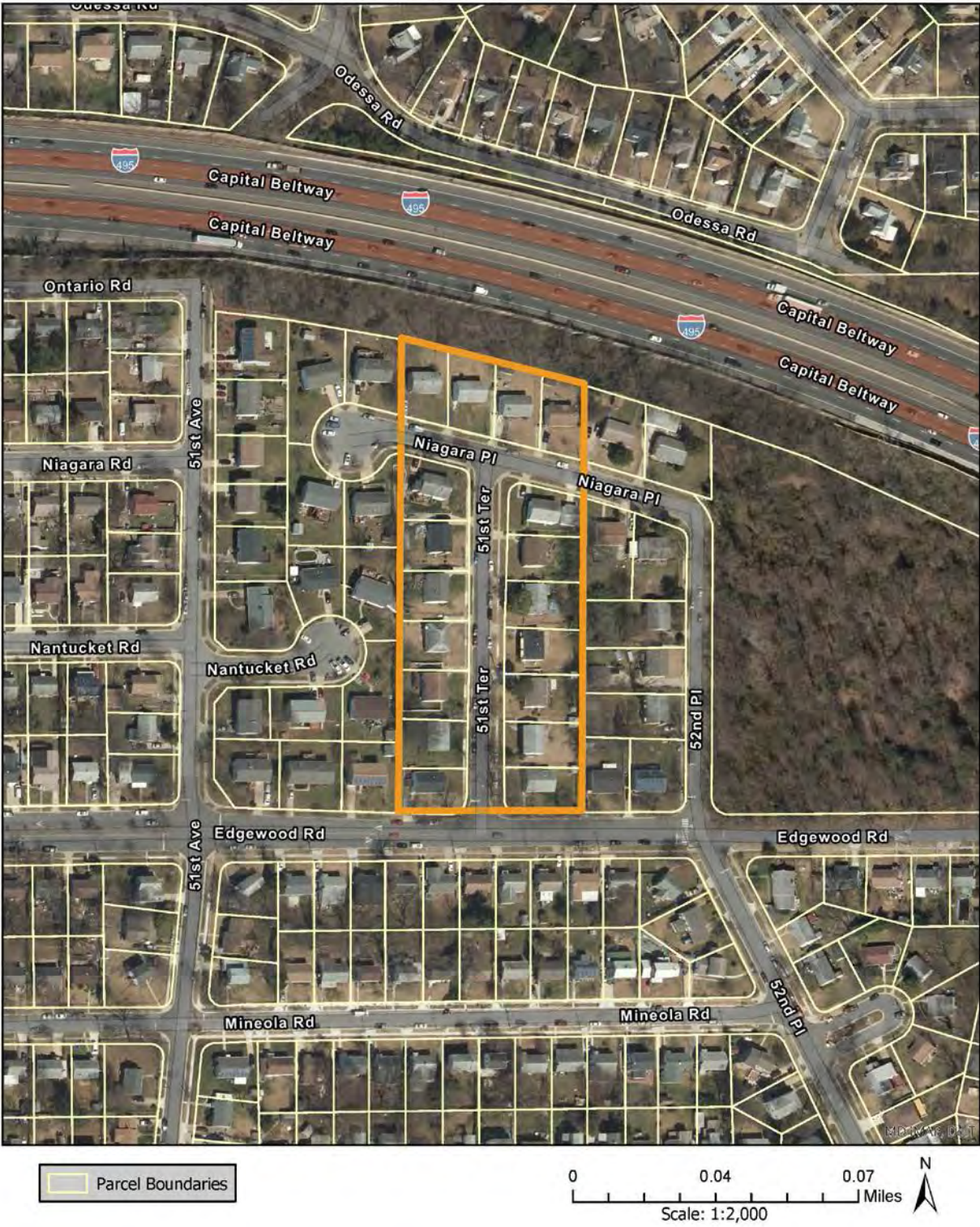


Edgewood Knolls

Prince George's County

Location: South and west of I-495, north and west of Hollywood (PG:66-39)

City: College Park







Streetscape of 51st Terrace, looking southwest.



View of 5124 Niagara Place, looking northeast.





View of 9909 51st Terrace, looking east.



Streetscape of Niagara Place, looking northeast.



**PHOTOGRAPHS**

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View of 9902 51st Terrace, looking west.

**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-24**

Location of Original Digital File: **MD SHPO**

File Format: **PG:66-82\_2018-10-24\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Streetscape of 51st Terrace, looking southwest.

02.tif

View of 5124 Niagara Place, looking northeast.

03.tif

View of 9909 51st Terrace, looking east.

04.tif

Streetscape of Niagara Place, looking northeast.

05.tif

View of 9902 51st Terrace, looking west.

**MARYLAND HISTORICAL TRUST**  
**SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Ephesians New Testament Church

**Address:** 4301 Forestville Road

**City:** District Heights

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Washington East

**Tax Map Parcel Number(s):** 0061

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Adriana Moss

**Date Prepared:** Apr 16, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The church, a former commercial building, at 4301 Forestville Road is a one-story, hipped roof L-shaped Ranch form building. The building occupies a 1.03-acre parcel west of I-495 and south of the intersection of Suitland Parkway and Forestville Road in Prince George's County. Historic topographic mapping indicates that the property was constructed circa 1955. The house is oriented on an approximately northwest-southeast axis and the façade faces east towards Forestville Road. It is set back from the road on a lot that is cleared around the building, with a gravel parking area surrounding the building. A gravel driveway leads from Forestville Road towards the façade and rear of the property.

The three bay building, resting on a continuous foundation, is clad in six-over-one Flemish Common bond veneer (Flemish bond every seventh course) with recessed panels. The building has a hipped extension on the north half of the northwest elevation. The façade includes an off-center, recessed entrance accessed by a concrete stoop with a handicap ramp. This entrance has a single-leaf, single-light, wood door with a storm door. An additional entrance is located on the rear elevation. Windows are single fixed, vinyl units or paired, two-over-two, double-hung, wood-sash units with horizontal muntins. Windows feature iron security bars.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



NR-ELIGIBILITY REVIEW FORM

Ephesians New Testament Church

The roof is clad with asphalt shingles. Two interior-slope, brick chimneys pierce the roof in the east and north corners.

The property at 4301 Forestville Road is an altered example of a mid-twentieth-century, former commercial building common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows and has been altered in function, it has lost its integrity of materials, workmanship, feeling, and association. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 1.03 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0061 (2019).

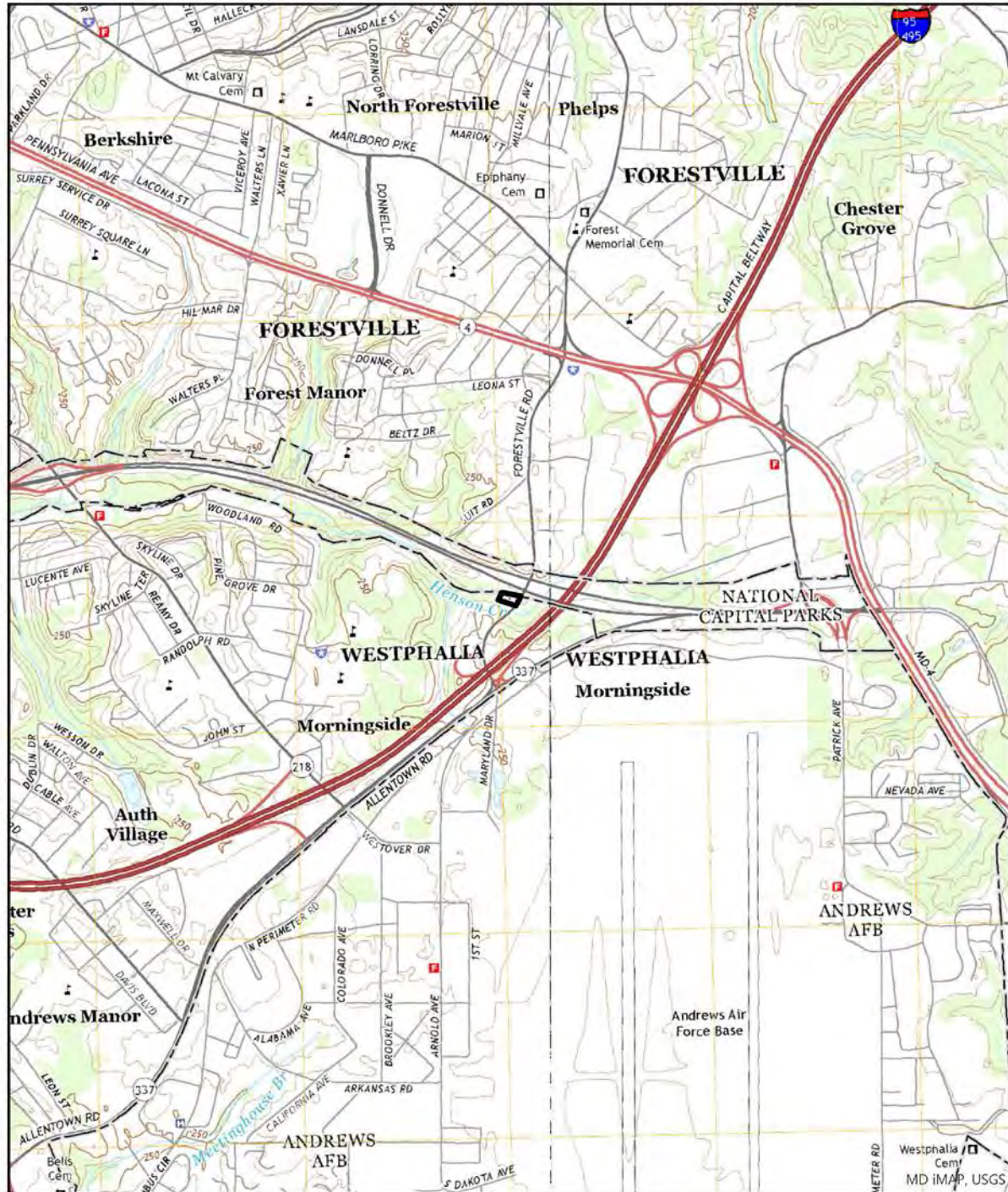
Ephesians New Testament Church

**Ephesians New Testament Church**

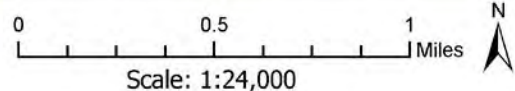
Location: 4301 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Washington East





Ephesians New Testament Church



South oblique.



Northeast elevation.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Episcopal Church of Our Saviour

**Address:** 1700 Powder Mill Road

**City:** Baltimore

**Zip Code:** 21218

**County:** Montgomery

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** P1

**Tax Map Number:** KP123

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Anne Bruder

**Date Prepared:** Oct 9, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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**Description of Property and Justification:** (Please attach map and photo)

The Church of Our Savior Episcopal is a neo-Gothic Revival structure dating from 1964 designed by Benjamin P. Elliott. It stands in the northeast quadrant of New Hampshire Avenue (MD 650) and Powder Mill Road in Hillandale, facing southwest on the north side of I-495.

The red brick building has a front gable roof clad in slate, and is a cruciform design, although the spaces that form the cross pieces attached at two places along the exterior walls of the nave of the building are not equal in size nor do they open to the nave to provide additional seating at a crossing. Instead, the spaces are closed, and have different service functions.

The west portal is also the façade and it has one-bay with a large two-story arch within which is a “rose” window, 5 windows forming a clerestory, and a central double door. The arch is of stone, as are the window frames. Throughout the church complex, the windows in the nave are paired with Gothic arches, while in the other areas, the windows are either single or paired with rectangular frames. There is an exterior steeple on the east end of the church. At its opening, the church was described as having an undercroft, kitchen, nursery, two priests’ studies, a sacristy, a chapel, a bride’s room, a music room and classrooms.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Episcopal Church of Our Saviour

The nave of the church has brick walls, and a center aisle and wooden pews on either side. The chancel has a raised altar which is on the east wall of the church, with pews for the choir behind the pulpit, and the organ is behind the lectern. The ceiling is of wood, and wooden ribs form pilasters that go to the nave floor marking each bay.

Benjamin P. Elliott (1920-2003) was known for his designs for Methodist and Episcopal churches in Montgomery and Prince George's counties as well as Baltimore. He received his training from the Catholic University in Washington, DC, although his undergraduate studies were interrupted by World War II, and he received his B.Arch. in 1947. In 1950 he opened his practice, Benjamin P. Elliott, in Silver Spring and maintained an office there until 1981, when he formed Duane, Elliott, Cahill, Mullineaux & Mullineaux in Rockville. He died in 2003.

Gothic Revival designs were fashionable in the United States in the mid-to-late nineteenth century. Although many churches continued to use the designs into the early twentieth century, following the Great Depression in the 1930s and World War II in the 1940s, most congregations turned to Colonial Revival forms when choosing to design a church since the Gothic Revival designs could be more expensive. Furthermore, during the Cold War, the colonial forms resonated with the church members as more "American". The Episcopal Church of Our Savior has academic flourishes that link it to Gothic Revival forms, but also contain abstract forms that prevent it from being solely Gothic Revival. A church constructed in 1964 was built after the Gothic Revival's period of significance, considered to be primarily 1830-1880, with churches outside major cities being constructed in the style through the late 1920s.

Based on the foregoing, MDOT SHA has determined that the Church of Our Savior Episcopal is not eligible for inclusion in the National Register of Historic Places since research conducted as part of the study did not identify events or persons of local, state or national significance associated with the Church. Although a known architect designed the building, it is not a significant example of a Gothic Revival church in Silver Spring, and better examples, such as the Calvary Evangelical Lutheran Church's chapel (M:36-37) on Georgia Avenue, which dates to 1948, exist nearby. As a result, the Church of Our Savior Episcopal is not eligible for inclusion the NRHP under Criterion C, architecture. NRHP Criterion D, information potential, was not included in this study.

The boundary for the Episcopal Church of Our Savior is confined to the tax parcel boundary as shown on Tax Map KP 123 Block 1, Lot P1 as shown on the Prince George's County Tax Map (2019) consisting of 1.296 acres.

Sources Consulted:

Church of Our Savior Episcopal, "History of Our Church," downloaded 10/7/2019

D.C. Architects 1822 to 1960, downloaded from [www.historicwashington.org/docs/architects\\_database](http://www.historicwashington.org/docs/architects_database) downloaded 10/8/2019

The Washington Post, "Benjamin Elliott, 82, Dies" January 26, 2003

\_\_\_\_\_, "Cornerstone of Temple Israel to Be Laid Sunday," 'Silver Spring Church To Hold First Service' December 14, 1963, P. E10

\_\_\_\_\_, "Episcopal Dedication Set Sunday," February 1, 1964, P.A12

\_\_\_\_\_, "Methodist Parish Picks Architect," March 10, 1962, P. A11

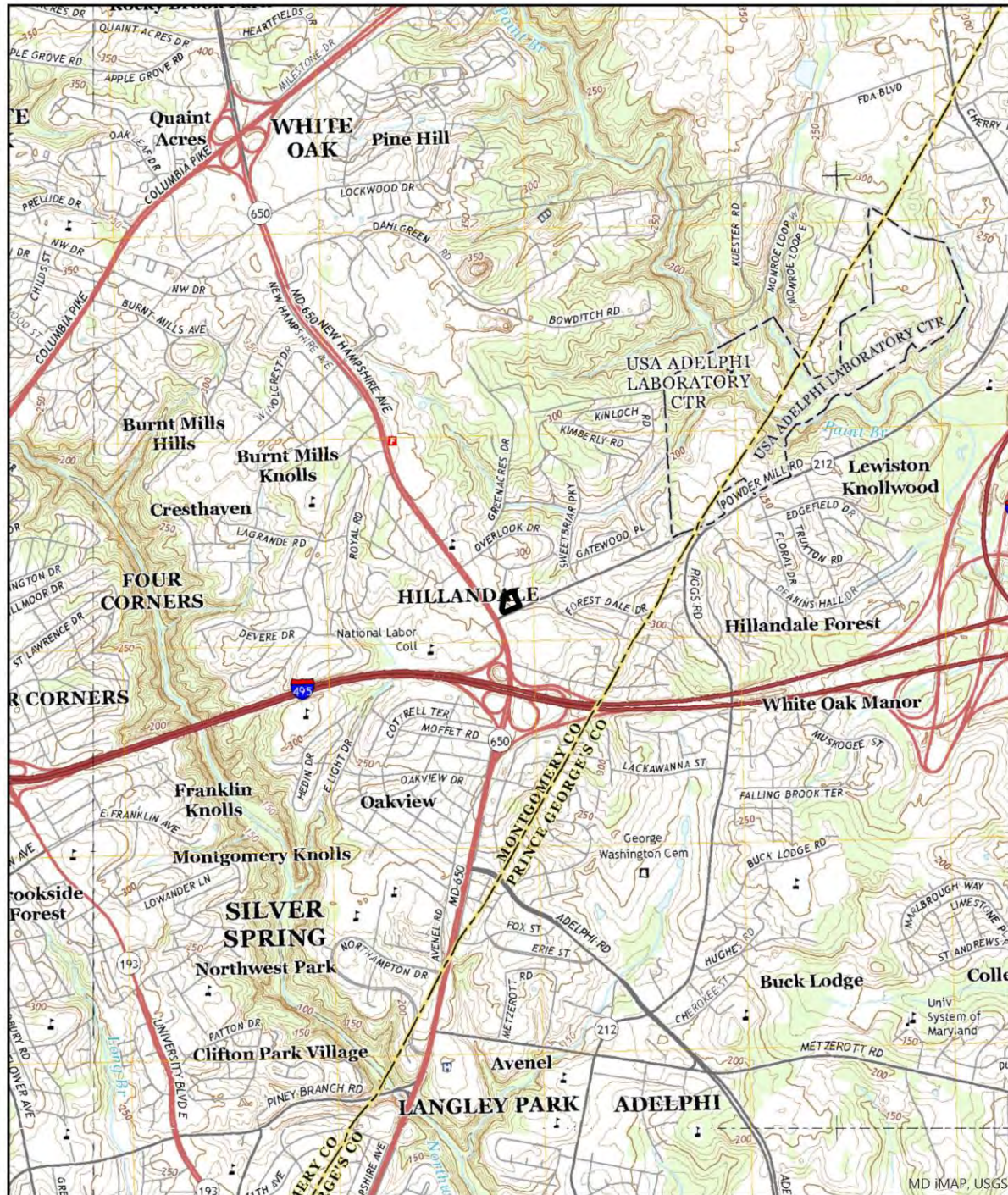
Episcopal Church of Our Saviour

**Episcopal Church of Our Saviour**

Location: 1700 Powder Mill Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles  
Scale: 1:24,000



Episcopal Church of Our Saviour



View east to southwest portal facade and northwest elevation



Northeast elevation

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Episcopal Church of the Nativity

**Address:** 5203 Manchester Drive

**City:** Temple Hills

**Zip Code:** 20748

**County:** Prince George's

**USGS Quadrangle(s):** Washington East

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0098

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Melissa Butler

**Date Prepared:** May 23, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The church at 5203 Manchester Drive in Temple Hills is a one-story, gabled building with elements of the Contemporary style. The building occupies a 3.5-acre parcel south of the Manchester Drive overpass over I-495 in Prince George's County. Historic aerial photography and topographic maps indicate that this resource was built circa 1960. The church is oriented on an approximately northwest-southeast axis, and the façade of the main block faces southeast. It is set back from the road and sited on a primarily wooded lot, with a paved parking lot to the south. The parking lot is accessed by a driveway that leads southeast from Manchester Drive. Secondary resources include three prefabricated sheds located to the south of the primary resource.

The church is comprised of an X-shaped cross-gabled sanctuary, with two additions on the southeast side; a two-story, multi-bay addition and a one-story, multi-bay addition, both constructed circa 1964. The Contemporary style sanctuary has a continuous foundation and structural system clad in stretcher-bond brick veneer and vertical wood siding. The resource has an irregular roof shape with central spire and four rounded gables, one on each elevation. It is sheathed in crimped metal with wide-overhanging eaves. The façade includes double-leaf, wood doors with rectangular panels. A ribbon of metal-framed fixed windows extends above the entry doors. Additional fenestration includes a ribbon of metal-framed fixed windows located beneath the eaves on the gabled sides. Secondary entrances with single- and double-leaf flush metal or wood doors are located throughout the building. An exterior-end brick chimney is located on

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Episcopal Church of the Nativity

the southeast exterior of the sanctuary. A one-story, multi-bay, flat-roofed addition stretches from the south elevation, and a two-story, multi-bay, flat-roofed addition on the southeast. They were constructed circa 1964 and feature the same materials as the sanctuary.

Three one-story, one-bay, circa-1990 prefabricated sheds are clustered just south of the primary resource. They are all clad in vinyl siding and feature double-leaf doors. The two sheds to the west are covered in front-gabled roofs with asphalt shingles while the eastern shed is covered by a gambrel roof sheathed in asphalt shingles.

The Episcopal Church of the Nativity is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The building is typical of Contemporary style churches constructed during the Suburban Diversification Period. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 3.5 acres and is confined to the current property tax parcels which is found on Prince George's County Tax Map 0098, Parcel 0000 (2019).



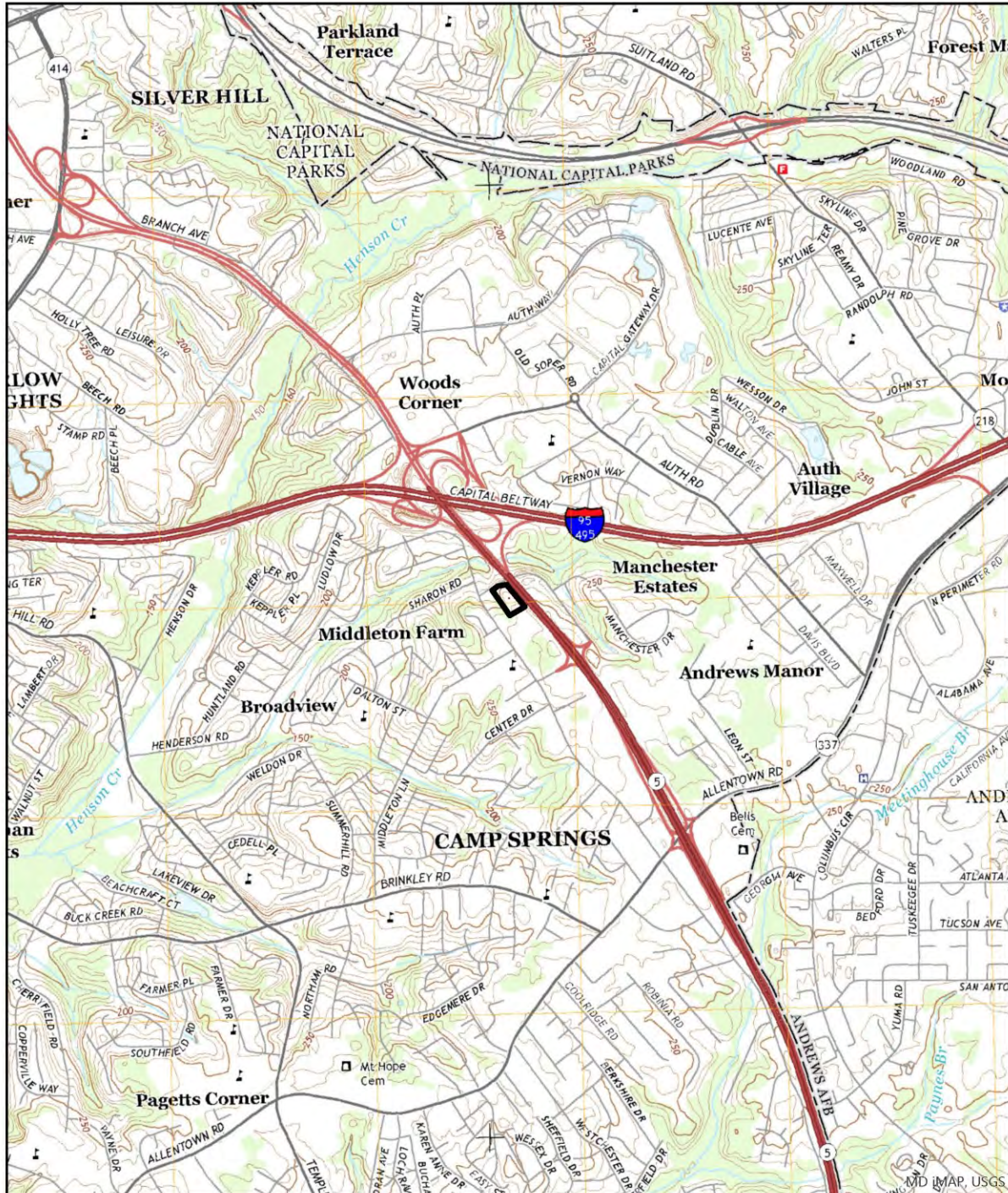
Episcopal Church of the Nativity

**Episcopal Church of the Nativity**

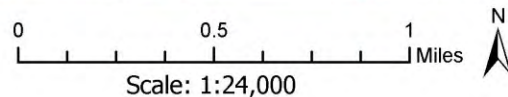
Location: 5203 Manchester Drive

Prince George's County

City: Temple Hills



USGS 7.5' Quadrangle - Washington East





Episcopal Church of the Nativity



**East oblique of sanctuary.**



**Additions, southeast elevation.**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Fallsmead

Inventory Number: M: 26-87

Address: Southwest of I-270 at Fallsmead Way

Historic District: Yes

City: Rockville

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GR11

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Oct 17, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Fallsmead is a planned residential development located west of the I-270 and Great Falls Road interchange in Rockville. The subdivision is bounded on the southwest and northwest by Wootton Parkway and the Carl Henn Millennium Trail, on the northeast by the Rockshire Village subdivision (M: 26-76), on the east by the Saddlebrook subdivision (M: 26-77), and on the southeast by Falls Road (Route 189). Watts Branch traverses through the northern section of the subdivision running southwest to northeast. The approximately 109.1-acre subdivision contains Fallsmead Park and 291 single-family dwellings on flat or sloping lots ranging between 0.17 and 0.64 acres. Individual lots are landscaped, featuring moderate tree coverage, manicured lawns, a paved-asphalt driveway, and fenced rear yards.

Fallsmead has three streets and nine cul-de-sacs. Fallsmead Way, Greenplace Terrace, Pipestem Court, and a portion of Pipestem Place are lined with concrete sidewalks, while the remainder of the streets have only concrete curbs. Lighting throughout the development consists of metal lanterns atop metal posts. Secondary resources include sheds. Fallsmead Park,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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which contains a swimming pool complex, tennis courts, manmade pond, and traversing walking trails, is situated in the northern portion of the subdivision and is accessed by a vehicular entrance from Greenplace Terrace.

Description:

Fallsmead is a planned residential development platted in June 1967 through November 1981 with the cluster subdivision planning method with single-family dwellings primarily constructed between 1968 and 1983 with one house constructed between 1940 and 1944 (16 Pipestem Court). The streets are curvilinear; Fallsmead Way and Greenplace Terrace serve as the main thoroughfare. Intersecting streets, most of which end in a cul-de-sac, include Cedrus Court, Infield Court N. and S., Pipestem Place, Old Creek Court, Trail House Court, James Spring Court, Duncan Branch Court, and Pipestem Court.

Dwellings within Fallsmead have traditional designs and draw from elements of the Colonial Revival style. Model names and plans designed by Patterson & Worland and constructed by Kettler Brothers, Inc., include Two-Story Massed forms with attached one-story garages (the Ashton, the Bristol, the Brunswick, the Greenwood, the Willow Grove, and the Compton) and Two-Story Massed forms with basement-level garages (the Edgehill, the Glenwood, and the Olney) (Kettler Brothers, Inc., and Patterson & Worland 1968). Later infill, dwellings designed and built by Berger/Berman Builders, Inc., include variations on the Split-Level form and Two-Story Massed form with an attached one-story garage and one-story shed addition.

Dwellings in Fallsmead are primarily four to six bays wide and one to two stories tall. The buildings are set on sloped or level terrain and foundation. Structural system cladding includes stretcher-bond brick or permastone veneer and vinyl siding. Some exterior elements such as faux quoins, string courses, and cornice decor reflect the Colonial Revival style. Roofs are side or front gabled, hipped, or gambrel sheathed in asphalt shingles. Some houses have front-gabled or shed dormers. Single chimneys are exterior- or interior-end or interior-slope and clad in brick.

Primary entrances are off-center or centered on the façade with a single- or double-leaf wood or fiberglass door often accessed by a brick stoop, an entry porch, or a full-height, full- or partial-width porch. Many entrances feature a wood or vinyl door surround with Colonial Revival-style ornamentation such as a pediment and pilasters or sidelights. Original windows are single six-over-nine or six-over-six, sash; bay; or bow units, all of which are wood framed. Most windows are vinyl replacements and some feature faux muntins. Many windows and some doors are flanked by fixed aluminum or vinyl shutters. Most dwellings have either an attached or inclusive single or double bay garage. Additions are typically found at the rear elevation in scale with the building's core.

The building at 16 Pipestem Court is a one-story, three-bay, rectangular dwelling with flanking one-story wings that was constructed between 1940 and 1944, prior to the subdivision of Fallsmead (United States Geological Survey 1944). It is clad in a rough-cut stone veneer and covered by a gabled roof sheathed in asphalt shingles. A stone-clad chimney is set on the west elevation of the core. Its primary entrance, filled with a single-leaf replacement door, is centered on a projecting, hipped, enclosed entry vestibule. Other fenestration includes metal-frame casement or sash windows. A one-story garage addition is situated at the eastern corner of the building, while a larger one-story addition covered in composite siding extends from the northwest elevation.

The circa-1970 private community park, known as Fallsmead Park, encompasses approximately 17.4 acres in the northwestern half of the resource. It features paved-asphalt walking trails that extend from Greenplace Terrace, Old Creek Court, and Pipestem Place. A vehicular entrance from Greenplace Terrace leads to a parking lot north of the swimming pool complex. The pool complex, enclosed by an aluminum fence, consists of a circa-1970 in-ground pool and pool house, circa-2001 walk-in pool and baby pool, and two circa-2001 one-story sheds. Metal frames for canopies are situated on the poured-concrete pool deck. The one-story pool house is clad in a stretcher-bond brick veneer and covered by a front-gabled, asphalt shingle roof with wood siding in the gabled ends. It is accessed by single-leaf metal doors and a circa-1990, one-story, gabled addition extends from its western boundary. The tennis courts are to the west of the pool complex and are enclosed by metal chain-link fencing with several cloth awnings projecting above benches. Benches in the park are wood with formed concrete legs. Trash receptacles are wood. The manmade pond was renovated in 2001 (Chang 2002, J1-J2). Two recent pedestrian bridges in the park cross over Watts Branch. A soccer field is situated in the center of the park and is accessible by walking trails.

A circa-2000 sign composed of stone and concrete is located in a grassy median at the eastern entrance of Fallsmead at the

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intersection of Fallsmead Way and Falls Road.

Historic Context:

In December 1962, David E. and Maude W. Betts and Victor R. and Helen L. Beauchamp sold 123.15 acres to Old Farm Real Estate Corporation (Montgomery County Deed Book [MCDB] 3046, 24). In September 1964, the Old Farm Real Estate Corporation merged under Kettler Development Corporation to create Kettler Brothers, Inc. (MCDB 3345, 546). Between 1966 and 1971, Kettler Brothers, Inc., submitted nine plats of subdivision for Fallsmead, with the fourth, fifth, and sixth plats being in part resubdivisions of earlier plats (Montgomery County Plat [MCP] 8601, 8602, 9009, 9105, 9251, 9252, 9733, 9784, 10241). In 1967, Kettler Brothers, Inc., sold a portion of their land to the Board of Education of Montgomery County for Fallsmead Elementary School. The remaining approximately 100 acres was used for the Fallsmead development (MCDB 3610, 658).

Kettler Brothers, Inc., advertised 10 house models designed by Patterson & Worland that ranged from 2,100 to 2,900 square feet; all of which included an integral or attached garage and ranged in price from \$38,950 to \$50,250 (Chang 2002; Kettler Brothers, Inc., 1968a; Kettler Brothers, Inc., and Patterson & Worland 1968). Add-on features available were central air conditioning, rear decks, and sliding glass doors, among others (Kettler Brothers, Inc., 1968a). The houses built by Kettler Brothers, Inc., were constructed between 1968 and 1973. The community park, pool, pool house, and tennis courts were part of the original plans for the subdivision and were all completed by 1970 (Kettler Builders, Inc., 1968b).

The use of the cluster development techniques resulted in groups of buildings built on smaller lots than the land was zoned for to gain additional space for community use or to protect sensitive areas such as streams or natural hazard areas (Planning for Hazards n.d.; Rosenthal 1960). This planning method was a reaction to World War II-era “look-alike” patterned subdivisions with no individualized character according to the American Society of Planning Officials (Rosenthal 1960:1). Early applications of this method can be seen in the circa-1961 Americana Glenmont development in Silver Spring by architect, Carl M. Freeman, and in the Carderock Springs and Carderock Springs South subdivisions of noted developer Edmund Bennett in the early-to-mid 1960s (Kelly 2012; Manning et al. 2018).

Advertisements suggested that buying a Kettler-built home in Fallsmead would offer “the perfect family plan for living” since they were adjacent to amenities including the park, pool, tennis courts, schools, churches, and shopping (The Evening Star and Daily News 1972, B-5; The Washington Post and Times Herald 1972, E15). Home buyers would automatically become members of the Fallsmead Homes Corporation, created when the first house in the community was constructed, in order to utilize the amenities (The Washington Post and Times Herald 1970, D14). Initially, the Fallsmead Homes Corporation was comprised of representatives from Kettler Brothers, Inc.; however, as the community grew, they encouraged residents to run for the Board of Directors (Fallsmead Homes Corporation 1994). In 1975, select residents formed the Fallsmead Citizens Association to “engage in any political or legal activities that might jeopardize the assets or tax-exempt status of the non-political Fallsmead Homes Corporation” (Harig 2018).

In January 1982, the boundaries of Fallsmead were expanded by Berger/Berman Builders, Inc., who purchased approximately 9 acres, situated between the park and Fallsmead Way at the center of the community, from Richard T. and Jacquelyn R. Ewing (MCDB 5821, 517). This tract included a dwelling that was constructed between 1940 and 1944 by a previous owner (Fallsmead Homes Corporation 1994; United States Geological Survey 1944). The tract was subdivided and platted as the tenth plat of Fallsmead which included Pipestem Court and resubdivision of a portion of Pipestem Place (MCP 13844). Along with these new lots and cul-de-sac that were intended to be harmonious with the remainder of the community, Berger/Berman Builders, Inc., constructed dwellings on several undeveloped lots on Fallsmead Way in 1982 and 1983. The Fallsmead Citizens Association assisted in negotiations with the building firm on their expansion of the subdivision to ensure a harmonious feel throughout the community (Harig 2018). In 2001, the community pool was expanded and the manmade pond was renovated (Chang 2002, J1-J2).

Kettler Brothers, Inc., was operated by three brothers: Milton E., Clarence, and Charles Kettler who each “had acquired reputations as builders and billpayers since 1952” (Willmann 1962, B1). According to an article published in The Washington Post and Times Herald in 1962, Milton and Clarence acted as building and marketing specialists while secretary and vice president, Charles, was in charge of commercial construction, a large part of their firm’s business (The Sun 1982, B4; Willmann 1962, B1). The firm was responsible for subdivisions in Montgomery County such as Old Farm in Bethesda and Montgomery

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Village in Gaithersburg which also employed the cluster subdivision planning system as is seen in Fallsmead (Fallsmead Homes Corporation 1994).

The residential architectural firm of Patterson & Worland was formed by Wilfred Worland and Michael A. Patterson in the late 1940s (Bernstein 1999, B7). They designed Colonial Revival-style single-family homes for subdivisions in the suburban Washington, D.C., metropolitan area such as Woodacres, Luxmanor, Old Farm, and Westbard Mews. They also designed multi-family communities such as the Worland, a townhouse cluster in Bethesda. Patterson & Worland worked with Kettler Builders, Inc., on several other projects in Montgomery County such as Copenhaver, Goshenside, and Lakeside (The Washington Post and Times Herald 1969, D20).

The Rockville-based firm Berger/Berman Builders, Inc., was founded by Peter Berman and Robert Berger in 1969 (The Washington Post 1977, C11). In 1979, the firm entered into commercial development, along with continued residential development projects such as their section of Fallsmead (The Evening Star 1979, C-6). Other work by Berger/Berman Builders, Inc., includes Falls Bend in Rockville, Potomac Springs in Potomac, and the townhouse community called the Cloisters of Bethesda (The Washington Star 1981, H-5). The building firm was dismantled in the early 1980s and Berger and Berman began the Leadership Group, a development company (Mariano 1985, E1).

#### Evaluation:

Fallsmead was evaluated as a planned residential development in accordance with Maryland's Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Fallsmead is typical of planned residential developments that employed the cluster subdivision planning method in the Washington, D.C., suburbs during the Suburbanization Diversification Period (1961-1980). The Kettler Brothers' use of cluster development techniques is a later example, and the subdivision was not the first of its kind nor did it influence the design of future residential developments in Montgomery County. Furthermore, the resource is not known to be associated with any other important events that have made a significant contribution to the broad patterns of history. Therefore, Fallsmead is not eligible under Criterion A.

Berger/Berman Builders, Inc., Patterson & Worland, and their respective founders worked as developers, builders, and architects throughout the Washington, D.C., metropolitan area; however, they had no significant influence on suburbanization in Maryland. The Kettler Builders firm is best represented by their work at Montgomery Village, a new town development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, Fallsmead is not eligible under Criterion B.

While houses within Fallsmead are controlled by the community association, modifications to many dwellings such as the introduction of replacement windows and additions have diminished its historic integrity of design, materials, and workmanship. Houses demonstrate typical styles and forms, and the subdivision includes common street layouts and amenities typical of a planned suburban development of the period. Because it is not an outstanding example of its type and does not convey any distinctive characteristics or artistic values, this resource is not eligible under Criterion C. Fallsmead was not evaluated under Criterion D.

This resource encompasses 109.1 acres and is bounded on the southwest and northwest by Wootton Parkway and the Carl Henn Millennium Trail, on the northeast by the Rockshire Village subdivision, on the east by the Saddlebrook subdivision, and on the southeast by Falls Road (Route 189). It can be found on Montgomery County Tax Map GR11 and Montgomery County plats 8601, 8602, 9009, 9105, 9251, 9252, 9733, 9784, 10241, and 13844.

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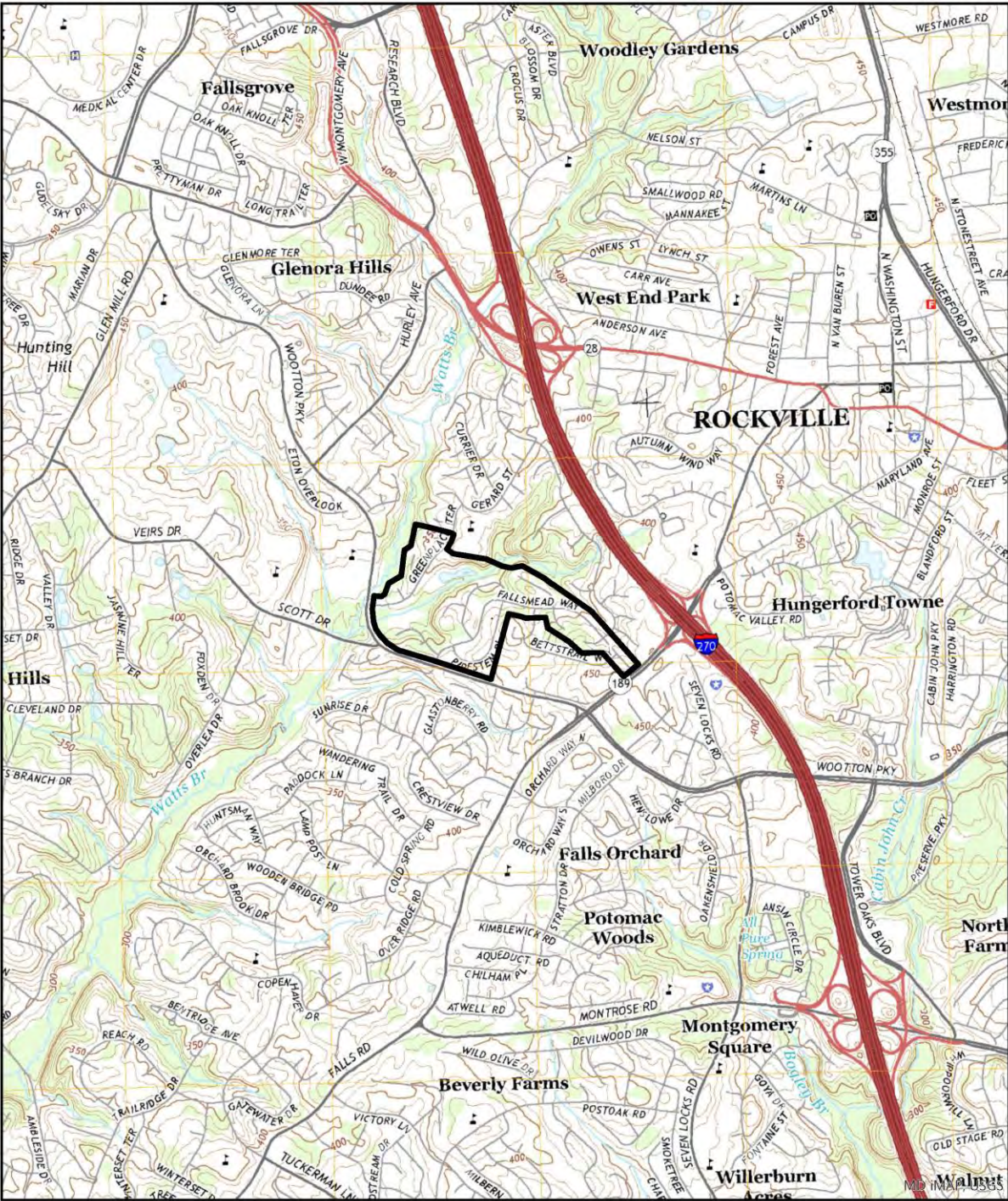
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Fallsmead

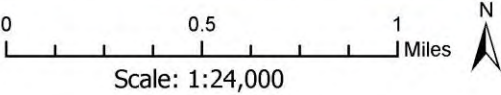
Location: Southwest of I-270 at Fallsmead Way

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville



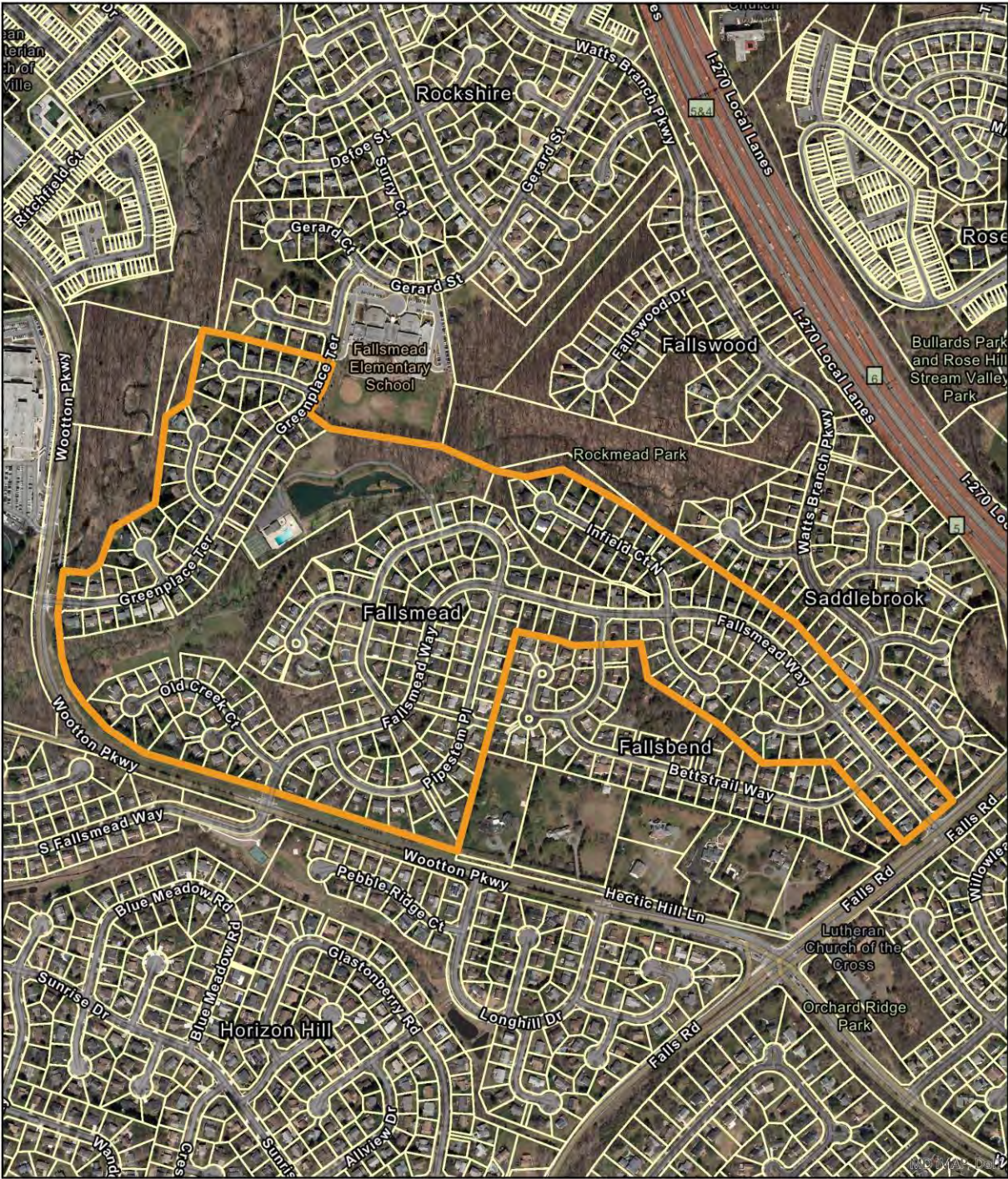


Fallsmead

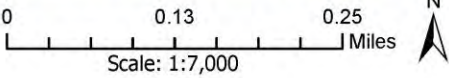
Location: Southwest of I-270 at Fallsmead Way

Montgomery County

City: Rockville



Parcel Boundaries







Streetscape of Fallsmead Way, looking north.



1100 Fallsmead Way, northeast elevation.





1106 Fallsmead Way, northeast elevation.



Streetscape of Infield Court N., looking northwest.





1312 Fallsmead Way, north elevation.



1401 Fallsmead Way, south elevation.





1058 Pipestem Place, east elevation.



16 Pipestem Court, looking south.





Soccer field and walking trails, looking east.



Tennis courts, looking southeast.





Fallsmead Pond, looking north.



Walking trail overview from east of pool, looking south.





Pool overview, looking north.



Sign at trailhead on Old Creek Court, looking north.

**PHOTO LOG**

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Number of Photos: **14**

Name of Photographer: **Katherine Watts**

Date of Photographs: **10/09/2019**

Location of Original Digital File: **MHT**

File Format: **M: 26-87\_10/09/2019\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Streetscape of Fallsmead Way, looking north.

02.tif

1100 Fallsmead Way, northeast elevation.

03.tif

1106 Fallsmead Way, northeast elevation.

04.tif

Streetscape of Infield Court N., looking northwest.

05.tif

1312 Fallsmead Way, north elevation.

06.tif

1401 Fallsmead Way, south elevation.

07.tif

1058 Pipestem Place, east elevation.

08.tif

16 Pipestem Court, looking south.

09.tif

Soccer field and walking trails, looking east.

10.tif

Tennis courts, looking southeast.

11.tif

Fallsmead Pond, looking north.

12.tif

Walking trail overview from east of pool, looking south.

13.tif

Pool overview, looking north.

14.tif

Sign at trailhead on Old Creek Court, looking north.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Fallswood Inventory Number: M: 26-79  
Address: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court Historic District: Yes  
City: Potomac Zip Code: 20854 County: Montgomery  
USGS Quadrangle(s): Rockville  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: GR11, GR12  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Katherine Watts Date Prepared: Jan 31, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Fallswood is a planned residential development in Rockville, Montgomery County, bounded on the east by I-270, on the south by the Saddlebrook neighborhood (M: 26-77), on the west by Rockmead Park, and on the north by the Rockshire neighborhood and Rockmead Park. Fallswood comprises a portion of one thoroughfare street, Watts Branch Parkway, and two cul-de-sacs branching off to the southwest, Fallswood Drive and Fallswood Court. The 67 residential lots average 0.255 acre with only a few lots closer to 0.5 acre. The neighborhood encompasses approximately 22 acres total. Streets are lined with concrete curbs and sidewalks. Most individual lots are mildly sloped and landscaped with heavy tree coverage, shrubs at the façade, and often have fenced-in rear yards. A few lots that are steeply sloped allow for basement garages (11 Fallswood Court).

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

**Description:**

Fallswood contains 67 single-family dwellings built between 1977 and 1978. Fallswood Drive and Fallswood Court branch off Watts Branch Parkway, a primary thoroughfare in this part of Rockville. The single-family dwellings were offered in four floor plans with 10 architectural exteriors according to ads from the developer, The Magna Group, Inc. (The Washington Star 1977b, E-3). The majority of homes are Two-Story Massed or Split-Level forms with Colonial Revival elements. A few one-and-a-half-story models with side-gambrel roofs also exist (403 Watts Branch Parkway).

Dwellings in Fallswood are three to five bays wide, clad in a brick veneer on the primary elevations with siding in gable ends and on the three remaining elevations. A few examples of stone veneer exist (506 Watts Branch Parkway). Rooflines are primarily side-gabled (8 Fallswood Court), with a moderate number of Split-Levels featuring a projecting front gable or front gambrel, and a minimal number of hipped roofs or side gambrels. Roofs are sheathed in asphalt shingles and most have denticulated cornices. Some roofs have front-gabled dormers above the garage bay (405 Watts Branch Parkway). Most dwellings feature an exterior-end, brick chimney.

Primary entrances are usually centered on the façade with a single-leaf, paneled wood or fiberglass replacement door. Fully glazed storm doors are common. Some entrances include a broken triangular pediment or a broken ogee pediment surrounding the door, while others have sidelights. Windows are mostly one-over-one, double-hung-sash, vinyl replacements, although a few six-over-six wood windows still survive. Some windows are topped by stone lintels with a keystone, others have header brick lintels. Louvered and paneled shutters are common. While additions are not common, when present, they are most often two-car garages replacing original one-car garages (403 Watts Branch Parkway).

**Historic Context:**

Adjacent to the earlier Rockshire and Saddlebrook neighborhoods, Fallswood was developed by The Magna Group, Inc., a development group headed by President Richard L. Klass. The firm was based out of Kensington, Maryland, but built houses around the D.C. metro area (The Washington Post 1976, E1; The Washington Post 1977, D26). Kenneth H. Seidel of Kenart Joint Venture purchased the land that became Fallswood from the Bullard family in 1973 (Montgomery County Deed Book [MCDB] 4405, 570). Fallswood was platted in 1975 in three sections for Kenart Joint Venture (Montgomery County Plat Book [MCPB] 100, 11243-11245). In 1976, The Magna Group, Inc., a development and construction company, purchased the land platted as Fallswood from Kenart Joint Venture (MCDB 4789, 657) and immediately began advertising construction of new homes. Construction by The Magna Group, Inc., continued through 1978.

Fallswood did not include any community amenities, likely because of its location adjacent to Rockshire which included Rockmead Park (1972) and Fallsmead Elementary School (1974). Advertisements for Fallswood emphasized the heavily wooded lots, the quality materials and efficient design, and the location near Rockmead Park, Fallsmead Elementary, Frost Jr. High, and Wootton High Schools, all at an affordable price, starting in the \$80,000s (The Washington Star 1977b, E-2).

**Evaluation:**

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Fallswood was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Fallswood is typical of the many planned residential developments in the Maryland and DC suburbs and is a basic example of the type commonly built in Montgomery County during the Suburban Diversification Period. Fallswood is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals from The Magna Group, Inc., who developed Fallswood had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Fallswood is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The neighborhood demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Two-Story Massed and Split-Level forms include standard features typical of the period. The houses are not the work of master architects and exhibit common materials and forms. Because Fallswood is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the property is not eligible under Criterion C. Fallswood was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 22 acres and is roughly defined by I-270 on the east, by Saddlebrook neighborhood to the south, by Rockmead Park on the west and by Rockshire neighborhood and Rockmead Park on the north. It includes multiple parcels found on Montgomery County Tax Maps GR11 and GR12 (2019).

#### References:

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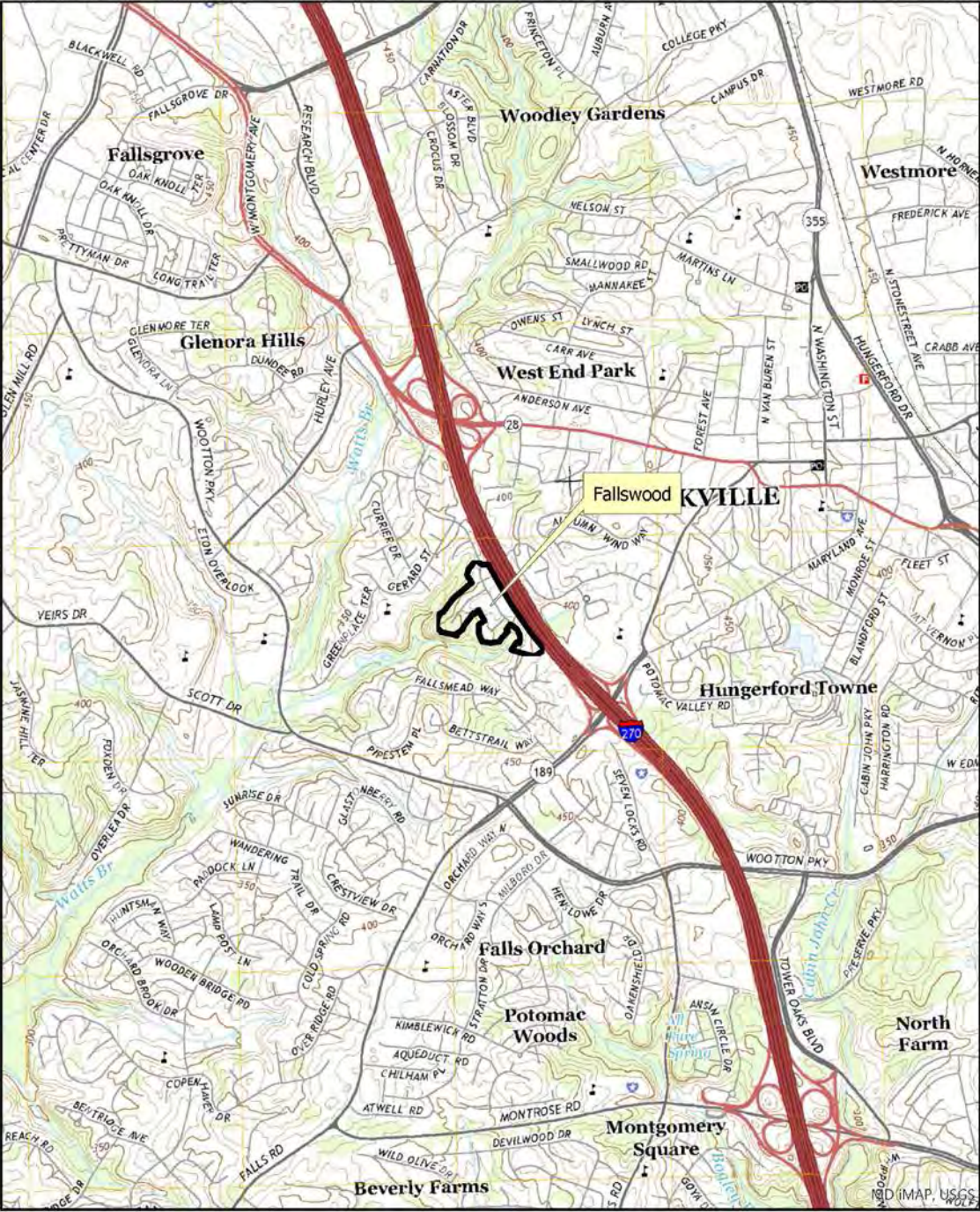
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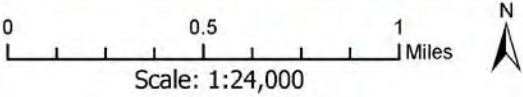
----1977b. "Fallswood." Advertisement. January 29: E-2.

Fallswood

Location: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court  
City: Potomac  
Montgomery County



USGS 7.5' Quadrangle - Rockville





Fallswood

Location: 401-509 Watts Branch Parkway, 1400-1426 Fallswood Drive, 1-12 Fallswood Court  
City: Potomac

Montgomery County







View of 11 Fallswood Court, looking southeast.



View of 5 Fallswood Court, looking northwest.





View of 500 Watts Branch Parkway and sound barrier, looking east.



View of 7 Fallswood Court, looking southwest.





Streetscape of 401-407 Watts Branch Parkway, looking northwest.



View of 504 and 506 Watts Branch Parkway, looking east.



**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-79\_2018-12-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 11 Fallswood Court, looking southeast.

02.tif

View of 5 Fallswood Court, looking northwest.

03.tif

View of 500 Watts Branch Parkway and sound barrier, looking east.

04.tif

View of 7 Fallswood Court, looking southwest.

05.tif

Streetscape of 401-407 Watts Branch Parkway, looking northwest.

06.tif

View of 504 and 506 Watts Branch Parkway, looking east.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Fernwood Estates

**Inventory Number:** M: 30-41

**Address:** North of I-495 and East of Fernwood Road

**Historic District:** Yes

**City:** Bethesda

**Zip Code:** 20817

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** Multiple

**Tax Map:** GP52

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Melissa Butler

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

Fernwood Estates is a planned residential development in Bethesda, Montgomery County. Fernwood Estates is bounded on the south by Interstate 495 (I-495), on the north and east by Georgetown Village, and on the west by Stratton Woods and Tusculum and Grubby Thicket (north section). It consists of several streets laid in a curvilinear pattern, with a cul-de-sac at the end of Rockhurst Road. According to local tax data, residential lots vary from 0.2-0.5 acre each,

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:



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totaling approximately 25.1 acres for the subdivision as a whole. The residential properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads to an attached garage or carport at each dwelling. Concrete sidewalks are located throughout the neighborhood. Secondary resources include sheds and swimming pools.

#### Description:

Fernwood Estates contains single-family dwellings constructed between 1954-1962 (Montgomery County Plat [MCP] 4446, 3907). Most of these residences were constructed in variations of popular mid-century residential styles, such as the Colonial Revival and Contemporary, in the Two-Story Massed, Ranch, Split-Level, and Split-Foyer forms.

Houses in Fernwood Estates are between one and two stories tall and three to five bays wide. All have continuous foundations and structural systems predominantly clad in a brick veneer, but some feature small sections of wood or vinyl siding. Roofs include side-gabled and cross-gabled examples and are primarily sheathed in asphalt shingles. Many houses feature brick exterior-end and interior chimneys.

Primary entrances are typically centered on the façade and are filled by single-leaf wood or metal doors. Windows vary based on building style, but are predominately single- or double-hung-sash, vinyl windows, including faux muntins. Additional window types, such as picture windows on Ranch houses and casement windows, are also present. Louvered and paneled shutters are common on sliding and ribbon aluminum and vinyl windows. Porches are occasionally present, and are typically incorporated into an overhanging, front-gabled roof (6508 Rockhurst Road).

Infill is rare within Fernwood Estates, but additions and other modifications are common. When additions are present, they are typically one- or two-story side or rear extensions or second-story additions.

#### Historic Context:

Fernwood Estates was first platted in 1954, and the construction of dwellings began soon after. Advertised in The Washington Post soon after it was platted, four model homes were open for viewing by the end of 1955 (The Washington Post 1955a G20). Builder Anthony Campitelli of the Housing Development Corporation advertised four different models; "The Continental," "The Phoenix," "The Bethesda," and "The Regency," located on "big wooded lots with plenty of room for expansion and family fun" (The Washington Post 1955a, G20). Models were distinguished by form, ornamentation, and price. "The Regency" and "The Phoenix" are one-story Ranch houses, and "The Bethesda" and "The Continental" are split-level dwellings. Prices for these single-family homes ranged from \$21,500-32,500 when advertised in 1955 (The

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Washington Post 1955a, G20; 1955c, G4; 1956, G8). Interiors, decorated by Rita Schaefer, a local interior designer, boasted “new G-E wall refrigerators” in three of the four models, “full recreation rooms, asphalt tiled floors, [and] stone fireplaces,” along with oversized bedrooms and sun decks and patios (The Washington Post 1955b, G6). Archival research revealed little about Campitelli aside from his involvement with several small residential development projects in Montgomery County (The Washington Post 1948, R2). The platting and development of Fernwood Estates did not include any amenities like community centers or other facilities, as it was located east of Montgomery Country Club (now the Bethesda Country Club) and northeast of Burning Tree Club.

#### Evaluation:

The following evaluation is written in reference to the Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George’s Counties and Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George’s Counties, Maryland, Suburban Diversification Period (1961-1980).

Fernwood Estates is a basic example of a planned residential development, the most common type of residential subdivision constructed in Montgomery County during the Modern and Suburban Diversification periods. Fernwood Estates is not an early example, nor did it introduce design innovations influential in later developments. Furthermore, the property is not known to have associations with any other events that have made a significant contribution to the broad patterns of history, such as local or regional residential development and planning or demographic changes; therefore, it is not eligible under Criterion A.

While the developers of this subdivision were noted in The Washington Post as having worked in residential development in the D.C. area, their projects were not notable, and Anthony Campitelli and the Housing Development Corporation had no significant influence on suburbanization in Maryland. Therefore, Fernwood Estates is not eligible under Criterion B.

Fernwood Estates is a typical example of the ubiquitous planned residential developments in Maryland and the D.C. suburbs and is a basic example of the type commonly built in Montgomery County during the Modern and Suburban Diversification Periods (Manning et al. 2018, E-7). The architecture of the single-family dwellings within the neighborhood is not rare in Montgomery County, and the houses are not the work of master architects and exhibit common materials and forms. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The resource encompasses approximately 25.1 acres. This is confined to Montgomery County Plats 3907 and 4446, found on Montgomery County Tax Map GP52.

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References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lanes Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018.  
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

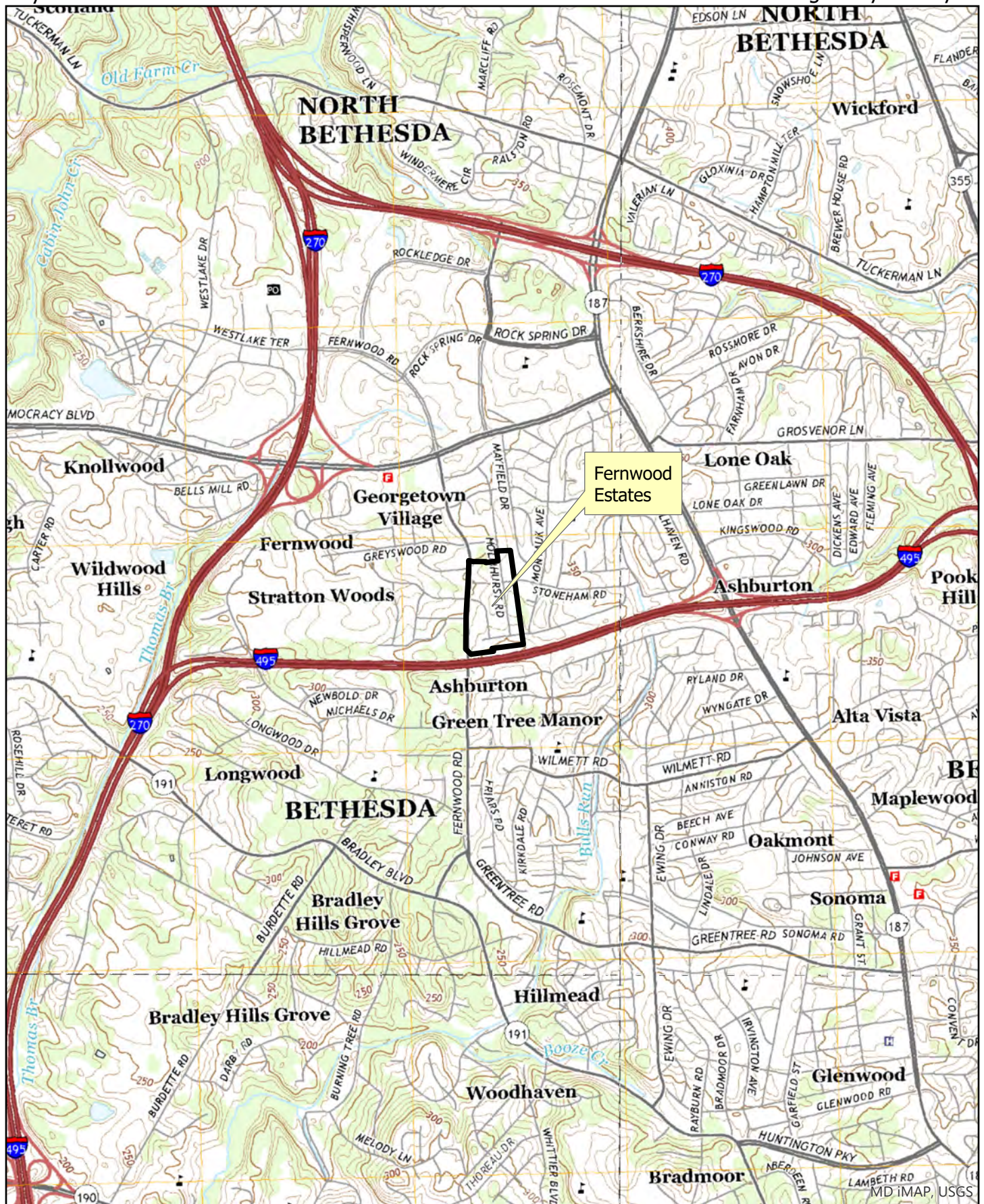
The Washington Post. 1948. "Realty Round-Up." February 15, 1948.  
---1955a. "MD Community Opens Today." September 18, 1955. G20.  
---1955b. "Fernwood." September 18, 1955. G6.  
---1955c. "Display Ad 84." December 18, 1955. G4.  
---1956. "New Low Financing." January 8, 1956. G8.



# Fernwood Estates

Location: North of I-495 and East of Fernwood Road  
City: Bethesda

MIHP#: M: 30-41  
Montgomery County





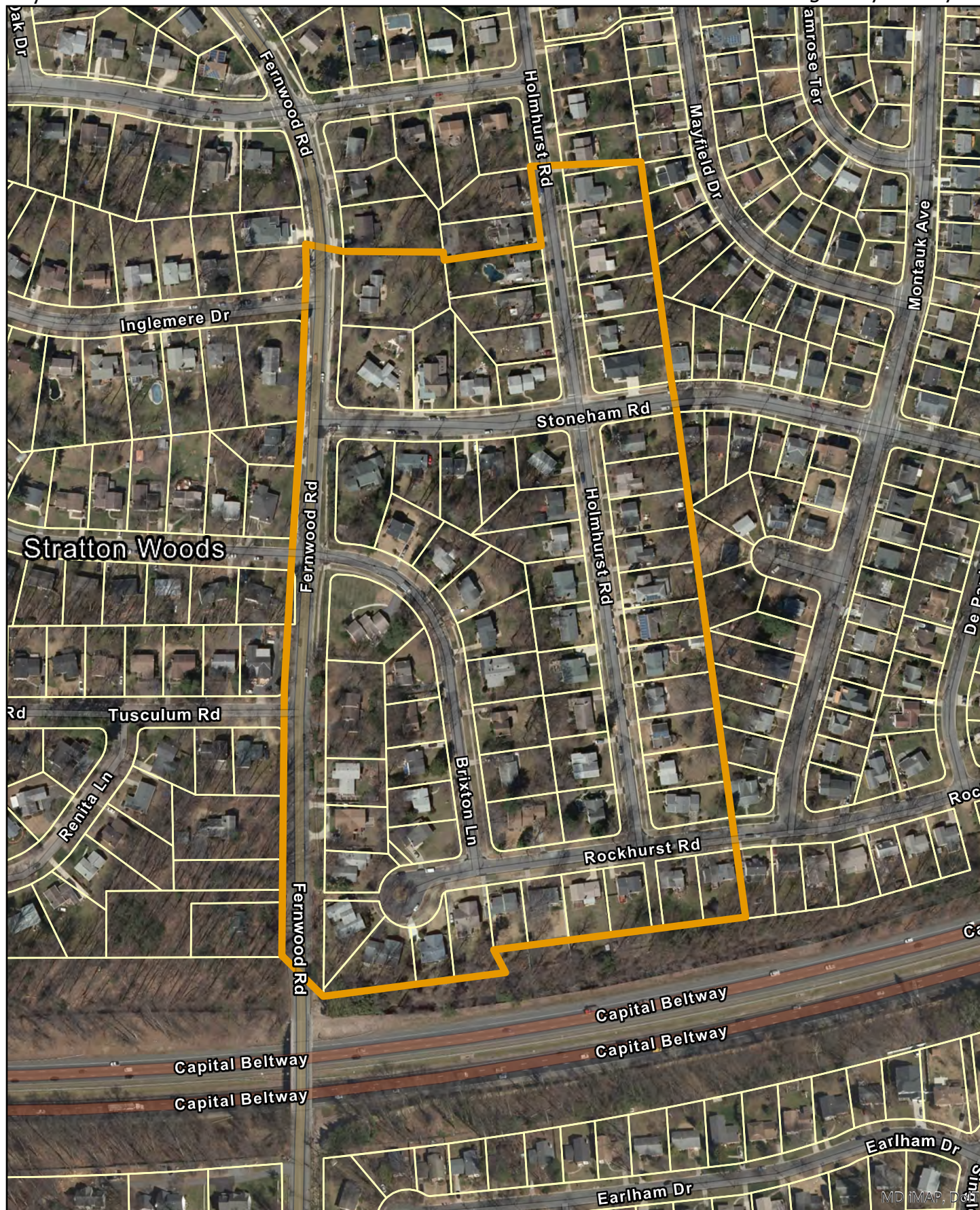
# Fernwood Estates

Location: North of I-495 and East of Fernwood Road

City: Bethesda

MIHP#: M: 30-41

Montgomery County



Parcel Boundaries

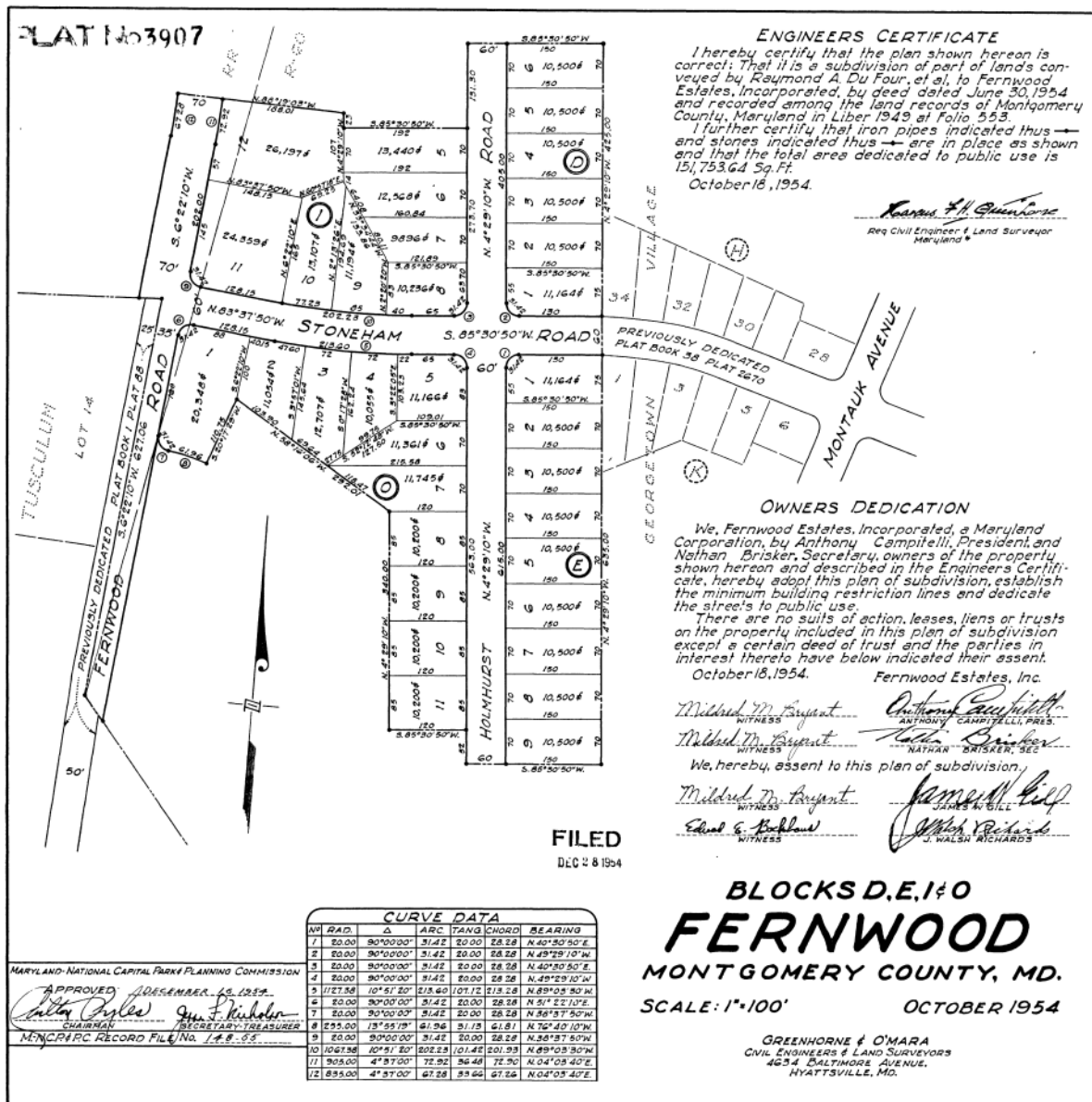
0 0.05 0.1 Miles

Scale: 1:3,000





**Fernwood Estates (M: 30-41)**  
 9705-9709 (odd) Fernwood Road, 6414-6509 Stoneham Road, 9700-9811 Holmhurst Road, 9702-9717 Brixton Lane, 6400-6513 Rockhurst Road  
 Bethesda, Montgomery County, Maryland



1954 plat of Fernwood Estates, blocks D, E, I, & O (MCP 3907).



# Fernwood Estates (M: 30-41)

9705-9709 (odd) Fernwood Road, 6414-6509 Stoneham Road, 9700-9811 Holmhurst Road, 9702-9717 Brixton Lane, 6400-6513 Rockhurst Road  
Bethesda, Montgomery County, Maryland



1955 plat of Fernwood Estates, blocks P & Q and part of blocks E & O (MCP 4446).

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 9: North elevation of 6502 Stoneham Road.**



**Photo 2 of 9: Intersection of Stoneham Road and Holmhurst Road, facing east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 9: West elevation of 9719 Holmhurst Road.**



**Photo 4 of 9: 9714 Holmhurst Road, facing west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 9: North Elevation of 6502 Rockhurst Road.**



**Photo 6 of 9: Streetscape facing south on Holmhurst Road.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 9: North elevation of 6510 Rockhurst Road.**



**Photo 8 of 9: North elevation of 6508 Rockhurst Road.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 9: Southwest oblique of 9709 Brixton Lane.**

**PHOTO LOG**

**Name of Property:** Fernwood Estates  
**Name of Photographer:** Adriana Moss, Melissa Butler  
**Date of Photographs:** 10/03/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 9:**  
**North elevation of 6502 Stoneham Road.**  
**M; 30-41\_2018-10-03\_01.tif**

**Photo 2 of 9:**  
**Intersection of Stoneham Road and Holmhurst Road, facing east.**  
**M; 30-41\_2018-10-03\_02.tif**

**Photo 3 of 9:**  
**West elevation of 9719 Holmhurst Road.**  
**M; 30-41\_2018-10-03\_03.tif**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No: M: 30-41

Name Fernwood Estates  
**Continuation Sheet**

Number Photos Page 6

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**Photo 4 of 9:**

**9714 Holmhurst Road, facing east.**

**M; 30-41\_2018-10-03\_04.tif**

**Photo 5 of 11:**

**North elevation of 6502 Rockhurst Road.**

**M; 30-41\_2018-10-03\_05.tif**

**Photo 6 of 9:**

**Streetscape facing south on Holmhurst Road.**

**M; 30-41\_2018-10-03\_06.tif**

**Photo 7 of 9:**

**North elevation of 6510 Rockhurst Road.**

**M; 30-41\_2018-10-03\_07.tif**

**Photo 8 of 9:**

**North elevation of 6508 Rockhurst Road.**

**M; 30-41\_2018-10-03\_08.tif**

**Photo 9 of 9:**

**Southwest oblique of 9709 Brixton Lane.**

**M; 30-41\_2018-10-03\_09.tif**



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Fireside Condominiums Inventory Number: M: 21-284  
Address: 100-138 (evens) Duval Lane Historic district: ☐ yes ☒ no  
City: Gaithersburg Zip Code: 20877 County: Montgomery  
USGS Quadrangle(s): Gaithersburg  
Property Owner: Multiple Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): 0000 Tax Map Number: FS43  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Adriana Moss Date Prepared: 12/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Fireside Condominium at Duvall Lane is a multi-family development located 0.35 miles north of the Interstate-270 (I-270) and Interstate-370 (I-370) interchange in Gaithersburg. The complex consists primarily of garden apartment buildings constructed in 1974 with recreational amenities such as a pool and tennis court (Montgomery County Plats [MCP] 1523, 1570). The irregular-shaped complex comprising 14.33 acres is bounded by I-270 on the southwest, a recreational park and other multi-family garden apartment complexes to the northwest, northeast, and southeast. Primary access is obtained through a singular street entrance via Duvall Lane which is accessed by W. Deer Park Road.

The property's landscape is filled with grassy lawns, scattered mature trees, shrubs, and other ornamental foliage in an urban park-like setting. Buildings and amenities throughout the complex are connected by poured-concrete sidewalks as well as Duvall Lane; parking lots are adjacent to the condominium buildings. The complex features 13 garden apartment buildings, a management office and resident community center, a maintenance shop, a boiler room, two pools, a tennis court, a playground, signage, and trash receptacles. Lantern-topped, metal street lamps appear to be original. The eastern side of the complex is lined by wood fencing

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

while the western side that abuts I-270 is lined by a concrete noise barrier.

**Description:**

The garden apartment buildings in the complex are typically organized in clusters of two to three buildings, each between three and four stories tall with one to two sections. Each section is five bays wide, with minimal Contemporary- and Shed-style architectural features. Each section contains 12 to 16 condominiums, typically four per floor, including one-, two-, and three-bedroom units ranging from 788 to 1,053 square feet in size (Zillow 2018). These buildings are laid out in linear arrangement. The garden apartment buildings rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems are clad in vinyl siding and feature a projecting off-center section holding the primary entrance and public stairwell that provide access to the individual condominium units. Each of the buildings is covered by a low-pitched, asphalt-shingled, side-gabled roof with wide, closed eaves and short parapets lined with metal coping on the gabled ends. Four wide, vinyl-clad, shared chimney stacks are situated above the central stairwell. A common primary entrance facing either the internal roadway or a parking area from which the individual units are accessed opens onto a central, partially enclosed metal stairwell. They are accessed by a set of poured-concrete stairs lined with a metal rail or a hip-high, vinyl-clad wall. Three of the four-story buildings have ground levels below the grade of the adjacent parking area at the facade. These buildings feature a small concrete bridge from the parking lot to access the central stairwell at the main entrance (132 and 134 Duvall Lane). Windows are single or paired one-over-one, vinyl-framed, double-hung sash units. Each living unit also contains a recessed concrete patio (terrace/ basement level) or balcony (other levels) with a double-leaf, metal-framed, sliding glass door. The balconies are lined with a metal rail.

The combined management office and community center (office) is located at the center of the property, immediately west from the primary vehicular via Duvall Lane. The one-story, five-bay building is clad in the same materials as the condominiums and is covered by an asphalt-sheathed, combination shed and gable roof. The building is accessed by multiple entrances on its northwest elevation; they are filled with single-leaf, metal, paneled and double-leaf, metal-framed, sliding glass doors. Immediately south of the office are an in-ground pool and wading pool surrounded by a metal, chain-link fence-enclosed poured-concrete patio. To the southwest of the office are a maintenance building and boiler room. Both buildings are one story in height, clad in vinyl siding, and covered by a flat roof with metal coping. The roof of the boiler room is pierced by multiple metal flues. The buildings are accessed via sectional, metal garage doors in the northwest elevation. The space between the two buildings, where cooling towers and HVAC units are located, is enclosed by chain-link and thick aluminum fencing with pedestrian access provided by a single-leaf, metal door.

A playground with metal equipment and a wood swing set is located southwest of 122 and 124 Duvall Lane. A metal, chain-link fence-enclosed tennis court is situated in the northernmost portion of the complex, immediately northwest of 102 Duvall Lane. Trash receptacles are enclosed by metal chain-link fencing with plastic lath or vinyl privacy fencing. A primary entrance sign is located on the east side of the office; the arched wood sign, which reads "Fireside Condominium," is supported by square, wood posts topped with a metal cap. Other signage throughout the complex is also wood and supported by square wood posts.

**Historic Context:**

The Fireside Condominium property was originally platted as Parcel-I (also seen as Parcel 1) of Turnbridge, the initial name of the subdivision, in December 1969 by Meyer Morse and Eric Baer, trustees under an unrecorded agreement (MCP 9513). The Turnbridge Limited Partnership, consisting of Paul R. Golkin, Stanley H. Pinchuck, Sheldon Jontiff, and Richard Kress, signed a 15-year lease agreement of the property in February 1972, and by May 1974, the property was platted as a condominium complex called Fireside Condominium (Montgomery County Deed Book [MCDB] HMS 4188, 537-542). Sales for the property appear to have initially been conducted by Golkin & Associates, and the builders and developers are listed as Golkin and Pinchuck

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended** \_\_\_\_\_

**Eligibility not recommended** \_\_\_\_\_

**Criteria:**        A        B        C        D    **Considerations:**        A        B        C        D        E        F        G

**MHT Comments:**

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**Reviewer, Office of Preservation Services**

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**Date**

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**Reviewer, National Register Program**

\_\_\_\_\_  
**Date**



Development Corporation (The Washington Post 1974, D58). The buildings and amenities of the property were designed by architect Neil R. Greene & Associates (MCP 1523-1529, 1570-1577).

The project initially appeared in The Washington Post in late 1974 and was noted as a “remarkable offer from “Fireside Condominiums” (The Washington Post 1974, D58). Golkin and Pinchuck advertised “Fireside’s Security Blanket” as a guarantee to potential buyers to buy back the condominium at the same price of purchase at the end of an 18-month period after purchase (The Washington Post 1974, D58). At the time of opening, the units were priced beginning at \$26,950 and boasted “wood burning slate hearth fire places set in a paneled wall, tennis courts, swimming and wading pools, community center with party facilities, every one bedroom include a den, saunas, playground, [and a] fenced security system” with a laundry room in each building (MCP 1523-1529, 1570-1577; The Washington Post 1974, D58; Washington Star-News 1974, 76). In 1975, advertisements described Fireside as “garden homes” that emphasized the California contemporary lifestyle exclaiming “You don’t have to move out west to enjoy the swinging life style” (The Washington Post 1975, F20).

Developers Paul R. Golkin and Stanley H. Pinchuck of Golkin & Pinchuck Development Corporation, based in Kensington, worked in single-family and multi-family residential development in Montgomery County throughout the 1970s (The Washington Post and Times Herald 1973, E12). Single-family subdivisions such as Golden Gate East and American Way and the 110-unit condominium project called Park Terrace are among their well-known work in the Gaithersburg area (Kelly 2015, 327-328; The Washington Post 1976, D18; The Washington Post and Times Herald 1971, E24, 1973, E12). The architect, Neil R. Greene, a local architect who worked with Charles M. Goodman, preferred designing in the Contemporary style, and worked on several different development projects with Golkin and Pinchuck, including Golden Gate East (Orton 2017; The Washington Post and Times Herald 1971, E24). Several known projects of Greene include “a subdivision of 292 modular houses in Gaithersburg, the Long Branch Library, Peoples National Bank branches and Maryland-National Capital Park and Planning Commission recreation centers” as well as many other residential and commercial buildings throughout the county (Kelly 2015, 170, 185, 201, 209-210, 243; Orton 2017).

#### Evaluation:

Fireside Condominium was evaluated in accordance with Maryland’s “Suburbanization Historic Context Addendum” and National Register of Historic Places (NRHP) Criteria A, B, and C.

The Fireside Condominium complex is a typical and basic example of a planned multi-family residential development constructed in the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The complex was not the first condominium residential development in the area, nor did it shape future multi-family residential design. Although Paul R. Golkin and Stanley H. Pinchuck created many housing developments in the county, their efforts have not made lasting or substantial contributions to the history of apartment complex design in Montgomery County or the Washington, D.C. region. Archival research indicates that the property has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under National Register of Historic Places (NRHP) Criteria A or B.

Although the garden apartment buildings retain most of the character-defining features of their property types, the complex is a late example of a common property type and is not one of the earliest or last remaining examples. Alterations to the buildings within Fireside Condominium complex, such as replacement siding and windows, have diminished the property’s historic integrity of design, materials, workmanship, feeling, and association. For these reasons, this resource is not eligible under Criterion C.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

As an architectural resource, the resource was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, Fireside Condominiums is not eligible for listing in the NRHP.

This property encompasses 14.33 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map FS43, Parcel 0000 and also as seen in Montgomery County plat records 1523-1529 and 1570-1577.

#### References:

Kelly, Clare Lise. 2015. *Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979*. Silver Spring, Maryland: Maryland-National Capitol Park and Planning Commission.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK&K. 2018. *Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)*. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed November 6, 2018.

<http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Orton, Kathy. 2017. "Midcentury modern in Silver Spring has lots of room to roam." *The Washington Post*. March 17, 2017, n.d. Accessed November 6, 2018. [https://www.washingtonpost.com/news/where-we-live/wp/2017/03/17/midcentury-modern-in-silver-spring-has-lots-of-room-to-roam/?utm\\_term=.9dd9239be244](https://www.washingtonpost.com/news/where-we-live/wp/2017/03/17/midcentury-modern-in-silver-spring-has-lots-of-room-to-roam/?utm_term=.9dd9239be244).

*The Washington Post*. 1974. "A remarkable offer from Fireside Condominiums." September 15, 1974, D58.

--- 1975. "California." February 1, 1975, F20.

--- 1976. "American Way in Prestigious Hunt Country in Montgomery County." February 21, 1976, D18.

*The Washington Post and Times Herald*. 1971. "Area Realty and Building Notes." June 5, 1971, E24.

--- 1973. "Keiser Building Sold for \$565,000; Kent Cove Condominiums are Opened." May 12 1973, E12.

*Washington Star-News*. 1974. "A remarkable offer from Fireside Condominiums." September 22, 1974, 76.

Zillow. 2018. "Fireside Condominiums." Accessed November 5, 2018. <https://www.zillow.com/b/fireside-condominiums-gaithersburg-md-5ZGeWJ/>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

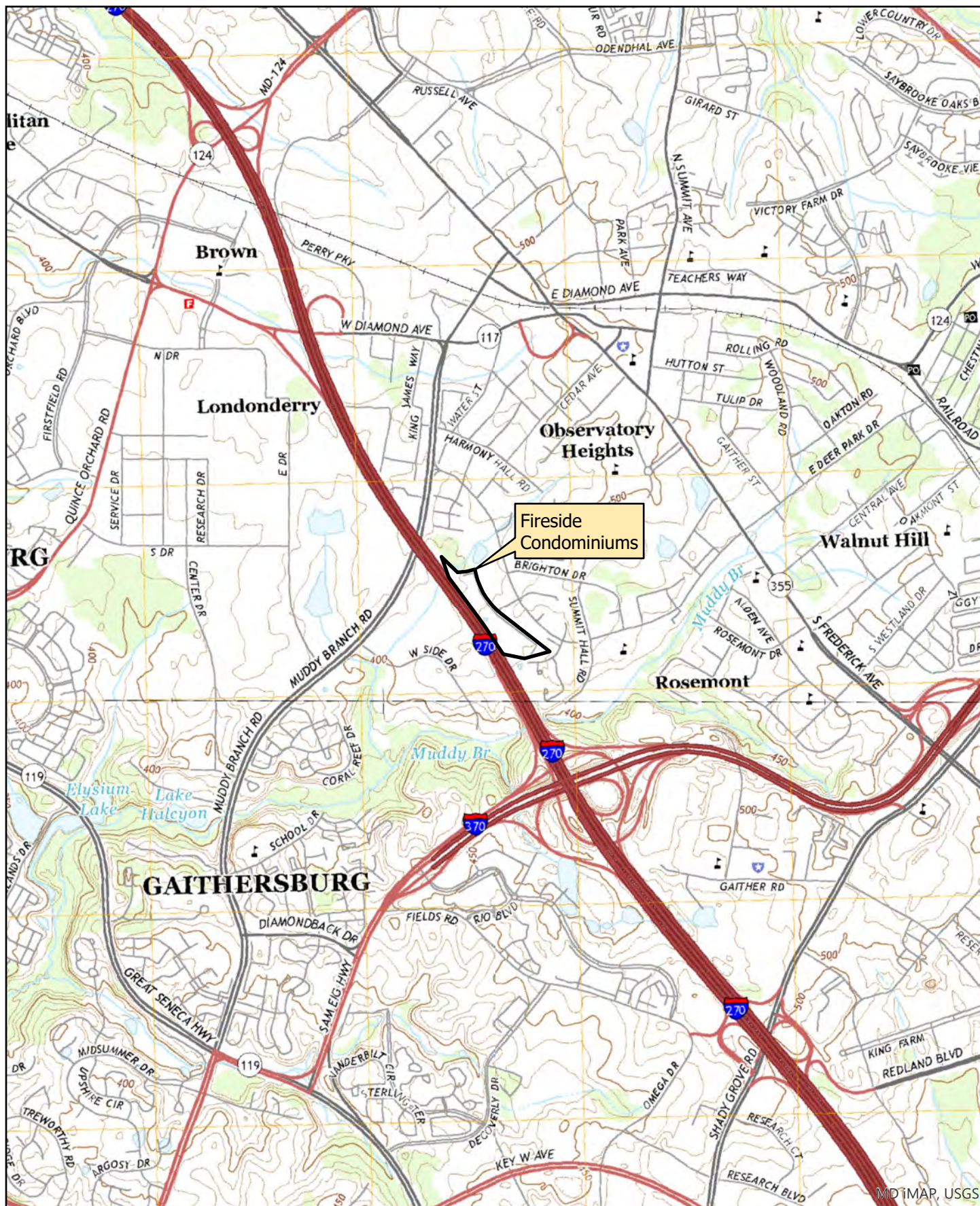
\_\_\_\_\_  
Date



## Fireside Condominiums

Location: 100-138 Duval Lane  
City: Gaithersburg

MIHP#: M: 21-284  
Montgomery County



USGS 7.5' Quadrangle - Gaithersburg

0 0.3 0.6  
Miles  
Scale: 1:24,000

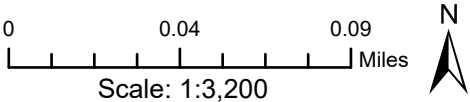




Fireside Condominiums

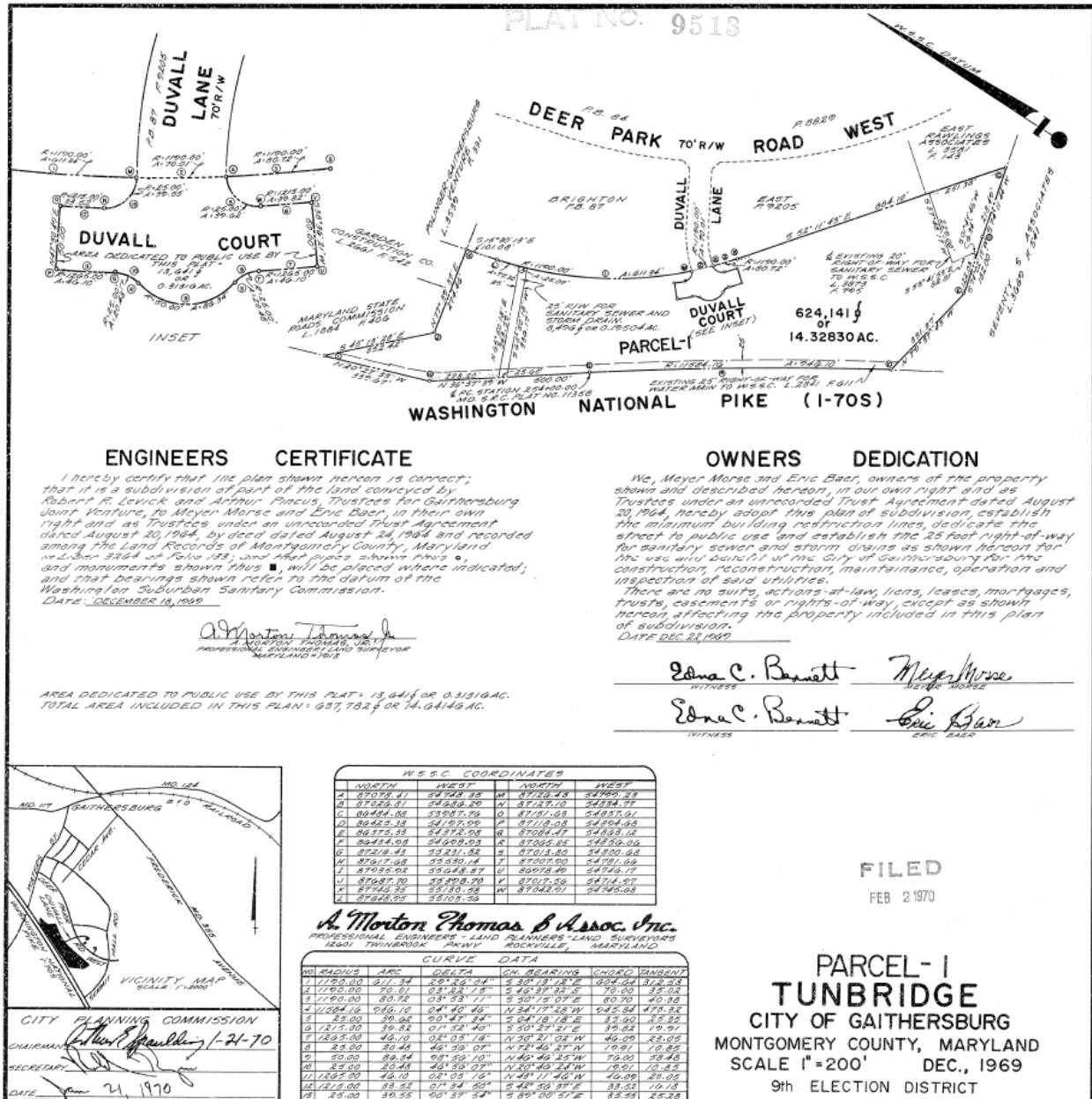
Location: 100-138 Duval Lane  
City: Gaithersburg

MIHP#: M: 21-284  
Montgomery County





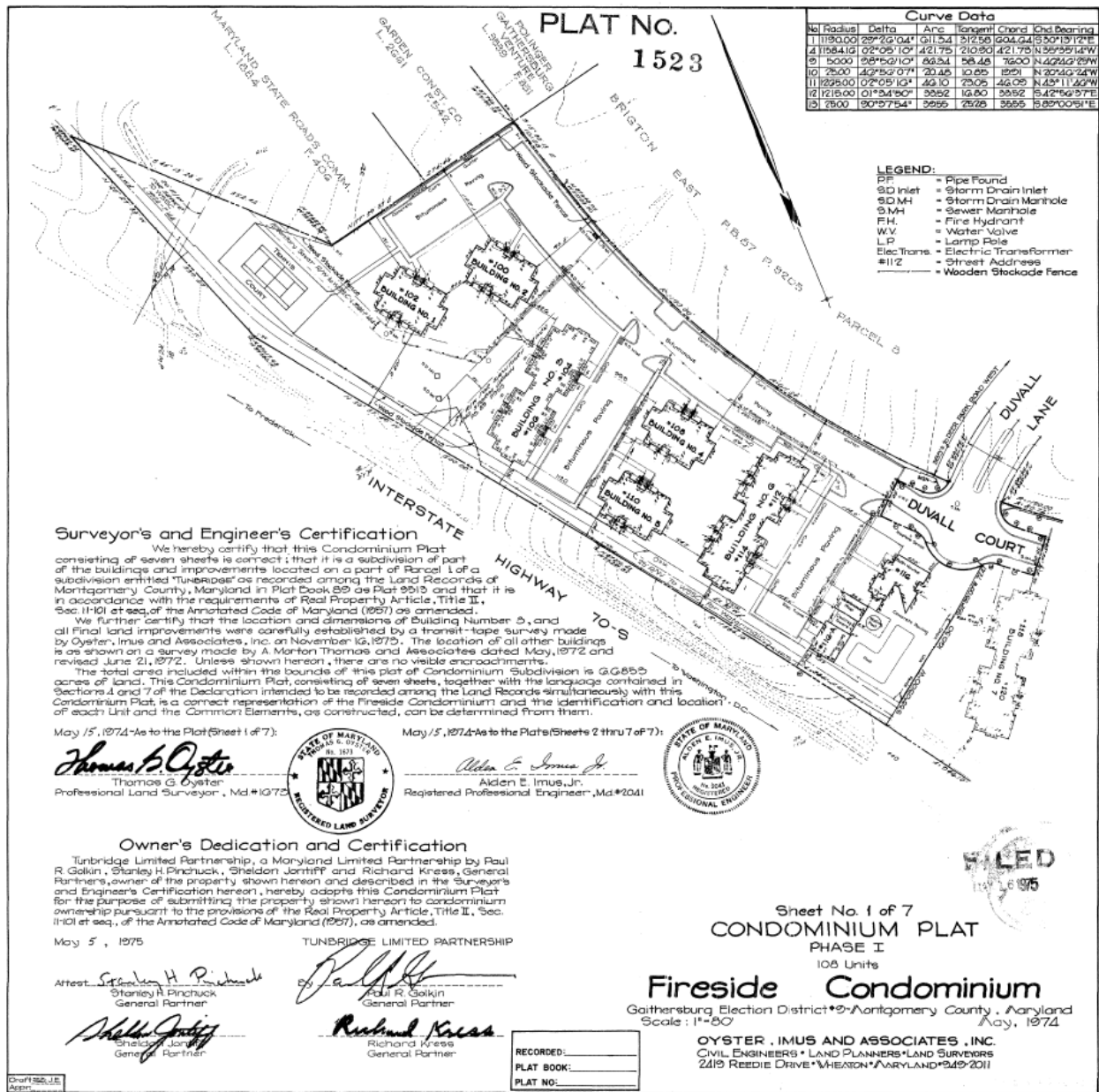
**Fireside Condominium (M: 21-284)  
100-138 Duvall Lane (evens only)  
Gaithersburg, Montgomery County, Maryland**



1969 plat of Parcel-I of Turnbridge (MCP 9513).

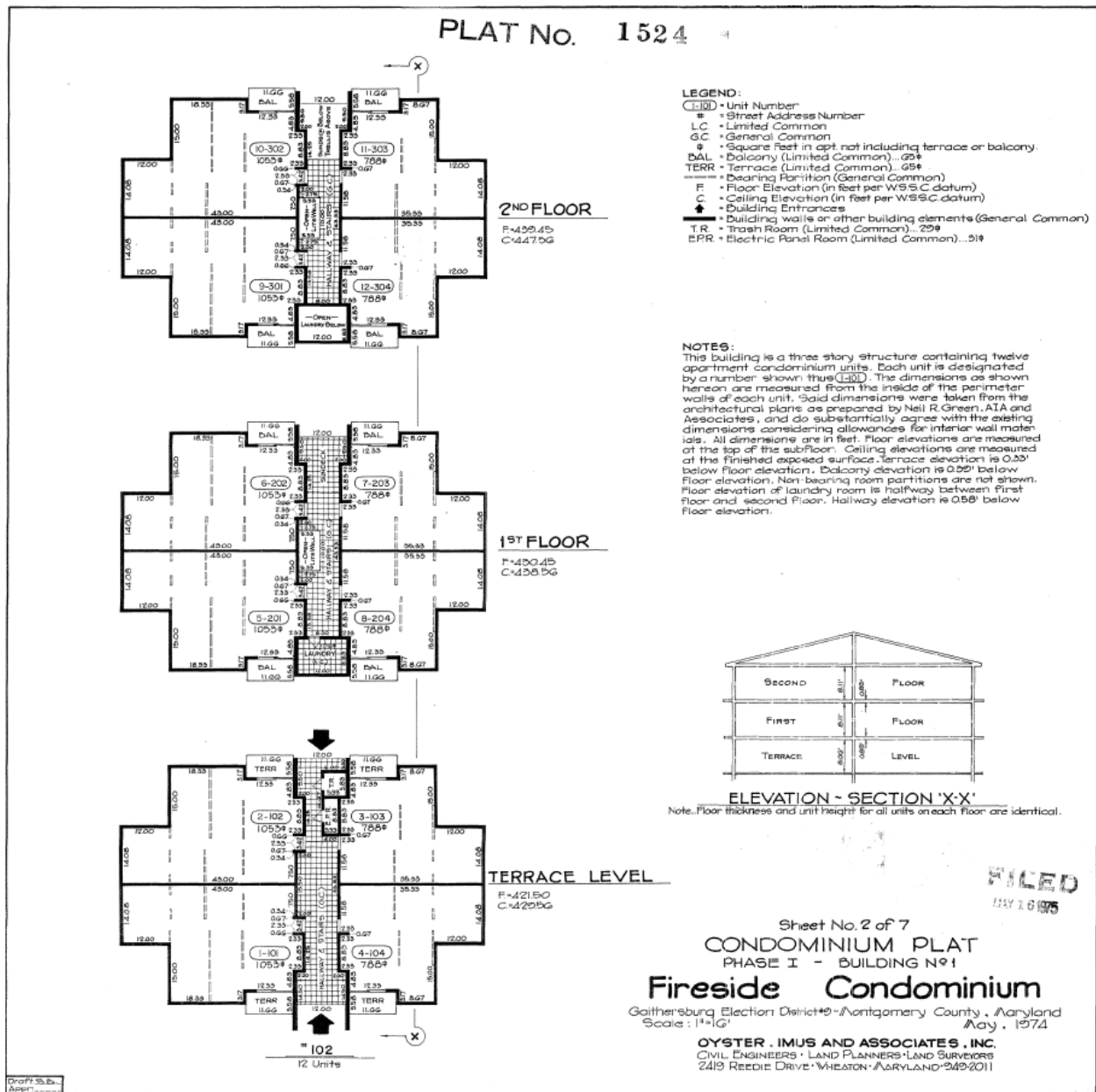


**Fireside Condominium (M: 21-284)**  
**100-138 Duvall Lane (evens only)**  
**Gaithersburg, Montgomery County, Maryland**



1974 condominium plat, phase I of Fireside Condominium (MCP 1523).

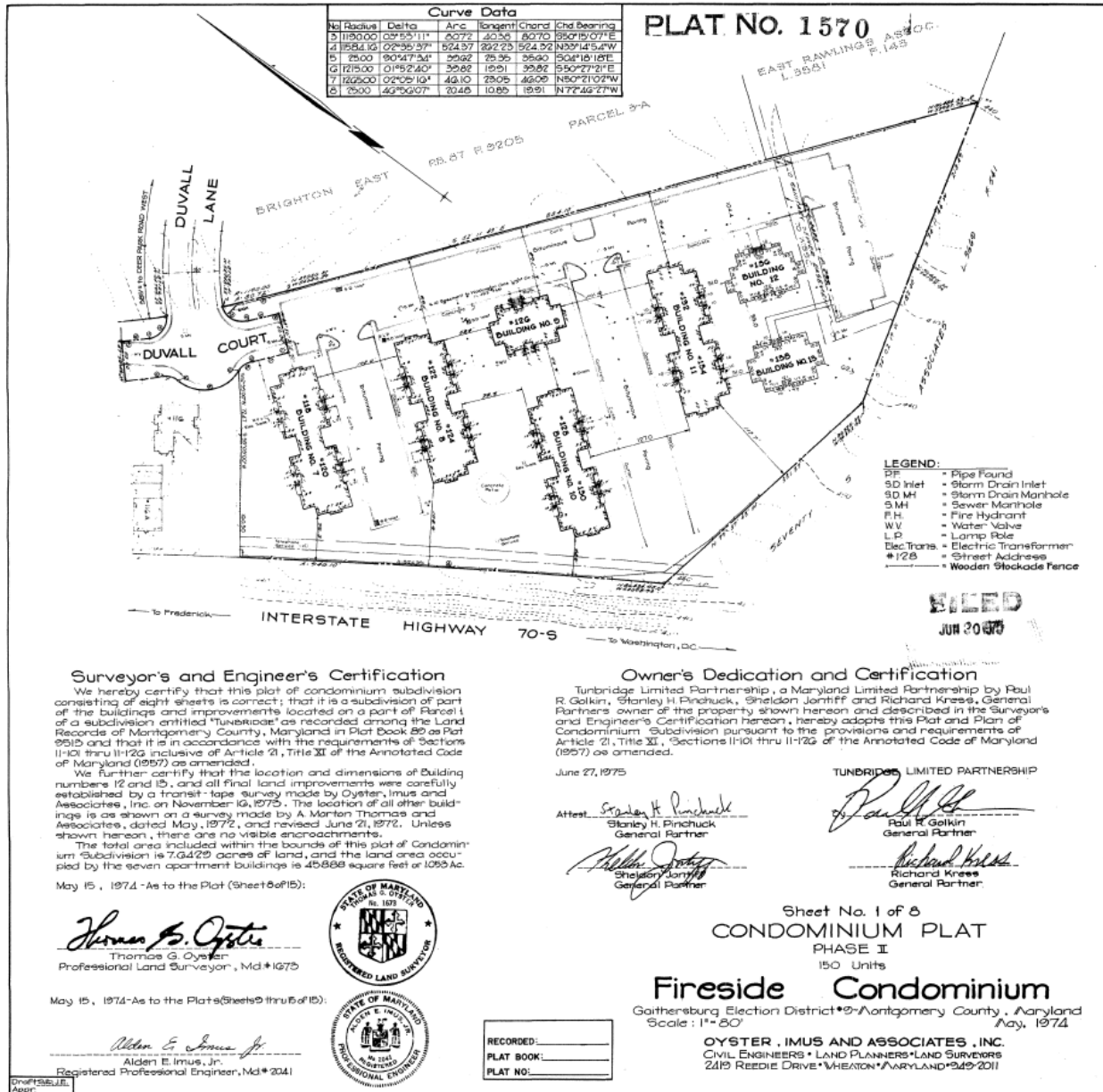
**Fireside Condominium (M: 21-284)**  
**100-138 Duvall Lane (evens only)**  
**Gaithersburg, Montgomery County, Maryland**



Representative example of a 1974 condominium plat, phase I of Fireside Condominium showing the floor plans (MCP 1524).

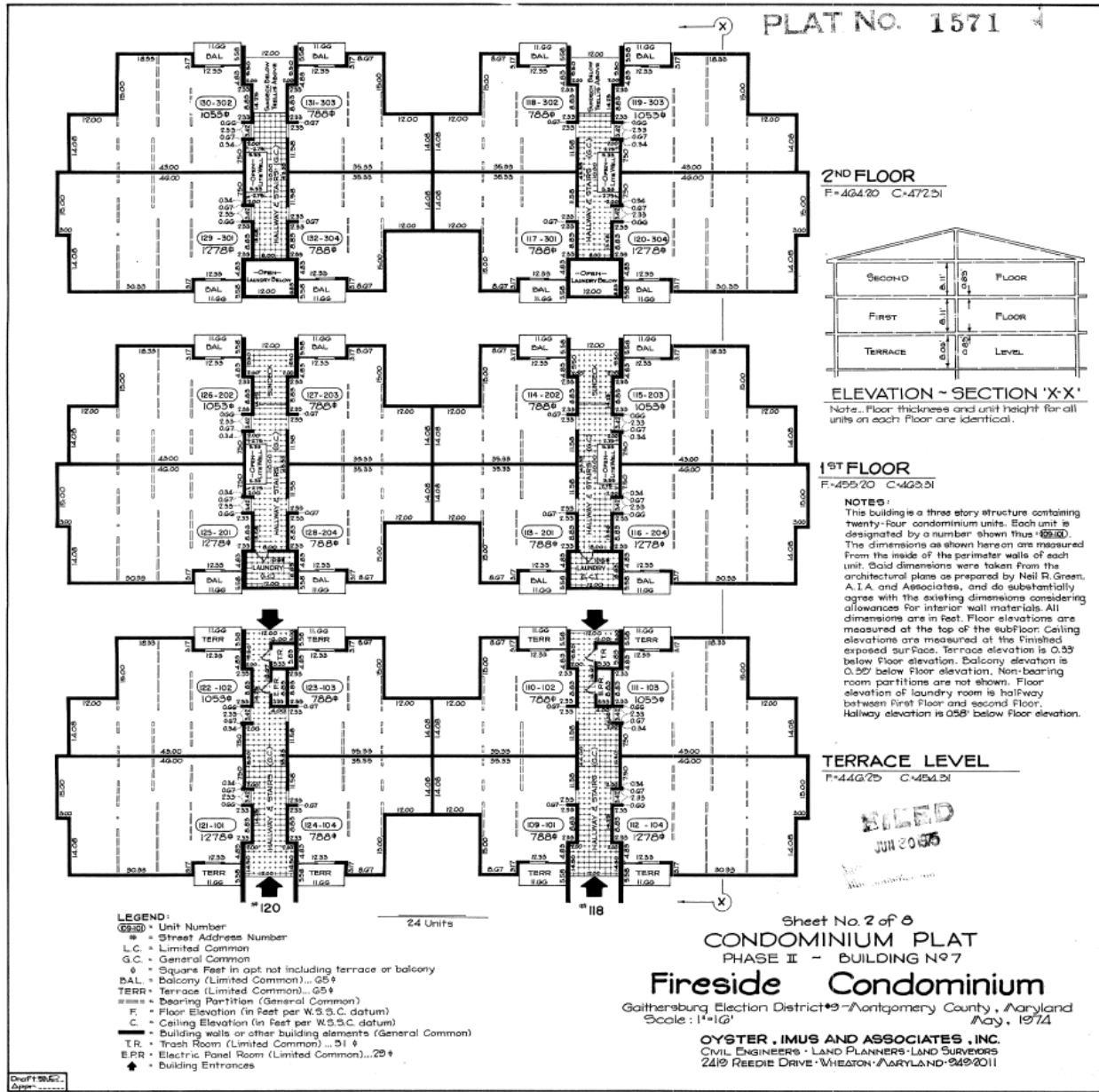


**Fireside Condominium (M: 21-284)**  
**100-138 Duvall Lane (evens only)**  
**Gaithersburg, Montgomery County, Maryland**



1974 condominium plat phase II of Fireside Condominium (MCP 1570).

**Fireside Condominium (M: 21-284)**  
**100-138 Duvall Lane (evens only)**  
**Gaithersburg, Montgomery County, Maryland**



Representative example of a 1974 condominium plat, phase II of Fireside Condominium showing the floor plans (MCP 1571).



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 1

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Photo 1 of 10: View of 108 Duvall Lane, looking west from parking lot.



Photo 2 of 10: View of 100 Duvall Lane, east oblique.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 10: View of trash receptacle north of 102 Duvall Lane, looking west.**



**Photo 4 of 10: Tennis court, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 10: View of maintenance shop (left) and boiler room (right), looking southwest.**



**Photo 6 of 10: Management office and community center, looking southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 10: View of pool and northeast elevation of management office and community center, Looking Southwest.**



**Photo 8 of 10: Primary entry sign and northwest elevation of management office and community center, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 5

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Photo 9 of 10: View of 132 and 134 Duvall Lane, looking east at the northwest elevation.



Photo 10 of 10: View of playground and I-270 sound barrier, looking southeast.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 6

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**PHOTO LOG**

**Name of Property:** Fireside Condominiums  
**Name of Photographer:** Adriana Moss and Heather Dollins Staton  
**Date of Photographs:** 10/1/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 10:**  
**View of 108 Duvall Lane, looking west from parking lot.**  
M; 21-284\_2018-10-01\_01.tif

**Photo 2 of 10:**  
**View of 100 Duvall Lane, east oblique.**  
M; 21-284\_2018-10-01\_02.tif

**Photo 3 of 10:**  
**View of trash receptacle north of 102 Duvall Lane, looking west.**  
M; 21-284\_2018-10-01\_03.tif

**Photo 4 of 10:**  
**Tennis court, looking west.**  
M; 21-284\_2018-10-01\_04.tif

**Photo 5 of 10:**  
**View of maintenance shop (left) and boiler room (right), looking southwest.**  
M; 21-284\_2018-10-01\_05.tif

**Photo 6 of 10:**  
**Management office and community center, looking southwest.**  
M; 21-284\_2018-10-01\_06.tif

**Photo 7 of 10:**  
**View of pool and northeast elevation of management office and community center, looking southwest.**  
M; 21-284\_2018-10-01\_07.tif

**Photo 8 of 10:**  
**Primary entry sign and northwest elevation of management office and community center, looking west.**  
M; 21-284\_2018-10-01\_08.tif

**Photo 9 of 10:**  
**View of 132 and 134 Duvall Lane, looking east at the northwest elevation.**  
M; 21-284\_2018-10-01\_09.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-284

Name Fireside Condominium  
**Continuation Sheet**

Number Photos Page 7

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**Photo 10 of 10:**

**View of playground and I-270 sound barrier, looking southeast.**

**M; 21-284\_2018-10-01\_10.tif**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: First Baptist Church of Rockville  
Address: 55 Adclare Road  
City: Rockville Zip Code: 20850 County: Montgomery  
USGS Quadrangle(s): Rockville  
Tax Map Parcel Number(s): 0000 Tax Map Number: GR12  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Adriana Moss Date Prepared: 11/12/2018  
Preparer's Eligibility Recommendation: X Eligibility not recommended  
*Complete if the property is a non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes

Description of Property and Justification: *(Please attach map and photo)*

The First Baptist Church of Rockville at 55 Adclare Road is situated immediately southeast of the interchange of Interstate-270 (I-270) and W. Montgomery Avenue (MD 28) in Rockville. This resource contains an irregular-shaped 8.8-acre parcel containing a church building, two sheds, one gazebo, a large parking lot, sidewalks, two playgrounds, a basketball court, a fire pit, street lamps, and two signs. The parcel is bounded by I-270 on the west, W. Montgomery Avenue on the north, Adclare Road and the Roxboro residential neighborhood on the east, and the Rockville Christian Church on the south. The sloping lot is largely covered by a manicured grassy lawn with a concentration of mature trees in the northeast portion of the lot and bushes and ornamental plantings around the building complex. The northwest boundary is also lined with mature trees. The primary elevation of the church sanctuary faces southeast, but the complex can be accessed from Adclare Road to the northeast. The surrounding area is overwhelmingly residential in character and predominantly filled with single-family dwellings. The lot has been owned by First Baptist Church of Rockville since 1969 (Montgomery County Plat [MCP] 10242). The resource also contains the Weekend Early Education (WEE) Center Pre-school (Wasilak and Ray 2011, 3).

The First Baptist Church of Rockville was constructed between 1972 and 1973 into a slope so that its southeast elevation, at the entry, is one story and all other elevations are two stories in height (Wasilak and Ray 2011, 3). The church was built with elements of the Contemporary style. The building, measuring 14,105 square feet, contains a sanctuary, offices, and classrooms (Wasilak and Ray 2011, 3). The square-plan masonry core features two two-story additions, added between 1973 and 1977, creating an L-plan-like footprint. The building sits on a continuous foundation and is clad in a stretcher-bond brick veneer. The north and east elevations feature a randomized projecting brick pattern. The primary entrance to the church is located at the southeast corner in the crux of the overall L-plan of the core and its additions. The entry is filled with a pair of double-leaf, metal-framed, glass doors. They are surrounded by multiple metal-framed, fixed sidelights and trapezoid transom lights. Situated in front of the primary entrance is a long, linear, front-gabled canopy with wide eaves supported by square metal posts. The roof is sheathed in asphalt shingles and covers a poured-concrete pad. The building is covered by a moderately pitched, abstract butterfly and gable roof with wide, overhanging metal eaves sheathed in asphalt shingles. In the center of the roof is a pointed, tapered steeple set upon a four-

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

**MHT Comments:**

\_\_\_\_\_  
**Reviewer, Office of Preservation Services**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Reviewer, National Register Program**

\_\_\_\_\_  
**Date**

## NR-ELIGIBILITY REVIEW FORM

### First Baptist Church of Rockville

Page 2

pronged base. A sign composed of metal letters is attached to the wall situated just north of the entrance and it reads "First Baptist Church;" another similar sign with an additional metal cross is located on the western half of the north elevation. Beneath the eave on each elevation is a ribbon of fixed, metal-framed windows. Other fenestration includes single and paired, metal-framed, single-light, fixed and hopper windows. Two two-story additions extend from the south and east elevations. They are clad in the same materials as the core and are covered by a flat roof with metal coping and feature additional secondary entrances with similar doors as the primary entry. They are covered by cloth awnings and one entrance in each addition also has a large-scale, metal-framed, fixed transom with a geometric pattern set above. Other fenestration in the additions include vinyl-framed, fixed and casement windows.

The First Baptist Church of Rockville is a modified example of a mid-twentieth-century, suburban form commonly found throughout Maryland and the region. It is not known to be associated with any significant events or individuals that have made a significant contribution to local, state, or national history, and is therefore not eligible for listing in the National Register of Historic Places (NRHP) under Criteria A or B. Large-scale additions have diminished its historic integrity of design and materials. The church does not reflect the work of a master, possess high artistic value, or serve as an excellent example of its property type. Therefore, it is also not eligible for the NRHP under Criterion C. This resource was not evaluated Criterion D as part of this assessment.

This property encompasses 8.8 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR12, Parcel 0000.

#### References:

Montgomery County Plats (MCP). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed October 31, 2018.  
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

Wasilak, Jim, and Bobby Ray. 2011. City of Rockville Community Planning & Development Services Department Staff Report: Level 2 Site Plan STP2010-00037, First Baptist Church of Rockville, 55 Adclare Road. Accessed October 31, 2018.  
<http://www.rockvillemd.gov/DocumentCenter/View/5072/STP2010-00037?bidId=>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

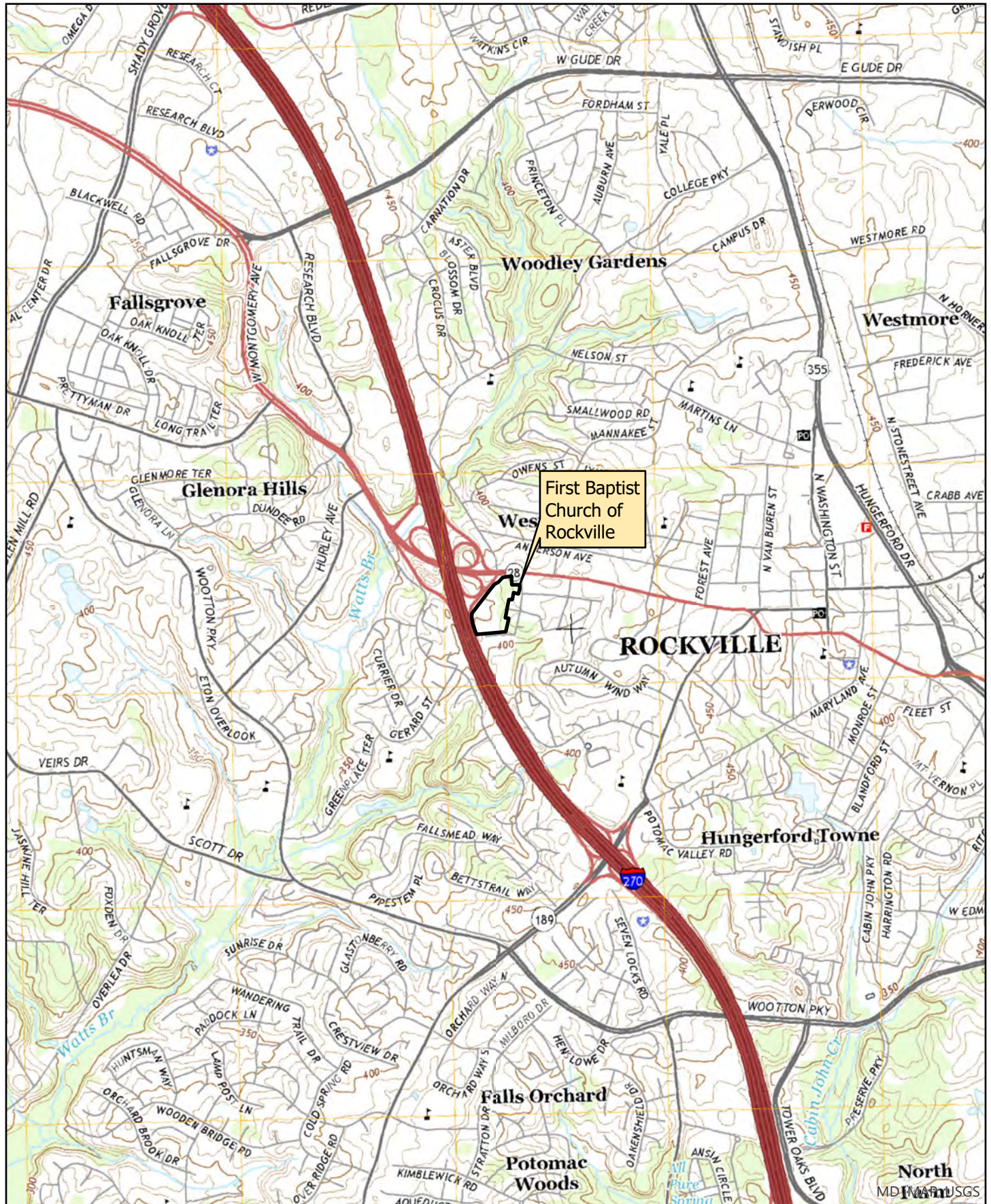
\_\_\_\_\_  
Date



# First Baptist Church of Rockville

Location: 55 Adclare Road  
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville

0 0.3 0.6  
Miles  
Scale: 1:24,000





First Baptist Church of Rockville



View of First Baptist Church of Rockville from parking lot south of the building, looking northeast



View of First Baptist Church of Rockville, south elevation



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Glen Knolls

Inventory Number: M: 31-74

Address: West of the I-495 and Georgia Avenue interchange

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Forest Glen Knolls is a single-family, planned residential neighborhood in Silver Spring, Montgomery County. The neighborhood is bisected by I-495. The northern section is bounded by Forest Glen Road to the north, Georgia Avenue to the east, Forest Glen Neighborhood Park to the west, and I-495 to the south. The southern section is bounded by I-495 to the north, Georgia Avenue to the east, Riley Road to the west, and the Woodside Knolls neighborhood to the south. Forest Glen Knolls has seven curvilinear streets (Forest Glen Road, Forest Glen Court, Ellis Street, Coleridge Drive, Belvedere Place, Westview Terrace, and Riley Road) with 89 single-family dwellings on lots ranging from 0.14 to 0.5 acre, with most averaging 0.18 acre. Seventy-seven of the lots are located in the northern section of the neighborhood while 12 are in the southern section. The Forest Glen Neighborhood Park comprises 3.7 acres. The subdivision, including the

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

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park, encompasses 24.5 acres. The individual lots are either evenly graded or slightly sloped with light tree coverage, plant beds, and bushes and have concrete or asphalt driveway. Secondary buildings include sheds. All of the streets feature curbs and drainage, but the western sections of Coleridge Drive and Ellis Street, as well as Forest Glen Court and Belvedere Place, also have poured-concrete sidewalks.

#### Description:

The dwellings within Forest Glen Knolls, developed as a planned residential neighborhood, were primarily constructed between 1957 and 1962 during the Modern Period (1930-1961) and Suburban Diversification Period (1961-1980). The streets are laid out in a curvilinear pattern, with Forest Glen Road, Ellis Street, Coleridge Drive, and Westview Terrace running east to west and Forest Glen Terrace, Belvedere Place, and Riley Road running north to south. Most of the single-family dwellings were constructed in variations of the Ranch, Transitional Ranch, Two-Story Massed, and Split-Level forms. One house, 9701 Forest Glen Court, was built in 1909, prior to the subdivision of the area. Modern infill (2212-2222 Forest Glen Road), mostly since 1990, occurs throughout Forest Glen Knolls.

Dwellings are primarily three or four bays wide and one or two stories tall. Depending on the slope of the terrain, the houses have a crawl space or basement. Cladding includes stretcher-bond brick veneer, at times in combination with vinyl siding. Roofs are side-gabled or hipped and sheathed in asphalt shingles; some feature an overhanging eave, with a boxed cornice. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of the roof.

Primary entrances are typically off-center and comprise a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Some entry or partial-width porches are covered by a shed or hipped roof or are recessed beneath the building's roof eave. Windows include single and paired vinyl-framed, sliding units, two-over-two or eight-over-eight, wood-frame, double-hung-sash units; and one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also feature fixed, vinyl, louvered or paneled shutters flanking windows on the façade. A small number of dwellings have attached garages. Additions are typically found at the rear or side elevation and are in scale with the original building.

Forest Glen Neighborhood Park, constructed in 1969, is a 3.7-acre recreational park owned and maintained by the Maryland-National Capital Park and Planning Commission (Montgomery Parks 2016). A paved parking lot in the southeastern corner of the park extends from Coleridge Drive. Playground equipment, a basketball court, picnic tables, and water fountains are located just to the north and west of the parking lot, and paved walking trails extend throughout the park. A noise wall for I-495 borders the park to the south.

#### Historic Context:

Forest Glen Knolls was originally part of two large tracts known as "Joseph's Park" and "The Cottage Farm" (sometimes noted as "Cottage Fears") (Montgomery County Deed Books [MCDB] 2265, 418; 2892. 78). Forest Glen Knolls was platted in three multi-lot plats between 1956 and 1961, from east to west (Montgomery County Plats [MCP] 4532, 6477, 5221). Each plat was created by a different developer, starting in April 1956 when Maryland Belt Parkway Development Corporation purchased and platted the



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eastern section of Forest Glen Knolls. The middle section was then platted by real estate agents Philip Jolles and Clara Sennett in 1958, and the westernmost section was platted in 1961 by the Gerald Corporation. Houses were built in each section soon after platting, with all houses built between 1957 and 1962 (National Environmental Title Research 1957, 1963). None of these were prolific developers nor were they known to be involved with other suburban developments. Within each of the platted areas, several local construction companies, including Oriental Building Co., Norlee Construction, and Glen Manor Homes, built the houses, creating a housing stock varied in style and form.

With its small scale and proximity to nearby schools and other facilities, Forest Glen Knolls did not include community amenities until 1969 when the Forest Glen Neighborhood Park was constructed. Forest Glen Knolls was not widely promoted; however, the Maryland Belt Parkway Development Corporation advertised houses along Coleridge Drive as Forest Glen Estates (Washington Post 1958, C20). One of the company's split-foyer models was included on the Washington Post's Homes of '58 tour (Washington Post 1958, C2). Those houses along Coleridge Drive were touted for their proximity to Washington D.C, along Georgia Avenue. Priced at \$23,500, they had three bedrooms, three bathrooms, electric kitchens, and a recreation room (Washington Post 1958, C20; 1960, B4).

#### Evaluation:

Forest Glen Knolls was evaluated as a planned residential neighborhood in the Modern Period (1930-1961) and Suburban Diversification Period (1961-1980) in accordance with Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places (NRHP) Criteria A, B, and C.

Forest Glen Knolls is typical of the ubiquitous planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern and Suburban Diversification periods. The development did not introduce design innovations and does not demonstrate significant associations with suburban trends. The resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. The associated Forest Glen Neighborhood Park is typical of other surrounding neighborhood parks such as nearby Montgomery Hills Park and General Getty Neighborhood Park. Therefore, the resource is not eligible under Criterion A.

Forest Glen Knolls' many developers had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Forest Glen Knolls is surrounded by similar subdivisions and is a modest example of a planned residential neighborhood. Ranch, Transitional Ranch, Two-Story Massed, and Split-Level dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. The associated Forest Glen Neighborhood Park features elements common to other neighborhood parks in the area. Because Forest Glen Knolls is a common example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. As an architectural resource, the resource, it was not evaluated under Criterion D.

This resource encompasses approximately 24.5 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP12 and also as seen in Montgomery County plat records 4532, 5221, 6477, and 17565. The neighborhood located on both the north and south sides of I-495. The northern section is bounded by Forest Glen Road to the north, to the east by Georgia Avenue, by Forest Glen Neighborhood Park to the west and to the south by I-495. The southern section of the neighborhood is bounded by I-495 to the north, Georgia Avenue to the east, to the west by Riley Road, and to the south by the Woodside Knolls neighborhood.

#### References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed January 20, 2019. <http://www.mdlandrec.net/>.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 20, 2019. <http://plats.net/pages/index.aspx>.

Montgomery Parks. 2016. Forest Glen Neighborhood Park. Accessed February 29, 2019. <https://www.montgomeryparks.org/parks-and-trails/forest-glen-neighborhood-park/>.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed January 15, 2019. <http://www.historicaerials.com/viewer>.

The Washington Post. 1958. "Forest Glen Estates" advertisement. September 20, 1958, C20.

---1958. "Forest Glen Estates" advertisement. September 27, 1958, C2.

---1960. "Forest Glen Estates" advertisement. February 6, 1960, BF.

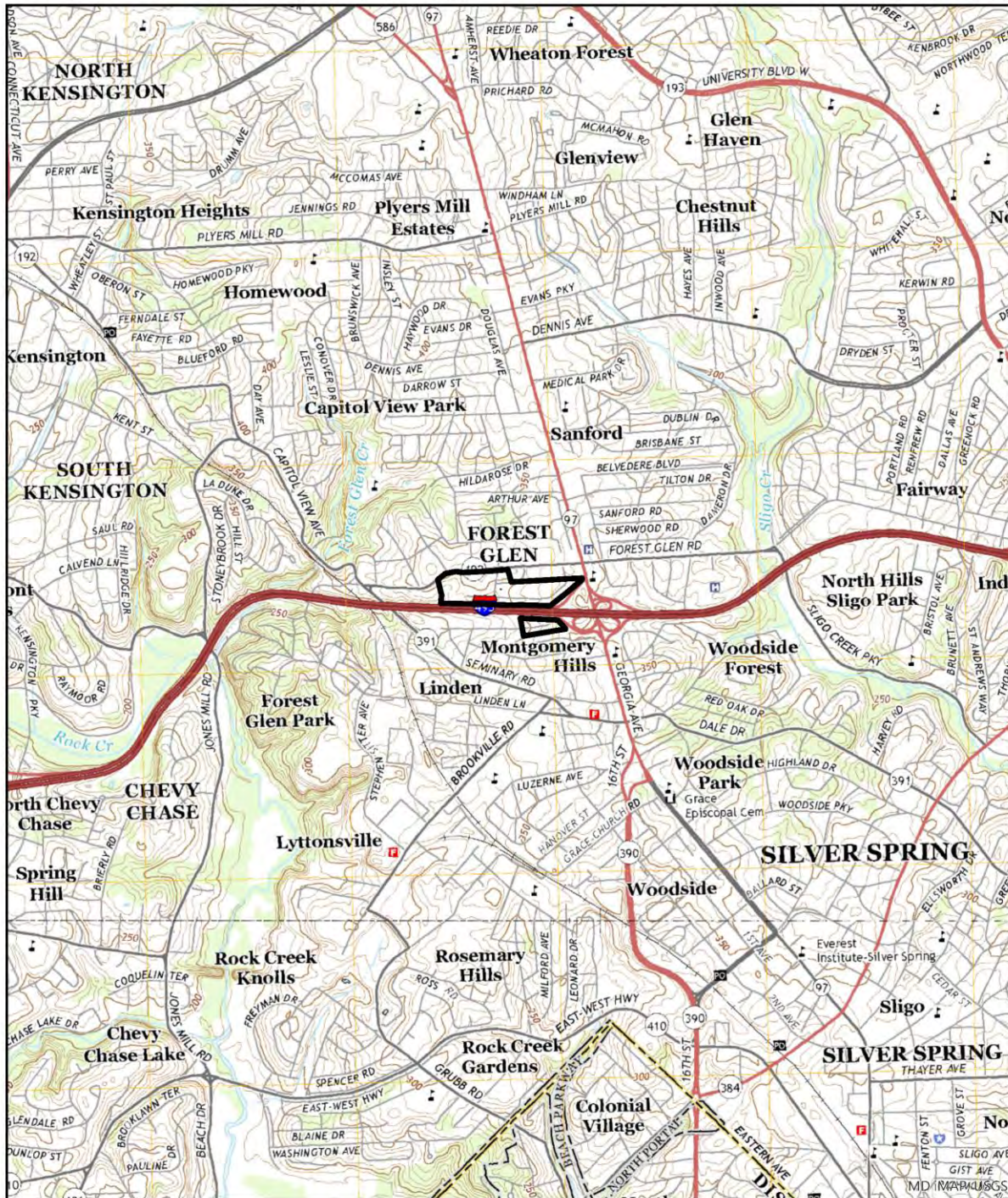


**Forest Glen Knolls**

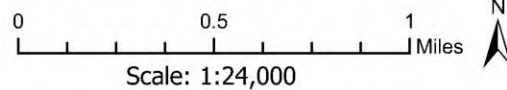
Location: West of the I-495 and Georgia Avenue interchange

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



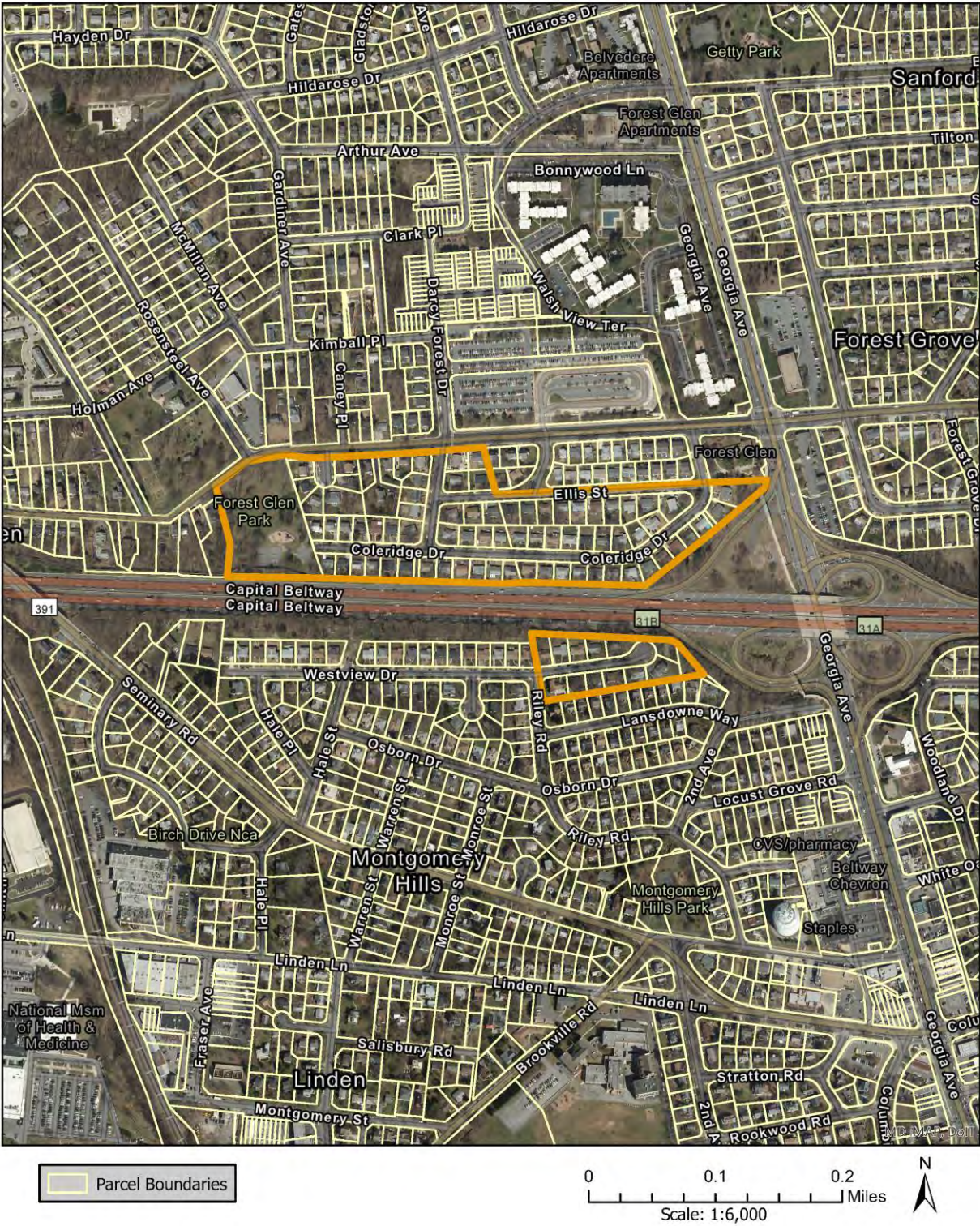


Forest Glen Knolls

Location: West of the I-495 and Georgia Avenue interchange

Montgomery County

City: Silver Spring







2110 Coleridge Drive, northwest elevation.



2113 Coleridge Drive, south elevation.





2200 Ellis Street, north elevation.



2300 Coleridge Drive, north elevation.





View of north side of Coleridge Drive, looking northeast.



View of west side of Belvedere Place, looking northwest.





Forest Glen Neighborhood Park, looking northwest towards basketball court.



Forest Glen Neighborhood Park, looking north towards walking trails.





Forest Glen Neighborhood Park, looking north from parking lot.



North side of Coleridge Drive from intersection with Belvedere Place, looking east.

**PHOTO LOG**

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Number of Photos: **10**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-11-29**

Location of Original Digital File: **MD SHPO**

File Format: **M: 31-74\_2018-11-29\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

2110 Coleridge Drive, northwest elevation.

02.tif

2113 Coleridge Drive, south elevation.

03.tif

2200 Ellis Street, north elevation.

04.tif

2300 Coleridge Drive, north elevation.

05.tif

View of north side of Coleridge Drive, looking northeast.

06.tif

View of west side of Belvedere Place, looking northwest.

07.tif

Forest Glen Neighborhood Park, looking northwest towards basketball court.

08.tif

Forest Glen Neighborhood Park, looking north towards walking trails.

09.tif

Forest Glen Neighborhood Park, looking north from parking lot.

10.tif

North side of Coleridge Drive from intersection with Belvedere Place, looking east.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Glen Park

Inventory Number: M: 36-94

Address: South of I-495 between Rock Creek Park and CSX Railroad

Historic District: No

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP61; HP62; HP52

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Forest Glen Park is a planned residential neighborhood located just south of I-495 between Rock Creek Park and the CSX Railroad (historically the Metropolitan Branch of the Baltimore and Ohio Railroad) in Silver Spring. Rock Creek Park Stream Valley Unit (SVU) 2 surrounds the resource on the south and west, with a smaller portion thereof and Newcastle Avenue bordering the north side of the neighborhood. Linden Lane and the National Park Seminary Historic District (M: 31-8) are to the east. This resource contains approximately 37 acres including 114 single-family dwellings on wooded lots ranging between 0.2 and 0.6 acre. One undeveloped parcel on Woodstock Avenue is owned by the Maryland-National Capital Park and Planning Commission. Narrow winding streets, many with asphalt or concrete curbs, traverse the steep natural topography. The neighborhood is devoid of sidewalks. Streetlights are few in number and

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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consist of standard lamp arms attached to telephone poles. Individual lots are landscaped with grassy lawns, shrubs, small-scale retaining walls, ornamental foliage, and some mature trees. Small sheds and detached garages are common secondary resources.

Description:

Forest Glen Park contains 114 single-family dwellings constructed between 1887 and 2019. More than half of the houses in this neighborhood were built during the Modern Period (1930-1960), while roughly a dozen date from the last three decades, infilling open lots. The 10 oldest houses, built between 1887 and 1903, include I-house, Massed Plan, front-gable-and-wing, asymmetrical, and Four-Square forms with elements of the Shingle, Stick, or Folk Victorian styles. However, a majority embody the Colonial Revival style with Cape Cod, Minimal Traditional, Transitional Ranch, and simple Two-Story Massed forms. Ranch and Split-Foyer houses exhibit features of the Contemporary style, while dwellings built in more recent decades have attempted to blend in with the character of the neighborhood using New Traditional styles and familiar house forms, such as Bungalows.

Houses are one to two-and-a-half stories tall and three to six bays wide. Depending on topography, dwellings may include garages or full basements. Some older dwellings feature masonry foundations and coursed or rough-cut stone walls. Other exterior cladding materials include stucco, wood shingles, and simple-drop weatherboard siding, while the Shingle-style house at 2900 Wilton Avenue has a mix of these materials. However, a majority of dwellings are clad in stretcher-bond, American-bond, or painted brick veneer; weatherboard, aluminum, fiberboard, T1-11, or vinyl siding; or some combination of these materials. Roof types vary widely and include side and front gables, hipped, gambrel, and complex varieties, or a combination thereof. Some feature additional elements like turrets, clipped gables, and dormers. All roofs are sheathed in asphalt shingles and lined by a boxed cornice or partial or full gabled end returns. Most dwellings feature a single brick chimney along a side elevation or at the center of the house.

Most primary entrances are centrally located on the façade and have a single-leaf wood door; however, there are houses with asymmetrical façades with off-set or recessed main entries on the primary or side elevation accessible from a porch. In some Colonial Revival-style houses, main entries have a modest wood surround with fluted pilasters or are topped by a decorative brick or stone lintel. Entry porches are common and include one-story, one-bay porticos, pent roofs, partial-width porches, and wrap-around varieties. Where present, original windows are often wood-frame, double-hung, fixed, or awning sashes, although some mid-century dwellings have metal-framed casement and awning-sash windows. However, a majority of houses feature replacement units including one-over-one, vinyl-framed, double-hung sashes with faux muntins or aluminum-clad casement windows. Some dwellings have fixed, aluminum or vinyl, louvered or paneled shutters flanking windows at the façade. One-story, one-bay, detached garages and built-in garages are commonly found in association with postwar houses in Forest Glen Park. Where no garages are present, driveways often have been enlarged to provide off-street parking space.

Additions and modifications to houses are common. Additions are typically found at side or rear elevations, and often keep with the scale and materials of the original houses. However, some modifications are incompatible with the design and character of the older building. Examples of these additions include the large two-and-a-half story, three-bay, commercial expansion of a circa-1941 Minimal



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Traditional house at 2816 Linden Avenue, currently in use as a small-animal veterinarian hospital. The one-story, Ranch house at 2924 Wilton Avenue has a two-story, three-bay addition to the façade. Other modifications, like the conversion of a one-bay garage into living space, expanded main entrance, and addition of a carport and new entry porch to the Ranch house at 2912 Stanton Avenue, detract from the original character of the property.

#### Historic Context:

Silver Spring's development was sparked by construction of the Metropolitan Branch of the Baltimore and Ohio Railroad in 1873 and furthered by the expansion of streetcars and improved roadways in the following decades. The land that became Forest Glen Park was initially developed by a group of entrepreneurs who formed the Forest Glen Improvement Company after purchasing part of the "Highlands" estate from Alfred Ray, announcing plans for a luxury hotel and summertime resort featuring suburban "villa sites" for sale in 1886 (The Washington Post 1886, 2). Platted in March of 1887, the Forest Glen Park neighborhood contained nine blocks, the largest of which was reserved for the hotel, with 120 residential lots and narrow streets stretched across the site's rugged natural topography. Opening June 1, 1887, the Forest Inn was designed in the Shingle style, linking the neighborhood to other fashionable, late-nineteenth century, resort communities (The Washington Post 1887, 2). The natural characteristics of the site and the amount of parkland reserved around the neighborhood were promoted as healthy alternatives to summer in the city with lots initially priced between \$470 to \$800 (The Evening Star 1887a, 5). A few of the company's officers built residences in the neighborhood, including Seymore Tullock's house at 2900 Wilton Avenue (designed by architect Robert Stead) and Alexander Hensey's house at 2925 Covington Road, both constructed in the Shingle style (The Evening Star 1887b, 2; Montgomery County Deed Book [MCDB] TD 17, 402).

Less than a dozen dwellings were built during the Industrial/Urban Dominance Period (1870-1930). Ultimately, the hotel and accompanying residential neighborhood was not as lucrative as investors had hoped. The venture failed due to several financial panics in the 1890s and steep competition from nearby developments along the Baltimore and Ohio, including a neighboring subdivision platted a few months after Forest Glen Park by the Forest Glen Investment Company and referred to simply as Forest Glen (The Evening Star 1889, 7; Montgomery County Plats [MCP] A, 17). In 1894, the Forest Inn and 32 surrounding acres were leased and later sold to educators John and Vesta Cassedy who established the National Park Seminary as an elite finishing school for young women (McBride 1992, 52). New school buildings were constructed around the hotel like the 1901 Miller Library at 2706 Linden Avenue (designed by Philadelphia architect Emily Elizabeth Holman), and the house at 2802 Linden Avenue—both of which are located within the boundaries of the National Park Seminary Historic District (M: 36-1) (Lavoie 2012 [electronic document]; MCDB 897, 451). The National Park Seminary Historic District and the nearby Forest Glen Historic District (M: 31-8) are listed in the National Register of Historic Places (NRHP) (Maryland Historical Trust 2019).

Residential construction filled many lots in Forest Glen Park during a period of federal government expansion. In the 1930s, several vacant lots and adjoining acreage were acquired by Fanny M. Allen from the widow of James Ament, the last president of the National Park Seminary. Ms. Allen worked with real-estate developer, Roberts E. Latimer, and other Forest Glen Park property owners to revise and expand the northwestern end of the neighborhood, adding a tenth block between what is now Wilton and Forsythe

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Avenues in 1938 (MCP 961). Those 0.33 and 0.75-acre lots were advertised by Latimer starting at \$700 (The Washington Post 1938, R6).

In 1942, the United States Army seized the National Seminary Park campus and land to the east of Forest Glen Park to establish the Walter Reed Army Medical Center. In the following decades, small groupings of lots and individual parcels in Forest Glen Park were sold to small-scale and middling homebuilding companies like the John C. Walker Company, Lamon-Henderson, Inc., Korzendorfer Homes, and Wohlfarth Development Corporation. Newly constructed 3-bedroom houses were advertised in the 1950s and early 1960s with for \$18,000 to \$25,000 (The Sunday Star 1954, 55 and 1961, 78; The Washington Post 1951, R4 and 1961, D19). This pattern of development resulted in a variety of nationally popular house types and styles. One of the few instances where a single house type was repeated is four Spilt-Foyer dwellings constructed circa 1968 at 2928, 2932, 2940, and 2944 Wilton Avenue. Another example is seven circa-1986 frame dwellings along Woodstock Court that invoke the traditional design of Craftsman-style Bungalows.

#### Evaluation:

Forest Glen Park was evaluated as a planned residential neighborhood in the Industrial/Urban Dominance Period (1870-1930), Modern Period (1930-1960), and Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

As a planned residential neighborhood, Forest Glen Park is an example of the most common type of residential construction that emerged during the Industrial/Urban Dominance Period (1870-1930) in Montgomery County. Initially marketed as a suburban retreat for wealthy D.C. residents, Forest Glen Park is typical of its development type in its location and design. Touted for its remote location, the rugged topography, limited access, and competition from other residential developments in the area slowed its growth. As an established neighborhood with access to public utilities, the area saw substantial growth throughout the Modern Period (1930-1960) and continued infill development during the Suburban Diversification Period (1961-1980) to the present. Other examples of planned residential neighborhoods dating from the same time period in Montgomery County better illustrate significant patterns of this type of suburban development, such as the Takoma Park Historic District (M: 37-3), Woodside Historic District (M: 36-4), Forest Glen Historic District (M: 31-8), and Capitol View Historic District (M: 31-7). Forest Glen Park did not introduce design innovations influential to later developments and does not demonstrate significant associations with exurban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

Those individuals involved in the development of this section of Forest Glen Park are not known to have made significant contributions to suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

While this subdivision retains many of the character-defining elements of planned residential neighborhoods, its original design has been altered through some modifications to the lot, block, and street patterns over time. Predominantly filled with traditionally styled, popular houses, this type of



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residential community is common in Montgomery County. Most houses in Forest Glen Park have been modified with replacement materials, alterations of original design characteristics, and additions that have diminished the neighborhood's historic integrity of design, materials, workmanship, feeling, and association. Recently constructed dwellings have introduced new forms and New Traditional styles post 1990 to the neighborhood (McAlester 2013). Because Forest Glen Park is not an outstanding example of its type and does not convey high artistic value as the work of a master, it is not eligible under Criterion C. Forest Glen Park was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 37 acres and is defined by Linden Lane to the east, Newcastle Avenue to the north, Rock Creek Park SVU 2 to the west and south. It includes multiple parcels found on Montgomery County Tax Map HP61, HP62, and HP52 (2018).

#### References:

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--- 1887b. "Mr. Tullock's Suburban Home." April 9, 1887, 2.  
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McBride, Sarah Davis. 1992. "Ornaments of Education: the Material World of National Park Seminary." Washington History. Vol. 4, No. 1, pp. 46-68.  
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State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed December 20, 2018. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

The Sunday Star. 1954. Advertisement for new house in Forest Glen Park. January 3, 1954, 55  
--- 1961. Advertisement for 2916 Wilton Avenue, Wohlfarth Development Corp. May 28, 1961, 78.

The Washington Post. 1886. "Forest Glen to Be Improved." September 12, 1886, 2.  
--- 1887. Advertisement for the Forest Inn. May 8, 1887, 2  
--- 1938. Advertisement for lots in Forest Glen Park, Roberts E. Latimer. March 27, 1938, R6.  
--- 1951. Advertisement for 2925 Stanton Avenue, Ross & Phelps, Inc. April 22, 1951, R4.  
--- 1961. Advertisement for 9509 Woodley Avenue, Korzendorfer Homes. August 26, 1961, D19.

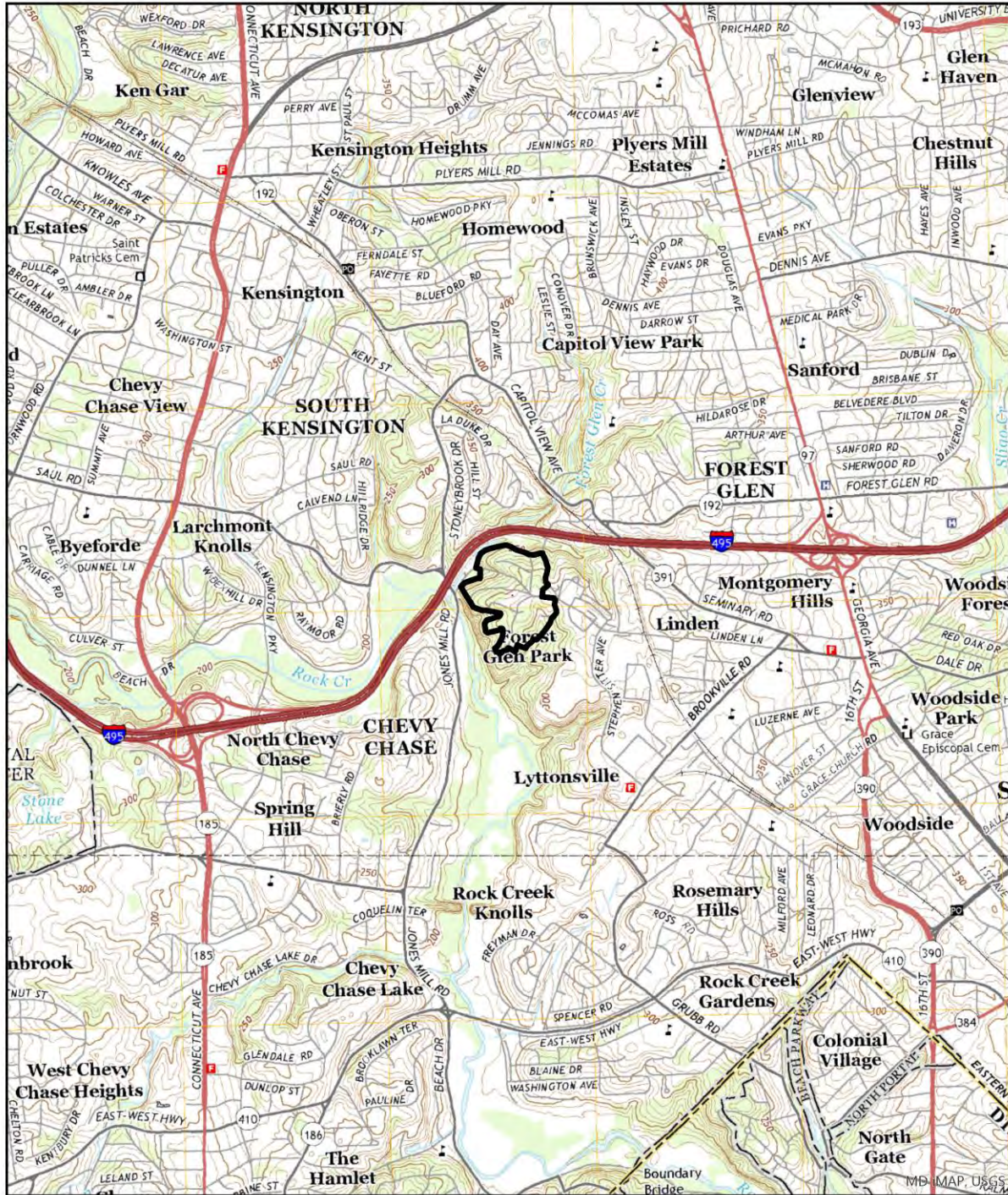


**Forest Glen Park**

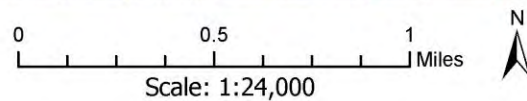
Montgomery County

Location: South of I-495 between Rock Creek Park and CSX Railroad

City: Silver Spring



USGS 7.5' Quadrangle - Kensington





Forest Glen Park

Location: South of I-495 between Rock Creek Park and CSX Railroad

Montgomery County

City: Silver Spring







Northwest oblique of 2806 Woodstock Avenue.



View along south side of Forsythe Avenue, looking west.





View of east elevation of Tullock House, 2900 Wilton Avenue, looking west.



View of 2815 and 2813 Covington Road, looking southeast.





North elevation, 2912 Forsythe Avenue.



View of south elevation, 2907 Covington Road, looking north.





View of 2902 Stanton Avenue, looking southeast.



Northwest elevation of 9521 Woodley Avenue.





View of 2924 Wilton Avenue, looking southwest.



View of south elevation of 2944 Wilton Avenue, looking northeast.



View of new infill construction at 2925 Covington Road, looking northwest.



**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Michal Tawney**

Date of Photographs: **2019-01-07**

Location of Original Digital File: **MD SHPO**

File Format: **M: 36-94\_2019-01-07\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Northwest oblique of 2806 Woodstock Avenue.

02.tif

View along south side of Forsythe Avenue, looking west.

03.tif

View of east elevation of Tullock House, 2900 Wilton Avenue, looking west.

04.tif

View of 2815 and 2813 Covington Road, looking southeast.

05.tif

North elevation, 2912 Forsythe Avenue.

06.tif

View of south elevation, 2907 Covington Road, looking north.

07.tif

View of 2902 Stanton Avenue, looking southeast.

08.tif

Northwest elevation of 9521 Woodley Avenue.

09.tif

View of 2924 Wilton Avenue, looking southwest.

10.tif

View of south elevation of 2944 Wilton Avenue, looking northeast.

11.tif

View of new infill construction at 2925 Covington Road, looking northwest.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Glen Road Houses

Inventory Number: M: 31-75

Address: 2512-2524 Forest Glen Road (evens only)

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP42

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

The Forest Glen Road Houses are a group of seven houses (2512-2524 Forest Glen Road) constructed in the 1950s north of I-495 in Silver Spring. They are bounded on the north by Forest Glen Road, on the south by I-495, and on the east and west by houses at 2506 and 2600 Forest Glen Road, respectively. The group contains 1.21 acres and comprises seven lots, all of which extend south from Forest Glen Road and range in size from 0.12 to 0.19 acre. The individual lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in front and/or rear yards. Secondary buildings include sheds and detached garages and all lots have a driveway that is made of either asphalt or loose gravel. Some lots have a walkway that connects the façade to Forest Glen Road.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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Description:

The seven houses were constructed as infill between 1951 and 1955 during the Modern Period (1930-1960). The group includes variations of the Transitional Ranch form.

The dwellings are all one story tall and three to five bays wide. Depending on the slope of the terrain, they have a crawl space or basement. Structural systems are clad in a stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of the two. Roofs, sheathed in asphalt shingles, include side-gabled, front-gabled, and hipped examples. Most dwellings have a single brick chimney set along a side elevation.

Primary façade entrances are typically off-center and have a single-leaf wood or fiberglass door and storm door, often accessed by a concrete or brick stoop. Window type varies among the houses but includes metal-frame sliding; casement; paired, 16-light fixed, six-over-six, double-hung-sash; wood-framed picture; or vinyl replacement units. Shutters on the façade and additions on the rear or side elevations are common.

## Historic Context:

The houses were constructed on the final lots remaining in Linden Forest, platted as early as 1890, when H. Bradley Davidson and Frederick W. Pratt created a subdivision southeast of the Forest Glen Railroad Station and east of the Baltimore and Ohio Railroad. Their plans called for the creation of six blocks, comprising 75 residential lots and a lake, bounded on the north by Forest Glen Road and on the south by Highland Road (present-day Linden Lane) (Montgomery County Plats [MCP] 403). Only limited aspects of this late-nineteenth-century plan ever came to fruition, such as Birch Lane and Hale Street. Throughout the first half of the twentieth century, the lots and blocks were further subdivided and redrawn.

In the late 1940s and early 1950s, Block 1 was reconfigured to comprise 14 irregularly shaped parcels (MCP 1983, 2918). Because plans were already underway for the construction of I-495, the five southern lots were never built upon and were incorporated into the new highway (Nationwide Environmental Title Research, LLC [NETR] 1957). The houses at 2506 and 2600 Forest Glen Road were constructed in the early-twentieth century. By 1957, the Forest Glen Road Houses had been completed north of I-495. The small cluster of early- to mid-twentieth-century houses on Forest Glen Road is all that remains of the original Linden Forest neighborhood; the areas to the south of present-day I-495 were redeveloped as post-World War II neighborhoods (Carroll Springs and Montgomery Hills).

C. Marion Hale, a local builder, owned the lots in the early 1950s. It is likely that he is responsible for the construction of these houses. Shortly after construction, he sold the lots to individual home buyers (Montgomery County Deed Book 1493, 569; 1513, 117). Newspaper advertisements in the classified section highlighted features such as the fireplace, living room, basement, and number of bedrooms (The Evening Star 1953, 67). Throughout the 1960s, houses were priced around \$25,000 with Federal Housing Administration financing available (The Evening Star 1963, 37). Some advertisements noted the proximity to the present-day Sligo Creek Golf Course.

## Evaluation:

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The Forest Glen Road Houses were evaluated as a resource in the Modern Period (1930-1960) in accordance with Maryland's Suburbanization Historic Context and the National Register of Historic Places, Criteria A, B, and C.

The Forest Glen Road Houses were constructed as infill in an earlier subdivision and represent a common housing type constructed in Montgomery County during the Modern Period. The houses do not demonstrate significant associations with important suburban trends, such as local or regional residential development and planning or demographic changes, and are not known to have associations with any other events that have made a significant contribution to the broad patterns of history. The Forest Glen Road Houses are not eligible under Criterion A.

C. Marion Hale, a local builder, had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The Forest Glen Road Houses are modest and basic examples of Transitional Ranch houses. The houses include standard features typical of the period and demonstrate no distinctive stylistic details. They are not the work of master architects and exhibit common materials and forms. Therefore, the houses are not significant under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This resource is bounded by Forest Glen Road on the north, 2600 Forest Glen Road on the west, 2506 Forest Glen Road on the east, and I-495 on the south. It encompasses 1.21 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GP42 and also as seen in Montgomery County plat records 1983 and 2918.

#### References:

The Evening Star. 1953. "New Ramblers." April 19, 1953, 67.  
---1963. Advertisement. September 30, 1963, 37.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Montgomery County Plats (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 3, 2018.  
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

National Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

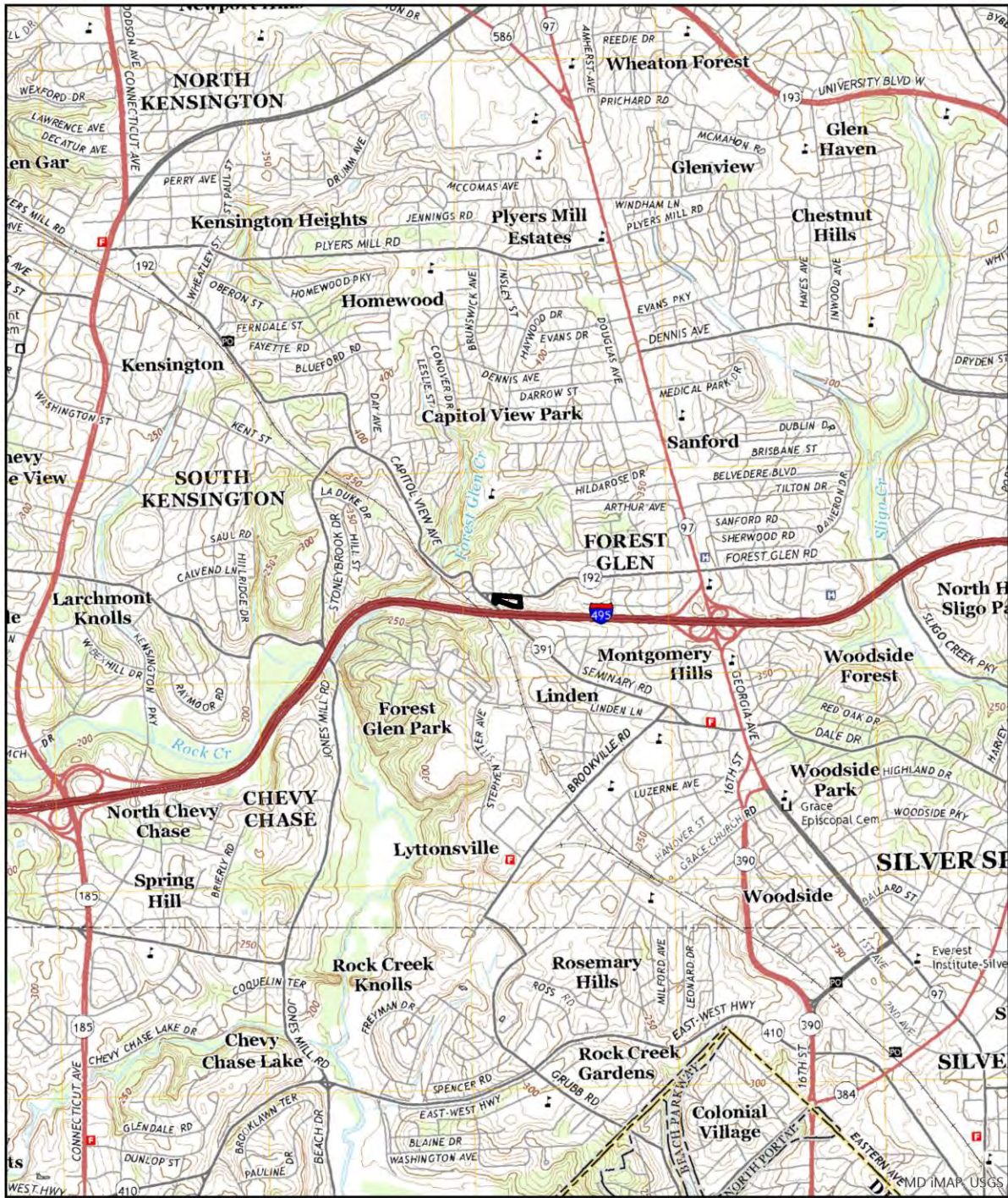


Forest Glen Road Houses

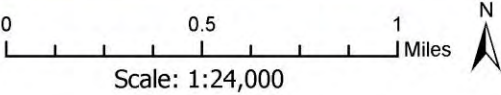
Location: 2512-2524 Forest Glen Road (evens only)

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Rockville





**Forest Glen Road Houses**

Location: 2512-2524 Forest Glen Road (evens only)

Montgomery County

City: Silver Spring







2524 Forest Glen Road, north elevation.



2522 Forest Glen Road, north elevation.





2518 Forest Glen Road, north elevation.



2512 Forest Glen Road, north elevation.





Forest Glen Road streetscape, looking southwest.

**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-02-14**

Location of Original Digital File: **MD SHPO**

File Format: **M: 31-75\_2019-02-14\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

2524 Forest Glen Road, north elevation.

02.tif

2522 Forest Glen Road, north elevation.

03.tif

2518 Forest Glen Road, north elevation.

04.tif

2512 Forest Glen Road, north elevation.

05.tif

Forest Glen Road streetscape, looking southwest.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Glen Tract (West Section) Inventory Number: M: 31-77  
Address: Northeast of the intersection of Forest Glen Road and Glen Avenue Historic District: Yes  
City: Silver Spring Zip Code: 20910 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: HP62  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Caitlin Sylvester Date Prepared: Mar 28, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Forest Glen Tract (West Section) is located northeast of the intersection of Forest Glen Road and Glen Avenue in Silver Spring. The neighborhood is bounded by Holman Avenue to the north, Glen Avenue to the west, Forest Glen Road to the south, and the Forest Glen Historic District (M: 31-8) to the east. Forest Glen Tract (West Section) comprises 17 single-family dwellings on lots ranging between 0.11 and 0.46 acre with the entire area encompassing approximately 3.25 acres. The individual lots are either slightly or moderately sloped with light tree coverage, plant beds, and bushes and have a concrete or asphalt driveway. Most feature retaining walls along the driveway. Secondary buildings include sheds. The streets are laid out in a grid pattern, with Holman Avenue and Forest Glen Road running parallel to the north and

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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south of the area and Glen Avenue running north to south on the western boundary. All of the streets feature curbs and drainage and Holman Avenue and Forest Glen Road have poured-concrete sidewalks.

#### Description:

The dwellings within Forest Glen Tract (West Section), developed mainly as infill in the larger Forest Glen planned residential development, were primarily constructed between 1934 to 1979 during the Modern Period (1930-1961) and Suburban Diversification Period (1961-1980). Most of the dwellings were constructed after 1950 in variations of the Transitional Ranch and Two-Story Massed forms. Dwellings are primarily two or four bays wide and one or two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding includes stretcher-bond brick veneer, at times in combination with vinyl siding. Roofs are side-gabled or cross-gabled and sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side elevation or piercing the ridge of roof.

Primary entrances are typically off-center and contain a single-leaf wood or fiberglass door and storm door often accessed by concrete or brick stoops or entry porches. Some entry or partial-width porches are covered by a shed, gabled, or hipped roof or are recessed beneath the building's roof eave. Windows include single and paired vinyl-framed, sliding units, eight-over-eight, wood-frame, double-hung-sash units, and one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also feature fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Additions are typically found at the rear or side elevation and are in scale with the original building.

Forest Glen Tract (West Section) includes one 1934 house with Colonial Revival-style elements (2505 Forest Glen Road) and one 1938 Minimal Traditional house with dormers (2515 Forest Glen Road). According to state tax data and historic typographic maps, a heavily modified, two-story house featuring brick veneer and a dormer (2509 Forest Glen Road), built circa 1890, predates the others. These older houses are located along the north side of Forest Glen Road, interspersed with twenty-first-century infill (2507 and 2511 Forest Glen Road).

#### Historic Context:

Forest Glen Tract (West Section) was originally part of a larger tract known as "Joseph's Park" (Montgomery County Plats [MCP] A, 17). An approximately 166-acre portion of Joseph's Park, located east of the Baltimore and Ohio Railroad and west of the Seventh Street Turnpike (now Georgia Avenue) was subdivided in 1887 by the Forest Glen Investment Company. Much of the original portion of that subdivision is now the Forest Glen Historic District (M: 31-8), which was recommended eligible for the National Register of Historic Places as a collection of excellent late-nineteenth to early-twentieth century suburban houses in the Queen Anne, Stick, and Gothic Revival styles (Tamburrino 2000).

Throughout the first half of the twentieth century, most of the remaining lots and blocks from Forest Glen Investment Company's subdivision of Joseph's Park located outside of Forest Glen Historic District were further subdivided and redrawn, including Forest Glen Tract (West Section). This west section was part of block 24 on the original plat, and one property, 2509 Forest Glen Road built circa-1890, was likely constructed by the Forest Glen Investment Company due to its two-story form, construction date, and



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location within the original platting for Forest Glen. Although this house has been highly modified with a brick veneer and dormer, according to state tax data and historic typographic maps it appears to date to that time. The remainder of the lots were not developed until at least 1934.

In 1950, the northern half of the Forest Glen Tract (West Section) was resubdivided by Vernon and Doris Miller, with all seven houses built circa 1950 (MCP 2609). Vernon Miller was an auto dealer and had no other ties to Montgomery County real estate (Washington Post 2002). A further resubdivision of the southwestern corner of the Forest Glen Tract (West Section) was done in 1979 by real estate broker James C. Conley and his wife, Mary Conley, resulting in the construction of four houses in 1979 (MCP 12421; Washington Post 2014).

Research did not reveal a common owner, architects, or builders for Forest Glen Tract (West Section), as it appears homeowners bought the lots and built upon them themselves. Newspaper advertisements could not be found, as this small subdivision was developed piecemeal over 50 years as part of the larger Forest Glen area.

#### Evaluation:

Forest Glen Tract (West Section) was evaluated in accordance with Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places (NRHP) Criteria A, B, and C.

Forest Glen Tract (West Section) was constructed as infill in the earlier Forest Glen subdivision and includes common housing types constructed in Montgomery County during the Modern and Suburban Diversification periods. The houses do not present a cohesive whole and do not demonstrate significant associations with important suburban trends, such as local or regional residential development and planning or demographic changes, and are not known to have associations with any other events that have made a significant contribution to the broad patterns of history. The Forest Glen Tract (West Section) is not eligible under Criterion A.

The developers, such as the Millers and Conlys, had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The Forest Glen Tract (West Section) consists of modest and basic examples of Transitional Ranch, Two-Story Massed, Minimal Traditional, and Colonial Revival-style houses. The houses include standard features typical of the periods and demonstrate no distinctive stylistic details. They are not the work of master architects and exhibit common materials and forms, which have been altered over time. Therefore, the resource is not eligible under Criterion C. As an architectural resource, the Forest Glen Tract (West Section) was not evaluated under Criterion D.

This resource encompasses approximately 3.25 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map HP62 and Montgomery County plat records book A page 17, as well as plats 2609 and 12421. The area is bounded by Holman Avenue to the north, Glen Avenue to the west, Forest Glen Road to the south, and the Forest Glen Historic District (M: 31-8) to the east

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 20, 2019.  
<http://plats.net/pages/index.aspx>.

Tamburrino, Timothy. 2000. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Forest Glen Historic District (M: 31-8). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 2002. "Vernon H. "Whitey" Miller" obituary. March 7, 2002. Accessed March 26, 2019. [https://www.washingtonpost.com/archive/local/2002/03/07/vernon-h-whitey-miller/c5bdc6e0-c65d-49c0-8528-a9e7c456f359/?utm\\_term=.24a64a9994ea](https://www.washingtonpost.com/archive/local/2002/03/07/vernon-h-whitey-miller/c5bdc6e0-c65d-49c0-8528-a9e7c456f359/?utm_term=.24a64a9994ea)  
---2014. "James C. Conley" obituary. May 31, 2014. Accessed March 26, 2019.  
<https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?fhid=6151&n=james-c-conley&pid=171182643>.

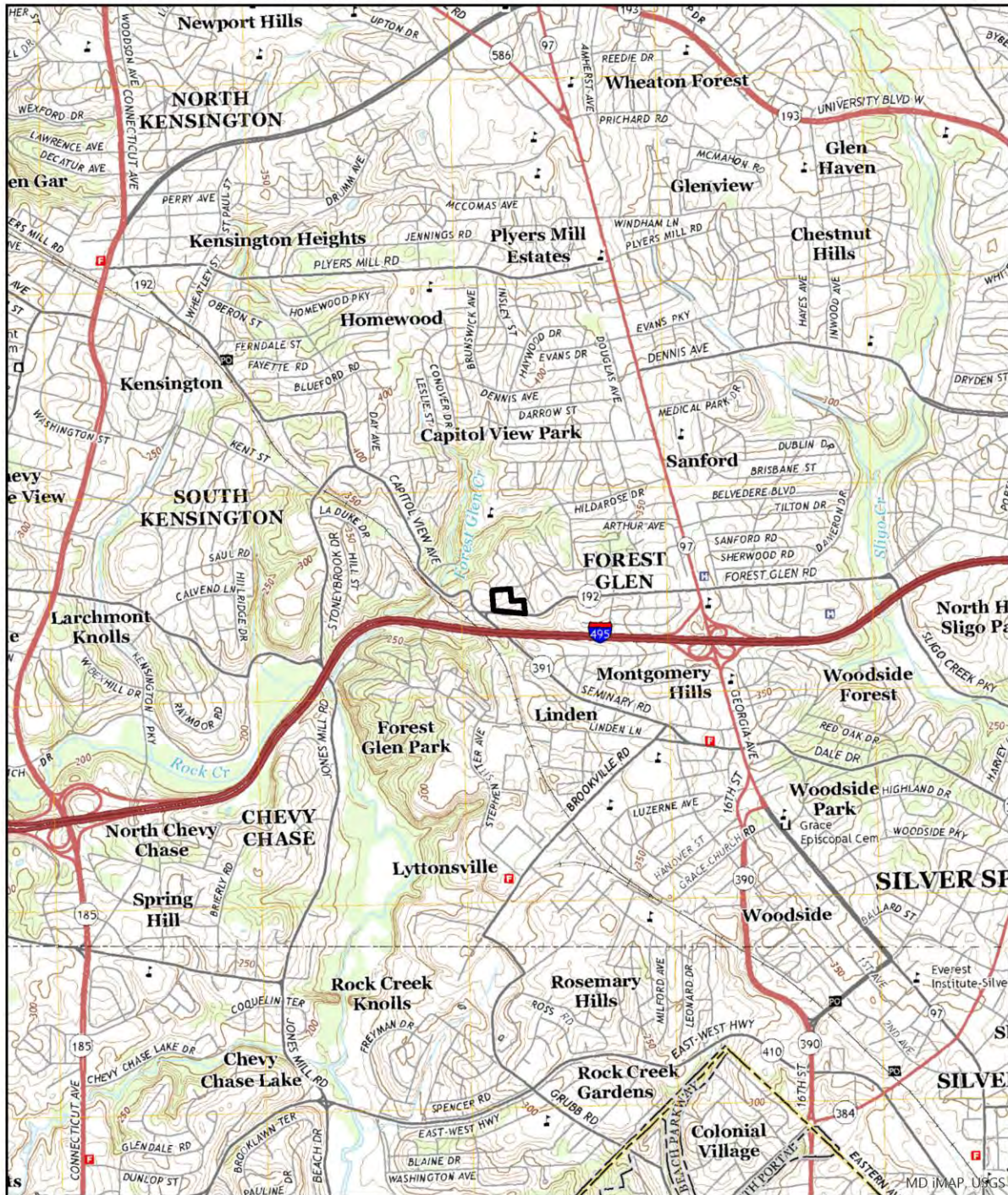


**Forest Glen Tract (West Section)**

Montgomery County

Location: Northeast of the intersection of Forest Glen Road and Glen Avenue

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000



**Forest Glen Tract (West Section)**

Location: Northeast of the intersection of Forest Glen Road and Glen Avenue

Montgomery County

City: Silver Spring







2505 Forest Glen Road, south elevation.



2509 Forest Glen Road, southeast oblique.





2511 Forest Glen Road, south elevation.



9709 Glen Avenue, southwest oblique.





9705 Glen Avenue, west elevation.



9707 Glen Avenue, west elevation.

**PHOTOGRAPHS**

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View of south side of Holman Avenue, looking east.



**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-11-29**

Location of Original Digital File: **MD SHPO**

File Format: **M: 31-77\_2018-11-29\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

2505 Forest Glen Road, south elevation.

02.tif

2509 Forest Glen Road, southeast oblique.

03.tif

2511 Forest Glen Road, south elevation.

04.tif

9709 Glen Avenue, southwest oblique.

05.tif

9705 Glen Avenue, west elevation.

06.tif

9707 Glen Avenue, west elevation.

07.tif

View of south side of Holman Avenue, looking east.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Grove Elementary School

Inventory Number: M: 31-80

Address: 9801 Dameron Drive

Historic District: No

City: Silver Spring

Zip Code: 20902

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Montgomery County Maryland

Tax Account ID: 13-01115403

Tax Map Parcel(s): 0000

Tax Map: JP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT State Highway Administration

Preparer's Name: Rebecca Crew

Date Prepared: Aug 9, 2019

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Forest Grove Elementary School at 9805 Dameron Drive in Silver Spring was built in 1949 and expanded in 1953 by an eight-classroom addition. The school was leased to Holy Cross Hospital in 1982 and re-purposed as the Holy Cross Resource Center, which continues to occupy the building today.

Description

Forest Grove Elementary School is located on the east side of Dameron Drive and along the west side of Sligo Creek Park. The site slopes downhill towards the north, and the northeast end of the school encompasses two stories due to the lower ground level at this location. The school has an angled footprint with a short south wing oriented north-south and a longer wing that extends to the northeast. The building has concrete masonry construction with brick veneer, and it features monitors of frame construction covered by composite cladding. The common bond brick has a header row every seventh course. . The façade faces west toward Dameron Drive. Paved parking lots are located both to the southwest of the school and along the north end of the school building, accessed via driveways from Dameron Drive. A flagpole stands in a small traffic island in front of the primary

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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entrance, at the intersection of the two wings. A concrete sidewalk with steps leads from Dameron Drive along the south half of the northeast wing to the primary entrance.

The primary entrance, facing west, is set in the one-story hyphen between the two wings and has an entrance canopy supported by V-shaped metal-pipe columns. The entrance itself consists of two metal doors with vertical rectangular lights recessed within a painted and beveled surround. A narrow window is to the right of the entrance surround.

North of the entrance, the hyphen's west elevation has three brick-silled windows: a tripartite opening with a fixed central light flanked by fixed one-over-one lights to the right of two windows that have six horizontal rectangle lights set in a three by three arrangement.

The one-and-a-half-story south wing, which originally held a multipurpose room and mix of classrooms, has a low-slope roof, and a tall brick chimney extends between the entrance hyphen and the south wing. The south wing's west façade comprises three sections. The north section has a projecting one-story storage space (with a solid metal door on its south elevation) and two one-over-one sash windows set in a single concrete surround. The center section has a large window wall, dramatically reduced by composite clapboard siding that covers the upper three-fifths of the window. The south section is devoid of openings.

The south wing's south elevation is divided into two halves, with the west half being slightly taller than the east half. The west half has a reduced-size window wall with a ribbon of six square lights in fixed metal sashes above a concrete sill and below composite clapboarding. The east half has a secondary entrance that consists of a pair of metal doors with vertical-rectangular lights sheltered by a flat awning supported by metal pipe posts. Two single, one-over-one sash windows with concrete sills are to the left of the entrance, and a triple window of one-over-one sash units forms an abbreviated ribbon between a concrete sill and composite clapboarding above.

The south wing's east elevation holds two former window walls, both significantly reduced by the addition of composite cladding. Each window wall has a single ribbon of nine, one-over-one windows that remain exposed.

The northeast wing, formerly classrooms, originally consisted of a central hallway with window monitors and flanking classrooms. The east and west elevations have recessed walls, sheltered by overhanging shed roofs and brick dividing walls between the former classrooms. The monitor roof of the northwest wing is highly altered. Originally, the school design had two parallel monitors on the northeast wing, with clerestory windows on both sides of the monitors lighting the classrooms for a trilateral natural lighting scheme. The channel between the two monitors has been covered by a single roof that unifies both monitors and composite panels cover the clerestory windows that remain on the exterior.

The northeast wing originally had three classrooms along each side of a central hallway; these classrooms have individual exterior entrances composed of wood doors with glazing. The entrances adjoin the dividing walls, and ribbons of eight-over-one windows extend to one side (the arrangement of the windows and doors varies). Composite siding extends above the door, across the ribbon window, and to the opposite dividing wall, illustrating the original size of the window walls.

The 1953 addition to the northeast wing extended the parallel monitor roofs and the recessed window walls and brick dividing walls that divide the addition into four bays, each two stories in height. The window walls have been reduced in size by the addition of composite clapboarding and the clerestory windows have also been covered.

An interior stair tower is at the northeast end of the northeast wing and includes multiple fixed sash windows of varying combinations: a six-by-six unit lighting the stairs, a single triple unit on each story of the northwest elevation, and a nine light unit over a recessed, secondary entrance on the northeast elevation.

Fenced areas with play equipment adjoin the west side of the school building, providing private outdoor play space for the day care center that now uses part of the building. Nearby Sligo Creek Park areas include additional recreational facilities.

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Architect Ronald S. Senseman (1912-2001) designed the Forest Grove Elementary School for Montgomery County Public Schools. Senseman, who was educated at Washington Missionary College and Catholic University, designed approximately 150 schools during his career, along with hospitals, office buildings, churches, hotels, nursing homes, and a small number of private residences (Montgomery County Planning Department, n.d.).

In 1950, *Progressive Architecture* magazine featured Forest Grove Elementary in a critique of four recently constructed school buildings from fast-growing communities across the country. *Progressive Architecture* praised the Forest Grove Elementary as “an unusually good illustration of the essentially plastic quality of architectural design”, and that the problems presented by the site and budget led to an architectural and engineering solution that was a “good argument for the adaptability of progressive design” (*Progressive Architecture* 1950).

The south wing originally housed the Kindergarten and First grade classrooms, as well as an all-purpose room with stage, and a kitchen; its central corridor had a skylight. The hyphen originally held restrooms, the school office, library, and a room that served as both the teacher’s lounge and nurse’s station. The northeast wing’s corridor, which sloped downwards towards the northeast, also had skylights. The building was planned to accommodate future expansion to the northeast, and the all-purpose room contained folding partitions so that the space could be used as temporary classrooms. The school’s trilateral lighting system provided ample natural light, and the use of hopper windows, high ceilings, and radiant floor heating provided more natural systems of heating and ventilation than later school designs. The Soulder Construction Company built the northeast addition to Forest Grove Elementary School in 1952-1953 for approximately \$133,000 (*The Washington post* 1952).

Montgomery County, like many other suburban jurisdictions, built numerous schools in the post-World War II period to accommodate a growing numbers of students, the result of both mass migration to the suburbs and the large number of children born as part of the Baby Boom population bubble.

According to the Suburbanization Historic Context Addendum (1961-1980), in the 1970s, changes to building facility norms led to most school buildings relying on HVAC systems for heating and cooling (Manning et al, 2019, 119). Not surprisingly, the system of functional windows for ventilation and natural lighting at Forest Grove Elementary School came to an end. Aerial imagery indicates the two separate monitors remained until at least 1970, but the new roof was added by 1981.

In the 1980s, Montgomery County closed many of its public schools due to declining student population numbers. By 1984, this number was 64 schools in Montgomery County: three schools had been razed, two were available for lease, 21 had been adapted or were under consideration for other public uses; 13 were utilized by the Board of Education for offices and storage; 23 were leased to non-profit organizations, and 1 had been leased to a for-profit business (*The Washington Post* 1984). Many of the public-school buildings were leased to other organizations to operate private schools, but other common uses included recreational centers and senior citizens centers.

Beginning in 1982, Holy Cross Hospital leased Forest Grove Elementary School for \$35,000 a year to house the Kensington Day Care Center and an adult day-care program. The two programs often combined activities such as sing-alongs and storytelling. Holy Cross Hospital also used the school building for prenatal classes and health seminars (Swenarski 1982). The combined use of the property as a day care center and adult day care center reflects the changes in demographic patterns in the 1980s, with more women in the workforce and longer life expectancy (Manning et al., 2019, 23). Currently, the Holy Cross Resource Center still incorporates the Kensington-Forest Glen Children’s Center, Medical Adult Day Care, a Caregiver Resource Center, Prenatal Education, and Community Health and Fitness.

#### Significance Assessment

Forest Grove Elementary School is not eligible for listing in the National Register of Historic Places. Montgomery County built the school during a rapid era of suburbanization, along with scores of other schools. This association with a common historical trend is not significant under Criterion A. While the building’s use as a day care center, for both children and adults, beginning in the 1980s, reflects demographic changes typical of that period, this use has not occurred for a long enough period to be considered historic. The building is not associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.



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Forest Grove Elementary School is not associated with significant individuals, and it is not eligible under Criterion B.

Ronald S. Senseman's design for Forest Grove Elementary School was a noteworthy example of innovative contemporary modern style, particularly the implementation of a trilateral lighting scheme utilizing parallel monitors with clerestory lights. However, due to extensive changes to the school building that have significantly reduced the size of the window walls and covered the clerestory windows on the two-sided monitors, the original design is no longer apparent, and character defining features have been eliminated. As a result, Forest Grove Elementary School has diminished integrity of design and materials and does not convey any distinctive characteristics or artistic values. It is not eligible for listing under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

The surveyed limits consist of the 6.9 acres, encompassing Parcel A of Forest Grove Section 1 (Montgomery County Tax Map JP12).

#### Reference List

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The Washington Post. 1952. "D.C. Builder Fined \$1600 By County." The Washington Post, October 27, 1952, pg. 22.

The Washington Post. 1982. "Day Care Center for Elderly, Handicapped." The Washington Post, September 8, 1982, pg. MD14. ProQuest Historical Newspapers: The Washington Post.

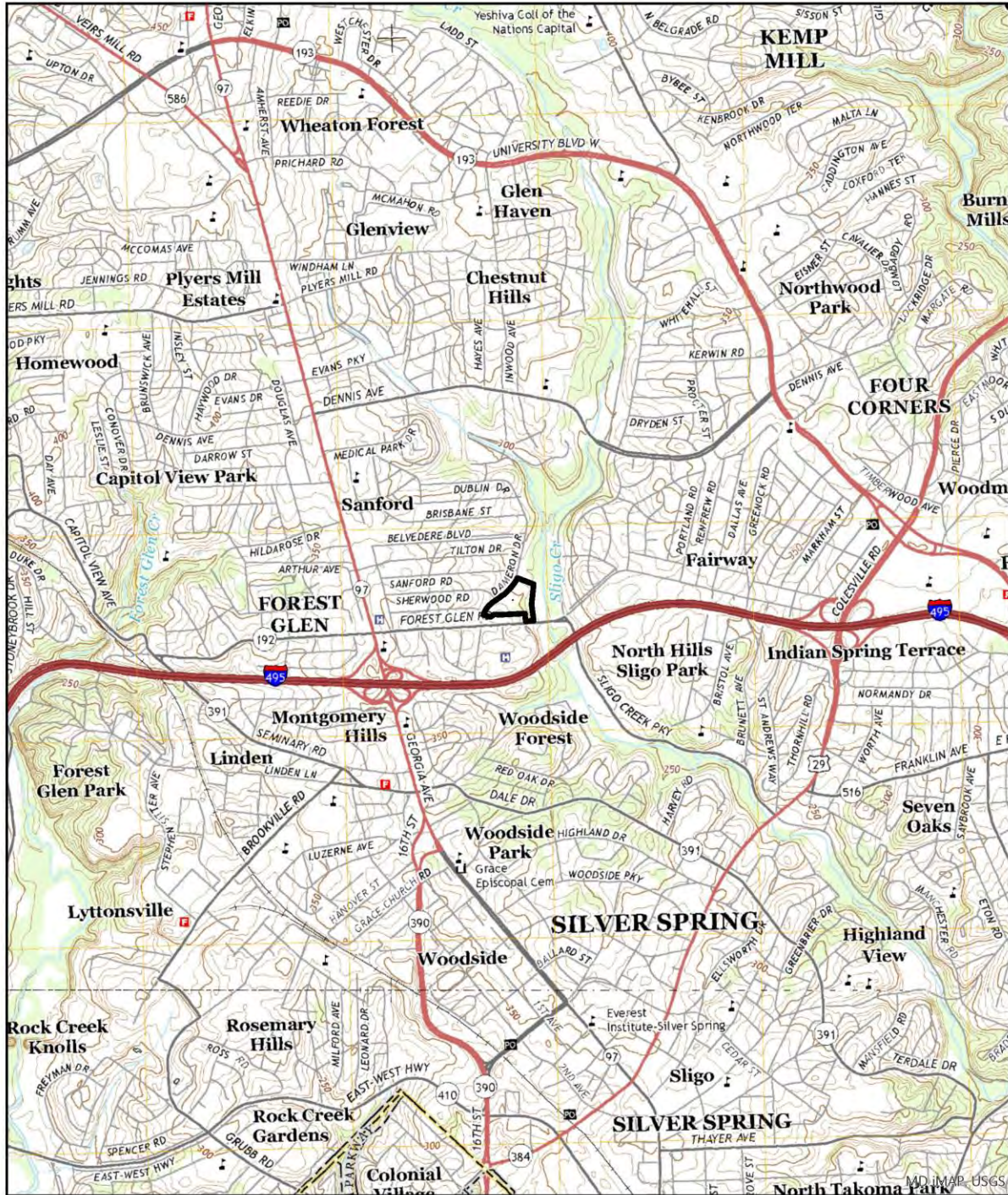
The Washington Post. 1984. "Closed Montgomery Schools." The Washington Post, September 27, 1984, pg. MD9. ProQuest Historical Newspapers: The Washington Post.

**Forest Grove Elementary School**

Location: 9801 Dameron Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000



**Forest Grove Elementary School**

Location: 9801 Dameron Drive

Montgomery County

City: Silver Spring







View facing east towards main entrance and facade



View facing southeast towards west elevation





Detail, facing east, of main entrance



Oblique view, facing southeast, towards addition to northeast end of the building



View facing northeast towards the south elevation



**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Mical Tawney and Katherine Watts**

Date of Photographs: **2019-07-09**

Location of Original Digital File: **MD SHPO**

File Format: **M: 31-80\_2019-07-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View facing east towards main entrance and facade

02.tif

View facing southeast towards west elevation

03.tif

Detail, facing east, of main entrance

04.tif

Oblique view, facing southeast, towards addition to northeast end of the building

05.tif

View facing northeast towards the south elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: Forest Grove Neighborhood Inventory Number: M: 36-38  
Address: bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr Historic district: X yes ☐ no  
City: Silver Spring Zip Code: 20902 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): Multiple Tax Map Number: JP12  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Adriana Moss Date Prepared: 10/18/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: A B C D Considerations: A B C D E F G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The planned suburban neighborhood known as Forest Grove is located within the Forest Glen vicinity of the City of Silver Spring, Montgomery County, just northeast of the Interstate-495 (I-495) and George Avenue (MD Route 97) interchange. It is bounded on the west by Woodland Drive, on the north by Sherwood Road and the residential subdivision known as Sanford, the east by Forest Glen Drive and Sanford, and on the south by Forest Glen Road (Darsie 1998). The resource was previously recorded in 1998 by P.A.C. Spero & Company but was never given an eligibility determination by Maryland Historical Trust (MHT) staff (Darsie 1998). Platted in 1936 by William J. Brown and Daisy Brown, his wife, on land purchased from Richard J. Hewitt, the current resource boundaries, as defined by P.A.C. Spero & Company, for Forest Grove contains two full blocks and four partial blocks filled with single-family dwellings constructed between 1937 and 1953 on lots ranging between approximately 60 to 107 feet of street frontage and 78 to 122 feet in depth (Darsie 1998; Montgomery County Plat Book [MCPB] 10, 737; State Department of Assessments and Taxation [SDAT] 2018).

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date



The vast majority of the single-family dwellings on the 40 manicured and landscaped lots in Forest Grove were built in variations of the Colonial Revival or Tudor Revival styles. The subdivision contains an estimated 12.9 acres of land divided by two linear streets, Myrtle Road and Sherwood Road, and one curvilinear street, Forest Grove Drive (MCPB 10, 737). Buildings are set on lots that measure less than 0.25 acre and at times, rear yards are fenced in with wood picket or metal chain-link fencing. It was rare to observe a front yard that was also enclosed by fencing. Most streets do not have a sidewalk, with portions featuring a rounded asphalt curb and are dotted by modern street lamps. Private concrete, brick, or paver walkways typically extend from the driveway or the road towards the main entrance of each house.

#### Description:

According to current tax data, most houses in this subdivision were built between 1938 and 1953, with one split-level dwelling standing at 9808 Forest Grove Drive constructed in 1960 (SDAT 2018). A vast majority of buildings in Forest Grove are built in some variation of the of the Tudor Revival or Colonial Revival style, primarily in the side-gabled type or Cape Cod form. It was not uncommon to observe a gabled entrance projection in a dwelling's façade (e.g., 1806 and 1807 Myrtle Road and 9806 Forest Grove Drive). All dwellings in the subdivision range between one and two stories tall and three to four bays wide, with a limited number with attached garages. Many dwellings are clad in a brick or stone veneer and Tudor Revival examples feature some type of half-timbering with stucco infill (McAlester 2013, 450). Where present, house siding is most commonly vinyl, but original aluminum and asbestos siding was also observed (e.g., 9806 and 9808 Forest Grove Drive). It was not uncommon to see a mix of materials at the façade of dwellings, particularly in Tudor Revival versions. Rooflines are primarily side gabled, with a minimal amount of hipped examples, and are sheathed in either asphalt or slate shingles. Most dwellings feature a single brick chimney set along a side or primary elevation. Dormers, set along the façade as a single, pair, or triple, were either of the gabled or shed examples and are typically clad in siding (e.g., 1807 Myrtle Road and 1809 Myrtle Road).

Primary entrances are typically either centered or off-centered in the façade and filled with a single-leaf wood or replacement door. It was not uncommon to observe metal-and-glass storm doors as well. Several entrances were topped by a wood or vinyl transom (e.g., 1811 Sherwood Road). Some Tudor Revival examples retained an original rounded top door, a popular element of that style (e.g., 9810 Forest Grove Drive) (McAlester 2013, 452). Other fenestration observed included single or paired double-hung-sash, replacement windows with faux muntins; however, several examples retain original wood windows (e.g., 9804 Sherwood Drive). It was rare to observe a bay window (e.g., 1811 Sherwood Road) or casement window (e.g., 1815 Myrtle Road). Some dwelling's windows are flanked by board-and-batten or louvered shutters. Primary entrances are commonly accessed by a brick- or stone-veneered stoop, at times covered by a gabled or shed awning (e.g., 1815 Myrtle Road). Many one-story and one-and-one-half-story examples feature a one-story, enclosed porch extension from a side elevation (e.g., 1810 Sherwood Road). A moderate amount of dwellings feature an attached garage; however, a majority of the lots in Forest Grove include a driveway. It was not common to observe additions; however, when present, they typically are one story tall and extend from the rear elevation (Google 2018).

Common secondary buildings associated with a dwelling within the Forest Grove Neighborhood include one-story sheds or detached garages. These outbuildings, typically set behind the dwelling, were primarily of frame or concrete-block construction and covered by gabled or shed roofs.

#### Historic Context:

The Forest Grove Neighborhood is located in the Forest Glen vicinity of the City of Silver Spring. For further information regarding the history and development of the Forest Glen vicinity, please reference the previous Determination of Eligibility (DOE) form written by P.A.C. Spero & Company (Darsie 1998). In 1928, Richard J. Hewitt conveyed a 51.17-acre tract of land to William J. Brown (Montgomery County Deed Book [MCDB] 454, 106). The parcel was made up of portions of several other

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:      A      B      C      D Considerations:      A      B      C      D      E      F      G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

tracts known as "Joseph's Park," "Labyrinth," and "Stoney Point" (MCDB 454, 106). It was not until 1936 that William and Daisy T. Brown, his wife, platted Section One of Forest Grove (MCPB 10, 737). The plat included a total of 64 lots on seven blocks divided by Sherwood and Myrtle Roads (east-west) and Woodland and Forest Grove Drives (north-south). The section was bounded by the west side of Woodland Drive on the west, the north side of Forest Glen Road on the south, the east side of Forest Grove Drive on the east, and the north side of Sherwood Road on the north. There were no covenants established by the developers found to be associated with the lots when they were sold individually to customers.

It does not appear that dwellings were constructed all at once, but rather sporadically constructed by individual property owners during a nearly 20-year period between 1937 and 1953, with a singular outlier in 1960 (SDAT 2018). According to the previous DOE form by P.A.C. Spero & Company, the dwellings within the Forest Grove Neighborhood "are examples of vernacular cottages. Between 1870 and 1940 the vernacular cottage style was typically built for Americans of modest means" (Darsie 1998). These building types are typically "characterized by simple ornamentation and mass-produced components" and designs were obtained by popular magazines, or builder's journals such as "American Builder" and "House Beautiful" (Darsie 1998). However, what was designated as Block 1 in the 1936 plat, which was to include multiple residential lots similar to the remainder of Forest Grove, never came to fruition and instead a medical office building was constructed there 1967 (MCPB 10, 737; SDAT 2018).

#### Evaluation:

Forest Grove is a Planned Suburban Neighborhood as detailed in the suburbanization context for Montgomery and Prince George's counties prepared by KCI Technologies, Inc. (KCI) in 1999. In the Modern Period (1930-1960), these property types are defined as consisting of a grid or curvilinear pattern of streets; clusters of cohesive buildings by function, construction date, and architectural styles; regular lot sizes and building setbacks, original landscape features such as sidewalks, streetlights, and tree plantings; community amenities; a focus on roads or stations; and locations near major transportation corridors (KCI 1999, D-10). "The developers sold the lots and it was the landowner's responsibility to construct the house" (KCI 1999, D-6).

For a Planned Suburban Neighborhood from the Modern Period to be significant under Criterion A or C for the National Register of Historic Places (NRHP), it must, at a minimum, retain integrity of setting, design, material, and association. As noted in the context of suburbanization in the state of Maryland:

"Planned neighborhoods constructed for the white upper- and middle-class residents derive their significance primarily from distinctive architectural design, while planned neighborhoods which catered to minorities and working classes are significant in relation to larger trends such as social development and cultural history. Therefore, greater integrity is required of neighborhoods that have primarily architectural and design significance" [KCI 1999, D-10].

Forest Grove was initially platted as a Planned Suburban Neighborhood in 1936 with construction occurring between 1937 and 1960 (MCPB 10, 737). Most of the dwellings within the neighborhood were constructed in the Colonial Revival or Tudor Revival styles excluding one resource constructed as a split-level form with Contemporary-style characteristics. Although the development contains several of the character-defining elements established in KCI's suburbanization context for this property type--such as a cohesive grouping of buildings by function and construction date, many of which share cohesion in architectural style--it does not retain a high level of historic integrity of design, setting, materials, workmanship, feeling, and association. Over time, alterations have affected the neighborhood's appearance as well as its individual buildings.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the Forest Grove Neighborhood is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



Under NRHP Criterion C, the Forest Grove Neighborhood is not a particularly unique or excellent example of its resource type, nor does it retain excellent integrity due to numerous additions and material modifications to dwellings throughout and a section of the neighborhood was never constructed. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses approximately 12.9 acres of land, and the historic boundary for the Forest Grove Drive Neighborhood Survey District is confined to the district's limits as shown on plat titled "Forest Grove Section One" (MCPB 10, 737).

#### References:

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

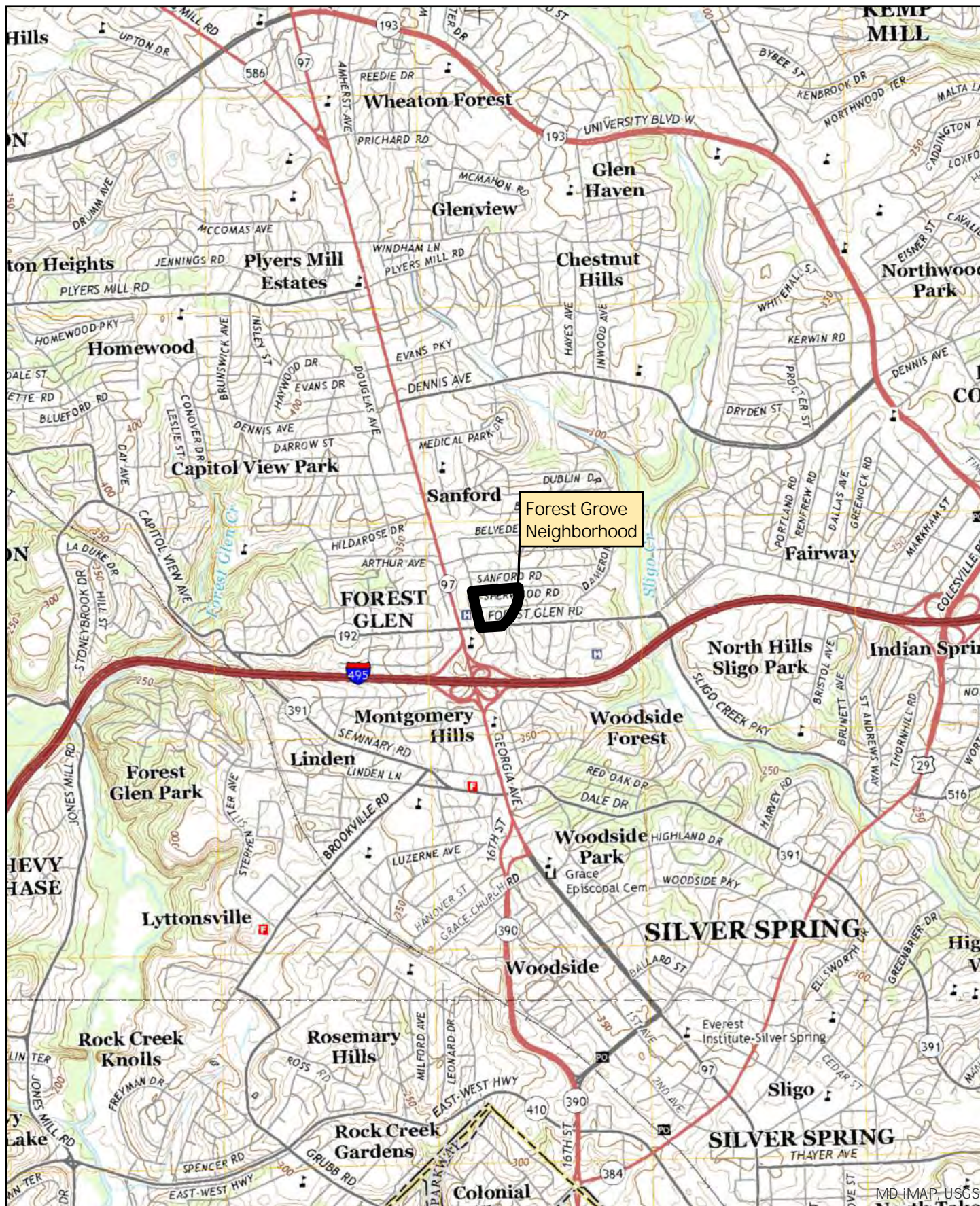
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Date



## Forest Grove Neighborhood

Location: Bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr  
City: Silver Spring

MIHP : M: 36-38  
Montgomery County



SGS 7.5 Quadrangle - Kensington

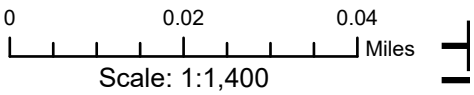
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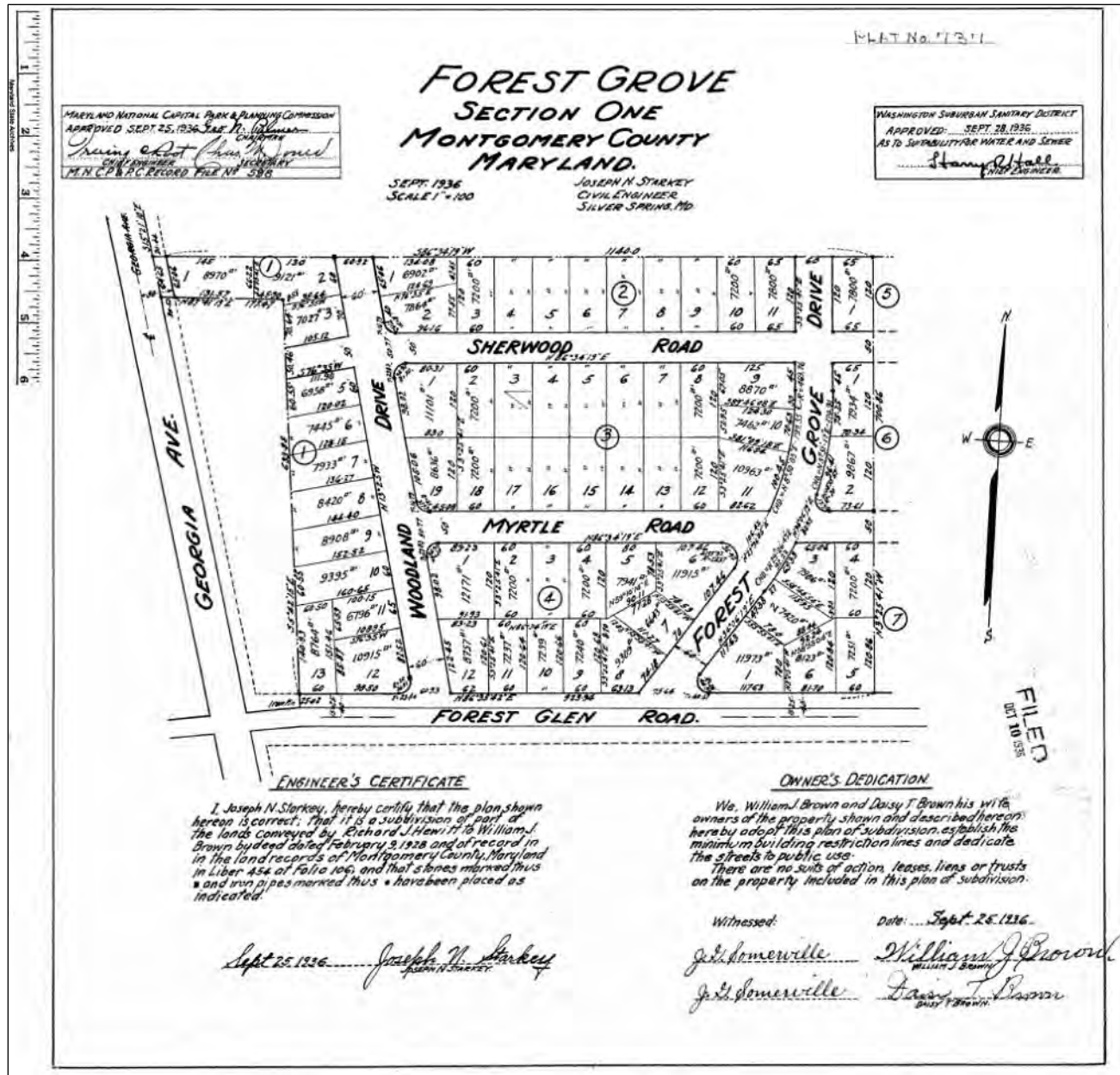


Forest Grove Neighborhood

Location: Bounded by Forest Glen Rd, Forest Grove Dr, Sherwood Rd, & Woodland Dr  
City: Silver Spring

MIHP : M: 36-38  
Montgomery County





1936 Plat of Section One of Forest Grove (MCPB 10, 737)

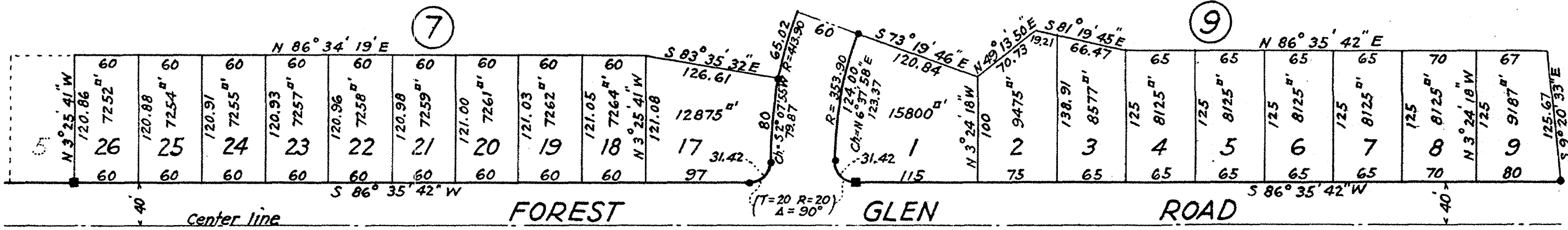
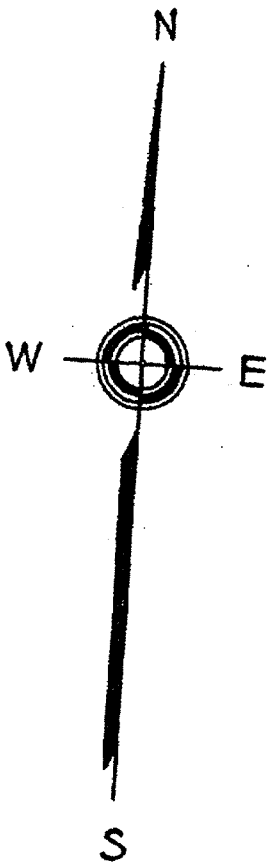


PART OF BLOCKS 7 AND 9  
**FOREST GROVE**  
SECTION ONE  
MONTGOMERY COUNTY, MD.

PLAT No. 1234

SCALE: 1"=100'      APRIL 1940

JOSEPH N. STARKEY, CIVIL ENGINEER  
SILVER SPRING, MD.



MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION  
APPROVED APR. 24, 1940  
DATE  
*Geo. N. Palmer* CHAIRMAN  
*Frederic A. Root* CHIEF ENGINEER  
*Thos. Hamilton* SECRETARY  
M.-N. C. P. & P. C. RECORD FILE NO. 1236

WASHINGTON SUBURBAN SANITARY DISTRICT  
APPROVED APRIL 26, 1940  
AS TO SUITABILITY FOR WATER AND SEWER  
*Harry Shaw* DEPUTY CHIEF ENGINEER

ENGINEER'S CERTIFICATE.

I hereby certify that the plan shown hereon is correct;  
that it is a subdivision of part of the land conveyed by  
Richard J. Hewitt to William J. Brown by deed dated  
Feb. 9, 1928 and recorded in the Land Records of Montgomery  
County, Maryland in Liber 454, Folio 106; and that stones  
marked thus ■ and iron pipe marked thus •  
have been placed as indicated.

April 24-40 *Joseph N. Starkey*  
Joseph N. Starkey  
Civil Engineer.

FILED  
MAY 20 1940

OWNERS DEDICATION.

We, William J. Brown and Daisy T. Brown, his wife,  
owners of the property shown and described hereon, hereby  
adopt this plan of subdivision, establish the minimum building  
restriction lines and dedicate the streets to public use.  
There are no suits of action, leases, liens or trusts on the  
property included in this plan of subdivision.

Witnessed: Date April 23-1940

*J. L. Somerville* *William J. Brown*  
J. L. Somerville William J. Brown  
*Daisy T. Brown*  
Daisy T. Brown

WASHINGTON SUBURBAN SANITARY COMMISSION  
APPROVED JULY 17, 1947  
SUITABLE FOR WATER AND SEWER DESIGN  
WITHOUT COMMITMENT AS TO INSTALLATION

*Harry M. Lee*  
CHIEF ENGINEER

PARTS OF BLOCKS 5, 6, 7, 8 & 9 PLAT No. 2005

# FOREST GROVE

## SECTION ONE

MONTGOMERY COUNTY MD.

JUNE 1947

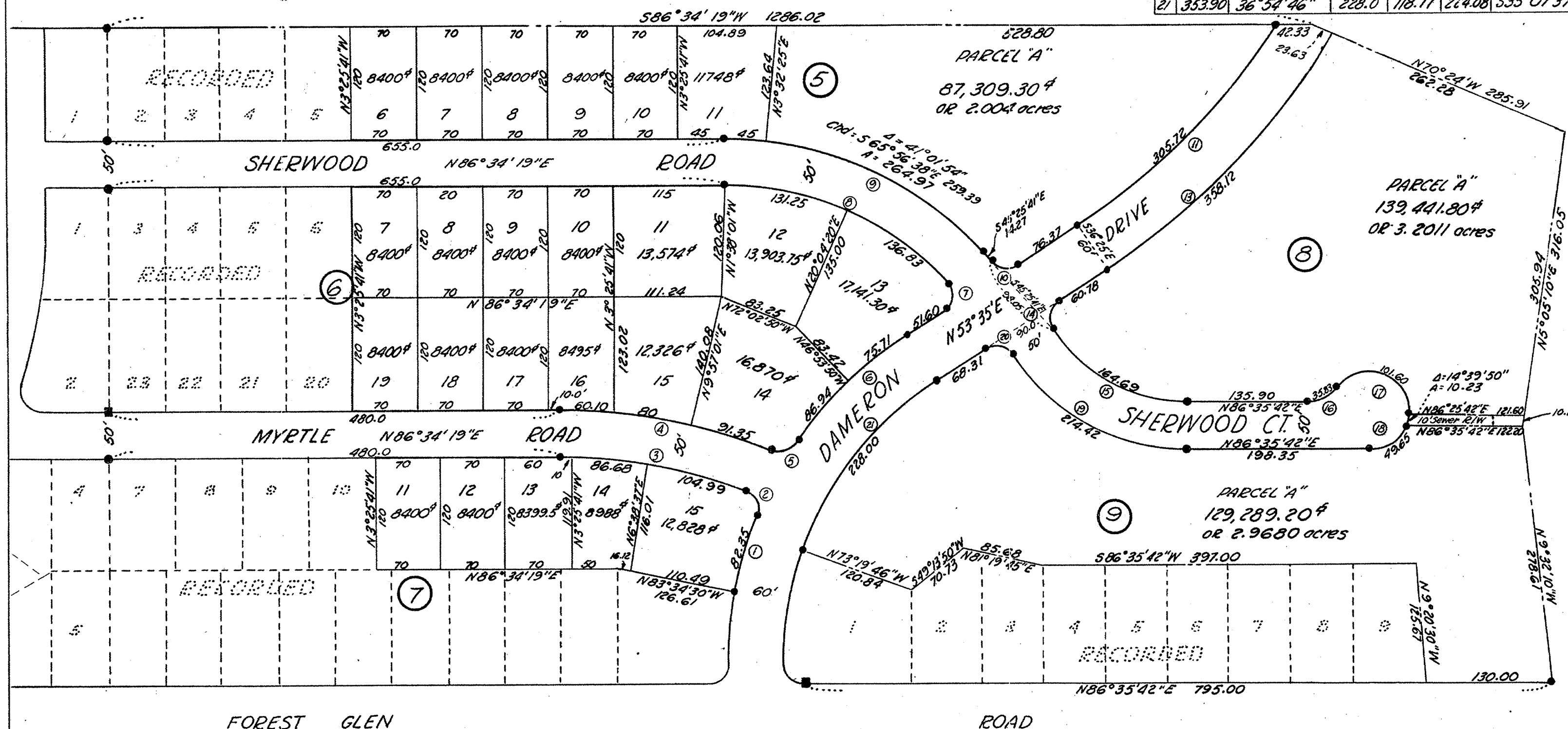
SCALE 1"=100'

JOSEPH N. STARKEY

REGISTERED ENGINEER AND LAND SURVEYOR

SILVER SPRING, MD.

CURVE DATA						
NO.	RADIUS	CENTRAL ANGLE	ARC	TAN.	CHD.	CHD. BEARING
1	413.90	11° 24'	82.35	41.31	82.22	S13° 22' 10" W
2	20	91° 29' 15"	31.94	19.49	28.65	S26° 40' 28" E
3	550	21° 00' 36"	201.67	101.98	200.55	S82° 55' 23" E
4	600	22° 06' 05"	231.45	117.18	230.00	S82° 32' 55" E
5	20	77° 36' 39"	27.09	16.08	25.07	S69° 52' 10" W
6	413.90	22° 31' 15"	162.65	82.41	161.64	S42° 19' 22" W
7	20	99° 00' 41"	34.56	17.08	30.42	S 4° 04' 40" W
8	320	48° 00'	268.05	142.47	260.31	S69° 25' 41" E
9	370	48° 00'	309.97	164.73	300.98	S69° 25' 41" E
10	20	80° 59' 19"	28.27	17.08	25.97	S85° 55' 20" E
11	725	24° 09' 38"	305.72	155.17	303.46	S41° 30' 11" W
12	20	79° 06' 20"	27.61	17.52	25.47	S70° 02' 50" W
13	785	26° 08' 20"	358.12	182.23	355.03	N 40° 30' 50" E
14	20	90° 00'	31.42	20.0	28.28	S8° 35' 00" W
15	165.58	56° 59' 18"	164.69	89.88	157.98	S64° 54' 37" E
16	40	51° 19'	35.83	19.21	34.64	S62° 58' 10" W
17	40	145° 31' 48"	101.60	128.94	76.41	S71° 57' 24" E
18	40	71° 07' 22"	49.65	28.60	46.52	N51° 02' 01" E
19	215.58	56° 59' 18"	214.42	117.04	205.69	S64° 54' 37" E
20	20	90° 00'	31.42	20.0	28.28	S81° 25" E
21	353.90	36° 54' 46"	228.0	118.17	224.08	S35° 07' 37" E



### ENGINEER'S CERTIFICATE

I, Joseph N. Starkey, hereby certify that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and recorded among the land records of Montgomery County, Maryland in Liber 454 at Folio 106, and that stones marked thus ■ and iron pipes marked thus ● are in place where indicated.

Date: June 18, 1947

*Joseph N. Starkey*  
Joseph N. Starkey  
Registered Engineer

### OWNER'S DEDICATION

I, Daisy T. Brown, widow, owner of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets and sewer right of way to public use. There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

Witnessed:

*George M. Kunkel*

Date: June 18, 1947

*Daisy T. Brown*  
Daisy T. Brown

FILED  
AUG 5 - 1947

MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION  
APPROVED - JUNE 26, 1947  
*John P. Brown* DIRECTOR OF PLANNING  
*John P. Brown* CHIEF ENGINEER  
*John P. Brown* ACTING SECRETARY  
M.N.C.P.P.C. RECORD FILE No. 126-7



MARYLAND-NATIONAL CAPITAL PARK &amp; PLANNING COMMISSION

APPROVED: JAN. 19, 1950

*William J. Main* *James F. Nicholson*  
 CHAIRMAN SECRETARY-TREASURER  
 M-N.C.P. & P.C. RECORD FILE NO. 131-57

WASHINGTON-SUBURBAN SANITARY COMMISSION

APPROVED: JAN. 23, 1950

SUITABLE FOR WATER AND SEWER DESIGN  
 WITHOUT COMMITMENT AS TO INSTALLATION

*Harry H. Lee*  
 CHIEF ENGINEER

PLAT No 2459

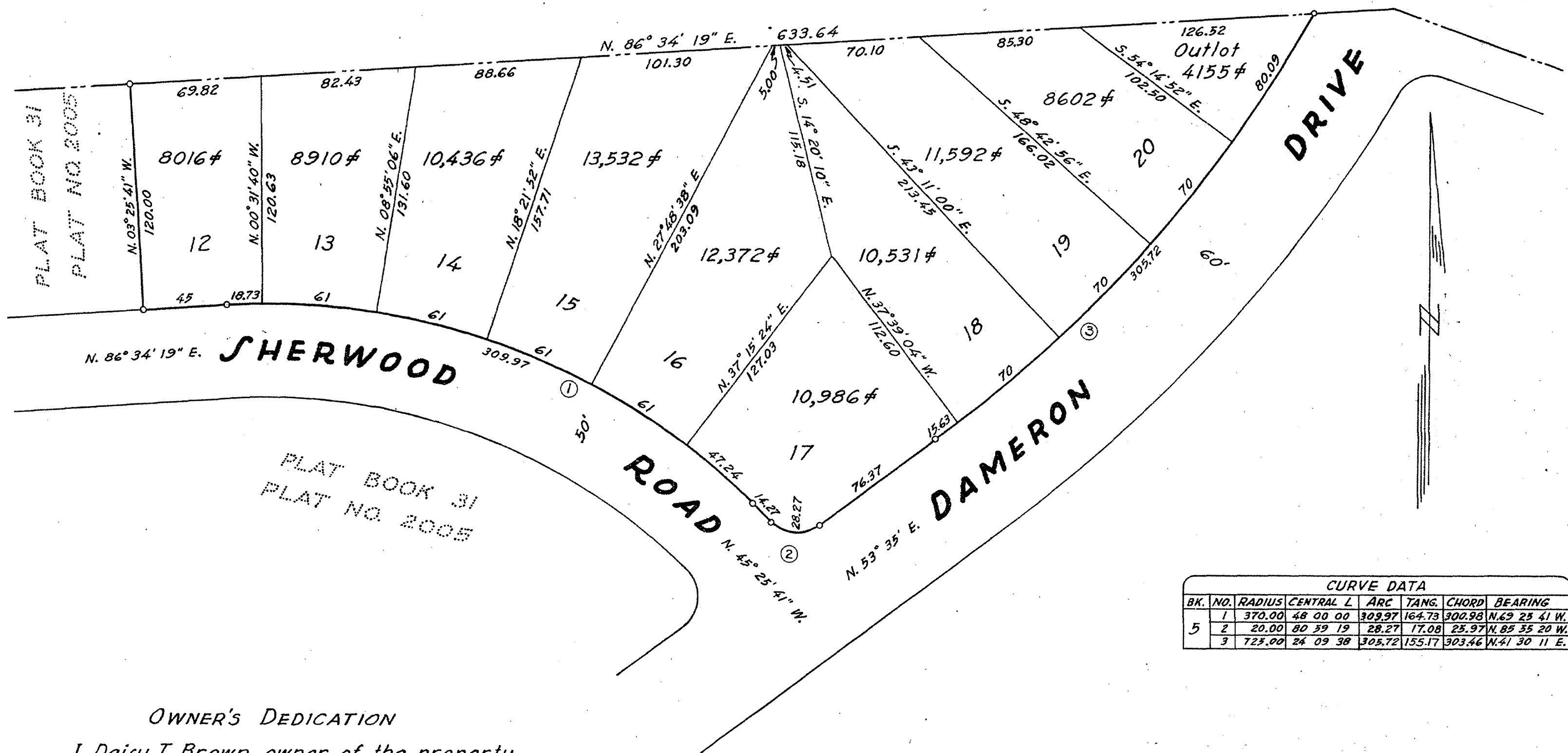
## ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct,  
 that it is a subdivision of part of the land conveyed by Richard  
 J. Hewitt to William J. Brown by deed dated February 9, 1928  
 and recorded among the land records of Montgomery County,  
 Maryland in Liber 454 at Folio 106.

That iron pipes marked thus — are in place where  
 indicated.

December 19, 1949

*Thomas G. Oyster*  
 Thomas G. Oyster  
 Registered Surveyor  
 Maryland No. 1673



## OWNER'S DEDICATION

I, Daisy T. Brown, owner of the property  
 shown and described hereon, hereby adopt  
 this plan of subdivision and establish the  
 minimum building restriction lines.

There are no suits of action, leases, liens  
 or trusts on the property included in this  
 plan of subdivision.

Witness:

Date: Jan. 16, 1949

*Thomas G. Oyster*

*Daisy T. Brown*  
 Daisy T. Brown

FILED

FEB 6 1950

**PART OF BLOCK 5**  
 (BEING A RESUBDIVISION OF LOT 11 AND PARCELA)

**FOREST GROVE  
 SECTION ONE**

MONTGOMERY COUNTY, MD.

DECEMBER 1949

SCALE: 1"=50'

THOMAS G. OYSTER & ASSOCIATES  
 WHEATON TRIANGLE  
 SILVER SPRING, MD.

# ENGINEERS CERTIFICATE

I hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the lands conveyed by Mitchell E. Giblo and Helen D. Giblo, his wife, to Edward A. Hyde, et. ux by deed dated April 13, 1950 and recorded among the Land Records of Montgomery County, Maryland in Liber 1340 at Folio 314 and also a resubdivision of Lots 12, 13 & 14 Block G, Section One "FOREST GROVE" as shown on a plat recorded among the Land Records in Plat Book 29, Plat 1827 and that stones marked thus ■ and pipes marked thus ○ are in place as shown hereon

Date: April 25, 1950 By: James H. Starkey  
James H. Starkey  
Registered Surveyor #1119

SECTION ONE  
LOTS 24 thru 28 INCL.-BLOCK G  
BEING A RESUB. OF LOTS 12, 13 & 14  
"FOREST GROVE"  
MONTGOMERY COUNTY, MD  
Scale 1"=50' April 1950

Prepared in the Office of  
JOSEPH. N. STARKEY  
CIVIL ENGINEER  
SILVER SPRING, MD

## OWNERS DEDICATION

We, Edward A. Hyde and Christine M. Hyde, his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.

There are no suits of action, leases, liens or trusts on the property shown in this plan of subdivision.

Witness:

Date: April 25, 1950

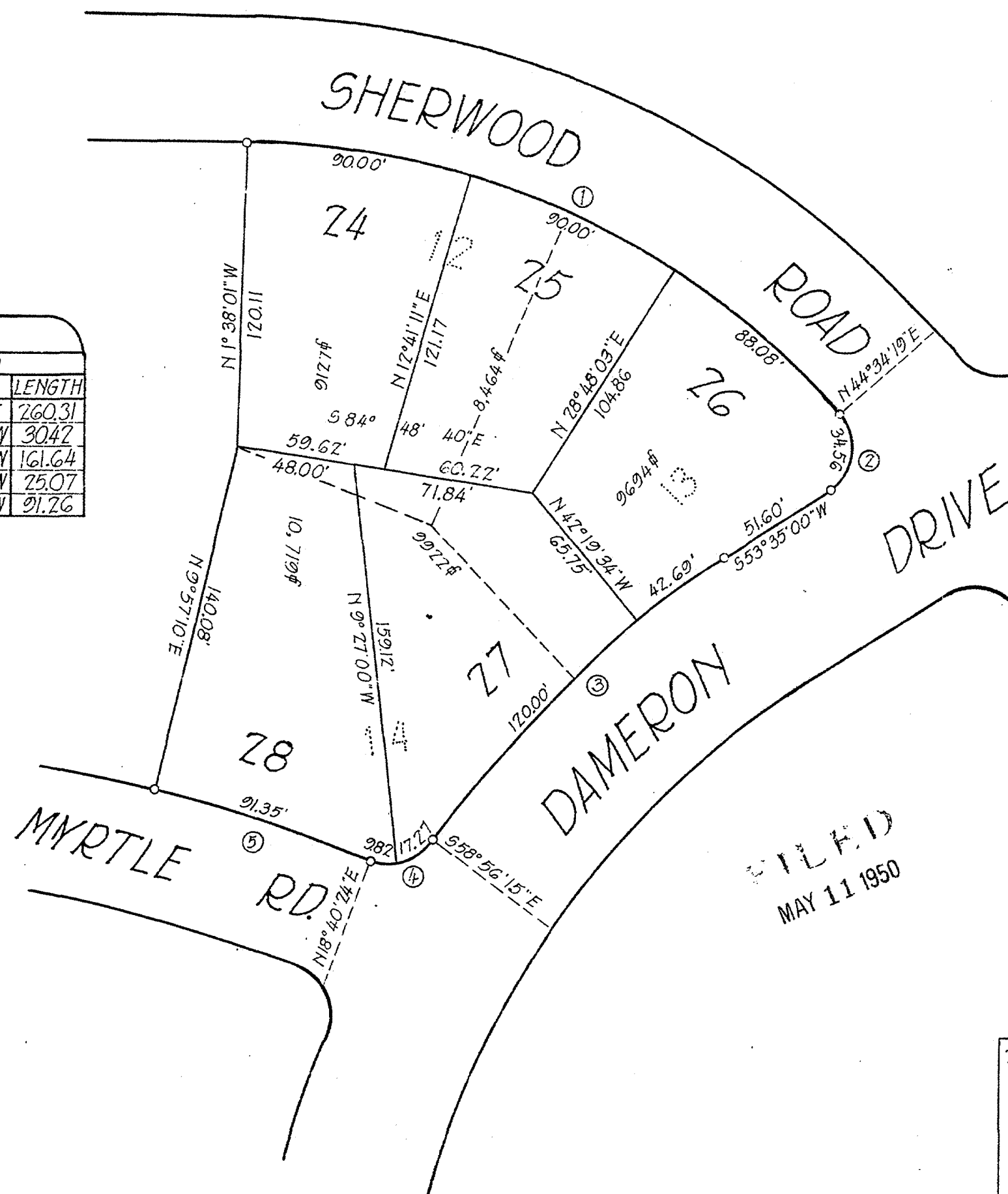
Frederic S. Armstrong

Edward A. Hyde  
Edward A. Hyde

Frederic S. Armstrong

Christine M. Hyde  
Christine M. Hyde

CURVE DATA					
NO	RAD	ARC	Δ	CHORD	
				BEARING	LENGTH
1	3200	268.05	48°00'00"	S62°25'41"E	260.31
2	200	34.56	99°00'41"	S4°04'40"W	30.42
3	4131	162.65	22°31'15"	S42°19'22"W	161.64
4	200	27.09	77°36'39"	S69°57'10"W	25.07
5	600.0	91.35	8°43'23"	N75°41'18"W	91.26



WASHINGTON SUBURBAN SANITARY COMMISSION  
APPROVED MAY 3, 1950  
SUITABLE FOR WATER & SEWER DESIGN  
WITHOUT COMMITMENT AS TO INSTALLATION.  
Harry H. Jell  
CHIEF ENGINEER

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION  
APPROVED APRIL 27, 1950  
Frederic S. Armstrong James F. Nicholas  
CHAIRMAN SECRETARY-TREASURER  
M.N.C.P. & P.C. RECORD FILE NO. 132-43



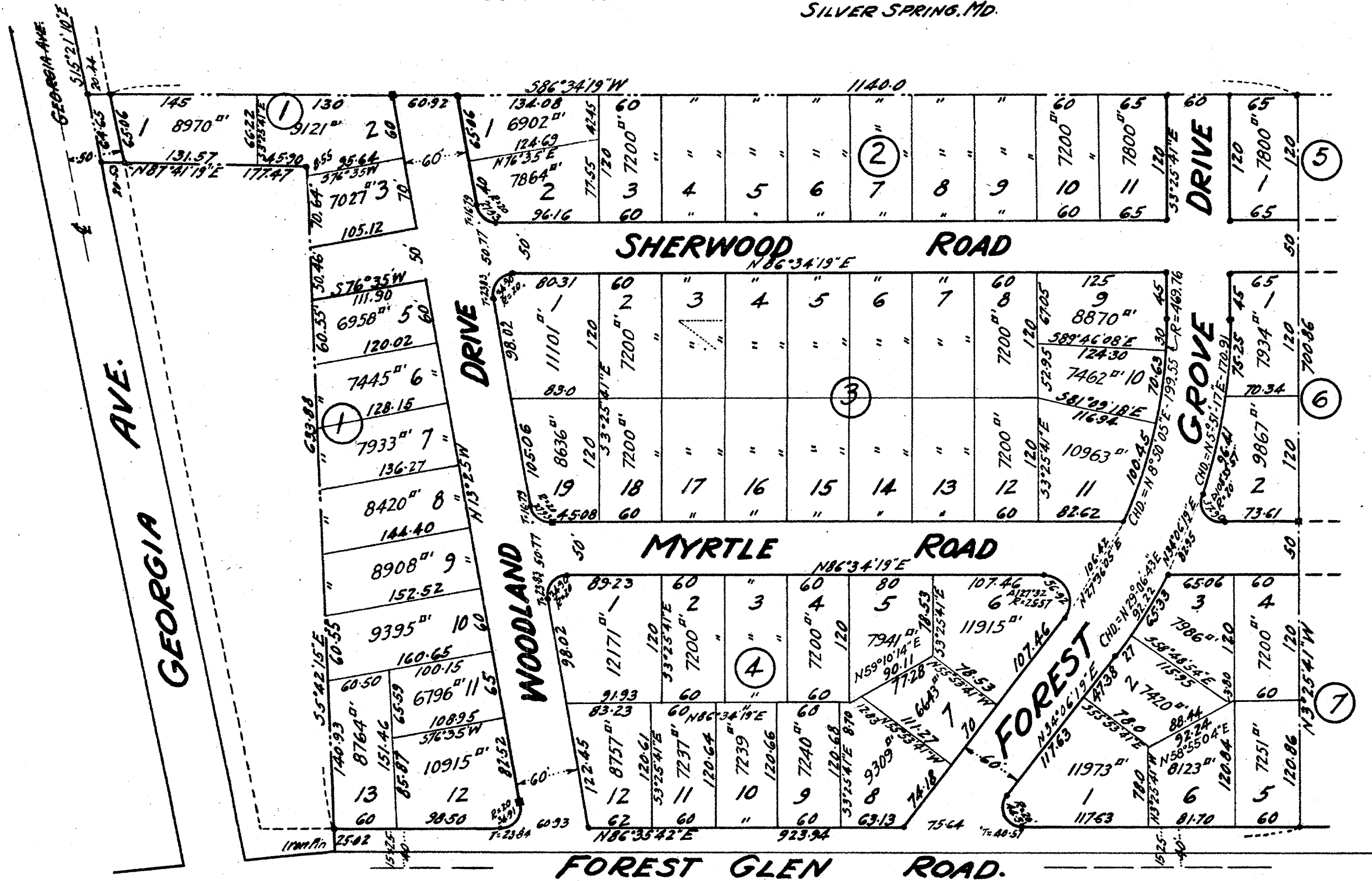
# FOREST GROVE SECTION ONE MONTGOMERY COUNTY MARYLAND.

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION  
APPROVED SEPT. 25, 1936 *John H. [Signature]*  
CHIEF ENGINEER  
M.N.C.P. & P.C. RECORD FILE NO. 598



WASHINGTON SUBURBAN SANITARY DISTRICT  
APPROVED: SEPT. 28, 1936  
AS TO SUITABILITY FOR WATER AND SEWER  
*Harry [Signature]*  
CHIEF ENGINEER.

SEPT. 1936  
SCALE 1" = 100

JOSEPH N. STARKEY  
CIVIL ENGINEER  
SILVER SPRING, MD.



## ENGINEER'S CERTIFICATE

I, Joseph N. Starkey, hereby certify that the plan shown hereon is correct; that it is a subdivision of part of the lands conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and of record in the land records of Montgomery County, Maryland in Liber 454 at Folio 106; and that stones marked thus  and iron pipes marked thus  have been placed as indicated.

## OWNER'S DEDICATION.

We, William J. Brown and Daisy T. Brown his wife, owners of the property shown and described hereon, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.  
There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.

Witnessed:

Date: Sept. 25, 1936

Sept. 25, 1936 *Joseph N. Starkey*  
JOSEPH N. STARKEY

*J. G. Somerville*  
J. G. Somerville  
*William J. Brown*  
William J. Brown  
*Daisy T. Brown*  
DAISY T. BROWN

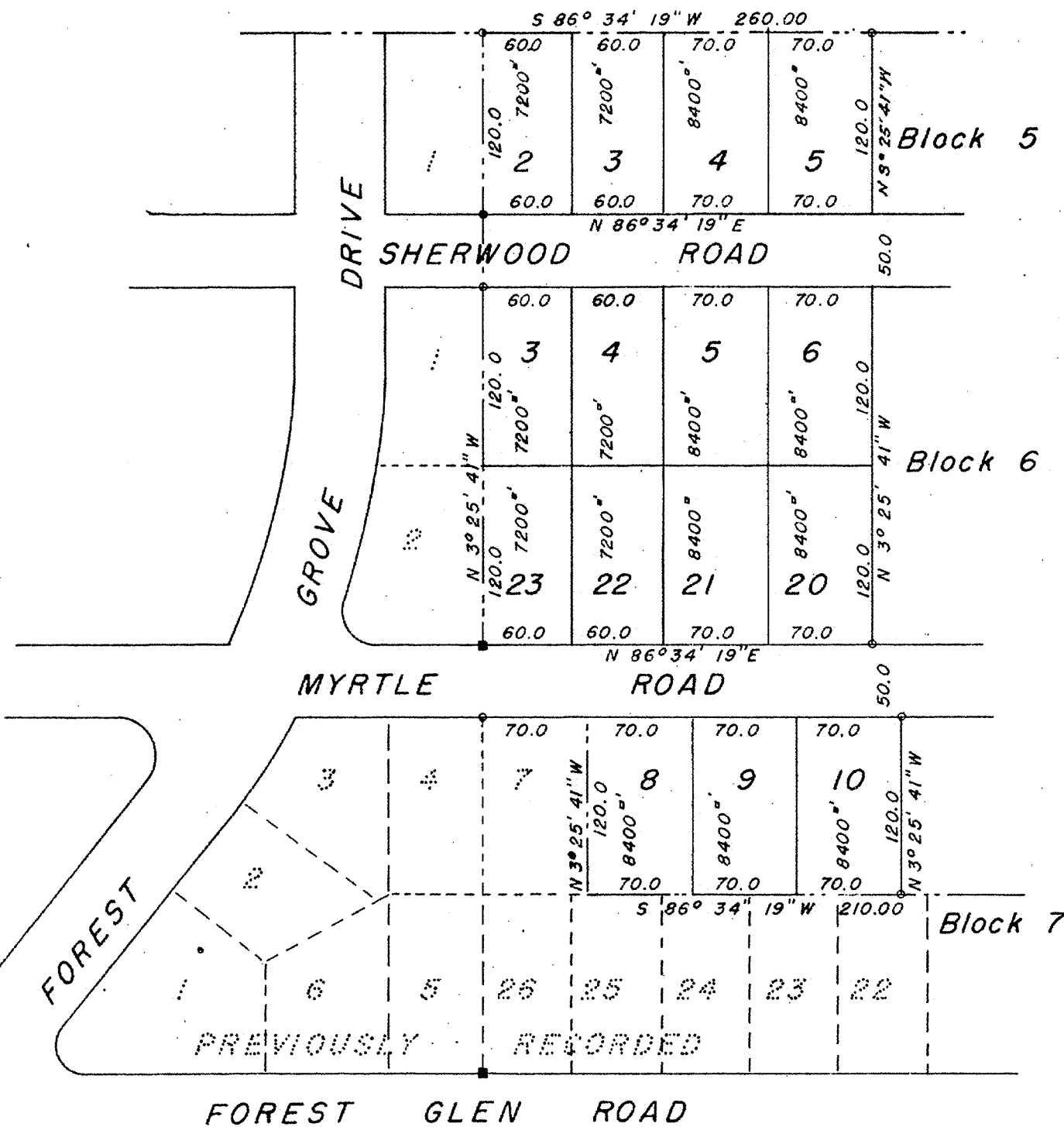
FILED  
OCT 10 1936

PART OF BLOCKS 5, 6, & 7  
FOREST GROVE  
SECTION ONE  
MONTGOMERY COUNTY  
MARYLAND

PLAT No. 1741

Scale 1"=100' April 1946

Joseph N. Starkey  
Civil Engineer  
Silver Spring, Md.



ENGINEERS CERTIFICATE

I, Joseph N. Starkey, hereby certify that that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Richard J. Hewitt to William J. Brown by deed dated February 9, 1928 and recorded in the land records of Montgomery County in Liber 454, Folio 106, and that stones marked thus ■ and iron pipes marked thus ○ have been placed as indicated.

Date May 2, 1946

Joseph N. Starkey  
Registered Engineer &  
Land Surveyor  
Md. No. 552

OWNERS DEDICATION

I, Daisy T. Brown, owner of the property shown and described hereon hereby adopt this plan of subdivision, establish the minimum restriction lines, and dedicate the streets to public use.

There are no suits of action, leases, liens or trusts on the property included in this plan.

Witnessed:

Date May 2, 1946

Wayne C. Grathouse

Daisy T. Brown  
Daisy T. Brown (widow)

MARYLAND NATIONAL CAPITOL PARK & PLANNING COMMISSION  
APPROVED MAY 8, 1946  
Thos. W. [Signature] Chairman  
Director of Planning  
Frank J. [Signature] Chief Engineer  
Serge K. [Signature] Acting Secretary  
M. N. C. P. & P. C. RECORD NO. 13-1903

WASHINGTON SUBURBAN SANITARY COMMISSION  
APPROVED MAY 25, 1946  
SUITABLE FOR WATER AND SEWER DESIGN  
WITHOUT COMMITMENT AS TO INSTALLATION  
Harry [Signature] Chief Engineer

FILED  
JUN 20 1946



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-38

Name: Forest Grove Neighborhood  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 8: North Side of Sherwood Road, Looking Northeast from Intersection with Woodland Road**



**Photo 2 of 8: South Side of Sherwood Road, Looking Southeast from Intersection with Woodland Road**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-38

Name: Forest Grove Neighborhood  
**Continuation Sheet**

Number Photos Page 2

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Photo 3 of 8: North Elevation of 1806 Sherwood Road



Photo 4 of 8: South Elevation of 1807 Sherwood Road



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-38

Name: Forest Grove Neighborhood  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 8: Southeast Elevation of 9808 Forest Grove Drive, Looking Southwest**



**Photo 6 of 8: Northeast Elevation of 9806 Forest Grove Road, Looking South**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-38

Name: Forest Grove Neighborhood  
**Continuation Sheet**

Number Photos Page 4



Photo 7 of 8: North Elevation of 1806 Myrtle Road



Photo 8 of 8: South Elevation of 1807 Myrtle Road



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-38

Name: Forest Grove Neighborhood  
**Continuation Sheet**

Number Photos Page 5

---

**PHOTO LOG**

**Name of Property:** Forest Grove Neighborhood  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** May 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 8:**  
**North Side of Sherwood Road, Looking Northeast from Intersection with Woodland Road**  
**M: 36-38\_2018-05-07\_01**

**Photo 2 of 8:**  
**South Side of Sherwood Road, Looking Southeast from Intersection with Woodland Road**  
**M: 36-38\_2018-05-07\_02**

**Photo 3 of 8:**  
**North Elevation of 1806 Sherwood Road**  
**M: 36-38\_2018-05-07\_03**

**Photo 4 of 8:**  
**South Elevation of 1807 Sherwood Road**  
**M: 36-38\_2018-05-07\_04**

**Photo 5 of 8:**  
**Southeast Elevation of 9808 Forest Grove Drive, Looking Southwest**  
**M: 36-38\_2018-05-07\_05**

**Photo 6 of 8:**  
**Northeast Elevation of 9806 Forest Grove Road, Looking South**  
**M: 36-38\_2018-05-07\_06**

**Photo 7 of 8:**  
**North Elevation of 1806 Myrtle Road**  
**M: 36-38\_2018-05-07\_07**

**Photo 8 of 8:**  
**South Elevation of 1807 Myrtle Road**  
**M: 36-38\_2018-05-07\_08**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Forest Village Apartments

Inventory Number: PG:76A-62

Address: Northwest of I-495 and west of the Forestville Road

Historic District: No

City: Suitland

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Forest Village United LLC

Tax Account ID: 06-0486951

Tax Map Parcel(s): 0000

Tax Map: 0089

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Forest Village Apartments, currently known as Admiral Place Apartments, is a garden apartment complex in Suitland. It is bound by I-495 to the southeast, Forestville Road to the east, an industrial facility to the west, and its access road to the north. The 19.89-acre complex consists of 31 linear apartment buildings, some of which are connected in groupings of two to four, separated by manicured green spaces and asphalt parking areas lined with concrete sidewalks. Moderate tree coverage and bushes surround the buildings. Two playgrounds, two signs, and several wood trash enclosures are associated with this resource. A concrete culvert bridge is located in the northwest portion of the complex.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



Forest Village Apartments is a garden apartment complex containing 31 garden apartment buildings comprising 410 one-, two-, or three-bedroom units that were constructed in 1966. The linear buildings, with minimal exterior decoration, are two to three stories tall, six bays wide, and clad in stretcher-bond brick veneer. The buildings have a raised basement foundation, also clad in a stretcher-bond brick veneer, depending on the ground slope. Exterior walls are ventilated where HVAC units are housed. Roofs are side gabled and sheathed in asphalt shingles. They are pierced by interior-end, metal-clad chimney flues above each apartment unit.

Primary entrances are recessed and centrally located on each apartment building's façade and lead to enclosed stairwells that provide access to individual apartment units. They are filled with a single-leaf, metal-frame glass door flanked by metal-frame sidelights and topped by a transom. Each is accessed by a concrete stoop lined with a vinyl rail. A set of concrete stairs lined with a vinyl rail lead down or up to the stoop, depending on the ground slope surrounding the entrance. A sign with the building's number and a metal-frame, fixed, ceiling-height window is set above the entry. Vinyl-frame, sliding doors provide access to recessed concrete patios or wood balconies lined with a vinyl rail. Windows are single vinyl-frame, sliding units and feature textured concrete sills.

A circa-2014 sign is situated at the south side of the entrance from Forestville Road. It is composed of wood and flanked by stone veneer-clad posts; it reads "Admiral Place Apartments, 4400 Rena Road, 301.735.0100, AdmiralPlace.com." Another circa-2014 wood sign is located at the entrance for Building 4400.

Two circa-2000 metal playgrounds are located on the north side of Rena Road and on the north side of the entrance from Forestville Road.

#### Historic Context:

In 1964, acting as the Board of Directors for Forest Village Realty Co., Inc., Jerry and Nancy Wolman, Nick and Helen Basiliko, and Malvin A. and Dorothy Robinson, Daniel and Janice E. Melnick, Stanley and Harriet Reines, and Sidney and Rena Teplin submitted a plat of subdivision called Parcels A, B, and C of "Park Andrews" for a 22.13-acre parcel on the northwest side of I-495 (Prince George's County Deed Book [PGCDB] 2779, 163; 3007, 384; Prince George's County Plat Book [PGCPB] WWW 52, 54). By 1965, Reines and Teplin Construction Co. constructed the 410-unit apartment complex, designed by architect Edmund W. Dreyfuss, on 19.89 acres of the larger tract; the name was changed to Forest Village (The Evening Star 1968, A-12; The Washington Post and Times Herald 1965, P4). After its construction, the complex was sold to CH #12, Incorporated, a Maryland corporation, in 1966 (PGCDB 3415, 663). Two years later, they sold the property to Forest Village Associates, an Illinois-based limited partnership, who retained the property until 1973 when it was conveyed to Forvil Realty Corp. for \$5,900,000 (PGCDB 3586, 991; 4332, 122). In 1978, the complex was sold to Forest Village Apartments Associates for an undisclosed amount (PGCDB 5181, 58). Forest Village Apartments Associates sold the property to Forest Village United, LLC for \$31,425,000 in 2014; the name was changed to Admiral Place Apartments at this time (PGCDB 35788, 560).

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Initial advertisements marketed individually controlled air-conditioned and heated units with patios and balconies, modern kitchens, walk-in closets, and large dens and living rooms. Early pricing began at \$114.50/month, which included all utilities, for five apartment layouts that included one, two, or three bedrooms with or without dens (The Washington Post and Times Herald 1966, B15). Furnished apartments were also available. Advertisements touted the complex's proximity to I-495, the Suitland Parkway, and Andrews Air Force Base, its large play areas, and swimming and wading pools. In the late-1970s, rental prices rose to begin at \$227/month (The Washington Post 1978, C12). In 1985, the apartments were renovated with gourmet kitchens and a washer and dryer installed in each apartment unit (The Washington Post 1978, C12; 1985, C14). The swimming pools were filled in between 2002 and 2005 (Nationwide Environmental Title Research 2002; 2005).

Jerry Wolman was a merchant Marine who took part of the post-World War II housing boom and was praised by the development industry for his success (Bernstein 2013). During the 1960s, Wolman had offices in Philadelphia and Chicago, purchased two Philadelphia sports teams, and became majority owner of their stadium properties. However, after a mortgage market crash, he was forced to sell multiple land holdings and filed for bankruptcy in 1968.

Edmund W. Dreyfuss, an architect from Washington, D.C., worked with Jerry Wolman on several other projects such as the Executive Building in northwest Washington, D.C. (Poole 1963, B-1). According to a 1963 article in The Evening Star, Dreyfuss and his company, Edward W. Dreyfuss + Associates, was responsible for \$350,000,000-worth of construction in the Washington, D.C., area and had about \$25,000,000 worth of projects in the works (Poole 1963, B-1). Other examples of his work include the Claridge House Apartments and Clearview Towers, both in Silver Spring (Kelly 2015).

Reins and Teplin Construction Co. were involved in both commercial and residential construction in the Washington, D.C., area during the 1960s. By 1965, they had built over 1,000,000 square feet of office space and approximately 5,000 apartment units (The Evening Star 1965, A-18). The firm also constructed the Sundial Terrace Apartments in Suitland.

#### Evaluation:

Forest Village Apartments was evaluated as a garden apartment complex of the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Forest Village Apartments is a one of many garden apartment complexes in the region and is an example of the type commonly built in Prince George's County and Suburban Diversification Period (1961-1980). The complex did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Forest Village Apartments is not eligible under Criterion A.

The Jerry Wolman, Edmund W. Dreyfuss, and Reins and Teplin Construction Co. worked throughout the area, but research does not indicate their efforts had a significant influence on suburban development in



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Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Forest Village Apartments is a modest and basic example of a garden apartment complex from the mid-1960s during the Suburban Diversification Period. The garden apartments include features common of their resource type from the period such as community amenities, private balconies and patios, and natural landscaping; however, the resource does not demonstrate any unique or distinctive stylistic details, and the pools have been removed. For these reasons, the complex is not eligible under Criterion C. Forest Village Apartments was not evaluated under Criterion D.

The building encompasses 19.89 acres and is bounded by I-495 to the southeast, Forestville Road to the east, an industrial facility to the west, and its access road to the north. It is confined to its current tax parcel found on Prince George's County Tax Maps 0089 and seen in Prince George's County plat book 52, page 54.

#### References:

Bernstein, Adam. 2013. "Jerry Wolman, developer and onetime NFL owner, dies." The Washington Post. August 8, 2013. <https://search-proquest-com.dclibrary.idm.oclc.org/docview/1418564932/BE3612432FF04C39PQ/3?accountid=46320>.

The Evening Star. 1965. "D.C. Builders Planning Big Chicago Job." November 18, 1965, A-18.  
--- 1968. "Realty Equities Sells Maryland Apartments." May 14, 1968, A-12.

Kelly, Clare Lise. 2015. Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979. Silver Spring, Maryland: Maryland-National Capitol Park and Planning Commission.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Nationwide Environmental Title Research. Misc. years. Historic Aerial Mosaic, Prince George's County, Maryland. <https://www.historicaerials.com/viewer>.

Poole, Daniel. 1963. "Design Is Only a Start." The Evening Star. March 30, 1963, B-1.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 20, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. <http://plats.net/pages/plats.aspx?cid=PG>.

The Washington Post. 1978. Advertisement. August 7, 1978, C12.  
--- 1985. Advertisement. January 13, 1985, C14.

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The Washington Post and Times Herald. 1965. "Forest Village Apartments Are Near Beltway." December 12, 1965, P4.

--- 1966. "Forest Village." January 13, 1966, B15.

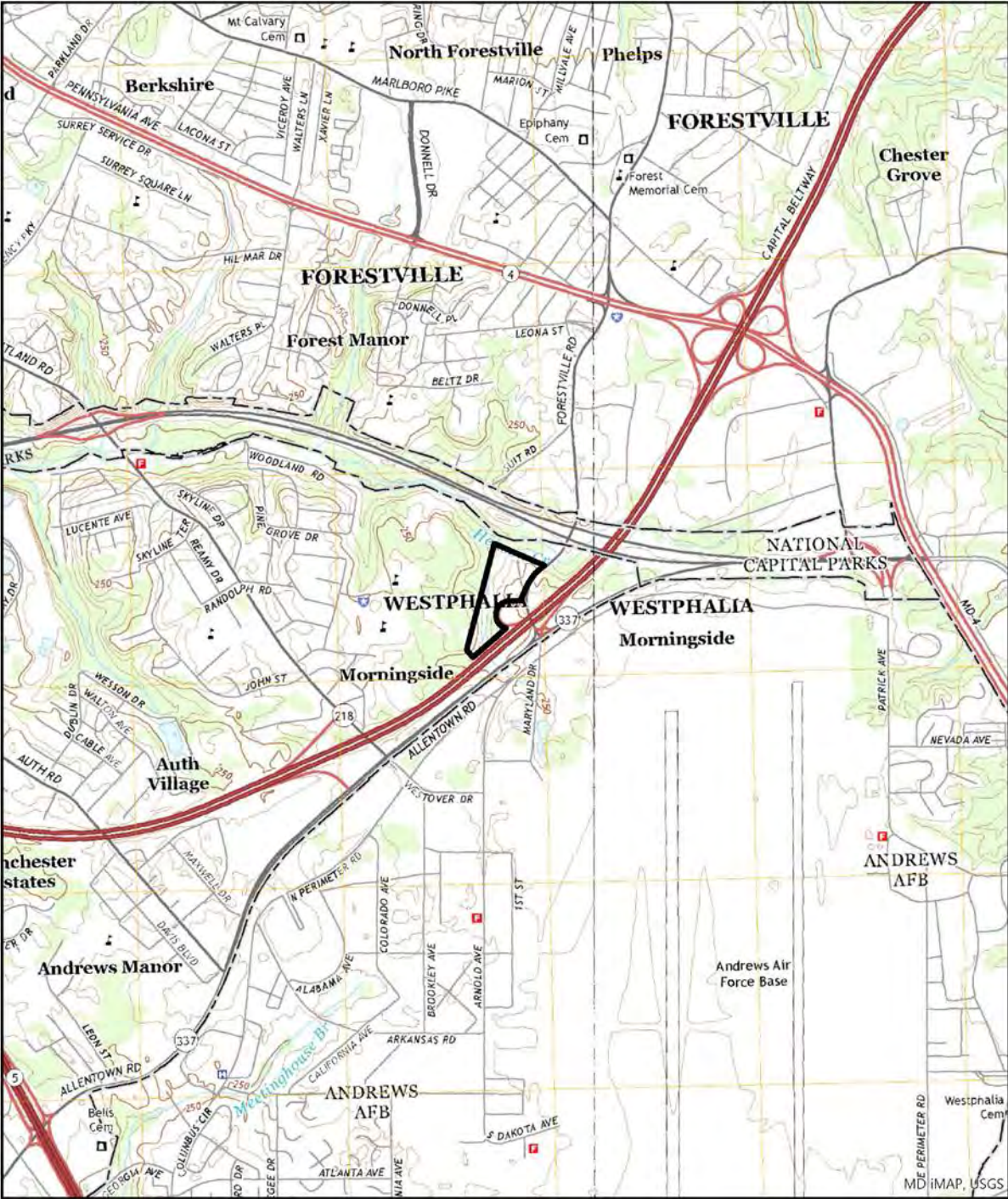


Forest Village Apartments

Prince George's County

Location: Northwest of I-495 and west of the Forestville Road

City: Suitland



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles  
Scale: 1:24,000



Forest Village Apartments

Location: Northwest of I-495 and west of the Forestville Road

Prince George's County

City: Suitland







Detail of façade at 4404 Rena Road, looking northeast.



Overview of complex, looking south towards 4400-4404 Rena Road.





4407 Rena Road, west elevation.



Playground, looking north.





4505-4507 Rena Road, northwest oblique.



4431 Rena Road, southwest oblique.



4433-4439 Rena Road, looking northwest.



Detail of façade at 4409 Rena Road, east elevation.



**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-14**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76A-62\_2019-02-14\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Detail of façade at 4404 Rena Road, looking northeast.

02.tif

Overview of complex, looking south towards 4400-4404 Rena Road.

03.tif

4407 Rena Road, west elevation.

04.tif

Playground, looking north.

05.tif

4505-4507 Rena Road, northwest oblique.

06.tif

4431 Rena Road, southwest oblique.

07.tif

4433-4439 Rena Road, looking northwest.

08.tif

Detail of façade at 4409 Rena Road, east elevation.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Forestville Asphalt

**Address:** 8700 D'Arcy Road

**City:** District Heights

**Zip Code:** 20747

**County:** Prince Georges

**USGS Quadrangle(s):** Upper Marlboro

**Tax Map Parcel Number(s):** 0150

**Tax Map Number:** 0082

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT State Highway Administration

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Aug 9, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

---

**Description of Property and Justification:** (Please attach map and photo)

The Forestville Asphalt property at 8700 D'Arcy Road in District Heights, Maryland, dates to 1977, according to property tax records. It comprises a 10.84-acre site on the north side of D'Arcy Road, west of I-495. It is a hot mix asphalt plant.

The asphalt plant includes a series of connected equipment and storage including conveyer belts, elevators, a heater, a dryer, primary and secondary collectors, cement storage, and four towering hot mix asphalt storage silos.

Immediately to the north of the plant equipment is a two-story concrete-masonry control office. It is three bays wide and has an exterior metal stair to the second-story entrance. Each bay of the second story has a different cladding: vertical wood siding on the south, horizontal corrugated aluminum siding in the center, and concrete masonry on the north. A four-bay aggregate bin system is to the north of the control office.

To the east of the plant equipment are two attached aluminum pole buildings. They have low-pitched side-gabled roofs and each are three bays wide. The west pole building, which is slightly wider than the east pole building, has a single-leaf solid metal door and a one-by-one window in the west bay. It has vehicle bays with metal roll-down doors in the central and east bay. The east pole building has three similar vehicle bays.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



## NR-ELIGIBILITY REVIEW FORM

### Forestville Asphalt

A prefabricated double-wide office trailer is immediately inside the entrance gate, to the west of the entrance. It was installed ca. 2006. Shipping containers are stored to the west of the office trailer, and a variety of aggregate piles are stored along the north side of the parcel.

Forestville Asphalt is one of five asphalt plants owned by the Francis O. Day Company, a contracting and asphalt production company based in Rockville, Maryland. Three other asphalt plants in Maryland owned by the Francis O. Day Company are in Frederick, Rockville, Waldorf, while one plant is out-of-state in Leesburg, Virginia. The Maryland Asphalt Association lists three other asphalt plants in Prince George's County, operated by other firms, and located in Bladensburg, Laurel, and Clinton.

Forestville Asphalt is not eligible for listing in the National Register of Historic Places. It is not closely associated with significant historical events or individuals, and it is not eligible for listing under Criteria A or B. Forestville Asphalt is a typical example of an asphalt production plant, and the equipment has been continuously added to and upgraded during its operation. Forestville Asphalt lacks exemplary design characteristics that would qualify it for listing in the NRHP under Criterion C for architecture or engineering. The property was not evaluated under Criterion D as part of this assessment. The surveyed property consists of the 10.84-acre parcel that encompasses Prince George's County Tax Map 0082, Parcel 0220.

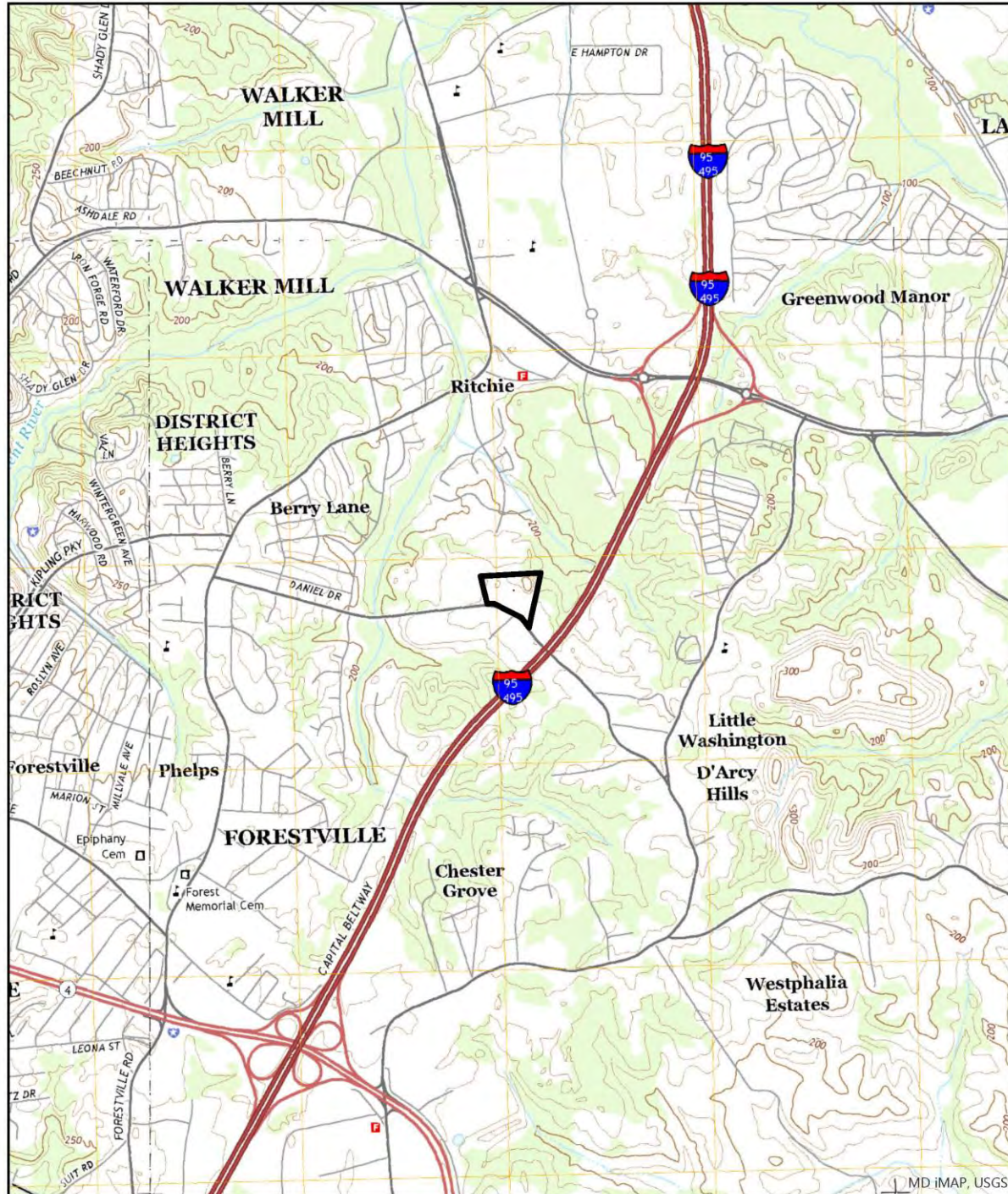
Forestville Asphalt

**Forestville Asphalt**

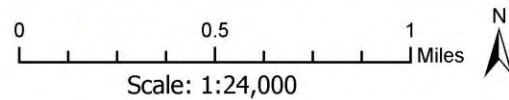
Location: 8700 D'Arcy Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro





Forestville Asphalt



Facing east towards west side of asphalt plant.



View facing southwest towards north and east sides of asphalt plant.

Forestville Asphalt



Detail of asphalt conveyer belt located on east side of the plant.



View facing west towards asphalt plant control room.



Forestville Asphalt



View facing west of control room and aggregate bins.



View facing north towards vehicle maintenance pole buildings.

Forestville Asphalt



**Oblique view of office trailer, facing southeast.**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Forestville Volunteer Fire Department

**Address:** 8321 Old Marlboro Pike

**City:** Upper Marlboro

**Zip Code:** 20772

**County:** Prince George's

**USGS Quadrangle(s):** Upper Marlboro

**Tax Map Parcel Number(s):** 0046, 0047

**Tax Map Number:** 0090-00B2

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Nicole A. Diehlmann

**Date Prepared:** Mar 19, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The Forestville Volunteer Fire Department (VFD) is a one-story fire station occupying 1.69 acres on two parcels on the west side of Old Marlboro Pike and south of Penn Randall Place. The property is surrounded by commercial and industrial development. This Modernist one-story building was constructed in 1956. It is oriented approximately east-west and faces Old Marlboro Pike. A one-story addition was constructed to the north by 1963, and a second addition was added to the northwest corner by 1980 (Historic Aerials 2019). The southeast portion of the property has direct access to Old Marlboro Pike. A driveway to the north, flanked by wood rail fencing, also connects to the road. The fire station occupies the eastern portion of the property and is surrounded by asphalt paving on all sides. The western portion is covered in grass. Directly west of the building are a circa early 2000s shed-roof canopy and a side-gable-roof shed. A large front-gable-roof shed stands southwest of the fire station at the southern boundary. The two sheds were built sometime between 1988 and 2002. Two signs are at the southeast corner of the property. The sign nearest the road has two brick pillars with concrete caps and a brick base supporting a signboard with removeable letters. The other sign is nearly identical and likely original but has a concrete signboard with inscribed letters reading "FORESTVILLE V.F.D. No. 1."

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Forestville Volunteer Fire Department

The east façade and L-shaped additions of the rectangular-plan concrete block building are clad with brick. The building is sheltered by a barrel-vaulted roof, obscured at the façade by a tall, rectangular parapet. Three-dimensional letters are fixed to the parapet, spelling out "FORESTVILLE VOLUNTEER FIRE DEPT." A tall, square hose tower, likely clad with synthetic stucco, rises from the original north elevation. A partially engaged brick chimney extends from the north elevation of the circa 1963 addition.

The façade has five original bays. The four southern bays have large garage openings with metal roll-up doors with six lights in the center. The bay to the north contains the main entrance door with a large single light above a solid panel and paired awning windows with a fixed pane above. A flat-roofed metal canopy extends across the façade. The façade of the flat-roofed circa 1963 addition is slightly recessed and windows similar to those at the façade. The north elevation of the two additions has a single half-glazed door; tall, narrow, fixed-pane windows; a horizontal three-light window; and two glass-block windows. The west elevation of the circa 1980 addition has a garage door, similar to those on the façade, and a horizontal four-light window. The west elevation of the original building has a single half-glazed door and two horizontal four-light windows. At the center of the south elevation are paired half-glazed doors. The elevation also has three sets of paired metal horizontal four-light windows, with a hopper opening at the bottom light, and two small windows. All building windows have brick sills.

The Forestville VFD is an undistinguished example of a mid-twentieth-century fire station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Forestville VFD is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While generally intact, the building has additions. This fire station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Forestville VFD was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.69 acres and is confined to two current property tax parcels 0046 and 0047, which are found on Prince George's County Tax Map 0090-00B2 account numbers 06-0487124 and 06-0487132 (2018).



Forestville Volunteer Fire Department

**Forestville Volunteer Fire Department**

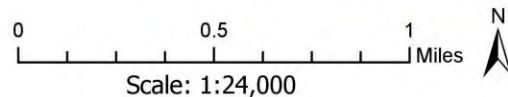
Location: 8321 Old Marlboro Pike

Prince George's County

City: Upper Marlboro



USGS 7.5' Quadrangle - Upper Marlboro





Forestville Volunteer Fire Department



East facade



North and west elevations



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Amoco Gas and Service Station (Forest Glen)

**Address:** 2601 Forest Glen Road

**City:** Silver Spring

**Zip Code:** 20910

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** HP62

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Nicole A. Diehlmann

**Date Prepared:** Mar 18, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The Former Amoco Gas & Service Station is a gas and service station occupying a 0.70-acre parcel bounded by Forest Glen Road, Capitol View Avenue, Glen Avenue, and Glen Manor Condominiums, in a predominantly residential area. With no architectural style, the one-story building was constructed 1960 as an Amoco and later converted to a BP. The service station is oriented on an east-west axis and faces south toward Forest Glen Road. At some point a one-bay office addition was constructed on the east side of the building. The property is accessed via one entrance on Glen Avenue, two on Forest Glen Avenue, and two on Capitol View Avenue. Islands with grass separate the property from the road. The service station occupies the northeast corner of parcel, and the canopy and fuel pumps are south of the building. A metal canopy over the fuel pumps is oriented north-south and was built between 1982 and 1988 (Historic Aerials 2019). A small cashier building is partially under the canopy. Another fuel pump with a small canopy and small shed are on the western side of the property. The lot is primarily asphalt with concrete pads over the underground fuel tanks. Light standards, air pump and vacuum stations, metal bollards, dumpsters, and a metal and plastic business sign are also located on the lot. A chain-link fence, with vertical wooden slats on a concrete retaining wall, lines the northern (rear) boundary.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

Former Amoco Gas and Service Station (Forest Glen)

The rectangular-plan service station has an asymmetrical south façade and consists of a store on the west side and three automotive service bays on the east. The building rests on a concrete slab foundation and is clad in a brick veneer. A faux-mansard parapet, clad in asphalt shingles, runs along all sides of the building and hides the flat roof. The shop entrance has a single metal-and-glass door flanked by three single-light, fixed-pane aluminum windows to the west. The automotive bays have metal roll-up doors with three lights in the center. A front gable with vertical board siding and business signage projects over the western and central garage bays. Carriage-lamp light fixtures are mounted on each end of the garage bays. Shorter than the original building, the office addition has a single bay visible on the façade with a central metal and glass door flanked by single, fixed-pane sidelights. The west elevation has two areas of darker brick, where original doors were located, and two single-light, fixed-pane display windows at the southwest corner that meet the façade windows, creating a wraparound storefront. The original east elevation is obscured by the flat-roof addition clad in vertical metal panels. The north elevation was not accessible during this survey.

The canopy has a flat roof supported by four rectangular metal posts. Beneath it are three fuel pumps on concrete plinths; the canopy is bordered on three sides by plastic business logos. Southwest of the canopy is a small, rectangular brick cashier building with a metal door and a teller window set in a concrete island. It has a flat roof with a parapet in corporate colors. The frame shed with exposed rafter ends has a gable roof running east-west with a metal door on the east elevation.

The Former Amoco Gas & Service Station is an undistinguished example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Amoco Gas & Service Station is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Amoco Gas & Service Station was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.70 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map HP62, Parcel 0000 (2019).



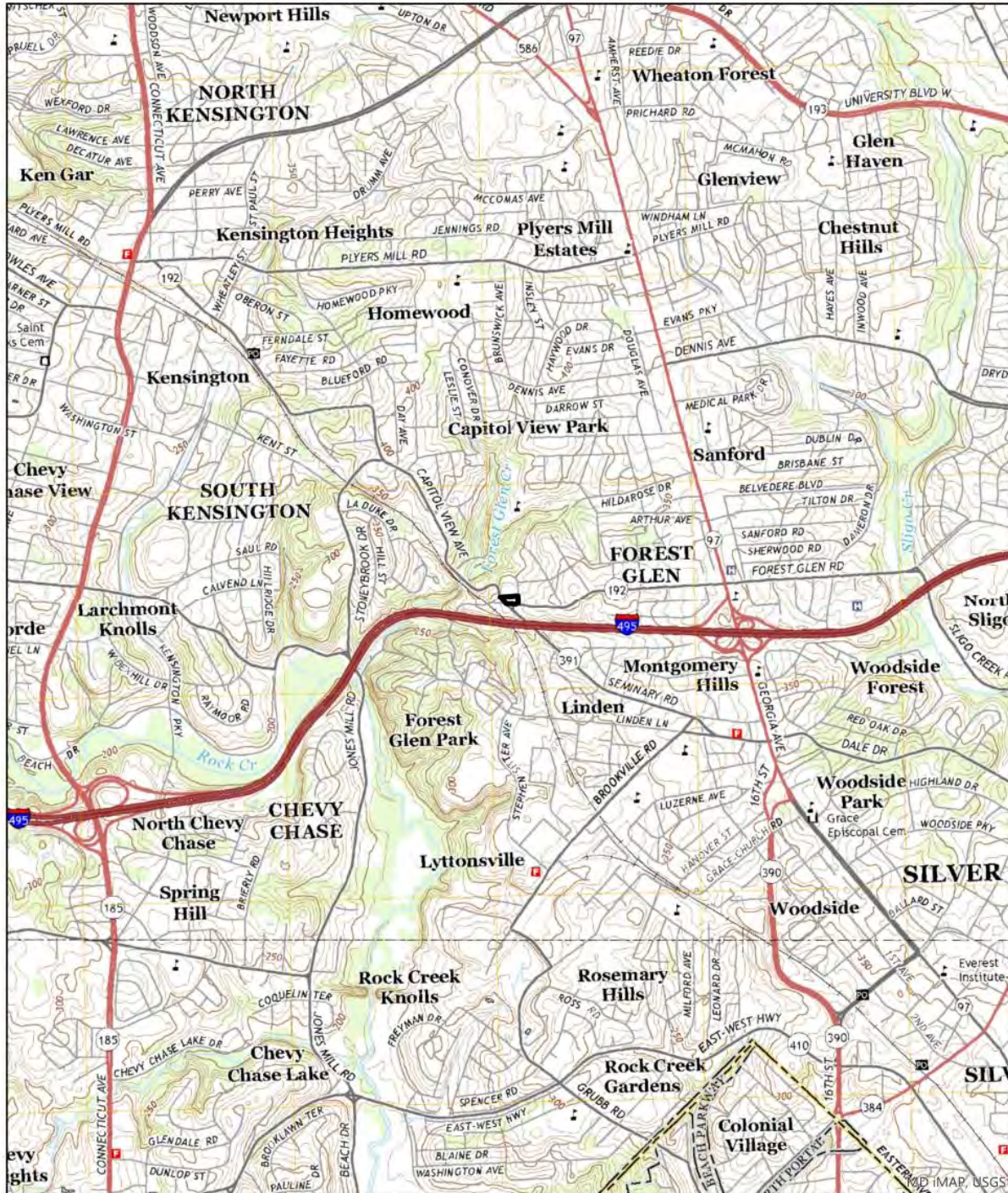
Former Amoco Gas and Service Station (Forest Glen)

**Former Amoco Gas and Service Station (Forest Glen)**

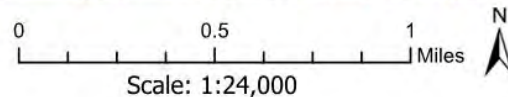
Location: 2601 Forest Glen Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington





Former Amoco Gas and Service Station (Forest Glen)



South facade and west elevation



Canopy, pumps, small cashier building, and shed



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Amoco Gas and Service Station (Suitland)

**Address:** 4599 Allentown Road

**City:** Suitland

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 19, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Former Amoco Gas and Service Station (Suitland) is a Colonial Revival-influenced former gas and service station occupying an 0.79-acre parcel located in a small commercial area south of the Capital Beltway (I-95/I-495) and north of Joint Base Andrews. According to state tax records, the one-story building was constructed in 1972. The former gas and service station is oriented on a northwest-southeast axis and faces southwest towards its primarily asphalt parking lot. The building occupies the northeast portion of its parcel. The property is separated from the roads by islands planted with grass, and a chain link fence borders the northeast side. Two driveways (one converted to truck parking) connect the road to the property's lot. The property also has modular storage units; a metal, plastic, and fabric canopy with concrete footers; and a metal and plastic business sign.

The rectangular-plan gas and service station has a symmetrical façade and rests on a concrete slab foundation. The building is clad with brick in a running bond pattern. The hipped roof has asphalt shingles and boxed

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Former Amoco Gas and Service Station (Suitland)

eaves. The façade gable end, with pork chop returns, is clad in vertical wood siding; the gable end also has a back-lit plastic and metal sign, and three-dimensional numbers spelling "4599." An interior chimney projects from southeast side of the roof. A one-story shed-roof addition, with brick- and vertical wood panel siding, was constructed at the northwest elevation early in the building's history.

Located at the façade, the main pedestrian entrance consists of paired metal and glass doors, with a transom and two-light sidelights. The entrance opens onto a concrete ramp to the parking lot; the ramp connects to a concrete pedestrian walkway that wraps around to the southeast elevation. Adjacent to this entrance is a single metal and glass door with transom. A single door, made of the same wood siding as the cladding, provides access to the addition at the façade. Two metal-and-glass roll-up garage doors are located on the northwest section of the façade, and a metal-framed five pane window wall at the southeast section wraps around to the southeast elevation. Also at the southeast elevation are a single six-panel metal door, and a single-light, fixed-sash, privacy glass and metal-framed window. The northwest and northeast elevations have no fenestration.

The former Amoco Gas and Service Station (Suitland) is an altered example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the former Amoco Gas and Service Station (Suitland) is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has new windows and pedestrian and garage doors. Signs associated with Amoco, along with gas pumps and tanks, have been removed. The canopy was installed between 2015 and 2019 (Prince George's County Land Records/Historic Aerials, 2019). This gas and service station does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The former Amoco Gas and Service Station (Suitland) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.79 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2018).

References:

"Amoco-We'll Pull You Thru! (Advertisement)." The Washington Post, October 15, 1974, B16. ProQuest.



Former Amoco Gas and Service Station (Suitland)

**Former Amoco Gas and Service Station (Suitland)**

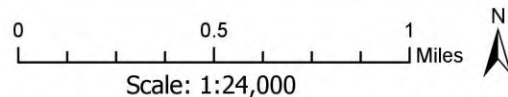
Location: 4599 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Former Amoco Gas and Service Station (Suitland)



Southwest facade and southeast elevation



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Andrews Esso Gas and Service Station

**Address:** 4785 Allentown Road

**City:** Suitland

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0098

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 19, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Former Andrews Esso Gas and Service Station is a Contemporary style gas and service station occupying a 0.88-acre parcel located in a commercial area along Allentown Road, south and east of the Capital Beltway (I-95/I-495) exit ramp to Allentown Road and northwest of Joint Base Andrews. According to state tax records, the one-story building was constructed in 1971 as an Esso gas and service station. Prior to 1999, the name changed to Andrews Exxon. Circa 2008 the property was occupied by Enterprise before becoming NextCar circa 2012 (Prince George's County Land Records/Google Street View). The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. Driveways with low swing-arm gates connect the property to the road and to the parking lot of the adjacent shopping center to the southwest. Although the parking lot south and east of the building is primarily asphalt, the driveway to the adjacent shopping center is concrete. The building is set near the center of the parcel and surrounded by mature trees and shrubs to the northeast and northwest and by grass areas to the southeast and southwest.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Former Andrews Esso Gas and Service Station

Metal bollards border the property to the southeast and southwest. A metal and plastic business sign is mounted on a pole at the southeast corner of the lot.

The L-shaped gas and service station has an asymmetrical façade consisting of a side-gable southwestern office section and a front-gable northeastern garage section. The building rests on a concrete block foundation and is clad with painted brick in a running bond pattern. The cross-gabled roof is clad with asphalt shingles and has wide, overhanging eaves with projecting exposed wood beams at the southeastern and southwestern gables. A square, likely brick, chimney pierces the roofline northwest of the ridge at the office section. The main pedestrian entrance, located at the office section of the façade, consists of a single metal-and-glass door facing onto a concrete pedestrian walkway that wraps around to the building's side elevations. The central entrance is surrounded by a glass, metal, and wood window wall, topped with spandrel panels. The window wall wraps partially onto the southwest elevation, which also has two bricked-in doorways. The garage portion of the façade contains a secondary pedestrian entrance on the southeast side, consisting of a single metal door with a small rectangular wire-glass window; a bricked-in doorway; and two bricked-in windows. Above the bricked-in windows is a back-lit plastic-and-metal sign. The northeast façade has three metal roll-up garage doors with three small lights at the center. An exposed metal beam spans the garage bays. The northwest elevation has no fenestration.

The Former Andrews Esso Gas and Service Station is an altered example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Andrews Esso Gas and Service Station is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was altered by the filling in of windows and doors on the façade and southwest elevation. The property has been altered by the removal of the fuel pumps and tanks, likely in 1999 when it was sold to Enterprise (Prince George's County Land Records/Historic Aerials, 2019). This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Andrews Esso Gas and Service Station was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.88 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).



Former Andrews Esso Gas and Service Station

**Former Andrews Esso Gas and Service Station**

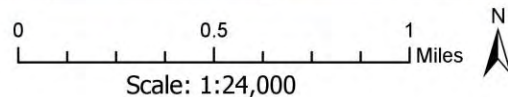
Prince George's County

Location: 4785 Allentown Road

City: Suitland



USGS 7.5' Quadrangle - Lanham





Former Andrews Esso Gas and Service Station



Southeast facade and southwest elevation



Southeast facade and northwest elevation



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Co-op Gas and Service Station (Greenbelt)

**Address:** 20 Southway

**City:** Greenbelt

**Zip Code:** 20770

**County:** Prince George's

**USGS Quadrangle(s):** Washington East

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0034

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The former Co-op Gas and Service Station (Greenbelt) is a gas and service station occupying a 0.76-acre parcel located in a predominantly residential neighborhood with townhouses. At some point it was a CITGO, and by 2009 the property became a BP station. The one-story building was constructed by 1957; its Mansard style design likely dates to the 1970s. The metal canopy over the fuel pumps was built some time between 1981 and 1989 (Historic Aerials 2019). The gas and service station is oriented on a northeast-southwest axis and faces southeast toward Southway. The building occupies approximately the center of its triangular parcel and is separated from the road by an island planted with grass and shrubs. Two driveways connect the road to the property's lot. While the lot is primarily asphalt, concrete pads with metal covers access the station's underground fuel tanks. The canopy has a flat roof supported by four rectangular metal posts. Beneath it are four fuel pumps on concrete plinths and protected by metal bollards; the canopy is bordered on three sides by plastic business logos. Light standards, air pump and vacuum stations, metal bollards, and a metal and plastic business sign are also located on the lot. A chain link fence borders the rear of the property.

The nearly rectangular-plan gas and service station has a symmetrical façade and consists of a taller center shop/office bay flanked by a garage bay on either side. The shop/office bay façade has a shop wing shorter

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Former Co-op Gas and Service Station (Greenbelt)

than the rest of the bay. The building rests on a concrete slab foundation. The shop/office bay is clad with white painted concrete, with pebble dash stucco just below the façade roofline. The garage bays are surfaced with white painted stack-bond brick. Mansards, clad in standing-seam metal siding, cover the rooflines and form parapets for the flat roofs. The primary pedestrian entrance, located at the wing's façade, consists of paired metal and glass doors facing onto a concrete pedestrian walkway that wraps around to the wing's side elevations. The entrance is surrounded by single-light fixed metal sash windows with upper and lower spandrel panels and vertical wood siding at the base. The windows, panels, and siding wrap around to the wing's side elevations. Metal panels at the wing's roofline advertise the shop. The garage bays each have three roll-up metal and glass garage doors. There are also cylindrical metal light fixtures mounted on each end of the garage bays. The building's southwest elevation has a boarded-up window opening, and the northeast elevation has no fenestration. The northwest elevation was not accessible during this survey, but Google Street View images show the presence of at least one garage bay with a roll-up door.

The former Co-op Gas and Service Station (Greenbelt) is an undistinguished example of a mid-twentieth-century gas and service station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the former Co-op Gas and Service Station (Greenbelt) is not eligible for the National Register of Historic Places (NRHP) under Criterion A or B. The building appears to have been remodeled in the 1970s and the property has been altered by the construction of the 1980s canopy with new fuel pumps. This gas and service station does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The former Co-op Gas and Service Station (Greenbelt) was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.76 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0034, Parcel 0000 (2019).



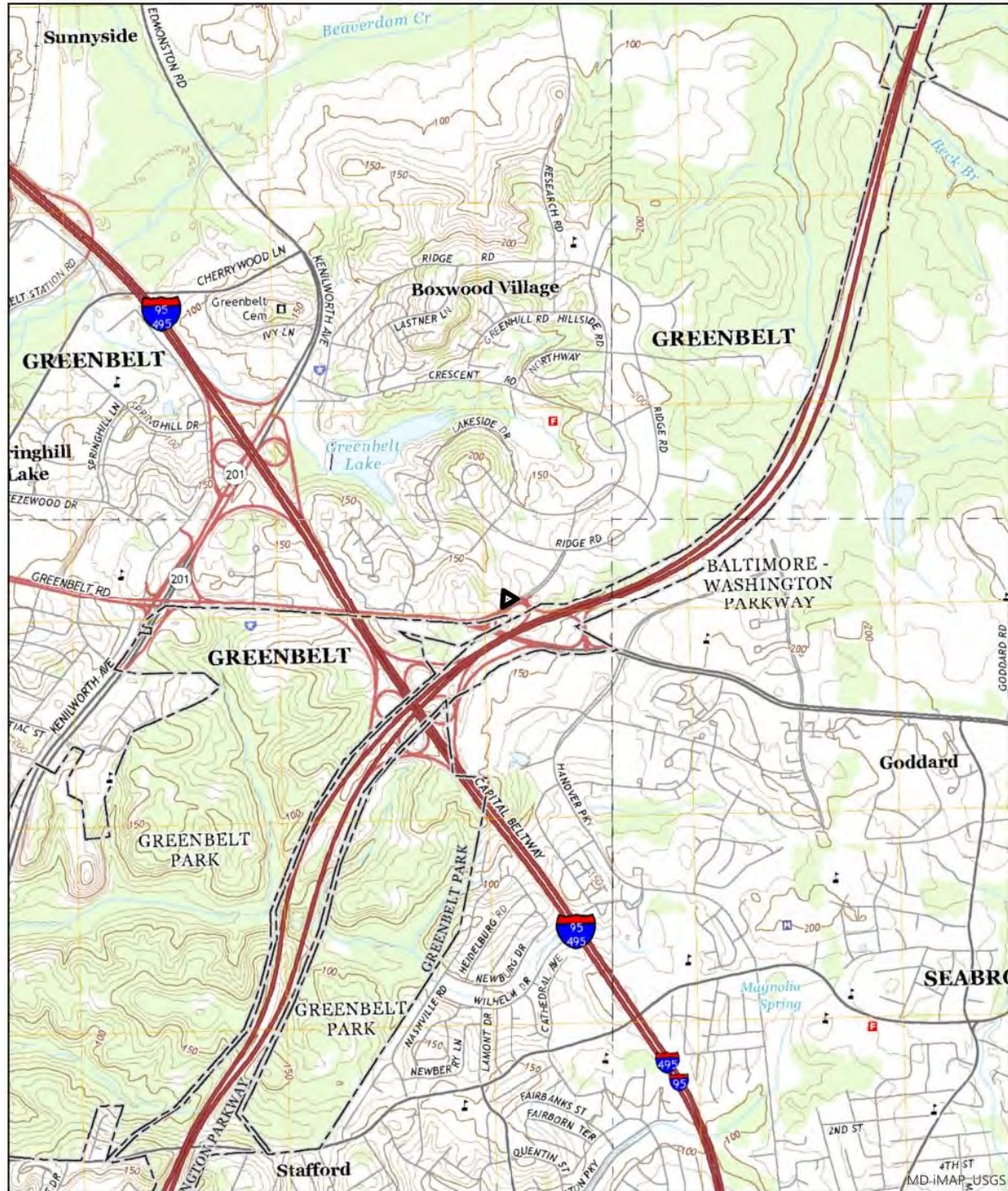
Former Co-op Gas and Service Station (Greenbelt)

**Former Co-op Gas and Service Station (Greenbelt)**

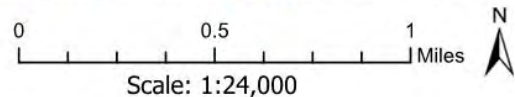
Location: 20 Southway

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



NR-ELIGIBILITY REVIEW FORM

Former Co-op Gas and Service Station (Greenbelt)



**Southeast facade and southwest elevation**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Holiday Inn (Suitland)

**Address:** 4783 Allentown Road

**City:** Suitland

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0098

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 22, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Former Holiday Inn (Suitland), now a combination Quality Inn and Rodeway Inn, is a highway hotel occupying a 2.98-acre parcel at the southwest corner of Suitland Road and Allentown Road, located in a commercial area south and east of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. State tax records give a build date of 1976, but historical documentation indicates part of the building was constructed by 1971. The highway hotel is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. Two concrete driveways, one gated, connect the asphalt parking lots surrounding the building to the roads. The asphalt parking lot to the northwest of the building, and its associated gated concrete driveway, partially extend beyond the boundaries of the parcel and onto a parcel owned by the State of Maryland. The building occupies approximately the center of its parcel and is separated from the roads by islands landscaped with grass and shrubs. Historic aerials show that an in-ground swimming pool, demolished between 1995 and 2002, was located to the northwest of the center section of the building. The building is surrounded by grass, mature trees, and planting beds with shrubs; light standards, flag poles, concrete parking

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Former Holiday Inn (Suitland)

bumpers, concrete pedestrian walkways, three synthetic stucco and metal dumpster enclosures, and metal and plastic business signs are also located on the lot. A chain link fence borders the property to the northeast (on the parcel owned by the State of Maryland) and southwest.

The highway hotel has an irregular plan consisting of a staggered two-story section of guest rooms to the southwest that includes the main entrance to the Rodeway Inn, a tall one-story center section that includes a porte cochere and entrance to the Quality Inn, and a four-story guest-room tower at the northeast end, with parking at the ground-level. The foundation is obscured, but the exterior walls are clad primarily with synthetic stucco; the southwest section is also partly clad with painted brick in a running bond pattern. The main building roof is flat with mechanical equipment. Based on historic newspaper advertisements and historic topographic maps, the two-story southwest section of the building was built circa 1971. The tax year of 1976 is likely the date that the one-story center and four-story northeast sections of the building were built. Between 1995 and 2002, the porte cochere was constructed and parapet walls were added to the southeast wing (Historic Aerials).

The southeast façade's main entrance, used as the entrance to the Quality Inn, is marked by a porte cochere clad in synthetic stucco with a standing-seam metal hipped roof and a small, synthetic-stucco-clad square tower with half-round windows and a standing-seam metal hipped roof. The entrance consists of paired sliding metal-and-glass doors, flanked by solid panels, approached via a concrete sidewalk that extends around the building. The entrance to what may have been a former restaurant space is also in the center section, east of the porte cochere, and consists of a projecting metal-and-glass vestibule with paired metal-and-glass doors flanked by fixed-pane windows over spandrel panels. A metal-and-glass window wall of clear panes over synthetic stucco panels is located between these entrances. At the northeast corner of the center section is a secondary entrance consisting of paired metal-and-glass sliding doors flanked by two-light sidelights. A metal-framed window wall of clear panes over synthetic stucco panels wraps around to the northeast elevation. The northwest (rear) elevation contains secondary entrances with single metal doors and two basement entrances accessed by concrete staircases with metal railings.

The southeast wing is two stories tall and consists of two staggered guest room sections, each 10 bays wide. The southwest section is recessed from the parking lot and features landscaped lawns. The entire southeast wing is clad in synthetic stucco, with pilasters and a synthetic stucco cornice on top of the stepped parapet. The second story overhangs the first, creating a covered walkway along the façade and northwest elevation. The wall along this walkway is clad in painted brick in a running bond pattern. A secondary entrance, used as the main entrance for the Rodeway Inn, is located at the furthest southeast bay and consists of a single metal-and-glass door flanked by metal-framed fixed-sash windows. A concrete pedestrian walkway leading from the parking lot to this entrance is sheltered by a metal and fabric awning printed with business signage. At the façade and northwest elevation, first-story guest rooms have individual entrances, consisting of a single solid metal door flanked by a metal-and-glass fixed-sash window. There are three second-story entrances--two at the façade (one of which is recessed near the Rodeway Inn entrance) and one at the northwest elevation--consist of single solid metal doors with sidelights accessed by concrete staircases with metal railings. Staircases are illuminated by round metal-and-glass light fixtures. Upper story bays on the façade and northwest elevation are characterized by large metal-and-glass, multi-light fixed sash windows flanked by a small vertical rectangular window. Secondary entrances along the northwest elevation include single solid metal doors and a basement entrance accessed by a concrete staircase with metal railings. The southeast elevation has no fenestration. Metal vents are located on all elevations.



Former Holiday Inn (Suitland)

The northwest wing is four stories tall and 15 bays wide, with ground-level parking occupying the first story and guest rooms on the upper three stories. The northwest wing is clad in synthetic stucco with pilasters between the bays. The first story is a blind wall at the façade, except for a rectangular opening at the southwest end to allow vehicles to access the parking area. The façade and northwest elevations have the same window configuration as those on the southeast wing. The northeast elevation has three two-light fixed-sash windows centered above the first story. The northwest elevation has a single metal door with a small boarded-up square window near the dumpster enclosure. Metal vents are located on all elevations. Metal and plastic back-lit signs are on the southwest elevation near the roof.

The Former Holiday Inn (Suitland) is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was altered by the construction of the porte cochere between 1995 and 2002 (Historic Aerials). Original elements, such as the in-ground swimming pool, have also been removed or replaced. The Former Holiday Inn (Suitland) does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 2.98 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

Former Holiday Inn (Suitland)

**Former Holiday Inn (Suitland)**

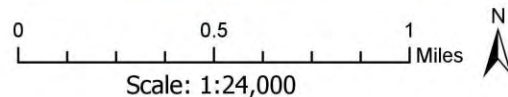
Location: 4783 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia





NR-ELIGIBILITY REVIEW FORM

Former Holiday Inn (Suitland)



Southeast facade, center and northwest sections



Northwest elevation

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Princess Garden Special Center

**Address:** 6016 Princess Garden Parkway

**City:** Lanham

**Zip Code:** 20706

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0044-00A3, 0044-00B2

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Apr 9, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Former Princess Garden Special Center is a Contemporary style-influenced former school building that occupies a 5.16-acre lot consisting of three parcels located in a residential area east of the Capital Beltway (I-95/I-495) and west of Princess Garden Parkway. According to state tax records, the one-story building was constructed in 1968. Prior to 1984 it was the Princess Garden Special Center, but it is currently used as an administrative center and police station by the City of New Carrollton. The former school is oriented on an east-west axis and faces east towards Princess Garden Parkway. The building occupies the southwest portion of the L-shaped lot. One driveway connects the road to a circular asphalt parking lot east of the building that is lined by a concrete pedestrian walkway. At the center of the circle is a landscaped island with trees, grass, and a flag pole. Additional asphalt parking is south and west of the building. The northern part of the property is wooded. The former school is surrounded by mature trees and is separated from the road by islands planted with grass. The property also has modular storage units; a modular shed; wood and metal benches; light standards; street signs; and a low, double-pole, metal-and-plastic sign at the southeast corner.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Former Princess Garden Special Center

The former school rests on a concrete slab foundation and has an irregular-plan consisting of a one-story east wing, with a taller section to the northeast that was likely a gymnasium, and one-story south and west wings. The building is clad in light-colored brick in a running bond pattern with synthetic stucco beneath the windows. At the wings are two-light sliding metal-sash windows. Some windows have metal vents located beneath them and the windows on the east elevation of the west wing have interior bars. The roof is flat with mechanical equipment and has slightly projecting eaves with metal-clad fascia.

The façade faces east and is dominated by a tall shallow-pitched, gable-roof projection with a blind wall that features three-dimensional letters and numbers spelling “NEW CARROLLTON MUNICIPAL CENTER” and “6016.” The main entrance is to the south and consists of metal-and-glass sliding doors flanked by metal-sash sidelights with a spandrel-panel transom. The entrance opens onto a concrete pedestrian walkway, sheltered by a T-shaped metal canopy suspended from right-angled square metal posts, that leads to the circular parking lot. A concrete ramp with metal railings connects the walkway to the parking lot. On the south elevation of the east wing are vertically-oriented metal fixed-sash windows on the first story and rectangular metal fixed-sash windows under the eaves of the taller section. On the north elevation of the east wing at the first story are two sets of paired metal-and-glass doors with metal railings, paired solid metal doors, a single metal door, eight window bays, and a large metal vent. Below the eaves of the taller section are metal fixed-sash windows.

On the east elevation of the west wing are five window bays with interior horizontal metal bars. On the north elevation is a recessed entrance consisting of paired metal-and-glass doors with a spandrel panel above, flanked by a sidelight with spandrel panels above and below. The entrance opens onto a concrete step with a metal railing. On the west elevation are two single metal doors oriented perpendicular to the elevation in recessed entrances and eight window bays. On the south elevation is the entrance to the New Carrollton Police area of the building. This recessed entrance consists of a sliding metal-and-glass door opening onto a concrete pedestrian walkway with metal railings and a concrete ramp leading to the parking lot. A plastic sign reading “NEW CARROLLTON POLICE” is above the entrance. A metal drinking fountain projects from the wall west of the entrance. There are 15 window bays, one of which has been bricked-in.

On the west elevation of the south wing is a single metal door surrounded by vertical wood siding and eight window bays. On the south elevation is an entrance identical to the one on the north elevation of the east wing and eight window bays. On the east elevation are two projecting bays, both with four window bays. Single metal doors, oriented perpendicular to the elevation, are located in recessed areas adjacent to the projecting bays.

The Former Princess Garden Special Center is an altered example of a mid-twentieth-century school building common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Former Princess Garden Special Center is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered by the replacement of the majority of the windows and doors and the bricking-in of one window. The former school does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. The Former Princess Garden Special Center was not evaluated under Criterion D as part of this assessment.

NR-ELIGIBILITY REVIEW FORM

Former Princess Garden Special Center

The boundary for the property encompasses 5.16 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Maps 0044-00B2 and 0044-00A3, Parcel 0000 (2018).

References:

"Schools Closed in P.G.," The Washington Post, September 27, 1984, MDA5. ProQuest.



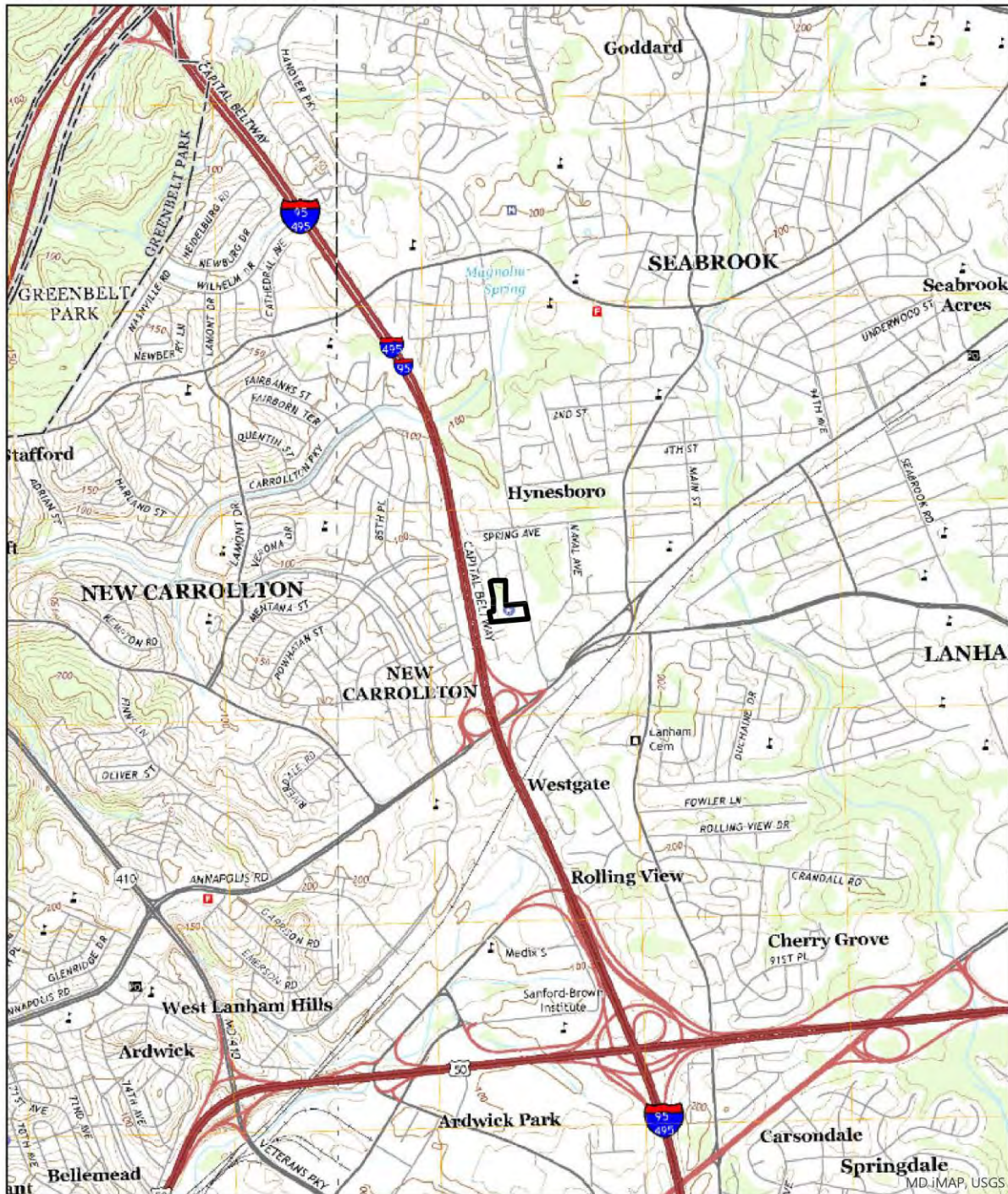
Former Princess Garden Special Center

**Former Princess Garden Special Center**

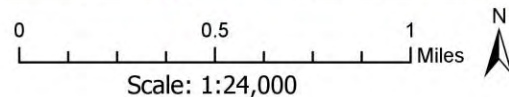
Location: 6016 Princess Garden Parkway

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham





Former Princess Garden Special Center



East facade



South elevation of west wing



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Former Sheraton of Washington Northeast

**Address:** 8500 Annapolis Road

**City:** Hyattsville

**Zip Code:** 20784

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0044

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 27, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Former Sheraton of Washington Northeast is a highway hotel on the northeast corner of Annapolis Road and 85th Avenue that was constructed in 1971 according to state tax records. The hotel occupies a 4.65-acre parcel surrounded by commercial and residential properties. As of 2019, it is operating as the Metro Points Hotel. It appears to have been an International Style-influenced building remodeled between 2012 and 2015. The hotel's east wing and swimming pool were demolished in 2007 and replaced with a two-story office and retail wing that covers the hotel's east and south elevations at the first two stories. The hotel is oriented on a north-south axis and faces west towards 85th Avenue. The building occupies the center of the parcel and is surrounded by an asphalt parking lot. The property is separated from the road by landscaped islands, grass and planting areas surround the building. Three driveways access the property from 85th Avenue. A two-story metal and concrete parking deck is located north of the hotel building. The property includes metal, synthetic stucco, stone, and plastic business signs; metal bollards; concrete pedestrian walkways; concrete parking bumpers; and a concrete block electrical transformer enclosure. A chain link fence borders the property to the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Former Sheraton of Washington Northeast

north and east and a metal decorative fence borders it to the southwest. A tall sign with a rounded top and business directory is on the southern boundary at Annapolis Road.

The building comprises a ten-story center tower, a one-story west entrance and ballroom wing, and a two-story east and south retail and office wing. The building has flat roofs with mechanical equipment on all sections. The high-rise section has a roof access structure and a shelter containing mechanical equipment. The west wing has a partial false mansard, clad in standing-seam metal, likely concealing mechanical equipment.

The one-story west wing is clad in synthetic stucco with a band of uncoursed stone cladding at the base. A porte cochere is located at the northwest corner of the building with back-lit, three-dimensional, metal-and-plastic signs. The main entrance, sheltered by the porte cochere, consists of paired metal-and-glass sliding doors and paired metal-and-glass doors surrounded by a metal-and-glass window wall, which extends to the sides of the projecting entrance. Single-light, fixed metal sash windows flank the entrance. Two identical windows are located on the north elevation. To the south of the main entrance, the façade projects west of the porte cochere. At the southwest corner of the wing, the building rises to a second story with a shed roof, likely to house a mechanical area as metal vents are visible on the north, south, and west sides. Three metal flagpoles are also attached to this wall at the upper level. Two partially underground single metal doors are under the vented area, sheltered by the main roof and accessed by concrete stairs with metal railings. A partially underground single metal door is also located at the south elevation.

The ten-story center tower is separated into fourteen bays by pilasters. The east and west elevations have alternating bands of fixed metal sash ribbon windows and synthetic stucco panels. To the north and south are projecting synthetic stucco-clad towers, likely containing staircases. At the base of the north stair tower is a two-story recessed area with a metal railing, a three-light fixed metal sash window, and metal vents. The west elevation of the north stair tower and east elevation of the south stair tower have rectangular openings at each story. At the west elevation, the tower is covered at the base by the one-story entrance and ballroom wing and at the east and south elevations the tower is covered by the two-story modern office and retail wing. At the roofline of the east and west elevations, synthetic stucco parapets have rectangular areas with cornices over the four central bays and the two bays at the edges. Plastic business signs are at the east and south elevations.

The two-story east and south wing is clad in synthetic stucco and brick. Entrances consisting of metal-and-glass doors flanked by window walls and fixed metal sash storefront windows are located on the first story. The second story has fixed metal sash ribbon windows and back-lit, metal-and-plastic business signs. A corner entrance on the southeast side has a window wall flanked by an area of synthetic stucco and brick pilasters and topped with a tall, square parapet. The paired metal-and-glass doors are covered by an open metal canopy.

The partially underground, two-story parking garage has back-lit, metal-and-plastic signs and a metal-and-plastic lighting strip between the first and second story. The parking garage has a metal pedestrian staircase to the south facing the hotel. Two metal poles, likely originally holding a sign, are present at the entrance to the garage's upper level, which is surrounded by a low concrete-block wall.

The Former Sheraton of Washington Northeast is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant



NR-ELIGIBILITY REVIEW FORM

Former Sheraton of Washington Northeast

contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been drastically remodeled so that it currently does not resemble its historic appearance. In addition, the hotel's original east wing and swimming pool have been demolished and replaced with modern retail and office space to the east and south. The Former Sheraton of Washington Northeast does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 4.65 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0044, Parcel 0000 (2018).

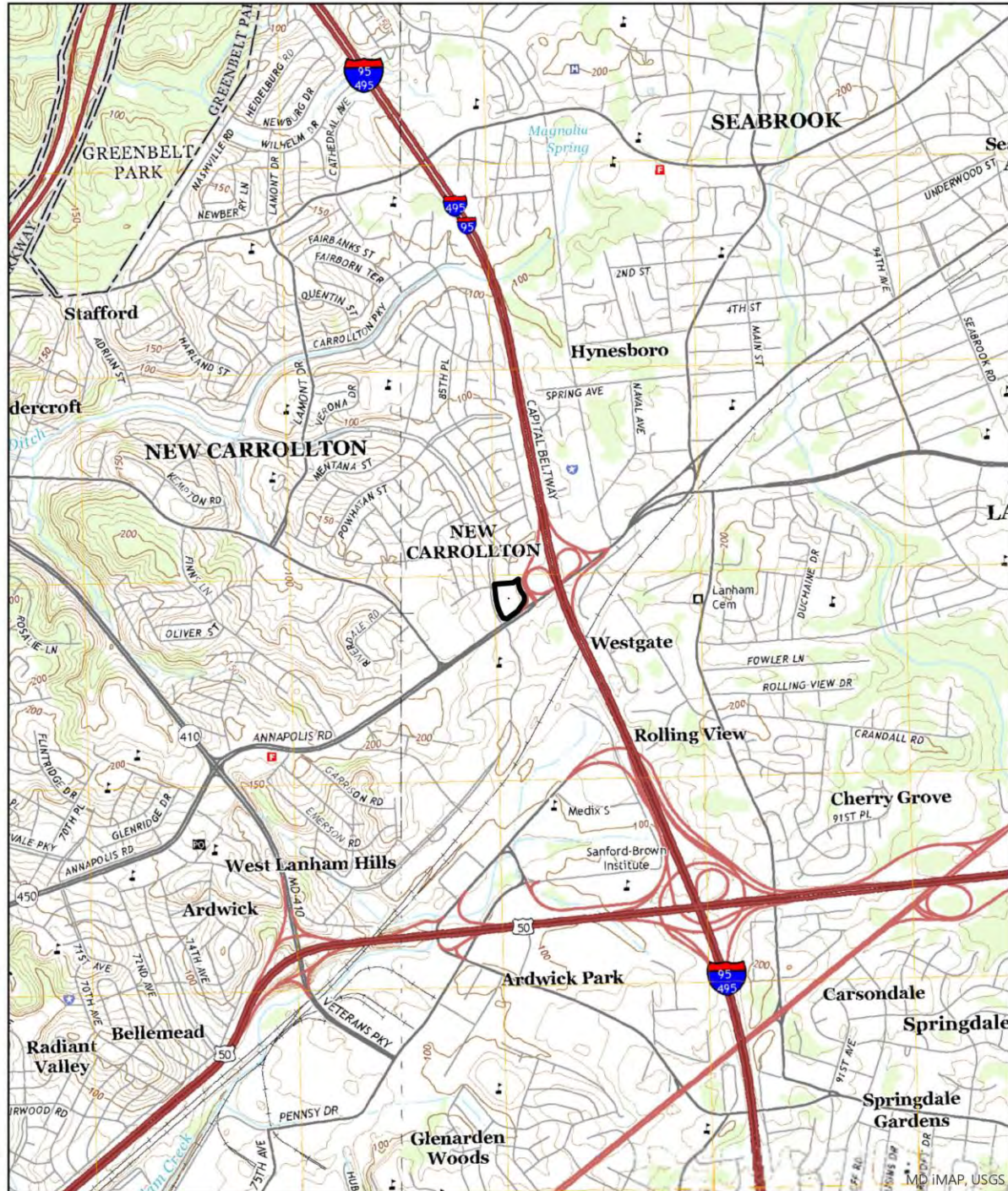
Former Sheraton of Washington Northeast

**Former Sheraton of Washington Northeast**

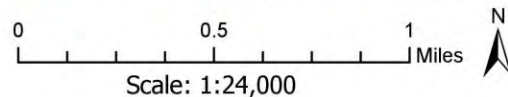
Location: 8500 Annapolis Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham





Former Sheraton of Washington Northeast



West facade



South and east elevations

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Franklin Knolls Inventory Number: M: 32-36  
Address: East of the interchange of I-495 and University Boulevard East Historic District: Yes  
City: Silver Spring Zip Code: 20901 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: JP51  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Caitlin Sylvester Date Prepared: Mar 6, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Franklin Knolls is a planned residential development located southeast of the University Boulevard East and I-495 interchange in Silver Spring, Montgomery County. The neighborhood is located on both the north and south sides of I-495; the southern section is bounded on the north by I-495, on the east by the northwestern branch of the Anacostia River, by the Montgomery Knolls neighborhood to the south, and by University Boulevard East to the west and the northern section is bounded to the south by I-495, to the east by the northwestern branch of the Anacostia River, to the north by the Indian Springs Village subdivision and to the west by the Warrenton Village neighborhood. Section 1 of Franklin Knolls, which contains dwellings constructed from 1941-1953 and is located to the west of the development, was previously surveyed as part of Warrenton Village/ Franklin Knolls-Section 1 (M: 32-14). Because Section 1

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



of Franklin Knolls was platted about 20 years earlier than the rest of Franklin Knolls, has a different housing stock, and was completed by a different developer, Franklin Knolls is being evaluated separately.

The 135-acre Franklin Knolls development comprises 16 curvilinear streets (Waterford Road, Cherry Tree Lane, East Indian Springs Drive, Merwood Lane, Torrington Place, East Franklin Avenue, Burgess Lane, Lawnserry Terrace, Lawnsberry Place, McAlpine Road, Vance Place, Curran Road, East Melbourne Avenue, Greer Avenue, Whitaker Terrace, and Lowander Lane) with curbs, drainage pipes, and sidewalks. The development includes the Eastern Middle School and about 350 single-family dwellings on lots ranging between 0.13 and 0.5 acre. The individual lots are evenly graded or slightly sloped and feature moderate tree coverage, plant beds, bushes, and a concrete or asphalt driveway. Secondary buildings are rare, but if present include sheds.

#### Description:

Franklin Knolls is a planned residential development with single-family dwellings primarily constructed between 1956 and 1963 during the Modern (1930-1961) and the Suburban Diversification periods (1961-1980) (National Environmental Title Research [NETR] 1963). The streets are laid out in a curvilinear pattern, with Waterford Road, East Indian Springs Drive, East Franklin Avenue, and Lowlander Lane forming the main thoroughfares that run east to west while the remainder of the streets intersect those and often end in cul-de-sacs. Most of the single-family dwellings were constructed in variations of the Ranch, Transitional Ranch, Split Level, and Split-Foyer forms. Modern infill properties, though rare, are located throughout the neighborhood.

Dwellings are primarily three or five bays wide and one or two stories tall. Depending on the slope, dwellings have a crawl space or basement, often clad in a brick veneer. Cladding includes stretcher-bond brick veneer, sometimes in combination with vinyl siding. Roofs are side gabled, cross gabled, or hipped, all of which are sheathed in asphalt shingles; some feature an overhanging eave, occasionally with a boxed cornice. Most dwellings have a single brick chimney set along a side elevation or piercing the roof's ridge.

Primary entrances are typically off-center and comprise single-leaf wood or fiberglass doors and storm doors often accessed by concrete or brick stoops or entry porches. Some entry or partial-width porches are covered by a shed or hipped roof or are recessed beneath the eave. Windows include single and paired vinyl-framed, sliding units; six-over-six or eight-over-eight wood-frame double-hung-sash units; and one-over-one, vinyl-framed, double-hung-sash units. Tripartite and bay windows are common throughout the neighborhood. Many dwellings also have fixed, vinyl, louvered or paneled shutters flanking windows on the façade. Though rare, some of the houses have an attached garage. Additions are typically found at the rear or side elevation and are in scale with the original building.

Eastern Middle School, built in 1951, is located in the western section of Franklin Knolls. The square two-story, multi-bay school has a wooded courtyard in the center. The foundation and structural system are clad in a running-bond brick veneer, and it is covered by a flat roof. Windows include one-over-one, double-hung-sash, metal framed windows as well as multi-light metal framed fixed windows. Fully-glazed, metal-framed, single- and double-leaf doors provide access to the building. Parking lots are located to the north and west of the school, while a large open field containing various sporting courts and fields is located to the east.

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A community pool complex, built around 1962, is located in the southeast corner of the subdivision. The parking lot for the pool is situated at the eastern terminus of East Franklin Avenue, with the pool house and pool positioned just east of the lot. The pool house, built in the Contemporary style, is a one-story, one-bay building constructed of concrete block and covered by two shed roofs with clearstories. The primary entrance is centrally located on the façade (southwest elevation) and contains a double-leaf, flush metal door.

#### Historic Context:

The land that makes up Franklin Knolls was originally part of three large tracts known as “Resurvey on Charles and William”, “Hills and Dales”, and “Fenwick” (Montgomery Count Deed Book [MCDB] 790, 181). Section 1 of Franklin Knolls (M: 32-14) was purchased and platted in 1941 by Adam May Brady and Fred and Elizabeth Bashwitz. Houses in that section were built between 1941 and 1956, with many of the houses demolished for the construction of I-495. Section 1 of Franklin Knolls was recorded in the Maryland Inventory of Historic Properties in 2000 (Leach 2000).

In 1956, the development companies Franklin Knolls Inc. and Cafritz Construction Company purchased the remainder of the Franklin Knolls subdivision, including unsold properties from Section 1 (Leach 2000, 7). Between 1956 and 1962, Franklin Knolls Inc. and Cafritz Construction Company created 21 additional plats and resubdivided much of Section 1 to create better traffic flow throughout the neighborhood (Leach 2000, 8; Montgomery County Plats [MCP] 4526, 6818). Construction of dwellings, completed by Lipnic Construction Company, started shortly after platting, with houses built between 1956 and 1963 (NETR 1949, 1963).

Morris Cafritz, president of Cafritz Construction Company, was one of the most prolific developers throughout the Washington, D.C., metropolitan area from the 1920s until his death in 1964. He focused on single-family homes, building over 5,000 during his life, although he also developed apartments and commercial buildings (Eig 2009, 28). His work was varied and includes Greenwich Forest (M: 35-165) in Bethesda, Majestic Apartments in Washington, D.C., and the Pentagon Industrial Center in Arlington, Virginia (Cafritz Foundation 2015).

The community pool and the Eastern Middle School were planned as part of Franklin Knolls. Nearby access to other amenities also helped attract homebuyers. Advertisements touted its proximity to I-495, Wheaton Plaza, Langley Park, the Indian Springs YMCA, as well as schools and churches (The Washington Post 1963, D4). Buyers had a choice of three house models starting at \$25,990: the “rambler, split level, and Colonial”, each with four or five bedrooms, two-and-a-half to three bathrooms, and air conditioning (The Washington Post 1962, D11; 1963, D4). By February 1963, only seven lots remained available for purchase (The Washington Post 1963, D4).

#### Evaluation:

Franklin Knolls was evaluated as a planned residential development in the Modern (1930-1961) and Suburban Diversification periods (1961-1980) in accordance with Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.



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Franklin Knolls is typical of the ubiquitous planned residential developments in the Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern and Suburban Diversification Periods. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Morris Cafritz was an important developer and may have had a significant influence on suburbanization in Maryland, he was very prolific, and Franklin Knolls is not one of his most acclaimed developments. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Franklin Knolls is surrounded by similar subdivisions and is a modest example of a planned residential development. The Ranch-, Transitional Ranch-, Split Level-, and Split-Foyer-form dwellings include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Franklin Knolls is a common example of a planned residential neighborhood and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. As an architectural resource, Franklin Knolls was not evaluated under Criterion D.

This property encompasses approximately 135 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map JP51 and also as seen in Montgomery County plat records 4526, 4528, 4529, 4582, 4716, 4976, 5192, 5239, 5329, 5423, 5555, 5790, 6080, 6081, 6139, 6171, 6251, 6630, 6712, 6818, 8079. The neighborhood is located on both the north and south sides of I-495; the southern section is bounded on the north by I-495, on the east by the northwestern branch of the Anacostia River, by the Montgomery Knolls neighborhood to the south, and by University Boulevard East to the west and the northern section is bounded to the south by I-495, to the east by the northwestern branch of the Anacostia River, to the north by the Indian Springs Village subdivision and to the west by the Warrenton Village neighborhood.

#### References:

Cafritz Foundation. 2015. About the Foundation. Accessed February 28, 2019.  
<http://www.cafritzfoundation.org/about>.

Eig, Emily Hotaling. 2009. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Greenwich Forest (M: 36-165). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Leach, Sara Amy. 2000. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Warrenton Village/ Franklin Knolls-Section 1 (M: 32-14). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed January 20, 2019. <http://www.mdlandrec.net/>.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed January 20, 2019. <http://plats.net/pages/index.aspx>.

Nationwide Environmental Title Research, LLC (NETR). Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed January 15, 2019. <http://www.historicaerials.com/viewer>.

The Washington Post. 1962. "Franklin Knolls" advertisement. June 16, 1959, D11.  
---1963. "Franklin Knolls" advertisement. February 16, 1958, D4.

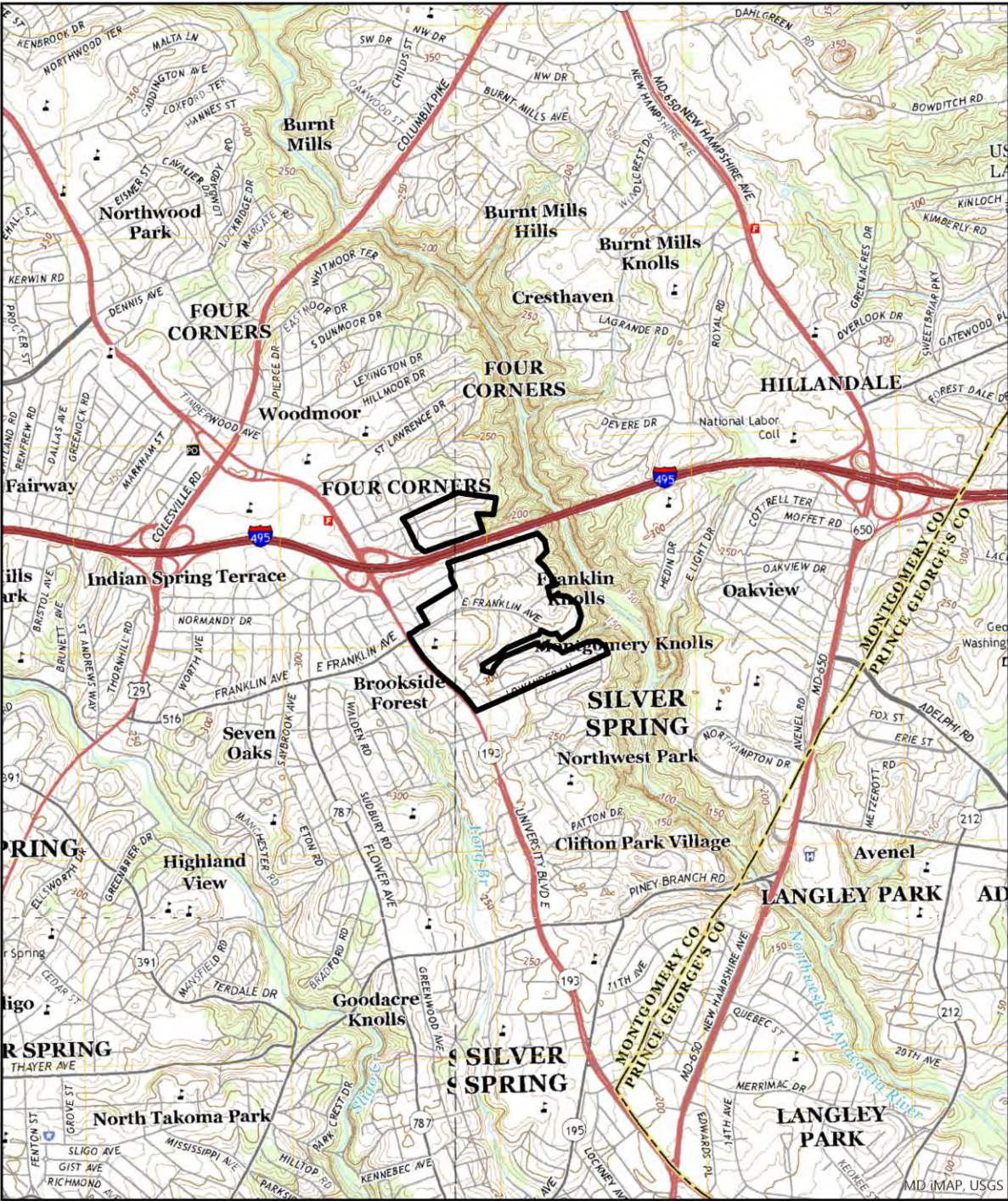


Franklin Knolls

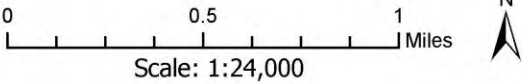
Montgomery County

Location: East of the interchange of I-495 and University Boulevard East

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



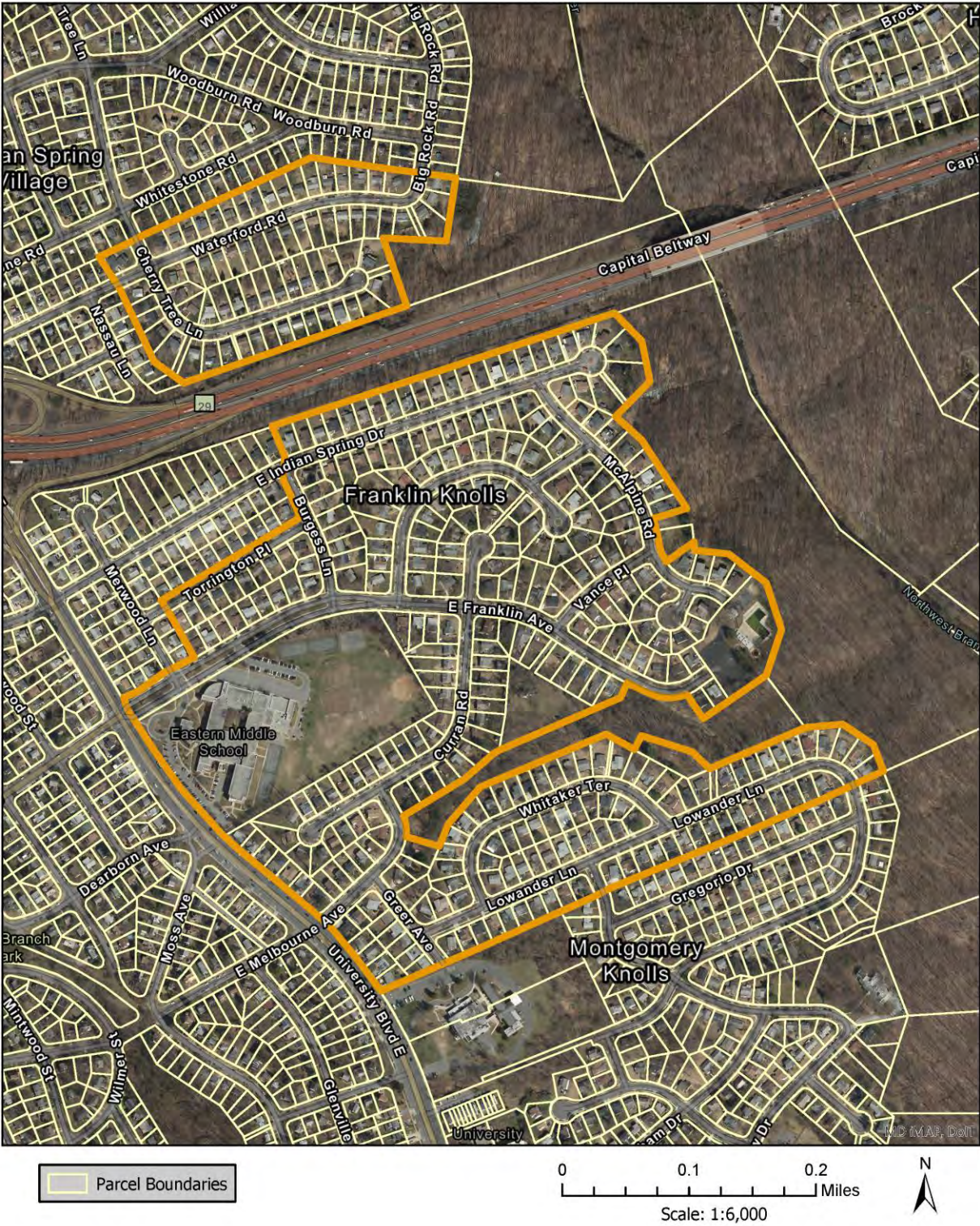


Franklin Knolls

Location: East of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring







516 East Indian Spring Drive, southeast elevation.



524 East Indian Spring Drive, southeast elevation.





View of north side of Lowander Lane, looking northeast at 710-714 Lowander Lane.



817 East Franklin Avenue, west oblique.





602 Lowander Lane, southeast elevation.



Eastern Middle School, looking south from parking lot.





Eastern Middle School, looking southeast from parking lot.



Pool house at 820 East Franklin Avenue, looking northeast from parking lot.





West side of Lawnsberry Terrace, looking north from East Franklin Avenue.



328 University Boulevard East, southwest elevation.

**PHOTO LOG**

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Number of Photos: **10**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 32-36\_2019-02-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

516 East Indian Spring Drive, southeast elevation.

02.tif

524 East Indian Spring Drive, southeast elevation.

03.tif

View of north side of Lowander Lane, looking northeast at 710-714 Lowander Lane.

04.tif

817 East Franklin Avenue, west oblique.

05.tif

602 Lowander Lane, southeast elevation.

06.tif

Eastern Middle School, looking south from parking lot.

07.tif

Eastern Middle School, looking southeast from parking lot.

08.tif

Pool house at 820 East Franklin Avenue, looking northeast from parking lot.

09.tif

West side of Lawnsberry Terrace, looking north from East Franklin Avenue.

10.tif

328 University Boulevard East, southwest elevation.



# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

**Inventory No. M: 20-15**

Page 1 of 1

**Name of Property: Gaither-Howes House**

**Location: 9401 Gaither Road, Gaithersburg, MD 20877**

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The Gaither-Howes House is no longer extant. Historic aerial photographs show that the house was demolished circa 1989 and has been replaced with a parking lot and commercial buildings.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Geico Materials Management Center

**Address:** 2800 Tower Oaks Boulevard

**City:** Rockville

**Zip Code:** 20852

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** GQ33

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jean M. Cascardi, Nicole A. Diehlmann

**Date Prepared:** Jan 7, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Geico Materials Management Center is a one-story warehouse constructed in 1976. The building occupies a 9.07-acre parcel surrounded by Preserve Parkway, Cabin John Creek, and Tower Oaks Boulevard. The warehouse is set back from the road and is generally surrounded by wooded areas. Immediately to the south of the building is an asphalt-paved parking lot with islands and a lawn with a drainage ditch; to the north is a lawn. To the east is an asphalt-paved loading area. The property is entered via a driveway at Tower Oaks Boulevard, and the entrance is marked by a sign composed of two vertical panels set in a v-footprint.

The large, flat-roofed warehouse has a rectangular plan and brick and metal-siding exterior walls. The primary façade faces southwest towards the parking lot. The upper portion of the façade is clad with vertical metal siding. The main entrance consists of paired glass doors surrounded by glass panel walls. The entrance is accessed by a concrete pedestrian walkway flanked by rubble stone walls and is connected to concrete steps

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Geico Materials Management Center

with metal handrail leading to the parking lot. Southeast of the entrance are ribbon windows between the brick and metal cladding. Three-dimensional letters spelling "GEICO" hang near the roofline at the southeast end of the façade. At the façade's northwest end are two metal garage doors.

The southeast elevation has metal siding on its upper portion, continuing the siding pattern from the southwest façade. The southeast elevation has various truck garage doors and single metal pedestrian doors at the loading area, as well as a one-story garage wing with metal siding, garage doors, and a flat roof. The northeast elevation has single metal pedestrian doors and a second wing clad with brick and sheltered by a gable roof; this wing has a single metal garage door and metal pedestrian door. The elevation also has a small shed-like structure at the northwest end. The metal siding from the façade also wraps around to the west elevation; this elevation does not appear to have fenestration. The warehouse has a flat roof with mechanical equipment.

The Geico Materials Management Center is a typical example of mid-twentieth-century warehouses found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the resource retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 9.07 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GQ33, account number 04-02906326 (2018).

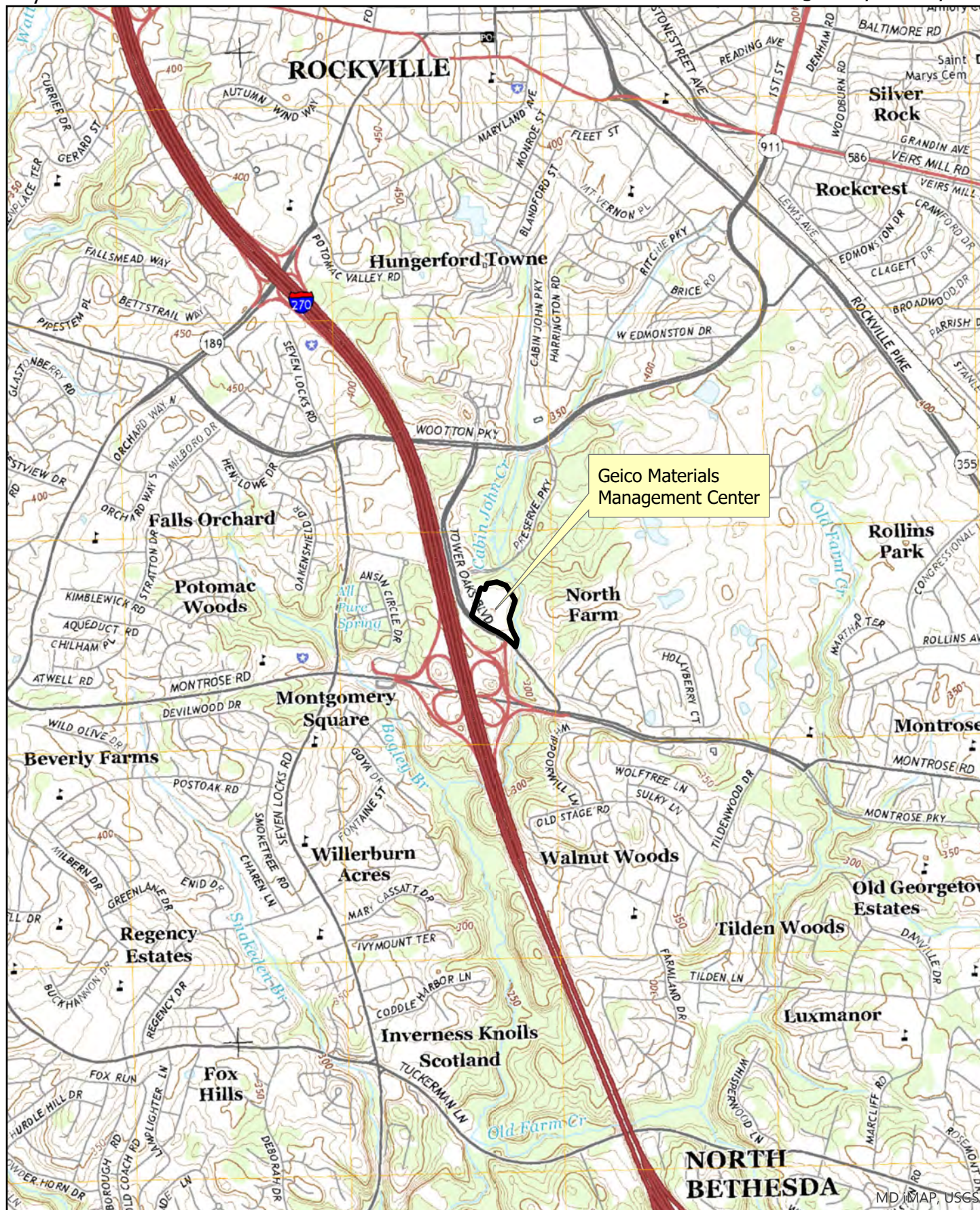


# Geico Materials Management Center

Location: 2800 Tower Oaks Boulevard

City: Rockville

Montgomery County





**I-495/I-270 Managed Lanes Study**  
**Short Form DOE Photographs**

Geico Materials Management Center



South façade at main entrance



South façade and east elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Georgetown Village

**Inventory Number:** M: 30-42

**Address:** Mayfield Drive at Democracy Boulevard

**Historic District:** Yes

**City:** Bethesda

**Zip Code:** 20817

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** Multiple

**Tax Map:** GP62

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Caitlin Sylvester

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

Georgetown Village is a planned residential neighborhood in Bethesda, Montgomery County, bounded on the east by Ashburton subdivision, on the south by the Capital Beltway (I-495), on the north by Democracy Boulevard, and on the west by the Fernwood subdivision. Georgetown Village consists of multiple curvilinear streets that run roughly east to west (Bells Mill Road, Winnepeg Road, Tisdale Terrace, Lone Oak Drive, Camrose Terrace, Stoneham Road, and

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:



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Rockhurst Road) off of the main streets of Mayfield Drive and Montauk Avenue, which run north to south. A few of the east-west streets connect Georgetown Village to the surrounding subdivisions. The streets are lined with about 250 single-family dwellings on residential lots averaging between 0.13 and 0.25 acre (Montgomery County Map 2018). The subdivision encompasses an estimated 47.5 acres. Streets are inconsistently lined with a concrete or asphalt curb and sidewalks. The properties are landscaped with small and mature trees, shrubs, and other ornamental foliage and feature paved driveways that extend from public roads. Secondary buildings include sheds and garages.

#### Description:

Georgetown Village contains single-family dwellings with lots platted and constructed between 1950 and 1960 (Montgomery County Plat [MCP] 2606, 5980). The streets are laid out in a curvilinear pattern, connecting with Democracy Boulevard to the north, a primary thoroughfare throughout this area of Bethesda. Most of the single-family dwellings in Georgetown Village were constructed in variations of the Minimal Traditional and Transitional Ranch forms, but a small number of Split-Level and Split-Foyer (6401 Rockhurst Road and 6412 Rockhurst Road) forms are present in the southern portion of the subdivision.

Dwellings in Georgetown Village are between one to two stories tall and three to four bays wide. All have continuous foundations and structural systems clad primarily in a brick veneer, vinyl or aluminum siding, or a combination of those materials. Rooflines are primarily side gabled, and some feature a front-gabled peak either centered or above the door. The neighborhood also includes a small number of front-gabled examples (6408 Camrose Terrace). Roofs are primarily sheathed in asphalt shingles. Most dwellings feature brick exterior-end or interior-slope chimneys

Primary entrances are typically centered on the façade and comprise a single-leaf wood or fiberglass door. Windows are typically double-hung-sash, vinyl units, many of which have faux muntins. However, several houses feature original windows, including two-over-two, double-hung-sash wood windows (6406 Tisdale Terrace). Additional window types, such as tripartite casement, picture, or bay are present. Louvered and paneled shutters are common. Porches are usually one-story, one-bay, entry porches covered by a gabled roof. While additions are not common, when present, they typically are one story tall and extend from the rear elevation. A few modern infill properties built within the last 10 years are also located throughout the community, including 6410 Camrose Terrace and 6404 Lone Oak Drive.

#### Historic Context:

In June 1950, Richards Properties, Inc., owned by Joseph Richards, Jr. and John E. Richards, purchased the approximately 50 acres for Georgetown Village from Cora and Roberta Darcey (Montgomery County Deed Book [MCDB] 1390, 318). The land was originally part of a much

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larger tract known as “Grubby Thicket” (MCDB 1390, 318). By September of that year Richards Properties, Inc., platted the roads throughout Georgetown Village and began platting the subdivision (Montgomery County Plats [MCP] 2670). Georgetown Village was platted in eleven multi-lot plats between 1950 and 1960, starting in the northern section of the subdivision and moving south (MCP 2606, 4980). Construction of dwellings in each platted section began shortly after platting (National Environmental Title Research [NETR] 1957, 1962).

With its small scale and proximity to Walter Johnson High School and other nearby facilities, Georgetown Village did not include community amenities. Georgetown Village was not widely promoted, but advertisements touted its proximity the National Institute of Health, Bethesda Naval Hospital, Bureau of Standards, and Army Map Services as well as the paved street, curbs, gutters, walks, and landscaped lots (Washington Post 1952, R8; 1953, R8). Houses, priced between \$12,500 and \$14,999, offered “immediate occupancy” with three bedrooms, “de luxe kitchens”, oak floors, and full basements (Washington Post 1952, 1953). Fireplaces were available, but cost extra (Washington Post 1953).

#### Evaluation:

Georgetown Village was evaluated in accordance with Maryland’s “Suburban Historic Context and Survey Methodology” and National Register of Historic Places Criteria A, B, and C.

Georgetown Village is typical of the ubiquitous planned residential neighborhoods in Maryland and the DC suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period (1930-1960). The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The professionals (Richards Properties, Inc) involved in the development of Georgetown Village had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Georgetown Village is a modest and basic example of a planned residential neighborhood, created by a developer with a limited selection of house models. The subdivision is surrounded by similar suburban developments and demonstrates none of the innovations in residential developments that appeared in the Modern Period. As such, it is not a good example of a planned residential neighborhood of the Modern Period. Furthermore, the development’s basic Transitional Ranch and Minimal Traditional houses include standard features typical of the period and demonstrate no distinctive details. The houses are not the work of master architects and exhibit common materials and forms. Because Georgetown Village is not a good example of a planned suburban neighborhood and does not convey any distinctive characteristics or artistic



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values, the property is not eligible under Criterion C. Georgetown Village was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses about 47.5 acres and is roughly defined by Ashburton subdivision to the east, the Capital Beltway (I-495) to the south, Democracy Boulevard to the north, the Fernwood Subdivision to the west. It includes multiple parcels found on Montgomery County Tax Map GP562 (2018).

References:

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<http://www.marylandroads.com/Index.aspx?PageId=214>.

Montgomery County Deed Book (MCDB). n.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net>

Montgomery County Map. 2018 Montgomery County, MD, Montgomery Planning. Data Downloads. Properties. Accessed August 20, 2018. <http://montgomeryplanning.org/tools/gis-and-mapping/gis-data/data-downloads/>.

Montgomery County Plat (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

National Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

The Washington Post. 1952. "Georgetown Village" advertisement. October 5, 1952: R8.  
1953. "Georgetown Village" advertisement. March 15, 1953: R8.



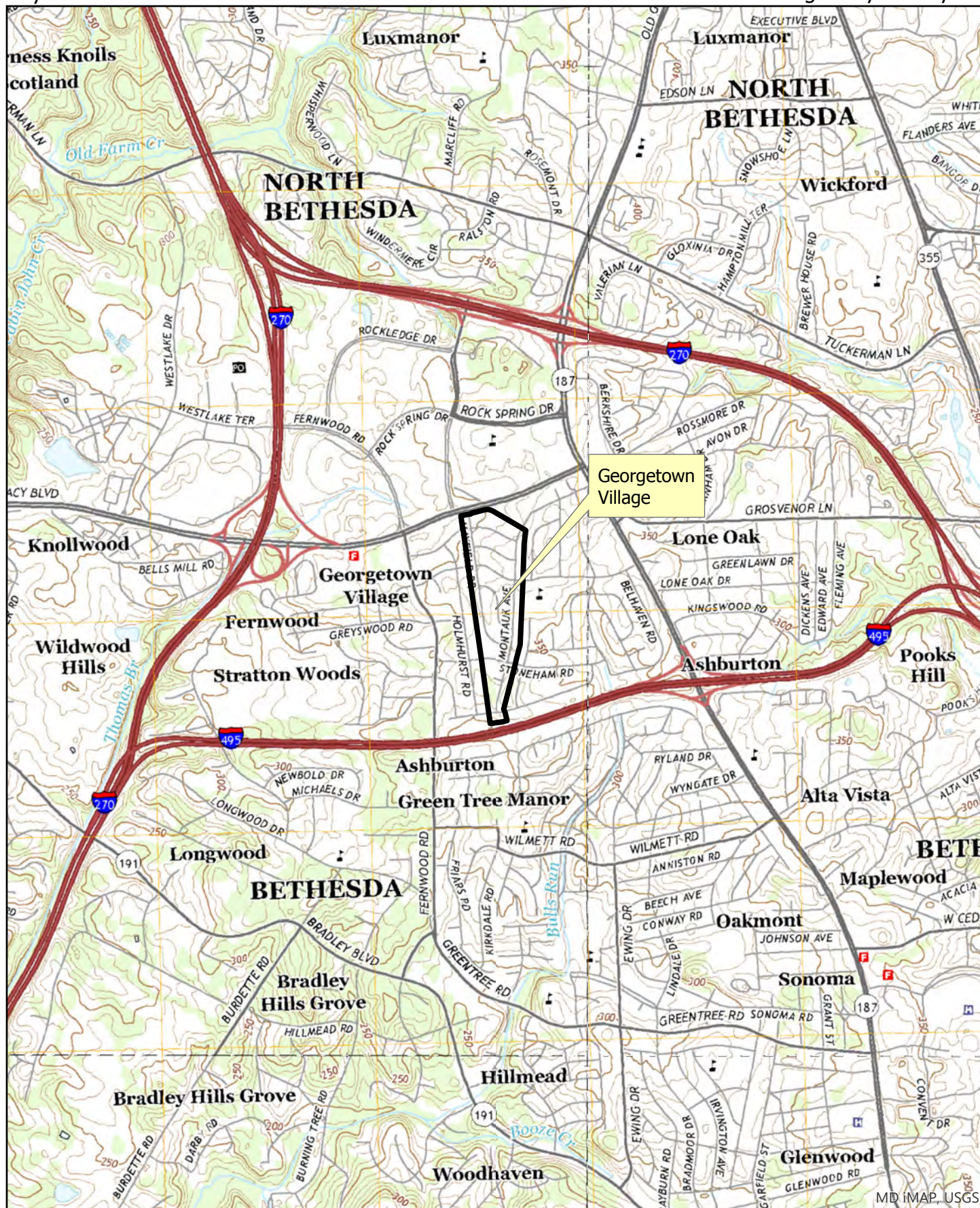
# Georgetown Village

Location: Mayfield Drive at Democracy Boulevard

City: Bethesda

MIHP#: M: 30-42

Montgomery County

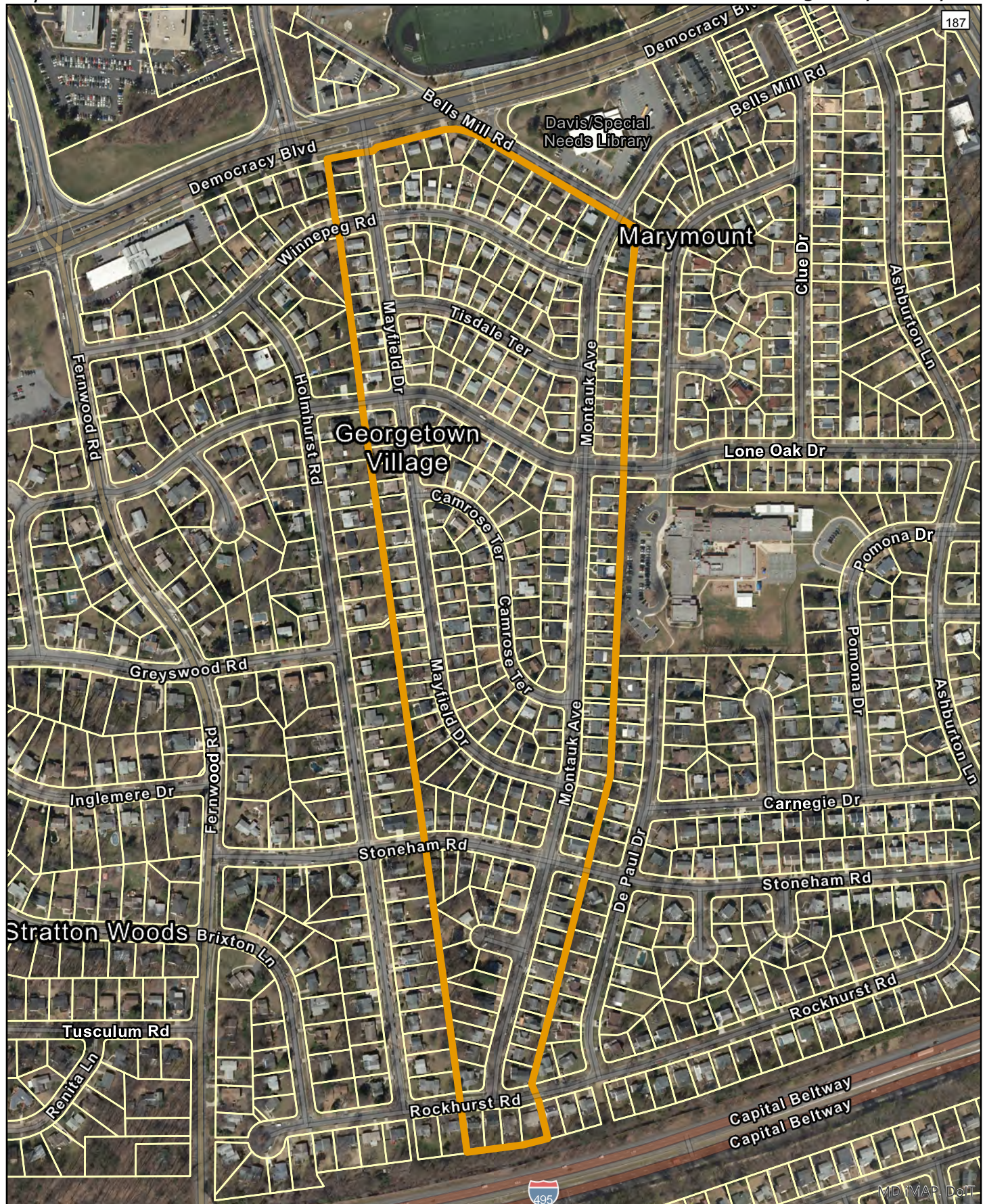




# Georgetown Village

Location: Mayfield Drive at Democracy Boulevard  
City: Bethesda

MIHP#: M: 30-42  
Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:5,000





**Georgetown Village (M: 30-42)**  
**6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),**  
**10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk**  
**Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,**  
**6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road**  
**Bethesda, Montgomery County, Maryland**

**OWNERS DEDICATION**

We, Joseph S. Deseroux and Frank A. Simon, Joint Tenants, owners of the property shown and described hereon, hereby adopt this plan of subdivision establish the minimum building restriction lines and dedicate the streets to public use.

There are no sale of action, leases, liens or trust on the property shown in this plan of subdivision

Witness: John F. Fitzgerald Date July 17, 1950  
Joseph S. Deseroux  
Frank A. Simon

as to both

**PLAT No. 2606**  
**ENGINEERS CERTIFICATE**

We hereby certify that the plan shown hereon is correct, that it is a subdivision of all the lands conveyed by Richards Properties, Inc. to Joseph S. Deseroux and Frank A. Simon, Joint Tenants by deed dated June 20, 1950 and recorded in Liber . . . at Folio . . . among the Land Records of Montgomery County, Maryland, and that iron pipes marked thus ■ and stones marked thus ■ are in place as shown hereon

Date July 17, 1950 Maddox & Hopkins, Inc.  
Richard A. Maddox  
 REGISTERED LAND SURVEYOR  
 No. 579

CURVE DATA				
No. Radius	Δ	Arc	Tan	Chords
1 200	80°00'00"	80.0000	120.0000	160.0000
2 400	71°15'00"	157.0800	214.1774	282.8427
3 300	45°00'00"	94.2480	132.7035	173.2051
4 200	30°00'00"	62.8319	86.7767	115.7172
5 100	15°00'00"	31.4159	43.3884	57.8586

FIELD  
AUG 9 1950

WASHINGTON SUBURBAN SANITARY COMMISSION  
 APPROVED: July 25, 1950  
 SUITABLE FOR WATER ■ DESIGN  
 WITHOUT COMMITMENT AS TO ■ PLATIFICATION  
John F. Fitzgerald  
 ACTING CHIEF ENGINEER

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION  
 APPROVED July 20, 1950  
 DATE  
Blair Lee John F. Fitzgerald  
 (HOLDING ACTING) (REGISTERED-TREASURER)  
 M.C.P.C. RECORD FILE NO. 133-41

LOTS 1 thru 10 BLOCK "B"

**GEORGETOWN VILLAGE**

MONTGOMERY COUNTY, MARYLAND

Scale 1"=100 June, 1950

MADDOX & HOPKINS, INC.  
 CIVIL ENGINEERS  
 SILVER SPRING, MD

Job No. 50-52

1950 plat of Georgetown Village, lots 7 thru 10 block "B" (MCP 2606).



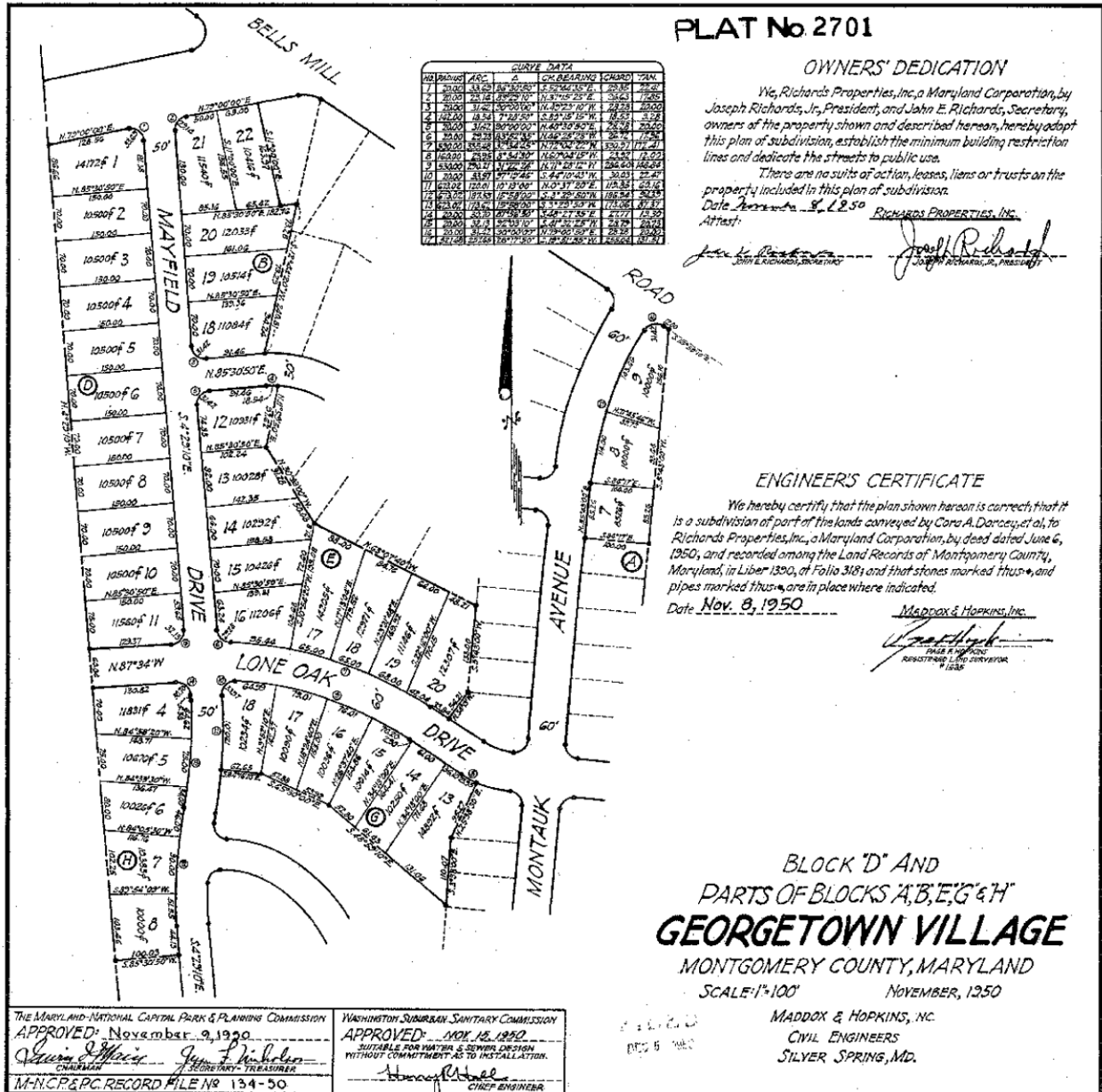
Georgetown Village (M: 30-42)

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 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
 Bethesda, Montgomery County, Maryland



# Georgetown Village (M: 30-42)

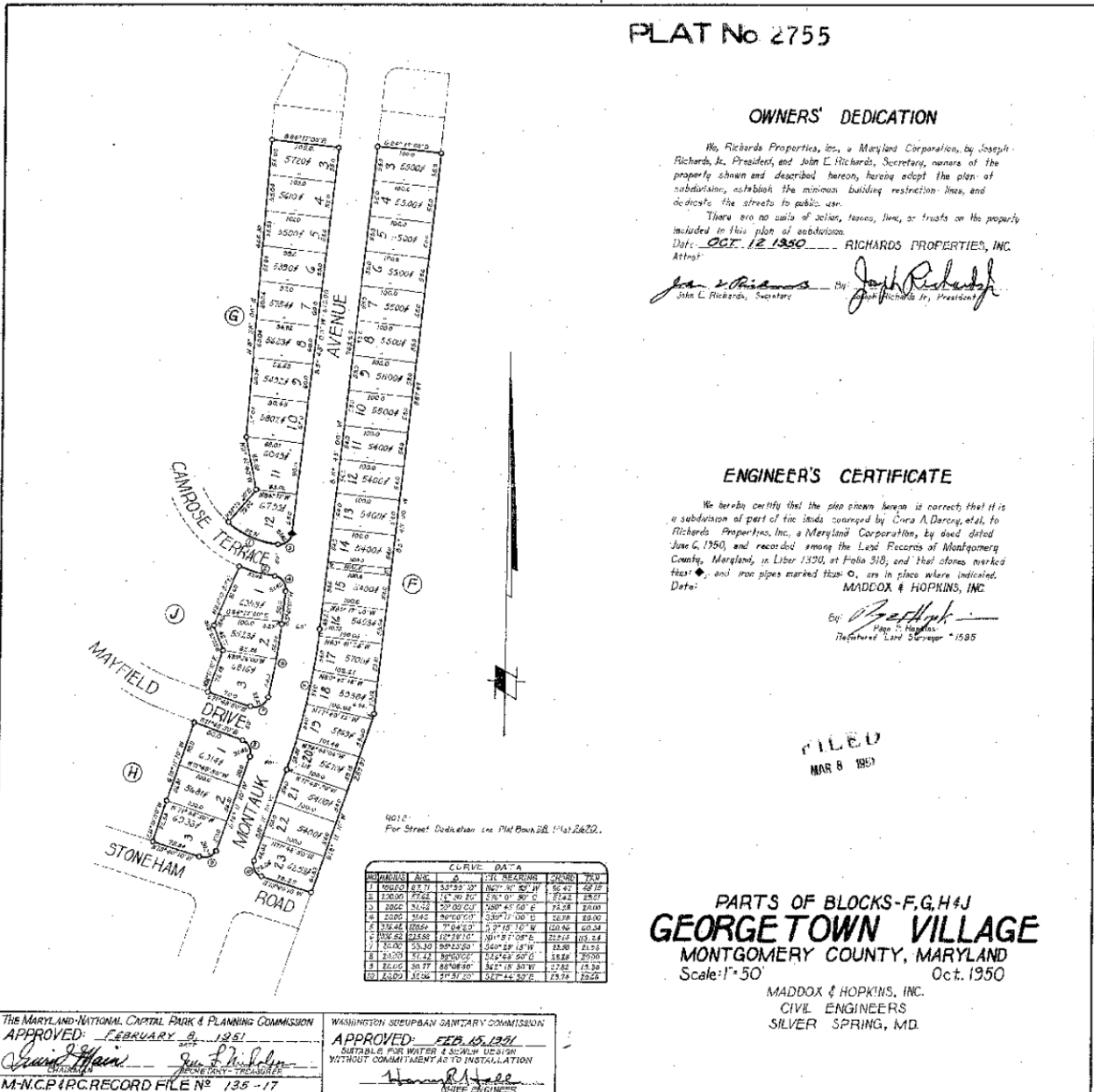
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Bethesda, Montgomery County, Maryland



1950 plat of Georgetown Village, block "D" and parts of blocks "A", "B", "E", "G", & "H" (MCP 2701).



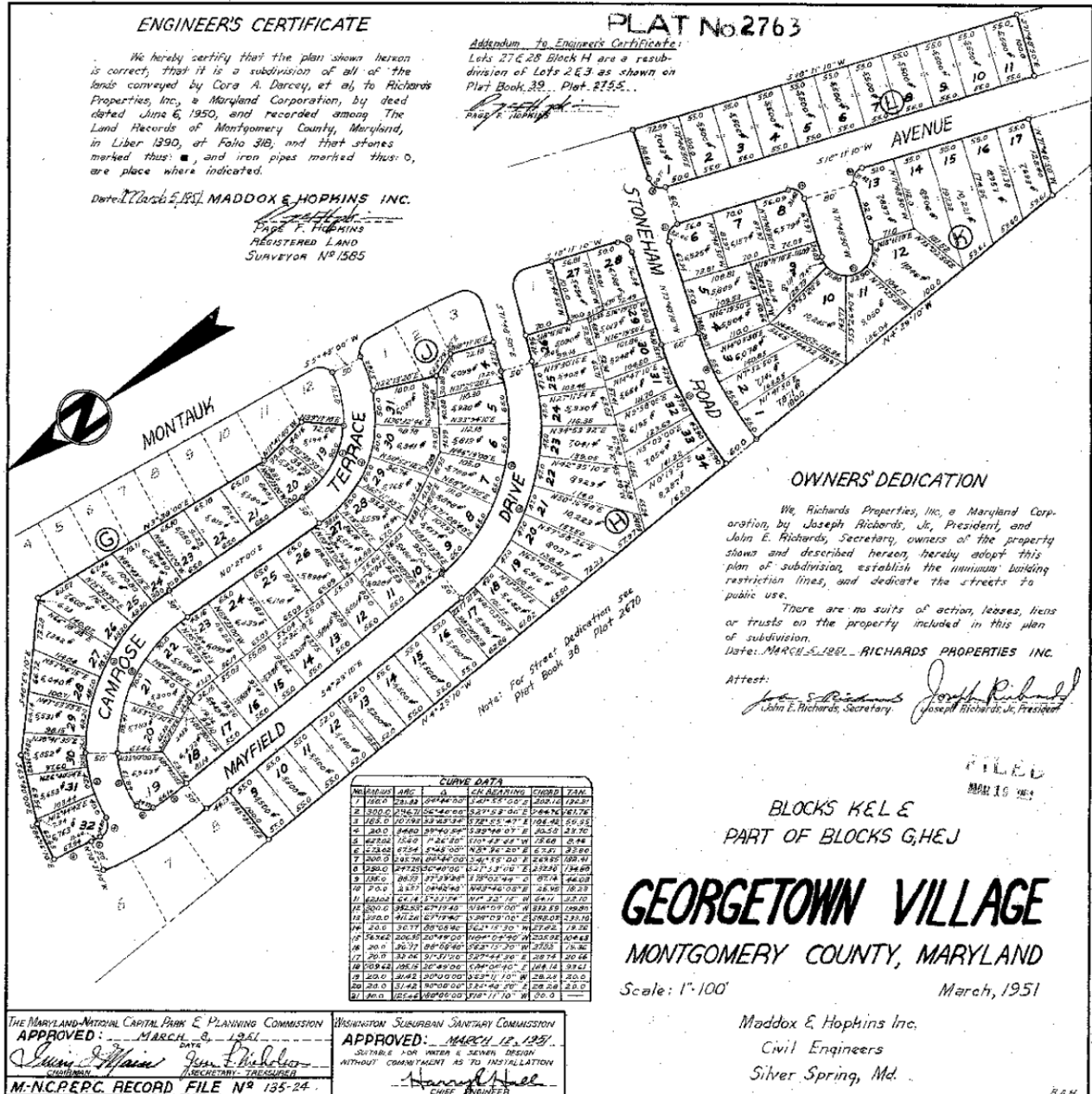
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 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
 Bethesda, Montgomery County, Maryland



1950 plat of Georgetown Village, parts of blocks F, G, H, & J (MCP 2755).

# Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk  
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,  
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
Bethesda, Montgomery County, Maryland

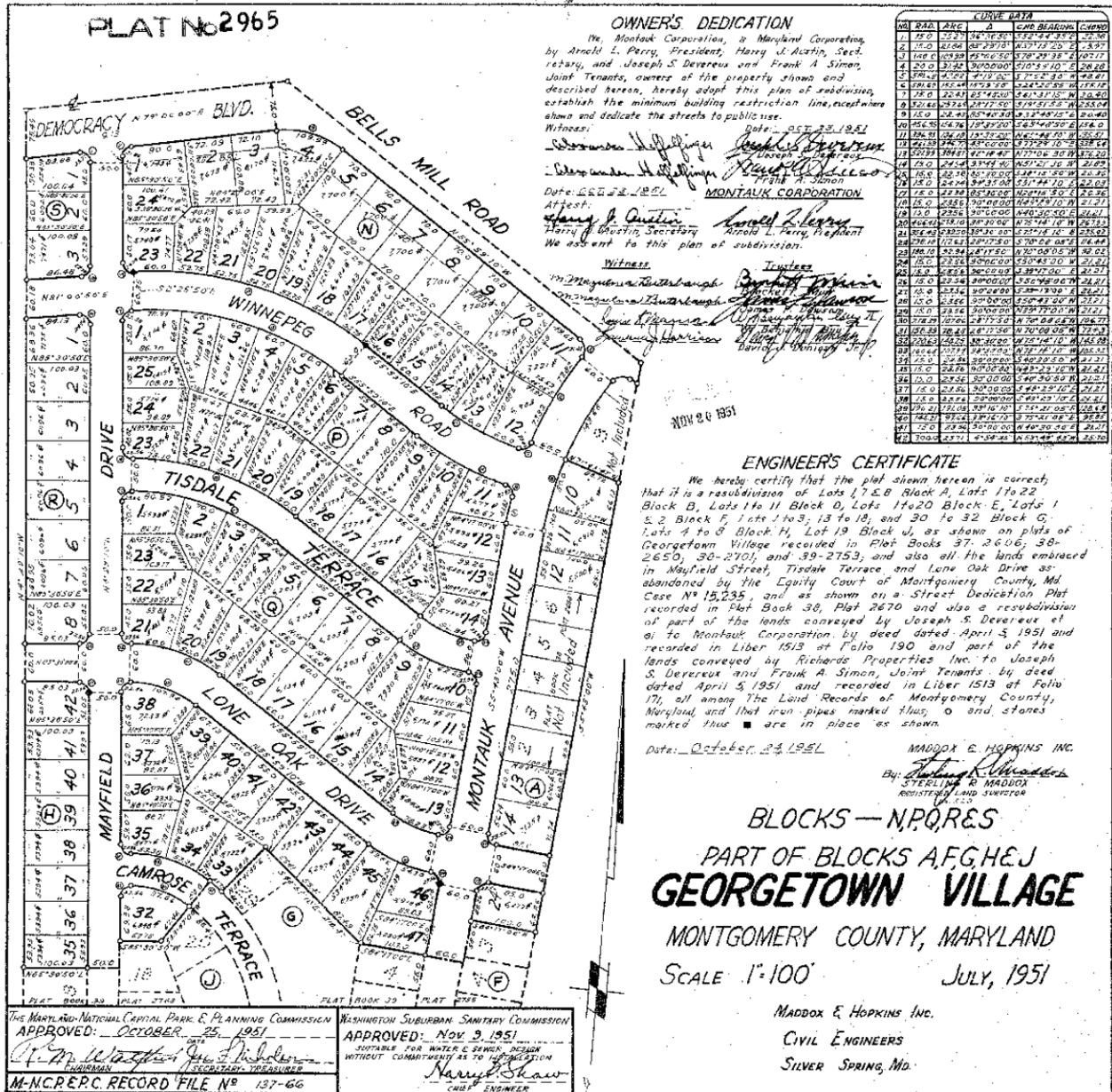


1951 Georgetown Village, block K and L and part of blocks G, H, and J (MCP 2763).



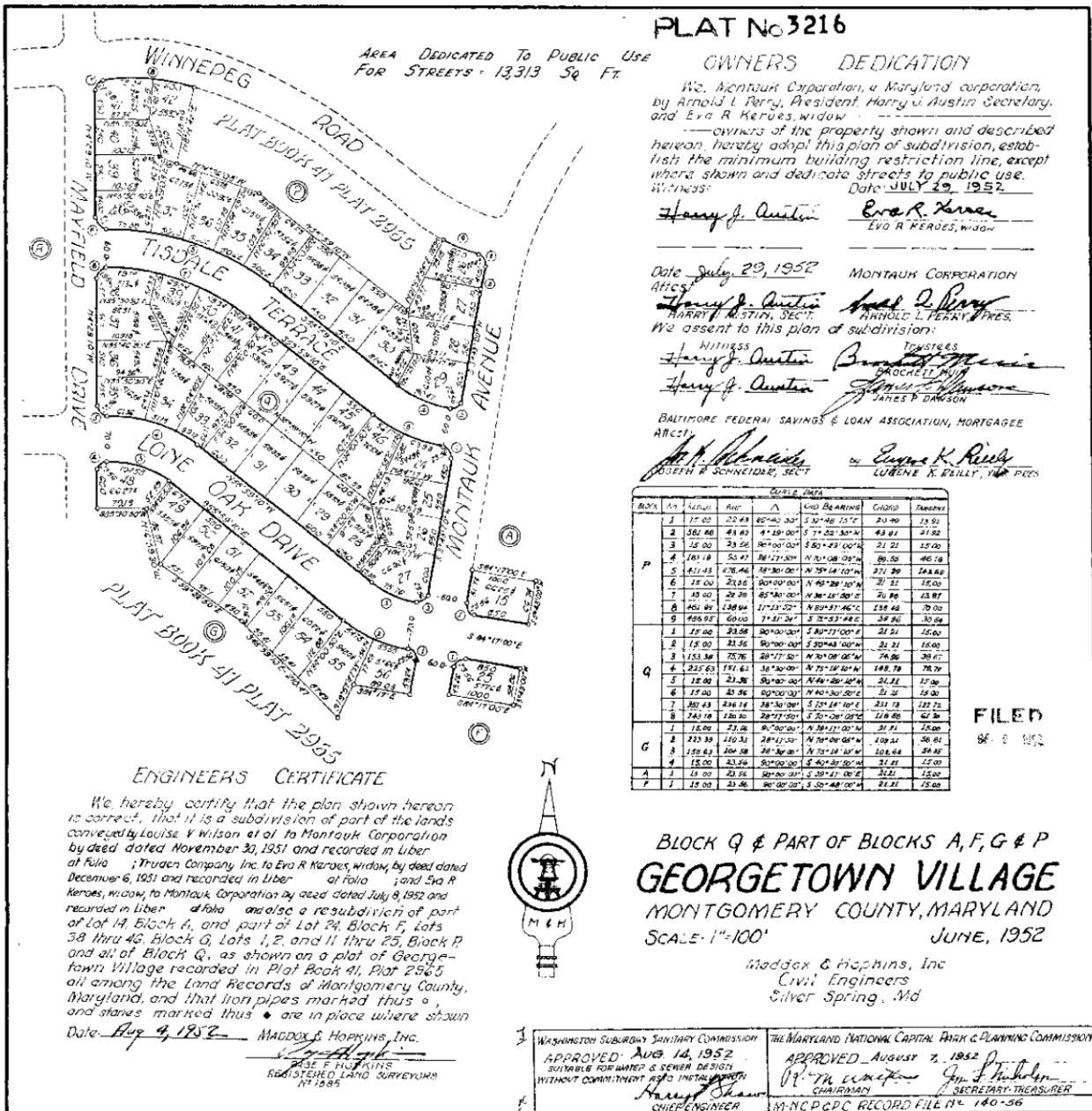
Georgetown Village (M: 30-42)

6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
 10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk  
 Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,  
 6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
 Bethesda, Montgomery County, Maryland



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6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
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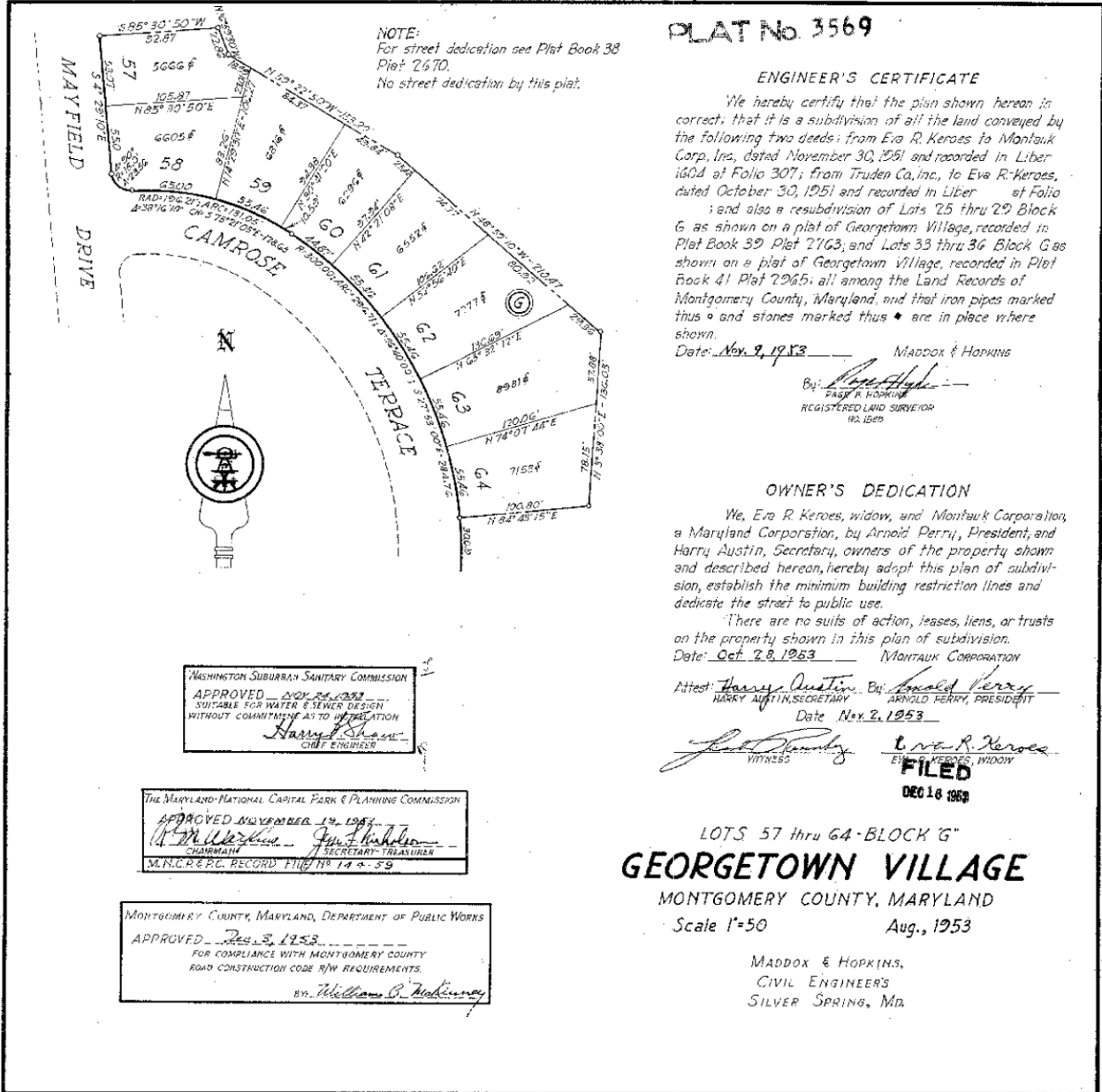


1952 plat of Georgetown Village, block Q and part of blocks A, F, G, and P (MCP 3216).



# Georgetown Village (M: 30-42)

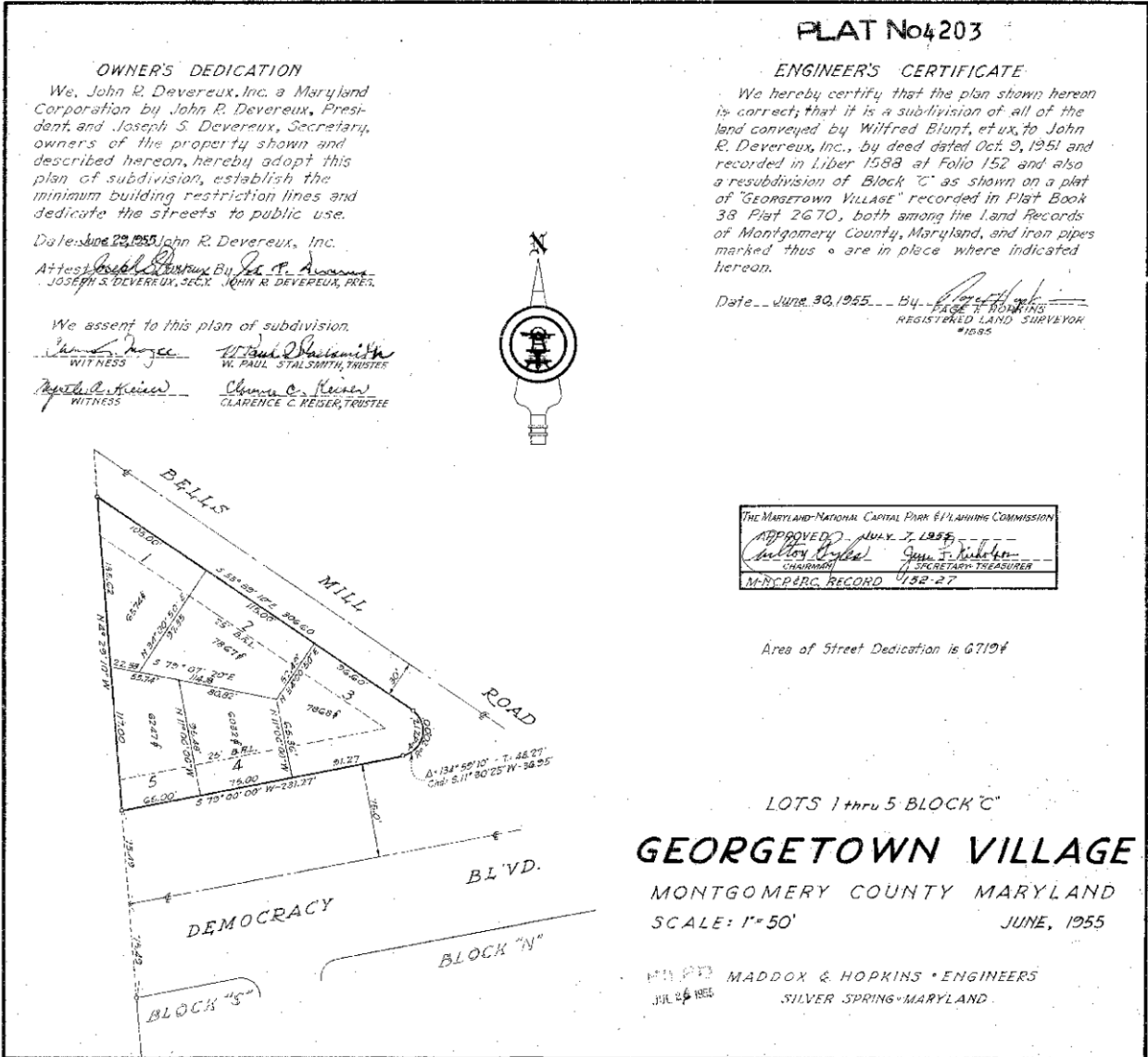
6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk  
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,  
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
Bethesda, Montgomery County, Maryland



1953 plat of Georgetown Village, lots 57 thru 64 block "G" (MCP 3569).

Georgetown Village (M: 30-42)

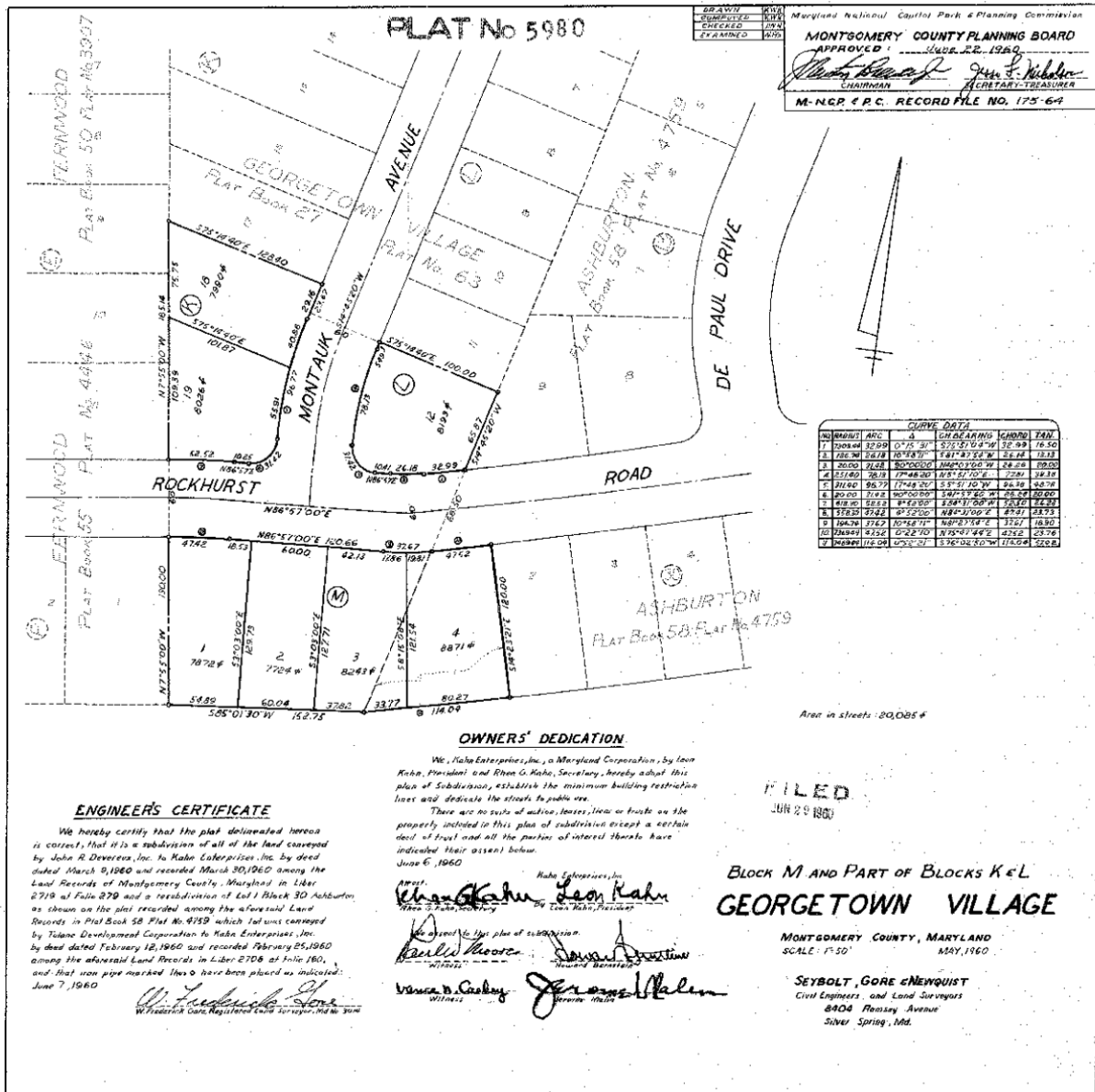
6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk  
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,  
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
Bethesda, Montgomery County, Maryland



1955 plat of Georgetown Village, lots 1 thru 5 block "C" (MCP 4203).



**6502-6506 Democracy Boulevard (evens only), 6400-6414 Bells Mill Road (evens only),  
10098-9804 Mayfield Drive, 9705-10007 Holmhurst Road (odds), 9703-10021 Montauk  
Avenue, 6500-6400 Rockhurst Road, 6402-6413 Stoneham Road, 6403 -6427 Camrose Terrace,  
6402-6415 Lone Oak Drive, 6402-6417 Tisdale Terrace, 6401-6420 Winnepeg Road  
Bethesda, Montgomery County, Maryland**



1960 plat of Georgetown Village, block M and part of blocks K and L (MCP 5980).

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-42

Name Georgetown Village  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 6: View from intersection of Holmhurst Road and Stoneham Road, looking east.**



**Photo 2 of 6: View of 6402 Camrose Terrace, north elevation.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-42

Name Georgetown Village  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 6: View of 6404 Tisdale Terrace and 6406 Tisdale Terrace, looking west.**



**Photo 4 of 6: View of 6421 Tisdale Terrace, south elevation.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-42

Name Georgetown Village  
**Continuation Sheet**

Number Photos Page 3

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Photo 5 of 6: View of 6405 and 6403 Stoneham Road, looking north.



Photo 6 of 6: Example of infill property, 6406 Lone Oak Drive, east oblique.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-42

Name Georgetown Village  
**Continuation Sheet**

Number Photos Page 4

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**PHOTO LOG**

**Name of Property:** Georgetown Village  
**Name of Photographer:** Melissa Butler  
**Date of Photographs:** 10/1/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 6:**  
**View from intersection of Holmhurst Road and Stoneham Road, looking east.**  
**M; 30-42\_2018-10-01\_01.tif**

**Photo 2 of 6:**  
**View of 6402 Camrose Terrace, north elevation.**  
**M; 30-42\_2018-10-01\_02.tif**

**Photo 3 of 6:**  
**View of 6404 Tisdale Terrace and 6406 Tisdale Terrace, looking west.**  
**M; 30-42\_2018-10-01\_03.tif**

**Photo 4 of 6:**  
**View of 6421 Tisdale Terrace, south elevation.**  
**M; 30-42\_2018-10-01\_04.tif**

**Photo 5 of 6:**  
**View of 6405 and 6403 Stoneham Road, looking north.**  
**M; 30-42\_2018-10-01\_05.tif**

**Photo 6 of 6:**  
**Example of infill property, 6406 Lone Oak Drive, east oblique.**  
**M; 30-42\_2018-10-01\_06.tif**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Glenarden Historic District

Inventory Number: PG:72-26

Address: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 Historic District: Yes

City: Lanham, Upper Marlboro, Landover Zip Code: 20706, 20774, 20785 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0052, 0060

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester & Danae Peckler

Date Prepared: Jun 24, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☐ C ☐ D

Considerations: A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Glenarden Historic District (Glenarden) was previously recorded as the Town of Glenarden and given two Maryland Inventory of Historic Properties (MIHP) numbers: PG:72-26 and PG:73-26. PG:73-26 referred to the portion of the city on the eastern side of Interstate-495 (I-495) and PG:72-26 encompassed the portion on the western side of I-495. The enlarged Glenarden Historic District, which includes parts of the City of Glenarden and neighboring residential subdivisions in Prince George's County, maintains these numbers for continuity but is considered a single resource.

Setting:

Located approximately 10 miles east of Washington, D.C., the district is primarily accessed from Martin Luther King Jr. Highway, Brightseat Road, and Glenarden Parkway. In addition to the boundaries previously recorded as the Town of Glenarden, the Ardmore Village, Edwards Estates, and Royale Gardens subdivisions area also part of the Glenarden Historic District. Taken together, the district includes 392.8 acres and roughly 1,280 resources consisting of single- and multi-family dwellings, and commercial, municipal, religious, and recreational facilities that date from the 1920s until the present.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



Streets northwest of Martin Luther King Jr. Highway and at the fringes of the community follow a curvilinear pattern, whereas 1st through 11th Streets flanking I-495 follow a linear grid pattern. The general streetscape of the residential areas include small grass-covered front and rear lawns, driveways, sidewalks, and paved streets, with individual lots landscaped with small trees, shrubs, and other ornamental vegetation. In commercial areas and along major roads in town, lots are lined with concrete sidewalks and grassy medians. Public parks vary in size and include open space and recreational facilities.

Description:

The Glenarden Historic District highlights a twentieth-century African American community that primarily contains suburban residential property types, including single- and multi-family dwellings. The vast majority of the single-family dwellings were constructed between 1947 and 1977 in variations of the Colonial Revival, Tudor Revival, Neoclassical, and Contemporary styles and Two-Story Massed, Minimal Traditional, Transitional Ranch, Ranch, Split-Level, and Split-Foyer forms. Some single-family subdivisions in the district include Glenarden Heights, Ardwick Park, Glenarden Woods, Fox Ridge, and Royale Gardens. Multi-family developments were primarily built in the 1960s and 1970s, like Glenarden Apartments, Glen Arden Woods Apartments, and Glenreed Apartments.

Single-family dwellings are primarily one to two stories in height and between three to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with concrete foundations commonly clad in a brick veneer or stucco. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. A wide variety of roof types are found in the district, nearly all of which are sheathed in asphalt shingles. Side-gabled roofs are most common. Chimneys are not a common feature in the dwellings within Glenarden, but are typically interior- or exterior-end brick varieties when present. Dormers are relatively rare.

Placement of primary entrances on the facades vary throughout the district, commonly featuring single-leaf wood or metal doors. Fenestration includes original, double-hung-sash, two-over-two (horizontal muntins) or six-over-six, wood-framed windows and paired, metal-framed, sliding units, but replacement single- and double-hung-sash vinyl windows with or without faux muntins are common. Many houses have picture windows, some with tripartite wood-framed units, casement sashes, or projecting bay windows, and others with fixed metal-framed lights above two small sliding sashes. Louvered and paneled shutters are very common. Front porches range between one-bay to full-width when present, but most main entries are accessed by small brick-clad or concrete stoops, some of which are covered by a small pent roof or recessed under overhanging eaves.

Some single-family dwellings include carports or built-in garages; however, paved driveways are more common. Few additions have been made to the dwellings and when present, they typically are one story tall and extend from a rear elevation (Google 2018). Associated outbuildings are uncommon; however, when present, these are often one-story sheds or detached carports (Google 2018).

Several examples of multi-family dwellings are present within the Glenarden Historic District including a collection located in the center of the City of Glenarden, south of Glenarden Parkway, along McLain Avenue, Reed Street, and Wesley Street. These resources are all owned by the Glenarden Housing Authority and serve as subsidized and low-income housing. They include circa-1975, one-story, multi-bay, side-gabled, Contemporary-style townhouses at 8607 to 8637 Glenarden Parkway. These resources are clad in brick veneer and vinyl siding and feature narrow, one-over-one, double-hung-sash, vinyl-clad replacement windows. Other examples are the circa-1970, two-story, multi-bay, duplexes along both sides of Fulton Avenue. These resources are clad in brick veneer with vinyl window surrounds and are covered by a side-gabled roof sheathed in asphalt. The circa-1975 Glenarden Housing Authority office at the southwest corner of Glenarden Parkway and Reed Street is situated near this collection of multi-family homes as well. The one-story housing authority building is clad in brick veneer and covered by a flat roof that features a shed-roof clerestory, an element of the Shed style that is also seen in two groups of houses dating from the same time along the north side of Fulton Avenue just east of Reed Street (McAlester 2013, 649; USDA 1977).

Municipal and civic buildings in the district include the Glenarden Branch Library at 8724 Glenarden Parkway, the Glenarden Community Center at 8615 McLain Avenue, and the Glenarden Municipal Center and Police Station at 8600 Glenarden Parkway.

These late-1970s resources are all one-story, multi-bay, flat-roofed buildings clad in brick veneer. The Glenarden Community Center has undergone the most change due to large additions added in the 1990s (National Environmental Title Research [NETR] 1993). Three community parks are also located in the Glenarden Historic District. Glenarden Community Park encompasses the community center and features recreational courts and fields, while the smaller Martin Luther King Neighborhood Recreational Center and park at 7921 Piedmont Avenue contains courts and fields as well as a playground area and a small community building. A third public park, the Henry P. Johnson Park, was established after the Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased roughly 5 acres at the south end of the Royal Gardens subdivision in 1970 (Prince George's County Deed Book [PGCDB] 3832, 895).

Glenarden Woods Elementary School at 7801 Glenarden Parkway was built in 1957 to replace a Rosenwald schoolhouse that served the community since 1922 (M-NCPPC 2011, 8). It is a one-story, flat-roof, multi-bay school that demonstrates Modernist influences. The school is clad in brick veneer and features ribbons of large, fixed, metal-framed windows. Large additions expanded the school in 2016 (NETR 2016).

Multiple religious buildings have been built in Glenarden. Two of these include the circa-1968 Glenarden Church of Christ at 3120 Brightseat Road and the circa-1975 Holy People for Christ Church at 3311 Brightseat Road, both built with Contemporary-style elements.

Two small commercial strips are located within the boundaries of Glenarden. Constructed circa 1990, the building at 8000 Martin Luther King Jr. Highway is one story with multiple bays. It is composed of concrete block, covered by a side-gabled roof, and features multiple entrances beneath a covered walkway. Another commercial strip is located at 7936 Johnson Avenue and is a one-story, four-bay, commercial building constructed circa 1970 that contains four different businesses. The resource is clad in brick veneer and each business features a simplified storefront entry. To the southeast, two small one-story buildings constructed circa 1985 complete this small commercial area.

Several buildings and structures within Glenarden have been individually documented and evaluated for the National Register of Historic Places (NRHP), though none have been determined eligible: Bridge No. 1614900 (DOE-PR-0390); 8622 Johnson Avenue (PG:72-052); 7941 Piedmont Avenue (PG:72-055); and Smith's Barber Shop at 7907 Martin Luther King Jr. Highway (PG:72-057) (Darsie 2000).

#### Historic Context:

Prior MIHP and Determination of Eligibility forms for the Town of Glenarden (as the resource was previously called), completed in 1995 and 2000 by the Prince George's County Historic Planning Commission and KCI Technologies Inc. (KCI), provide detailed architectural descriptions of building types, styles, and trends, as well as a history of the community's development and eligibility assessment (Darsie 2000; Pearl 1995). A recent community inventory as well as an online exhibit showcasing the first 100 years of Glenarden's history were prepared by M-NCPPC (M-NCPPC 2011). An abbreviated context is provided below; for further information on the history and development of Glenarden, please consult the above-referenced reports and materials.

In 1910, William R. Smith, head of the Glenarden Development Company, purchased 76 acres from Ann H. Bowie and platted the subdivisions known as Glenarden Heights and Glenarden in 1911 and 1913 respectively (Bird 2003, E-20; Pearl 1995). This was just one of several small subdivisions, including Lincoln and Fairmount Heights, platted and established at that time by white developers for middle-class African Americans along the new Washington, Baltimore & Annapolis Electric Railroad line (M-NCPPC n.d., 1). Although another Glenarden subdivision, platted as Ardwick Park, was added in 1921, growth of the town was slow, and in 1930, the town population was only about 400 people living in approximately 50 dwellings (Longstreth 2018, 2). This was likely due to the lack of "amenities such as public utilities and paved roads" (M-NCPPC n.d., 2). The dwellings built during this time were modest in massing and decoration and most of the early residents were of middle or lower income and were pushed out of the areas closer to the city due to cost and prevalent housing discrimination (Longstreth 2018, 2).

Due to the efforts of the town's first mayor, William Swann, a professor at Howard University, and the Glenarden Civic Association, the Town of Glenarden was incorporated in 1939. As a result, it became the third "predominantly black incorporated town in Maryland" (City of Glenarden n.d.; Longstreth 2018, 2). After incorporation, many improvements to Glenarden were made in quick succession, including the creation of a fire department and police force, surfacing of roads,



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construction of town hall in 1943, a post office in 1950, and the replacement of a two-room schoolhouse by a modern facility in 1957. Upgraded electrical service and home heating was also introduced throughout the community in this period (M-NCPPC n.d., 2).

Most of this progress was made under James R. Cousins, Jr., who served as mayor of Glenarden from 1941 to 1969. He was “described by his cohorts as a visionary, but he also proved to be a savvy politician, effective[ly] guiding his town through a complex course that eventually transformed it physically and demographically... However, some of his boldest efforts were facilitated by transportation improvements undertaken by national and state agencies” such as construction of I-270 which drew people to the area (Longstreth 2018, 3).

Local and federal housing policies made it difficult for African Americans to own property following World War II, since the Federal Housing Administration was still reluctant to insure mortgages for housing developments for African Americans (Longstreth 2018, 4). Washington’s “swelling black middle class” needed homes, but some white builders considered these developments risky, particularly with the still growing development needs of white families (Longstreth 2018, 4). However, other white homebuilders and real estate developers built upon the existing community in Glenarden by purchasing sizable tracts at the fringes of town for residential construction, platting the subdivisions of Glenarden Woods, Fox Ridge, Royale Gardens, Edward Estates, and Tyrol Estates in the 1950s and 1960s (Longstreth 2018, 4-5; M-NCPPC 2011, 3). These tracts helped to compose the largest array of new single-family detached homes for African Americans in the Washington Metropolitan area and possibly one of the largest in the United States (Longstreth 2018, 5). Houses in these developments used similar types and materials as those in white suburbs that developed around the same time, contrasting with the smaller, semi-detached and attached homes that were the norm in other predominantly African American neighborhoods and areas.

In some cases, houses in surrounding residential subdivisions were marketed to middle- and upper-class African Americans. Advertisements for Royale Gardens and Ardmore Village were promoted as “integrated communities” with spacious three and four-bedroom houses priced between \$16,400 and \$25,700 (The Washington Post 1963a, D12; 1963b, D18). House models in Ardmore Village were named after prominent African Americans: the Frederick Douglas, a Split-Foyer house, the George Carver, a three-bedroom rambler, and the Booker T., an economy rambler (The Washington Post 1963b, D18). Other advertisements depicted real African American families in their new houses, such as one for the Ardmore Village development featuring business owners Mr. and Mrs. William P. Lee of Lee’s Flower Shop on U Street (The Washington Post 1964, E6).

Mayor James R. Cousins, Jr., was not content solely with this growth and complained that children of Glenarden families were often priced out of the area and that he wanted Glenarden to house and serve a variety of income groups (Longstreth 2018, 5-6). As a result, the town developed an urban renewal plan in the mid-1960s and became the first municipality in Prince George’s County to receive an urban renewal grant from the Federal Urban Renewal Program (The Evening Sun 1984, 4; Longstreth 2018, 6). Due to the negative connotation that urban renewal had with African Americans as a result of the “slum” and “blight” clearance and large-scale relocations of low-income African Americans in nearby areas such as southwest Washington, D.C., urban renewal in Glenarden was implemented in a way that diverged from the typical conventions; much of the existing grid was maintained and extended and a concerted effort was made to preserve houses that could be rehabilitated (Longstreth 2018, 7). Over the course of the 1960s and 1970s, urban renewal funds from the Department of Housing and Urban Development were used to demolish much of the circa-1920s and 1930s older core and construct affordable and subsidized semi-detached and attached housing, as well as for improvements to roads, sidewalks, and drainage (Longstreth 2018, 7-8). This was not accomplished without resistance, as Mayor James R. Cousins, Jr., failed to win re-election in 1969 after some community members lost their properties to urban renewal, and others became concerned that too much low-income housing was being built in Glenarden (Longstreth 2018, 8). Decatur Trotter, his successor, decreased the number of projected public housing units and moved toward building more detached, middle-income housing.

Public amenities increased during the 1960s and 1970s in conjunction with the housing redevelopment projects. A new town hall (currently the Municipal Center and Police Station at 8600 Glenarden Parkway) was built in 1966 (The Evening Sun 1984, 4). The 1977 Glenarden Community Center increased recreational opportunities for Glenarden citizens and reinforced town identity and unity (M-NCPPC 2011, 11). Annexation of the Washington Commerce Center (now Woodmore Town Center) to the southwest and the Carrolton Station subdivision and Royal Gons tract promoted further growth throughout the 1980s (M-NCPPC n.d., 4). The people of the Town of Glenarden voted to change its name to the City of Glenarden in 1994 (City of Glenarden n.d.).

## Evaluation:

The 2000 evaluation of the Town of Glenarden excluded buildings dating from the 1960s and 1970s due to their age (Darsie 2000, 8.2), but recent research has expanded upon the important history of suburban development and urban renewal efforts within Glenarden in this period. As the majority of resources within Glenarden have now reached 50 years of age, and sufficient time has passed to view the community's history in context, the district's eligibility can be reevaluated.

Cited as one of 10 extant, twentieth-century African American settlements in the National Register-listed "African American Historic Resources of Prince George's County, Maryland" Multiple Property Documentation Form, Glenarden grew slowly and organically from the 1920s to World War II and then at a more rapid pace in the 1950s and 1960, following the development of several subdivisions on annexed land during that period (Bird 2003; Longstreth 2018, 4-5; M-NCPPC 2011, 3). This was followed by a period of enormous change during the 1960s and 70s as urban renewal projects, implemented in a more delicate and sensitive way from others taking place in the Washington Metropolitan area, demolished some of the historic core of the community and created affordable housing as well as middle-class, single-family homes. As Richard Longstreth noted, "it is not the physical fabric of Glenarden that is exceptional, but rather the processes that created it" (Longstreth 2018, 1).

Glenarden is an important example of an African American community formed as a direct result of reaction to discriminatory housing practices in the Washington Metropolitan area.

"The community is distinctive not just in its utilizing annexation to enable it to grow from a relatively poor backwater into the pre-eminent suburban enclave of middle-class African American houses in the Washington metropolitan area by the mid-1960s, but also in its subsequent embrace of urban renewal to develop elderly and low-income housing for town residents, foster additional middle-class residential development, and create extensive public facilities for all residents— and in doing so in a seamless manner, physically and functionally. Glenarden also became a primary nursery for county and state political leaders and a catalyst for the transformation of Prince George's County into the largest suburban network of middle- and upper-middle-class black communities in the United States" (Longstreth 2018, 1-2).

Therefore, the Glenarden Historic District is significant under Criterion A for its important role as a middle-class African American community in the D.C. suburbs and the unique use of urban renewal funds for a suburban municipality.

Several figures acted as driving forces behind the development of Glenarden, including Mayors William Swann, James R. Cousins, Jr., and Decatur Trotter. However, their cumulative importance is better understood as it relates to Criterion A and the development patterns throughout the community. As such, they are not known to meet criteria that would render the resource eligible for listing in the NRHP under Criterion B.

Although Glenarden retains historic integrity, it is a typical example of mid-twentieth-century suburban residential development and is not an "important example of distinctive period of construction, method of construction, or the work of one or more notable architects." Glenarden used its urban renewal funding to construct housing and community amenities using patterns and trends common to the period. It does not uniquely reflect outstanding or historically significant design principles of community planning or landscape architecture. As a result, the Glenarden Historic District is not eligible for listing in the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This resource retains historic integrity of location, design, setting, feeling and association. Although urban renewal destroyed earlier parts of the community, the new growth and redevelopment has added significance to the district. Though there are some modern infill properties, the road network and circulation patterns have remained the same through time.

The period of significance for the Glenarden Historic District is from 1939, when the town incorporated, to 1977, when the Community Center was built. The construction of the Community Center reinforced the area's identity and unity and was the last major community improvement built during the urban renewal period. This encompasses Glenarden's major development periods, a process of growth that was somewhat slow and piecemeal.

Residential, commercial, municipal, and recreational resources were almost all planned and built within this community during



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the period of significance, and there are very few resources that lay outside of that period. For a building to be considered contributing to Glenarden, it must have been built within the period of significance and still be recognizable as being from that period. Furthermore, as Glenarden is eligible under Criterion A, planned buildings and developments that still continue to serve their historic functions, such as the modified community center, are considered contributing. Roads within Glenarden reflect a variety of street patterns, and the adjoining sidewalks, street lights, and landscaping demonstrate no unifying characteristic design. Streets, sidewalks, and lighting vary in construction date, location, size, and materials with different standards seen throughout, and the landscaping does not reflect a citywide plan. Glenarden is divided along I-495, which has no connection to the community. Similarly, Martin Luther King Jr. Highway, which passes through the city, serves as a main artery and commercial corridor but includes no features that would be considered characteristic aspects of the district. As a result, 78 percent of resources within the Glenarden Historic District are contributing. A complete list is included as part of this DOE.

The boundary for the Glenarden Historic District includes the previously surveyed area associated with the Town of Glenarden plus the neighboring residential subdivisions of Edwards Estates and Royale Gardens, as well as the single-family and multi-family developments of Ardmore Village. The district contains a total of 392.8 acres and is roughly bounded on the northwest by Martin Luther King Jr. Highway, on the northeast by Ardwick-Ardmore Road, and on the south by late-twentieth-century residential subdivisions, large commercial sites, and industrial properties. It is situated on Prince George's County Tax maps 52 and 60.

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**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 1st Street	1992	NC	Outside Period of Significance
House	1415 1st Street	1935	NC	Outside Period of Significance
House	1419 1st Street	1976	C	Characteristic
House	1420 1st Street	1959	C	Characteristic
House	1421 1st Street	1978	C	Characteristic
House	1504 1st Street	1973	C	Characteristic
House	1505 1st Street	1987	NC	Outside Period of Significance
House	1509 1st Street	1987	NC	Outside Period of Significance
House	1510 1st Street	1989	NC	Outside Period of Significance
House	1512 1st Street	1989	NC	Outside Period of Significance
House	1513 1st Street	1987	NC	Outside Period of Significance
House	1516 1st Street	1991	NC	Outside Period of Significance
House	1517 1st Street	1989	NC	Outside Period of Significance
House	1518 1st Street	1988	NC	Outside Period of Significance
House	1401 2nd Street	1988	NC	Outside Period of Significance
House	1404 2nd Street	1989	NC	Outside Period of Significance
House	1405 2nd Street	1988	NC	Outside Period of Significance
House	1408 2nd Street	1987	NC	Outside Period of Significance
House	1409 2nd Street	1986	NC	Outside Period of Significance
House	1412 2nd Street	1991	NC	Outside Period of Significance
House	1415 2nd Street	1988	NC	Outside Period of Significance
House	1416 2nd Street	1987	NC	Outside Period of Significance
House	1422 2nd Street	1975	C	Characteristic
House	1501 2nd Street	1979	NC	Outside Period of Significance
House	1503 2nd Street	1975	C	Characteristic
House	1504 2nd Street	1975	C	Characteristic
House	1508 2nd Street	1975	C	Characteristic
House	1509 2nd Street	1975	C	Characteristic
House	1512 2nd Street	1975	C	Characteristic
House	1513 2nd Street	1987	NC	Outside Period of Significance
House	1516 2nd Street	1958	C	Characteristic
House	1517 2nd Street	1961	C	Characteristic
House	1518 2nd Street	1988	NC	Outside Period of Significance
House	1521 2nd Street	1988	NC	Outside Period of Significance
House	1401 3rd Street	1988	NC	Outside Period of Significance
House	1402 3rd Street	1988	NC	Outside Period of Significance
House	1405 3rd Street	1989	NC	Outside Period of Significance
House	1406 3rd Street	1987	NC	Outside Period of Significance
House	1409 3rd Street	1987	NC	Outside Period of Significance
House	1410 3rd Street	1987	NC	Outside Period of Significance
House	1415 3rd Street	1955	C	Characteristic
House	1417 3rd Street	1986	NC	Outside Period of Significance
House	1418 3rd Street	1980	NC	Outside Period of Significance
House	1421 3rd Street	1978	C	Characteristic
House	1422 3rd Street	1988	NC	Outside Period of Significance
House	1425 3rd Street	1979	NC	Outside Period of Significance
House	1506 3rd Street	1980	NC	Outside Period of Significance
House	1507 3rd Street	1985	NC	Outside Period of Significance
House	1510 3rd Street	1979	NC	Outside Period of Significance
House	1511 3rd Street	1980	NC	Outside Period of Significance
House	1514 3rd Street	1985	NC	Outside Period of Significance
House	1515 3rd Street	1948	C	Characteristic
House	1519 3rd Street	1986	NC	Outside Period of Significance
House	1520 3rd Street	1986	NC	Outside Period of Significance
House	1523 3rd Street	1986	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1526 3rd Street	1958	C	Characteristic
House	1400 4th Street	1987	NC	Outside Period of Significance
House	1401 4th Street	1988	NC	Outside Period of Significance
House	1404 4th Street	1987	NC	Outside Period of Significance
House	1405 4th Street	1988	NC	Outside Period of Significance
House	1412 4th Street	1986	NC	Outside Period of Significance
House	1415 4th Street	1988	NC	Outside Period of Significance
House	1416 4th Street	1981	NC	Outside Period of Significance
House	1417 4th Street	1953	C	Characteristic
House	1418 4th Street	1981	NC	Outside Period of Significance
House	1419 4th Street	1988	NC	Outside Period of Significance
House	1420 4th Street	1981	NC	Outside Period of Significance
House	1421 4th Street	1985	NC	Outside Period of Significance
House	1422 4th Street	1987	NC	Outside Period of Significance
House	1423 4th Street	1988	NC	Outside Period of Significance
House	1501 4th Street	1978	C	Characteristic
House	1505 4th Street	1986	NC	Outside Period of Significance
House	1506 4th Street	1986	NC	Outside Period of Significance
House	1507 4th Street	1967	C	Characteristic
House	1509 4th Street	1967	C	Characteristic
House	1510 4th Street	1986	NC	Outside Period of Significance
House	1511 4th Street	1967	C	Characteristic
House	1513 4th Street	1987	NC	Outside Period of Significance
House	1514 4th Street	1987	NC	Outside Period of Significance
House	1517 4th Street	1987	NC	Outside Period of Significance
House	1518 4th Street	1986	NC	Outside Period of Significance
House	1521 4th Street	1986	NC	Outside Period of Significance
House	1522 4th Street	1987	NC	Outside Period of Significance
House	1525 4th Street	1987	NC	Outside Period of Significance
House	1529 4th Street	1972	C	Characteristic
House	1530 4th Street	1986	NC	Outside Period of Significance
House	1400 5th Street	1988	NC	Outside Period of Significance
House	1404 5th Street	1988	NC	Outside Period of Significance
House	1410 5th Street	1988	NC	Outside Period of Significance
House	1416 5th Street	1988	NC	Outside Period of Significance
House	1420 5th Street	1966	C	Characteristic
House	1422 5th Street	1966	C	Characteristic
House	1424 5th Street	1988	NC	Outside Period of Significance
House	1426 5th Street	1987	NC	Outside Period of Significance
House	1500 5th Street	1979	NC	Outside Period of Significance
House	1504 5th Street	1959	C	Characteristic
House	1506 5th Street	1971	C	Characteristic
House	1518 5th Street	1969	C	Characteristic
House	1522 5th Street	1953	C	Characteristic
House	1524 5th Street	1988	NC	Outside Period of Significance
House	1526 5th Street	1973	C	Characteristic
House	1530 5th Street	1975	C	Characteristic
House	1401 7th Street	1969	C	Characteristic
House	1403 7th Street	1963	C	Characteristic
House	1412 7th Street	1981	NC	Outside Period of Significance
House	1414 7th Street	1981	NC	Outside Period of Significance
House	1416 7th Street	1981	NC	Outside Period of Significance
House	1418 7th Street	1978	C	Characteristic
House	1420 7th Street	1973	C	Characteristic
House	1424 7th Street	1987	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1428 7th Street	1980	NC	Outside Period of Significance
House	1430 7th Street	1979	NC	Outside Period of Significance
House	1431 7th Street	1951	C	Characteristic
House	1433 7th Street	1960	C	Characteristic
House	1434 7th Street	1981	NC	Outside Period of Significance
House	1436 7th Street	1975	C	Characteristic
House	1438 7th Street	1987	NC	Outside Period of Significance
House	1440 7th Street	1984	NC	Outside Period of Significance
House	1503 7th Street	1996	NC	Outside Period of Significance
House	1504 7th Street	1966	C	Characteristic
House	1505 7th Street	1989	NC	Outside Period of Significance
House	1506 7th Street	1966	C	Characteristic
House	1507 7th Street	1966	C	Characteristic
House	1508 7th Street	1966	C	Characteristic
House	1509 7th Street	1966	C	Characteristic
House	1510 7th Street	1993	NC	Outside Period of Significance
House	1511 7th Street	1966	C	Characteristic
House	1513 7th Street	1966	C	Characteristic
House	1515 7th Street	1953	C	Characteristic
House	1516 7th Street	1964	C	Characteristic
House	1517 7th Street	1991	NC	Outside Period of Significance
House	1518 7th Street	1989	NC	Outside Period of Significance
House	1520 7th Street	1966	C	Characteristic
House	1522 7th Street	1966	C	Characteristic
House	1523 7th Street	1973	C	Characteristic
House	1524 7th Street	1966	C	Characteristic
House	1525 7th Street	1964	C	Characteristic
House	1526 7th Street	1966	C	Characteristic
House	1527 7th Street	1970	C	Characteristic
House	1529 7th Street	1978	C	Characteristic
House	1530 7th Street	1955	C	Characteristic
House	1407 8th Street	1969	C	Characteristic
House	1409 8th Street	1998	NC	Outside Period of Significance
House	1410 8th Street	1985	NC	Outside Period of Significance
House	1414 8th Street	1973	C	Characteristic
House	1417 8th Street	1982	NC	Outside Period of Significance
House	1418 8th Street	1981	NC	Outside Period of Significance
House	1419 8th Street	1972	C	Characteristic
House	1420 8th Street	1996	NC	Outside Period of Significance
House	1422 8th Street	2005	NC	Outside Period of Significance
House	1423 8th Street	1970	C	Characteristic
House	1429 8th Street	1981	NC	Outside Period of Significance
House	1430 8th Street	1984	NC	Outside Period of Significance
House	1431 8th Street	1991	NC	Outside Period of Significance
House	1438 8th Street	1975	C	Characteristic
House	1400 9th Street	1969	C	Characteristic
House	1411 9th Street	1984	NC	Outside Period of Significance
House	1412 9th Street	1997	NC	Outside Period of Significance
House	1415 9th Street	1984	NC	Outside Period of Significance
House	1416 9th Street	1981	NC	Outside Period of Significance
House	1417 9th Street	1984	NC	Outside Period of Significance
House	1419 9th Street	1988	NC	Outside Period of Significance
House	1420 9th Street	1981	NC	Outside Period of Significance
House	1423 9th Street	1988	NC	Outside Period of Significance
House	1424 9th Street	1995	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1425 9th Street	1962	C	Characteristic
House	1426 9th Street	1997	NC	Outside Period of Significance
House	1427 9th Street	1987	NC	Outside Period of Significance
House	1428 9th Street	1960	C	Characteristic
House	1430 9th Street	1985	NC	Outside Period of Significance
House	1431 9th Street	1988	NC	Outside Period of Significance
House	1432 9th Street	1985	NC	Outside Period of Significance
House	1414 10th Street	1984	NC	Outside Period of Significance
House	1428 10th Street	1992	NC	Outside Period of Significance
House	1429 10th Street	1986	NC	Outside Period of Significance
House	1430 10th Street	1987	NC	Outside Period of Significance
House	1431 10th Street	1985	NC	Outside Period of Significance
House	1432 10th Street	1987	NC	Outside Period of Significance
House	1433 10th Street	1984	NC	Outside Period of Significance
House	1435 10th Street	1985	NC	Outside Period of Significance
House	1436 10th Street	1992	NC	Outside Period of Significance
House	1437 10th Street	1984	NC	Outside Period of Significance
House	1440 10th Street	1990	NC	Outside Period of Significance
House	1436 11th Street	1988	NC	Outside Period of Significance
House	1438 11th Street	1985	NC	Outside Period of Significance
House	1441 11th Street	1984	NC	Outside Period of Significance
House	1443 11th Street	1985	NC	Outside Period of Significance
House	3101 Amador Drive	1966	C	Characteristic
House	3106 Amador Drive	1965	C	Characteristic
House	3107 Amador Drive	1965	C	Characteristic
House	3108 Amador Drive	1965	C	Characteristic
House	3109 Amador Drive	1965	C	Characteristic
House	3110 Amador Drive	1965	C	Characteristic
House	3111 Amador Drive	1965	C	Characteristic
House	3112 Amador Drive	1966	C	Characteristic
House	3113 Amador Drive	1965	C	Characteristic
House	3114 Amador Drive	1965	C	Characteristic
House	3115 Amador Drive	1965	C	Characteristic
House	3200 Amador Drive	1965	C	Characteristic
House	3201 Amador Drive	1965	C	Characteristic
House	3202 Amador Drive	1965	C	Characteristic
House	3203 Amador Drive	1965	C	Characteristic
House	3204 Amador Drive	1965	C	Characteristic
House	3205 Amador Drive	1965	C	Characteristic
House	3207 Amador Drive	1965	C	Characteristic
House	3208 Amador Drive	1965	C	Characteristic
House	3209 Amador Drive	1964	C	Characteristic
House	3211 Amador Drive	1964	C	Characteristic
House	3212 Amador Drive	1964	C	Characteristic
House	3213 Amador Drive	1964	C	Characteristic
House	3214 Amador Drive	1964	C	Characteristic
House	3215 Amador Drive	1964	C	Characteristic
House	3216 Amador Drive	1964	C	Characteristic
House	3217 Amador Drive	1964	C	Characteristic
House	3218 Amador Drive	1964	C	Characteristic
House	3219 Amador Drive	1964	C	Characteristic
House	3220 Amador Drive	1964	C	Characteristic
House	3221 Amador Drive	1964	C	Characteristic
House	9009 Ardwick Ardmore Road	1964	C	Characteristic
House	9011 Ardwick Ardmore Road	1964	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9101 Ardwick Ardmore Road	1964	C	Characteristic
House	9103 Ardwick Ardmore Road	1964	C	Characteristic
House	9105 Ardwick Ardmore Road	1964	C	Characteristic
House	9111 Ardwick Ardmore Road	1965	C	Characteristic
House	8914 Bold Street	1964	C	Characteristic
House	8915 Bold Street	1964	C	Characteristic
House	3015 Brightseat Road	1967	C	Characteristic
House	3017 Brightseat Road	1967	C	Characteristic
House	3103 Brightseat Road	1964	C	Characteristic
House	3109 Brightseat Road	1963	C	Characteristic
House	3111 Brightseat Road	1963	C	Characteristic
House	3113 Brightseat Road	1963	C	Characteristic
House	3115 Brightseat Road	1963	C	Characteristic
House	3200 Brightseat Road	1968	C	Characteristic
House	3308 Brightseat Road	1990	NC	Outside Period of Significance
Church	3311 Brightseat Road	1975	C	Characteristic
House	3320 Brightseat Road	1990	NC	Outside Period of Significance
House	3401 Brightseat Road	1956	C	Characteristic
House	3405 Brightseat Road	2009	NC	Outside Period of Significance
House	3409 Brightseat Road	1960	C	Characteristic
House	3501 Brightseat Road	2006	NC	Outside Period of Significance
House	3506 Brightseat Road	1966	C	Characteristic
House	3508 Brightseat Road	1966	C	Characteristic
House	3516 Brightseat Road	1966	C	Characteristic
House	3517 Brightseat Road	1963	C	Characteristic
House	3518 Brightseat Road	1966	C	Characteristic
House	3519 Brightseat Road	1963	C	Characteristic
House	3521 Brightseat Road	1963	C	Characteristic
House	3523 Brightseat Road	1964	C	Characteristic
House	3605 Brightseat Road	1962	C	Characteristic
House	3607 Brightseat Road	1962	C	Characteristic
House	3609 Brightseat Road	1962	C	Characteristic
House	3611 Brightseat Road	1963	C	Characteristic
House	3613 Brightseat Road	1963	C	Characteristic
House	7900 Cawker Avenue	1959	C	Characteristic
House	7902 Cawker Avenue	1963	C	Characteristic
House	7903 Cawker Avenue	1963	C	Characteristic
House	7904 Cawker Avenue	1963	C	Characteristic
House	7905 Cawker Avenue	1963	C	Characteristic
House	7906 Cawker Avenue	1963	C	Characteristic
House	7907 Cawker Avenue	1963	C	Characteristic
House	7908 Cawker Avenue	1963	C	Characteristic
House	7909 Cawker Avenue	1963	C	Characteristic
House	7910 Cawker Avenue	1963	C	Characteristic
House	7911 Cawker Avenue	1963	C	Characteristic
House	7912 Cawker Avenue	1963	C	Characteristic
House	7913 Cawker Avenue	1963	C	Characteristic
House	7914 Cawker Avenue	1963	C	Characteristic
House	7915 Cawker Avenue	1963	C	Characteristic
House	7916 Cawker Avenue	1963	C	Characteristic
House	7917 Cawker Avenue	1963	C	Characteristic
House	7918 Cawker Avenue	1963	C	Characteristic
House	7919 Cawker Avenue	1963	C	Characteristic
House	7920 Cawker Avenue	1963	C	Characteristic
House	7921 Cawker Avenue	1963	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Cawker Avenue	1963	C	Characteristic
House	7923 Cawker Avenue	1963	C	Characteristic
House	7924 Cawker Avenue	1963	C	Characteristic
House	7925 Cawker Avenue	1963	C	Characteristic
House	7926 Cawker Avenue	1963	C	Characteristic
House	7927 Cawker Avenue	1963	C	Characteristic
House	7928 Cawker Avenue	1963	C	Characteristic
House	7929 Cawker Avenue	1963	C	Characteristic
House	7930 Cawker Avenue	1963	C	Characteristic
House	7932 Cawker Avenue	1963	C	Characteristic
House	7934 Cawker Avenue	1963	C	Characteristic
House	3100 Church Street	1964	C	Characteristic
House	3108 Church Street	1964	C	Characteristic
House	3110 Church Street	1934	NC	Outside Period of Significance
House	7803 Dellwood Avenue	1967	C	Characteristic
House	7805 Dellwood Avenue	1966	C	Characteristic
House	7807 Dellwood Avenue	1966	C	Characteristic
House	7809 Dellwood Avenue	1966	C	Characteristic
House	7811 Dellwood Avenue	1966	C	Characteristic
House	7813 Dellwood Avenue	1966	C	Characteristic
House	7815 Dellwood Avenue	1966	C	Characteristic
House	7816 Dellwood Avenue	1966	C	Characteristic
House	7817 Dellwood Avenue	1966	C	Characteristic
House	7818 Dellwood Avenue	1966	C	Characteristic
House	7819 Dellwood Avenue	1966	C	Characteristic
House	7820 Dellwood Avenue	1966	C	Characteristic
House	7821 Dellwood Avenue	1966	C	Characteristic
House	7822 Dellwood Avenue	1966	C	Characteristic
House	7823 Dellwood Avenue	1966	C	Characteristic
House	7824 Dellwood Avenue	1966	C	Characteristic
House	7825 Dellwood Avenue	1966	C	Characteristic
House	7827 Dellwood Avenue	1966	C	Characteristic
House	7829 Dellwood Avenue	1966	C	Characteristic
House	7831 Dellwood Avenue	1966	C	Characteristic
House	7900 Dellwood Avenue	1966	C	Characteristic
House	7902 Dellwood Avenue	1966	C	Characteristic
House	7903 Dellwood Avenue	1965	C	Characteristic
House	7904 Dellwood Avenue	1966	C	Characteristic
House	7905 Dellwood Avenue	1965	C	Characteristic
House	7906 Dellwood Avenue	1965	C	Characteristic
House	7907 Dellwood Avenue	1965	C	Characteristic
House	7908 Dellwood Avenue	1966	C	Characteristic
House	7909 Dellwood Avenue	1965	C	Characteristic
House	7910 Dellwood Avenue	1965	C	Characteristic
House	7911 Dellwood Avenue	1965	C	Characteristic
House	7912 Dellwood Avenue	1965	C	Characteristic
House	7913 Dellwood Avenue	1965	C	Characteristic
House	7914 Dellwood Avenue	1965	C	Characteristic
House	7915 Dellwood Avenue	1965	C	Characteristic
House	7916 Dellwood Avenue	1966	C	Characteristic
House	7917 Dellwood Avenue	1965	C	Characteristic
House	7918 Dellwood Avenue	1966	C	Characteristic
House	7919 Dellwood Avenue	1965	C	Characteristic
House	7920 Dellwood Avenue	1966	C	Characteristic
House	7921 Dellwood Avenue	1967	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Dellwood Avenue	1966	C	Characteristic
House	7923 Dellwood Avenue	1966	C	Characteristic
House	7924 Dellwood Avenue	1966	C	Characteristic
House	7925 Dellwood Avenue	1966	C	Characteristic
House	7926 Dellwood Avenue	1966	C	Characteristic
House	7927 Dellwood Avenue	1966	C	Characteristic
House	7928 Dellwood Avenue	1966	C	Characteristic
House	7929 Dellwood Avenue	1966	C	Characteristic
House	7930 Dellwood Avenue	1966	C	Characteristic
House	7931 Dellwood Avenue	1966	C	Characteristic
House	7932 Dellwood Avenue	1966	C	Characteristic
House	7933 Dellwood Avenue	1966	C	Characteristic
House	7934 Dellwood Avenue	1966	C	Characteristic
House	7935 Dellwood Avenue	1966	C	Characteristic
House	7936 Dellwood Avenue	1966	C	Characteristic
House	7937 Dellwood Avenue	1966	C	Characteristic
House	7938 Dellwood Avenue	1966	C	Characteristic
House	7939 Dellwood Avenue	1966	C	Characteristic
House	7940 Dellwood Avenue	1966	C	Characteristic
House	7941 Dellwood Avenue	1966	C	Characteristic
House	7942 Dellwood Avenue	1966	C	Characteristic
House	7943 Dellwood Avenue	1966	C	Characteristic
House	7944 Dellwood Avenue	1966	C	Characteristic
House	7945 Dellwood Avenue	1966	C	Characteristic
House	7946 Dellwood Avenue	1966	C	Characteristic
House	7947 Dellwood Avenue	1966	C	Characteristic
House	7948 Dellwood Avenue	1966	C	Characteristic
House	7949 Dellwood Avenue	1966	C	Characteristic
House	7950 Dellwood Avenue	1966	C	Characteristic
House	7951 Dellwood Avenue	1966	C	Characteristic
House	7952 Dellwood Avenue	1966	C	Characteristic
House	7953 Dellwood Avenue	1966	C	Characteristic
House	7954 Dellwood Avenue	1966	C	Characteristic
House	8000 Dellwood Avenue	1966	C	Characteristic
House	8001 Dellwood Avenue	1966	C	Characteristic
House	8002 Dellwood Avenue	1966	C	Characteristic
House	8004 Dellwood Avenue	1966	C	Characteristic
House	8006 Dellwood Avenue	1966	C	Characteristic
Townhouse	8200 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8202 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8204 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8206 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8208 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8210 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8214 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8215 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8216 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8217 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8218 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8219 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8220 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8221 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8222 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8223 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8225 Dellwood Court	2001	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Townhouse	8226 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8228 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8229 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8230 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8231 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8232 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8233 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8234 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8235 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8237 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8238 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8239 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8240 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8242 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8244 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8246 Dellwood Court	2002	NC	Outside Period of Significance
House	7900 Echols Avenue	1964	C	Characteristic
House	7901 Echols Avenue	1963	C	Characteristic
House	7902 Echols Avenue	1963	C	Characteristic
House	7903 Echols Avenue	1963	C	Characteristic
House	7904 Echols Avenue	1963	C	Characteristic
House	7905 Echols Avenue	1963	C	Characteristic
House	7906 Echols Avenue	1963	C	Characteristic
House	7907 Echols Avenue	1963	C	Characteristic
House	7908 Echols Avenue	1963	C	Characteristic
House	7909 Echols Avenue	1963	C	Characteristic
House	7910 Echols Avenue	1963	C	Characteristic
House	7911 Echols Avenue	1963	C	Characteristic
House	7912 Echols Avenue	1963	C	Characteristic
House	7913 Echols Avenue	1963	C	Characteristic
House	7914 Echols Avenue	1963	C	Characteristic
House	7915 Echols Avenue	1963	C	Characteristic
House	7916 Echols Avenue	1963	C	Characteristic
House	7917 Echols Avenue	1963	C	Characteristic
House	7918 Echols Avenue	1963	C	Characteristic
House	7919 Echols Avenue	1963	C	Characteristic
House	7920 Echols Avenue	1963	C	Characteristic
House	7921 Echols Avenue	1963	C	Characteristic
House	7922 Echols Avenue	1963	C	Characteristic
House	7923 Echols Avenue	1963	C	Characteristic
House	7924 Echols Avenue	1963	C	Characteristic
House	7925 Echols Avenue	1963	C	Characteristic
House	7926 Echols Avenue	1963	C	Characteristic
House	7927 Echols Avenue	1963	C	Characteristic
House	7928 Echols Avenue	1963	C	Characteristic
House	7929 Echols Avenue	1963	C	Characteristic
House	7930 Echols Avenue	1963	C	Characteristic
House	7931 Echols Avenue	1963	C	Characteristic
House	7932 Echols Avenue	1963	C	Characteristic
House	7933 Echols Avenue	1963	C	Characteristic
House	7934 Echols Avenue	1963	C	Characteristic
House	7935 Echols Avenue	1963	C	Characteristic
House	7936 Echols Avenue	1963	C	Characteristic
House	7937 Echols Avenue	1963	C	Characteristic
House	7938 Echols Avenue	1963	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7940 Echols Avenue	1963	C	Characteristic
House	7942 Echols Avenue	1963	C	Characteristic
House	7944 Echols Avenue	1964	C	Characteristic
House	3402 Edwards Street	1964	C	Characteristic
House	3403 Edwards Street	1964	C	Characteristic
House	3404 Edwards Street	1964	C	Characteristic
House	3405 Edwards Street	1964	C	Characteristic
House	3406 Edwards Street	1964	C	Characteristic
House	3407 Edwards Street	1964	C	Characteristic
House	3408 Edwards Street	1964	C	Characteristic
House	3409 Edwards Street	1964	C	Characteristic
House	3410 Edwards Street	1964	C	Characteristic
House	3411 Edwards Street	1964	C	Characteristic
House	3412 Edwards Street	1964	C	Characteristic
House	3413 Edwards Street	1964	C	Characteristic
House	3414 Edwards Street	1964	C	Characteristic
House	3415 Edwards Street	1964	C	Characteristic
House	3500 Edwards Street	1964	C	Characteristic
House	3501 Edwards Street	1964	C	Characteristic
House	3502 Edwards Street	1964	C	Characteristic
House	3503 Edwards Street	1964	C	Characteristic
House	3504 Edwards Street	1964	C	Characteristic
House	3506 Edwards Street	1964	C	Characteristic
House	3508 Edwards Street	1964	C	Characteristic
House	3509 Edwards Street	1964	C	Characteristic
House	3510 Edwards Street	1964	C	Characteristic
House	3512 Edwards Street	1964	C	Characteristic
House	3514 Edwards Street	1964	C	Characteristic
House	3515 Edwards Street	1964	C	Characteristic
House	3516 Edwards Street	1964	C	Characteristic
House	3518 Edwards Street	1964	C	Characteristic
House	3519 Edwards Street	1964	C	Characteristic
House	3520 Edwards Street	1964	C	Characteristic
House	3521 Edwards Street	1964	C	Characteristic
House	3522 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3524 Edwards Street	1964	C	Characteristic
House	3525 Edwards Street	1964	C	Characteristic
House	3526 Edwards Street	1964	C	Characteristic
House	3527 Edwards Street	1964	C	Characteristic
House	3528 Edwards Street	1964	C	Characteristic
House	3529 Edwards Street	1964	C	Characteristic
House	3530 Edwards Street	1964	C	Characteristic
House	3531 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3533 Edwards Street	1964	C	Characteristic
House	3534 Edwards Street	1964	C	Characteristic
House	3535 Edwards Street	1964	C	Characteristic
House	3536 Edwards Street	1964	C	Characteristic
House	3538 Edwards Street	1964	C	Characteristic
House	3539 Edwards Street	1964	C	Characteristic
House	3540 Edwards Street	1964	C	Characteristic
House	3542 Edwards Street	1964	C	Characteristic
House	3600 Edwards Street	1964	C	Characteristic
House	3602 Edwards Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3604 Edwards Street	1965	C	Characteristic
House	3605 Edwards Street	1964	C	Characteristic
House	3606 Edwards Street	1964	C	Characteristic
House	3607 Edwards Street	1964	C	Characteristic
House	3609 Edwards Street	1964	C	Characteristic
House	3611 Edwards Street	1964	C	Characteristic
House	3613 Edwards Street	1964	C	Characteristic
House	3615 Edwards Street	1964	C	Characteristic
House	3616 Edwards Street	1964	C	Characteristic
House	3617 Edwards Street	1964	C	Characteristic
House	3618 Edwards Street	1964	C	Characteristic
House	3619 Edwards Street	1964	C	Characteristic
House	3620 Edwards Street	1964	C	Characteristic
House	3621 Edwards Street	1964	C	Characteristic
House	3623 Edwards Street	1964	C	Characteristic
House	3624 Edwards Street	1964	C	Characteristic
House	3625 Edwards Street	1964	C	Characteristic
House	3626 Edwards Street	1964	C	Characteristic
House	3627 Edwards Street	1964	C	Characteristic
House	7720 Fiske Avenue	1964	C	Characteristic
House	7800 Fiske Avenue	1964	C	Characteristic
House	7801 Fiske Avenue	1963	C	Characteristic
House	7802 Fiske Avenue	1964	C	Characteristic
House	7803 Fiske Avenue	1963	C	Characteristic
House	7804 Fiske Avenue	1964	C	Characteristic
House	7805 Fiske Avenue	1963	C	Characteristic
House	7806 Fiske Avenue	1964	C	Characteristic
House	7807 Fiske Avenue	1963	C	Characteristic
House	7808 Fiske Avenue	1964	C	Characteristic
House	7809 Fiske Avenue	1963	C	Characteristic
House	7810 Fiske Avenue	1964	C	Characteristic
House	7811 Fiske Avenue	1963	C	Characteristic
House	7812 Fiske Avenue	1964	C	Characteristic
House	7813 Fiske Avenue	1963	C	Characteristic
House	7814 Fiske Avenue	1964	C	Characteristic
House	7815 Fiske Avenue	1963	C	Characteristic
House	7816 Fiske Avenue	1964	C	Characteristic
House	7817 Fiske Avenue	1963	C	Characteristic
House	7818 Fiske Avenue	1964	C	Characteristic
House	7819 Fiske Avenue	1963	C	Characteristic
House	7820 Fiske Avenue	1964	C	Characteristic
House	7822 Fiske Avenue	1961	C	Characteristic
House	7824 Fiske Avenue	1961	C	Characteristic
House	7826 Fiske Avenue	1961	C	Characteristic
House	7828 Fiske Avenue	1961	C	Characteristic
House	7830 Fiske Avenue	1961	C	Characteristic
House	7832 Fiske Avenue	1961	C	Characteristic
House	7903 Fiske Avenue	1959	C	Characteristic
House	7905 Fiske Avenue	1959	C	Characteristic
House	7907 Fiske Avenue	1959	C	Characteristic
House	7909 Fiske Avenue	1959	C	Characteristic
House	7914 Fiske Avenue	1961	C	Characteristic
House	7915 Fiske Avenue	1959	C	Characteristic
House	7916 Fiske Avenue	1962	C	Characteristic
House	7917 Fiske Avenue	1959	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7918 Fiske Avenue	1959	C	Characteristic
House	7919 Fiske Avenue	1959	C	Characteristic
House	7920 Fiske Avenue	1962	C	Characteristic
House	7921 Fiske Avenue	1959	C	Characteristic
House	7922 Fiske Avenue	1961	C	Characteristic
House	7923 Fiske Avenue	1959	C	Characteristic
House	7924 Fiske Avenue	1961	C	Characteristic
House	7925 Fiske Avenue	1959	C	Characteristic
House	7926 Fiske Avenue	1962	C	Characteristic
House	7927 Fiske Avenue	1962	C	Characteristic
House	7928 Fiske Avenue	1963	C	Characteristic
House	7929 Fiske Avenue	1962	C	Characteristic
House	7930 Fiske Avenue	1962	C	Characteristic
House	7931 Fiske Avenue	1962	C	Characteristic
House	7932 Fiske Avenue	1963	C	Characteristic
House	7933 Fiske Avenue	1962	C	Characteristic
House	7934 Fiske Avenue	1963	C	Characteristic
House	7935 Fiske Avenue	1962	C	Characteristic
House	7936 Fiske Avenue	1962	C	Characteristic
House	7937 Fiske Avenue	1962	C	Characteristic
House	7938 Fiske Avenue	1962	C	Characteristic
House	7939 Fiske Avenue	1962	C	Characteristic
House	7940 Fiske Avenue	1962	C	Characteristic
House	8505 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8506 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8508 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8510 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8512 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8514 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8600 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8602 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8604 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8606 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8608 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8609 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8610 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8611 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8612 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8613 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8614 Fulton Avenue	1970	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Multi-Family Dwelling	8615 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8616 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8620 Fulton Avenue	1975	C	Characteristic
House	8621 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8624 Fulton Avenue	1975	C	Characteristic
House	8625 Fulton Avenue	1979	NC	Outside Period of Significance
House	8629 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8630 Fulton Avenue	1975	C	Characteristic
House	8633 Fulton Avenue	1986	NC	Outside Period of Significance
Multi-Family Dwelling	8634 Fulton Avenue	1975	C	Characteristic
House	8637 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8640 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8644 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8648 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8652 Fulton Avenue	1975	C	Characteristic
House	8669 Fulton Avenue	1976	C	Characteristic
House	8671 Fulton Avenue	1975	C	Characteristic
House	8707 Fulton Avenue	1991	NC	Outside Period of Significance
House	8708 Fulton Avenue	1991	NC	Outside Period of Significance
House	8717 Fulton Avenue	1991	NC	Outside Period of Significance
House	8718 Fulton Avenue	1991	NC	Outside Period of Significance
House	8722 Fulton Avenue	1991	NC	Outside Period of Significance
House	8723 Fulton Avenue	1991	NC	Outside Period of Significance
House	8726 Fulton Avenue	1991	NC	Outside Period of Significance
House	8729 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8731 Fulton Avenue	1991	NC	Outside Period of Significance
House	8734 Fulton Avenue	1991	NC	Outside Period of Significance
House	8741 Fulton Avenue	1990	NC	Outside Period of Significance
House	8742 Fulton Avenue	1990	NC	Outside Period of Significance
House	8600 Girard Street	1964	C	Characteristic
House	8601 Girard Street	1964	C	Characteristic
House	8602 Girard Street	1964	C	Characteristic
House	8603 Girard Street	1964	C	Characteristic
House	8604 Girard Street	1964	C	Characteristic
House	8605 Girard Street	1967	C	Characteristic
House	8606 Girard Street	1964	C	Characteristic
House	8607 Girard Street	1967	C	Characteristic
House	8608 Girard Street	1967	C	Characteristic
House	8609 Girard Street	1967	C	Characteristic
House	8610 Girard Street	1967	C	Characteristic
House	8611 Girard Street	1967	C	Characteristic
House	8612 Girard Street	1967	C	Characteristic
House	8613 Girard Street	1967	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8614 Girard Street	1967	C	Characteristic
House	8615 Girard Street	1967	C	Characteristic
House	8616 Girard Street	1967	C	Characteristic
House	8617 Girard Street	1967	C	Characteristic
House	8618 Girard Street	1967	C	Characteristic
House	8619 Girard Street	1967	C	Characteristic
House	8620 Girard Street	1967	C	Characteristic
House	8621 Girard Street	1967	C	Characteristic
House	8623 Girard Street	1967	C	Characteristic
House	7700 Glenarden Parkway	1964	C	Characteristic
House	7701 Glenarden Parkway	1964	C	Characteristic
House	7702 Glenarden Parkway	1964	C	Characteristic
House	7703 Glenarden Parkway	1964	C	Characteristic
House	7704 Glenarden Parkway	1964	C	Characteristic
House	7705 Glenarden Parkway	1964	C	Characteristic
House	7706 Glenarden Parkway	1964	C	Characteristic
House	7707 Glenarden Parkway	1964	C	Characteristic
House	7708 Glenarden Parkway	1964	C	Characteristic
House	7709 Glenarden Parkway	1964	C	Characteristic
House	7711 Glenarden Parkway	1964	C	Characteristic
House	7713 Glenarden Parkway	1964	C	Characteristic
House	7715 Glenarden Parkway	1964	C	Characteristic
Public School	7801 Glenarden Parkway	1957	C	Characteristic
House	7802 Glenarden Parkway	1959	C	Characteristic
House	7803 Glenarden Parkway	1961	C	Characteristic
House	7805 Glenarden Parkway	1961	C	Characteristic
House	7806 Glenarden Parkway	1959	C	Characteristic
House	7807 Glenarden Parkway	1961	C	Characteristic
House	7808 Glenarden Parkway	1959	C	Characteristic
House	7809 Glenarden Parkway	1961	C	Characteristic
House	7810 Glenarden Parkway	1959	C	Characteristic
House	7811 Glenarden Parkway	1961	C	Characteristic
House	7812 Glenarden Parkway	1959	C	Characteristic
House	7813 Glenarden Parkway	1961	C	Characteristic
House	7814 Glenarden Parkway	1959	C	Characteristic
House	7815 Glenarden Parkway	1961	C	Characteristic
House	7816 Glenarden Parkway	1959	C	Characteristic
House	7817 Glenarden Parkway	1961	C	Characteristic
House	7818 Glenarden Parkway	1959	C	Characteristic
House	7819 Glenarden Parkway	1961	C	Characteristic
House	7820 Glenarden Parkway	1959	C	Characteristic
House	7821 Glenarden Parkway	1959	C	Characteristic
House	7901 Glenarden Parkway	1959	C	Characteristic
House	7902 Glenarden Parkway	1959	C	Characteristic
House	7903 Glenarden Parkway	1959	C	Characteristic
House	7904 Glenarden Parkway	1959	C	Characteristic
House	7905 Glenarden Parkway	1959	C	Characteristic
House	7906 Glenarden Parkway	1959	C	Characteristic
House	7907 Glenarden Parkway	1959	C	Characteristic
House	7908 Glenarden Parkway	1959	C	Characteristic
House	7909 Glenarden Parkway	1959	C	Characteristic
House	7911 Glenarden Parkway	1959	C	Characteristic
House	7913 Glenarden Parkway	1959	C	Characteristic
House	7915 Glenarden Parkway	1959	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7917 Glenarden Parkway	1958	C	Characteristic
House	7919 Glenarden Parkway	1958	C	Characteristic
House	7921 Glenarden Parkway	1958	C	Characteristic
House	7923 Glenarden Parkway	1958	C	Characteristic
House	7925 Glenarden Parkway	1958	C	Characteristic
House	7927 Glenarden Parkway	1958	C	Characteristic
House	7929 Glenarden Parkway	1958	C	Characteristic
Apartments	7924-7932 Glenarden Parkway	1965	C	Characteristic
Apartments	7933-7941 Glenarden Parkway	1965	C	Characteristic
Apartments	8106-8112 Glenarden Parkway	1965	C	Characteristic
Town Hall and Police Station	8600 Glenarden Parkway	1975	C	Characteristic
Glenarden Public Housing Townhouses	8607-8637 Glenarden Parkway	1975	C	Characteristic
House	8608 Glenarden Parkway	1953	C	Characteristic
House	8610 Glenarden Parkway	1978	C	Characteristic
House	8612 Glenarden Parkway	1978	C	Characteristic
House	8614 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8616 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8618 Glenarden Parkway	1948	C	Characteristic
House	8620 Glenarden Parkway	1976	C	Characteristic
House	8624 Glenarden Parkway	1976	C	Characteristic
House	8628 Glenarden Parkway	1963	C	Characteristic
House	8636 Glenarden Parkway	1976	C	Characteristic
Glenarden Public Housing office	8639 Glenarden Parkway	1975	C	Characteristic
House	8640 Glenarden Parkway	1978	C	Characteristic
House	8642 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8646 Glenarden Parkway	1947	C	Characteristic
House	8657 Glenarden Parkway	1978	C	Characteristic
House	8659 Glenarden Parkway	1978	C	Characteristic
House	8661 Glenarden Parkway	1978	C	Characteristic
House	8663 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8665 Glenarden Parkway	1978	C	Characteristic
House	8667 Glenarden Parkway	1950	C	Characteristic
House	8700 Glenarden Parkway	1975	C	Characteristic
House	8711 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8721 Glenarden Parkway	1990	NC	Outside Period of Significance
Public Library	8724 Glenarden Parkway	1977	C	Characteristic
House	8729 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8733 Glenarden Parkway	1951	C	Characteristic
House	8737 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8800 Glenarden Parkway	1975	C	Characteristic
House	8806 Glenarden Parkway	1962	C	Characteristic
House	8808 Glenarden Parkway	1986	NC	Outside Period of Significance
House	8822 Glenarden Parkway	1993	NC	Outside Period of Significance
House	8829 Glenarden Parkway	1968	C	Characteristic
House	8830 Glenarden Parkway	1963	C	Characteristic
House	8834 Glenarden Parkway	1971	C	Characteristic
House	8901 Glenarden Parkway	1959	C	Characteristic
House	8903 Glenarden Parkway	1968	C	Characteristic
House	8905 Glenarden Parkway	1937	NC	Outside Period of Significance
House	8929 Glenarden Parkway	1984	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8932 Glenarden Parkway	1962	C	Characteristic
House	9001 Glenarden Parkway	1978	C	Characteristic
House	9002 Glenarden Parkway	1995	NC	Outside Period of Significance
House	9006 Glenarden Parkway	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	9013 Glenarden Parkway	1970	C	Characteristic
House	9017 Glenarden Parkway	1970	C	Characteristic
House	9021 Glenarden Parkway	1970	C	Characteristic
House	9023 Glenarden Parkway	1985	NC	Outside Period of Significance
House	9025 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9027 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9036 Glenarden Parkway	1958	C	Characteristic
House	9037 Glenarden Parkway	1963	C	Characteristic
House	9044 Glenarden Parkway	1990	NC	Outside Period of Significance
House	9046 Glenarden Parkway	1984	NC	Outside Period of Significance
Townhouse	9051 Glenarden Parkway	1984	NC	Outside Period of Significance
Bridge (SHA Bridge No. 1614900)	Glenarden Parkway over I-495	1964	NC	Constructed as part of I-495; Glenarden was not involved in its design or construction
Apartment	3201 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3203 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3205 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3207 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3209 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3211 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3213 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3215 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3217 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3219 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3221 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3223 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3225 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3227 West Glenreed Court	1996	NC	Outside Period of Significance
Townhouse	3301 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3303 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3305 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3307 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3309 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3311 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3313 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3315 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3317 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3319 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3321 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3323 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3325 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3327 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3329 East Glenreed Court	1999	NC	Outside Period of Significance
House	7800 Grant Drive	1959	C	Characteristic
House	7801 Grant Drive	1959	C	Characteristic
House	7901 Grant Drive	1958	C	Characteristic
House	7902 Grant Drive	1964	C	Characteristic
House	7904 Grant Drive	1964	C	Characteristic
House	7906 Grant Drive	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7907 Grant Drive	1964	C	Characteristic
House	7908 Grant Drive	1964	C	Characteristic
House	7909 Grant Drive	1964	C	Characteristic
House	7910 Grant Drive	1964	C	Characteristic
House	7911 Grant Drive	1964	C	Characteristic
House	7912 Grant Drive	1964	C	Characteristic
House	7913 Grant Drive	1964	C	Characteristic
House	7914 Grant Drive	1964	C	Characteristic
House	7915 Grant Drive	1964	C	Characteristic
House	7916 Grant Drive	1964	C	Characteristic
House	7917 Grant Drive	1964	C	Characteristic
House	7918 Grant Drive	1964	C	Characteristic
House	7919 Grant Drive	1964	C	Characteristic
House	7920 Grant Drive	1964	C	Characteristic
House	7921 Grant Drive	1964	C	Characteristic
House	7922 Grant Drive	1964	C	Characteristic
House	7923 Grant Drive	1964	C	Characteristic
House	7924 Grant Drive	1964	C	Characteristic
House	7925 Grant Drive	1964	C	Characteristic
House	7926 Grant Drive	1964	C	Characteristic
House	7927 Grant Drive	1964	C	Characteristic
House	7928 Grant Drive	1964	C	Characteristic
House	7929 Grant Drive	1964	C	Characteristic
House	7930 Grant Drive	1964	C	Characteristic
House	7932 Grant Drive	1964	C	Characteristic
House	7933 Grant Drive	1964	C	Characteristic
House	7934 Grant Drive	1964	C	Characteristic
House	7936 Grant Drive	1964	C	Characteristic
House	7937 Grant Drive	1964	C	Characteristic
House	8600 Hamlin Street	1963	C	Characteristic
House	8601 Hamlin Street	1963	C	Characteristic
House	8602 Hamlin Street	1963	C	Characteristic
House	8603 Hamlin Street	1963	C	Characteristic
House	8604 Hamlin Street	1963	C	Characteristic
House	8605 Hamlin Street	1964	C	Characteristic
House	8606 Hamlin Street	1963	C	Characteristic
House	8607 Hamlin Street	1964	C	Characteristic
House	8608 Hamlin Street	1963	C	Characteristic
House	8609 Hamlin Street	1964	C	Characteristic
House	8610 Hamlin Street	1963	C	Characteristic
House	8611 Hamlin Street	1964	C	Characteristic
House	8612 Hamlin Street	1963	C	Characteristic
House	8613 Hamlin Street	1964	C	Characteristic
House	8614 Hamlin Street	1963	C	Characteristic
House	8615 Hamlin Street	1964	C	Characteristic
House	8616 Hamlin Street	1963	C	Characteristic
House	8617 Hamlin Street	1964	C	Characteristic
House	8701 Hamlin Street	1964	C	Characteristic
House	8702 Hamlin Street	1964	C	Characteristic
House	8703 Hamlin Street	1964	C	Characteristic
House	3202 Hayes Street	1959	C	Characteristic
House	3204 Hayes Street	1959	C	Characteristic
House	3206 Hayes Street	1959	C	Characteristic
House	3210 Hayes Street	1963	C	Characteristic
House	3212 Hayes Street	1962	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3214 Hayes Street	1962	C	Characteristic
House	3216 Hayes Street	1962	C	Characteristic
House	3218 Hayes Street	1962	C	Characteristic
House	3220 Hayes Street	1962	C	Characteristic
House	3300 Hayes Street	1962	C	Characteristic
House	3302 Hayes Street	1962	C	Characteristic
House	3303 Hayes Street	1963	C	Characteristic
House	3304 Hayes Street	1962	C	Characteristic
House	3305 Hayes Street	1962	C	Characteristic
House	3306 Hayes Street	1962	C	Characteristic
House	3307 Hayes Street	1963	C	Characteristic
House	3309 Hayes Street	1962	C	Characteristic
House	3311 Hayes Street	1962	C	Characteristic
House	3312 Hayes Street	1962	C	Characteristic
House	3313 Hayes Street	1962	C	Characteristic
House	3314 Hayes Street	1963	C	Characteristic
House	3315 Hayes Street	1962	C	Characteristic
House	3317 Hayes Street	1962	C	Characteristic
House	3319 Hayes Street	1964	C	Characteristic
House	3321 Hayes Street	1964	C	Characteristic
House	3322 Hayes Street	1963	C	Characteristic
House	3323 Hayes Street	1964	C	Characteristic
House	3324 Hayes Street	1963	C	Characteristic
House	3325 Hayes Street	1964	C	Characteristic
House	3327 Hayes Street	1964	C	Characteristic
House	3329 Hayes Street	1966	C	Characteristic
House	3330 Hayes Street	1966	C	Characteristic
House	3331 Hayes Street	1966	C	Characteristic
House	3333 Hayes Street	1966	C	Characteristic
House	8602 Irvin Avenue	1970	C	Characteristic
House	8604 Irvin Avenue	1970	C	Characteristic
House	8606 Irvin Avenue	1970	C	Characteristic
House	8608 Irvin Avenue	1970	C	Characteristic
House	8616 Irvin Avenue	1978	C	Characteristic
House	8617 Irvin Avenue	1979	NC	Outside Period of Significance
House	8620 Irvin Avenue	1957	C	Characteristic
House	8621 Irvin Avenue	1986	NC	Outside Period of Significance
House	8624 Irvin Avenue	1979	NC	Outside Period of Significance
House	8625 Irvin Avenue	1978	C	Characteristic
House	8626 Irvin Avenue	1979	NC	Outside Period of Significance
House	8627 Irvin Avenue	1969	C	Characteristic
House	8630 Irvin Avenue	1948	C	Characteristic
House	8631 Irvin Avenue	1987	NC	Outside Period of Significance
House	8633 Irvin Avenue	1961	C	Characteristic
House	8634 Irvin Avenue	1978	C	Characteristic
House	8636 Irvin Avenue	1978	C	Characteristic
House	8638 Irvin Avenue	1978	C	Characteristic
House	8639 Irvin Avenue	1961	C	Characteristic
House	3401 Jeff Road	1992	NC	Outside Period of Significance
House	3200 Johnson Court	1959	C	Characteristic
House	3202 Johnson Court	1959	C	Characteristic
House	3203 Johnson Court	1959	C	Characteristic
House	3204 Johnson Court	1959	C	Characteristic
House	3205 Johnson Court	1959	C	Characteristic
House	3206 Johnson Court	1959	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3207 Johnson Court	1959	C	Characteristic
House	3208 Johnson Court	1959	C	Characteristic
House	3209 Johnson Court	1959	C	Characteristic
House	3210 Johnson Court	1959	C	Characteristic
House	3211 Johnson Court	1959	C	Characteristic
House	3212 Johnson Court	1959	C	Characteristic
House	3213 Johnson Court	1959	C	Characteristic
House	3214 Johnson Court	1959	C	Characteristic
House	3215 Johnson Court	1959	C	Characteristic
House	7801 Johnson Avenue	1958	C	Characteristic
House	7802 Johnson Avenue	1959	C	Characteristic
House	7803 Johnson Avenue	1958	C	Characteristic
House	7804 Johnson Avenue	1959	C	Characteristic
House	7805 Johnson Avenue	1958	C	Characteristic
House	7806 Johnson Avenue	1959	C	Characteristic
House	7807 Johnson Avenue	1958	C	Characteristic
House	7808 Johnson Avenue	1959	C	Characteristic
House	7809 Johnson Avenue	1958	C	Characteristic
House	7810 Johnson Avenue	1959	C	Characteristic
House	7811 Johnson Avenue	1958	C	Characteristic
House	7812 Johnson Avenue	1959	C	Characteristic
House	7813 Johnson Avenue	1958	C	Characteristic
House	7814 Johnson Avenue	1959	C	Characteristic
House	7815 Johnson Avenue	1958	C	Characteristic
House	7816 Johnson Avenue	1959	C	Characteristic
House	7817 Johnson Avenue	1958	C	Characteristic
House	7818 Johnson Avenue	1959	C	Characteristic
House	7819 Johnson Avenue	1958	C	Characteristic
House	7820 Johnson Avenue	1959	C	Characteristic
House	7821 Johnson Avenue	1958	C	Characteristic
House	7900 Johnson Avenue	1959	C	Characteristic
House	7901 Johnson Avenue	1958	C	Characteristic
House	7902 Johnson Avenue	1959	C	Characteristic
House	7903 Johnson Avenue	1958	C	Characteristic
House	7904 Johnson Avenue	1959	C	Characteristic
House	7906 Johnson Avenue	1959	C	Characteristic
House	7908 Johnson Avenue	1959	C	Characteristic
House	7909 Johnson Avenue	1959	C	Characteristic
House	7910 Johnson Avenue	1959	C	Characteristic
House	7912 Johnson Avenue	1959	C	Characteristic
House	7913 Johnson Avenue	1959	C	Characteristic
House	7914 Johnson Avenue	1959	C	Characteristic
House	7915 Johnson Avenue	1959	C	Characteristic
House	7917 Johnson Avenue	1959	C	Characteristic
House	7918 Johnson Avenue	1959	C	Characteristic
House	7919 Johnson Avenue	1959	C	Characteristic
House	7920 Johnson Avenue	1959	C	Characteristic
House	7922 Johnson Avenue	1959	C	Characteristic
House	7924 Johnson Avenue	1959	C	Characteristic
Commercial	7932 Johnson Avenue	1970	C	Characteristic
Commercial	7940 Johnson Avenue	1986	NC	Outside Period of Significance
House	8607 Johnson Avenue	1992	NC	Outside Period of Significance
House	8613 Johnson Avenue	1984	NC	Outside Period of Significance
House	8614 Johnson Avenue	1987	NC	Outside Period of Significance
House	8616 Johnson Avenue	1987	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8617 Johnson Avenue	1984	NC	Outside Period of Significance
House	8618 Johnson Avenue	1987	NC	Outside Period of Significance
House	8620 Johnson Avenue	1985	NC	Outside Period of Significance
House	8621 Johnson Avenue	1962	C	Characteristic
House	8622 Johnson Avenue	1951	C	Characteristic
House	8623 Johnson Avenue	1961	C	Characteristic
House	8630 Johnson Avenue	2007	NC	Outside Period of Significance
House	8632 Johnson Avenue	1950	C	Characteristic
House	8633 Johnson Avenue	1963	C	Characteristic
House	8636 Johnson Avenue	1986	NC	Outside Period of Significance
House	8638 Johnson Avenue	1985	NC	Outside Period of Significance
House	8639 Johnson Avenue	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	8640 Johnson Avenue	1986	NC	Outside Period of Significance
House	8641 Johnson Avenue	1995	NC	Outside Period of Significance
House	8643 Johnson Avenue	1985	NC	Outside Period of Significance
House	8644 Johnson Avenue	1986	NC	Outside Period of Significance
House	8648 Johnson Avenue	1987	NC	Outside Period of Significance
House	8650 Johnson Avenue	1987	NC	Outside Period of Significance
House	8651 Johnson Avenue	1984	NC	Outside Period of Significance
House	8652 Johnson Avenue	1987	NC	Outside Period of Significance
House	2701 Kelner Drive	1963	C	Characteristic
House	2702 Kelner Drive	1963	C	Characteristic
House	2703 Kelner Drive	1963	C	Characteristic
House	2704 Kelner Drive	1963	C	Characteristic
House	2705 Kelner Drive	1963	C	Characteristic
House	2706 Kelner Drive	1963	C	Characteristic
House	2707 Kelner Drive	1963	C	Characteristic
House	2708 Kelner Drive	1963	C	Characteristic
House	2709 Kelner Drive	1963	C	Characteristic
House	2710 Kelner Drive	1963	C	Characteristic
House	2711 Kelner Drive	1963	C	Characteristic
House	2712 Kelner Drive	1963	C	Characteristic
House	2713 Kelner Drive	1963	C	Characteristic
House	2714 Kelner Drive	1963	C	Characteristic
House	2715 Kelner Drive	1963	C	Characteristic
House	2716 Kelner Drive	1963	C	Characteristic
House	2717 Kelner Drive	1963	C	Characteristic
House	2718 Kelner Drive	1963	C	Characteristic
House	2719 Kelner Drive	1963	C	Characteristic
House	2720 Kelner Drive	1963	C	Characteristic
House	2721 Kelner Drive	1963	C	Characteristic
House	2722 Kelner Drive	1963	C	Characteristic
House	2723 Kelner Drive	1963	C	Characteristic
House	2724 Kelner Drive	1963	C	Characteristic
House	8610 Leslie Avenue	1985	NC	Outside Period of Significance
House	8612 Leslie Avenue	1984	NC	Outside Period of Significance
House	8615 Leslie Avenue	1995	NC	Outside Period of Significance
House	8617 Leslie Avenue	1965	C	Characteristic
House	8618 Leslie Avenue	1984	NC	Outside Period of Significance
House	8621 Leslie Avenue	1975	C	Characteristic
House	8622 Leslie Avenue	1984	NC	Outside Period of Significance
House	8623 Leslie Avenue	1965	C	Characteristic
House	8625 Leslie Avenue	1990	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8626 Leslie Avenue	1955	C	Characteristic
House	8627 Leslie Avenue	1963	C	Characteristic
House	8629 Leslie Avenue	1963	C	Characteristic
House	8630 Leslie Avenue	1954	C	Characteristic
House	8631 Leslie Avenue	1959	C	Characteristic
House	8632 Leslie Avenue	1950	C	Characteristic
House	8635 Leslie Avenue	1973	C	Characteristic
House	8636 Leslie Avenue	1979	NC	Outside Period of Significance
House	8637 Leslie Avenue	1951	C	Characteristic
House	8639 Leslie Avenue	1954	C	Characteristic
House	8640 Leslie Avenue	1978	C	Characteristic
House	8641 Leslie Avenue	1994	NC	Outside Period of Significance
House	8642 Leslie Avenue	1963	C	Characteristic
House	8643 Leslie Avenue	1970	C	Characteristic
House	8645 Leslie Avenue	2002	NC	Outside Period of Significance
House	8649 Leslie Avenue	1978	C	Characteristic
House	8650 Leslie Avenue	1953	C	Characteristic
House	8654 Leslie Avenue	1975	C	Characteristic
House	8655 Leslie Avenue	1970	C	Characteristic
House	8612 McLain Avenue	1956	C	Characteristic
Community Center	8615 McLain Avenue	1977	C	Characteristic
House	8618 McLain Avenue	1965	C	Characteristic
House	8633 McLain Avenue	1970	C	Characteristic
House	8635 McLain Avenue	1987	NC	Outside Period of Significance
House	8640 McLain Avenue	1979	NC	Outside Period of Significance
House	8644 McLain Avenue	1978	C	Characteristic
House	8648 McLain Avenue	1963	C	Characteristic
House	8650 McLain Avenue	1986	NC	Outside Period of Significance
House	8652 McLain Avenue	1979	NC	Outside Period of Significance
House	8656 McLain Avenue	1986	NC	Outside Period of Significance
House	8660 McLain Avenue	1987	NC	Outside Period of Significance
House	8705 McLain Avenue	1994	NC	Outside Period of Significance
House	8710 McLain Avenue	1994	NC	Outside Period of Significance
House	8714 McLain Avenue	1992	NC	Outside Period of Significance
House	8718 McLain Avenue	1991	NC	Outside Period of Significance
House	8721 McLain Avenue	1997	NC	Outside Period of Significance
House	8722 McLain Avenue	1991	NC	Outside Period of Significance
House	8723 McLain Avenue	1997	NC	Outside Period of Significance
House	8725 McLain Avenue	2001	NC	Outside Period of Significance
House	8728 McLain Avenue	1991	NC	Outside Period of Significance
House	8733 McLain Avenue	1964	C	Characteristic
Commercial	7907 Martin Luther King Jr. Highway	1958	C	Characteristic
Commercial	7909 Martin Luther King Jr. Highway	1960	C	Characteristic
Commercial	7910 Martin Luther King Jr. Highway	1974	C	Characteristic
Mosque	8000 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
Commercial	8005 Martin Luther King Jr. Highway	1971	C	Characteristic
Commercial	8100 Martin Luther King Jr. Highway	1962	C	Characteristic
Commercial	8200 Martin Luther King Jr. Highway	1984	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
American Legion	8201 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
House	7900 Piedmont Avenue	1959	C	Characteristic
House	7901 Piedmont Avenue	1958	C	Characteristic
House	7902 Piedmont Avenue	1959	C	Characteristic
House	7903 Piedmont Avenue	1958	C	Characteristic
House	7904 Piedmont Avenue	1959	C	Characteristic
House	7905 Piedmont Avenue	1958	C	Characteristic
House	7906 Piedmont Avenue	1959	C	Characteristic
House	7908 Piedmont Avenue	1959	C	Characteristic
House	7909 Piedmont Avenue	1958	C	Characteristic
House	7910 Piedmont Avenue	1959	C	Characteristic
House	7911 Piedmont Avenue	1958	C	Characteristic
House	7912 Piedmont Avenue	1959	C	Characteristic
House	7913 Piedmont Avenue	1958	C	Characteristic
House	7914 Piedmont Avenue	1959	C	Characteristic
House	7915 Piedmont Avenue	1958	C	Characteristic
House	7916 Piedmont Avenue	1959	C	Characteristic
House	7918 Piedmont Avenue	1959	C	Characteristic
House	7920 Piedmont Avenue	1959	C	Characteristic
Public Park	7921 Piedmont Avenue	1974	C	Characteristic
House	7922 Piedmont Avenue	1959	C	Characteristic
House	7924 Piedmont Avenue	1959	C	Characteristic
House	7926 Piedmont Avenue	1959	C	Characteristic
House	7928 Piedmont Avenue	1959	C	Characteristic
House	7930 Piedmont Avenue	1959	C	Characteristic
House	7932 Piedmont Avenue	1959	C	Characteristic
House	7935 Piedmont Avenue	1988	NC	Outside Period of Significance
House	7939 Piedmont Avenue	1919	NC	Outside Period of Significance
House	7941 Piedmont Avenue	1957	C	Characteristic
House	3100 Polk Court	1964	C	Characteristic
House	3101 Polk Court	1964	C	Characteristic
House	3102 Polk Court	1964	C	Characteristic
House	3103 Polk Court	1964	C	Characteristic
House	7900 Polk Street	1964	C	Characteristic
House	7901 Polk Street	1964	C	Characteristic
House	7902 Polk Street	1964	C	Characteristic
House	7903 Polk Street	1964	C	Characteristic
House	7904 Polk Street	1964	C	Characteristic
House	7905 Polk Street	1964	C	Characteristic
House	7906 Polk Street	1964	C	Characteristic
House	7907 Polk Street	1964	C	Characteristic
House	7908 Polk Street	1964	C	Characteristic
House	7909 Polk Street	1964	C	Characteristic
House	7910 Polk Street	1964	C	Characteristic
House	7911 Polk Street	1964	C	Characteristic
House	7912 Polk Street	1964	C	Characteristic
House	7913 Polk Street	1964	C	Characteristic
House	7914 Polk Street	1964	C	Characteristic
House	7915 Polk Street	1964	C	Characteristic
House	7916 Polk Street	1964	C	Characteristic
House	7917 Polk Street	1964	C	Characteristic
House	7918 Polk Street	1964	C	Characteristic
House	7919 Polk Street	1964	C	Characteristic
House	7920 Polk Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7921 Polk Street	1964	C	Characteristic
House	7922 Polk Street	1964	C	Characteristic
House	7923 Polk Street	1964	C	Characteristic
House	7924 Polk Street	1964	C	Characteristic
House	7925 Polk Street	1964	C	Characteristic
House	7927 Polk Street	1964	C	Characteristic
House	7929 Polk Street	1964	C	Characteristic
House	7931 Polk Street	1964	C	Characteristic
House	7933 Polk Street	1964	C	Characteristic
House	7934 Polk Street	1964	C	Characteristic
House	7935 Polk Street	1964	C	Characteristic
House	7936 Polk Street	1964	C	Characteristic
House	7937 Polk Street	1964	C	Characteristic
House	7938 Polk Street	1964	C	Characteristic
House	7939 Polk Street	1964	C	Characteristic
House	2901 Reed Street	1976	C	Characteristic
House	2910 Reed Street	1970	C	Characteristic
House	2912 Reed Street	1970	C	Characteristic
House	2914 Reed Street	1970	C	Characteristic
House	2916 Reed Street	1970	C	Characteristic
House	2918 Reed Street	1970	C	Characteristic
House	2920 Reed Street	1970	C	Characteristic
House	3105 Reed Street	1978	C	Characteristic
Apartments	3201-3203 Reed Street	1965	C	Characteristic
Apartments	3200-3204 Reed Street	1965	C	Characteristic
Apartments	3206-3208 Reed Street	1965	C	Characteristic
Apartments	3210-3212 Reed Street	1965	C	Characteristic
House	8500 Reicher Street	1963	C	Characteristic
House	8501 Reicher Street	1963	C	Characteristic
House	8502 Reicher Street	1963	C	Characteristic
House	8503 Reicher Street	1963	C	Characteristic
House	8504 Reicher Street	1963	C	Characteristic
House	8506 Reicher Street	1963	C	Characteristic
House	8508 Reicher Street	1963	C	Characteristic
House	8600 Reicher Street	1963	C	Characteristic
House	8601 Reicher Street	1964	C	Characteristic
House	8602 Reicher Street	1963	C	Characteristic
House	8603 Reicher Street	1964	C	Characteristic
House	8604 Reicher Street	1964	C	Characteristic
House	8605 Reicher Street	1964	C	Characteristic
House	8606 Reicher Street	1963	C	Characteristic
House	8607 Reicher Street	1964	C	Characteristic
House	8608 Reicher Street	1963	C	Characteristic
House	8609 Reicher Street	1964	C	Characteristic
House	8610 Reicher Street	1964	C	Characteristic
House	8611 Reicher Street	1964	C	Characteristic
House	8612 Reicher Street	1964	C	Characteristic
House	8613 Reicher Street	1964	C	Characteristic
House	8615 Reicher Street	1964	C	Characteristic
House	8616 Reicher Street	1964	C	Characteristic
House	8617 Reicher Street	1964	C	Characteristic
House	8619 Reicher Street	1963	C	Characteristic
House	8620 Reicher Street	1964	C	Characteristic
House	8621 Reicher Street	1963	C	Characteristic
House	8622 Reicher Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8623 Reicher Street	1963	C	Characteristic
House	8624 Reicher Street	1964	C	Characteristic
House	8625 Reicher Street	1963	C	Characteristic
House	8626 Reicher Street	1964	C	Characteristic
House	8628 Reicher Street	1964	C	Characteristic
House	8630 Reicher Street	1964	C	Characteristic
House	8632 Reicher Street	1964	C	Characteristic
House	8634 Reicher Street	1964	C	Characteristic
House	8636 Reicher Street	1964	C	Characteristic
House	8700 Reicher Street	1967	C	Characteristic
House	8701 Reicher Street	1967	C	Characteristic
House	8702 Reicher Street	1967	C	Characteristic
House	8703 Reicher Street	1967	C	Characteristic
House	8704 Reicher Street	1967	C	Characteristic
House	8706 Reicher Street	1967	C	Characteristic
House	8708 Reicher Street	1967	C	Characteristic
Public Park	8710 Reicher Street	1970	C	Resource constructed within the period of significance for the district and reflects the elements that make the historic district eligible for the NRHP
House	8906 Scheurer Street	1964	C	Characteristic
House	8907 Scheurer Street	1964	C	Characteristic
House	8908 Scheurer Street	1964	C	Characteristic
House	8909 Scheurer Street	1964	C	Characteristic
House	8910 Scheurer Street	1964	C	Characteristic
House	8912 Scheurer Street	1964	C	Characteristic
House	3408 St. Johns Place	1964	C	Characteristic
House	3409 St. Johns Place	1964	C	Characteristic
House	3410 St. Johns Place	1964	C	Characteristic
House	3411 St. Johns Place	1964	C	Characteristic
House	3500 St. Johns Place	1964	C	Characteristic
House	3501 St. Johns Place	1964	C	Characteristic
House	3502 St. Johns Place	1964	C	Characteristic
House	3503 St. Johns Place	1964	C	Characteristic
House	3504 St. Johns Place	1964	C	Characteristic
House	3505 St. Johns Place	1964	C	Characteristic
House	3506 St. Johns Place	1964	C	Characteristic
House	3507 St. Johns Place	1964	C	Characteristic
House	3508 St. Johns Place	1964	C	Characteristic
House	3509 St. Johns Place	1964	C	Characteristic
House	3510 St. Johns Place	1964	C	Characteristic
House	3600 St. Johns Place	1964	C	Characteristic
House	3601 St. Johns Place	1964	C	Characteristic
House	3602 St. Johns Place	1964	C	Characteristic
House	3603 St. Johns Place	1964	C	Characteristic
House	3604 St. Johns Place	1964	C	Characteristic
House	3605 St. Johns Place	1964	C	Characteristic
House	3606 St. Johns Place	1964	C	Characteristic
House	3607 St. Johns Place	1964	C	Characteristic
House	3608 St. Johns Place	1964	C	Characteristic
House	3609 St. Johns Place	1964	C	Characteristic
House	3610 St. Johns Place	1964	C	Characteristic
House	3611 St. Johns Place	1964	C	Characteristic
House	3612 St. Johns Place	1964	C	Characteristic
House	3613 St. Johns Place	1964	C	Characteristic



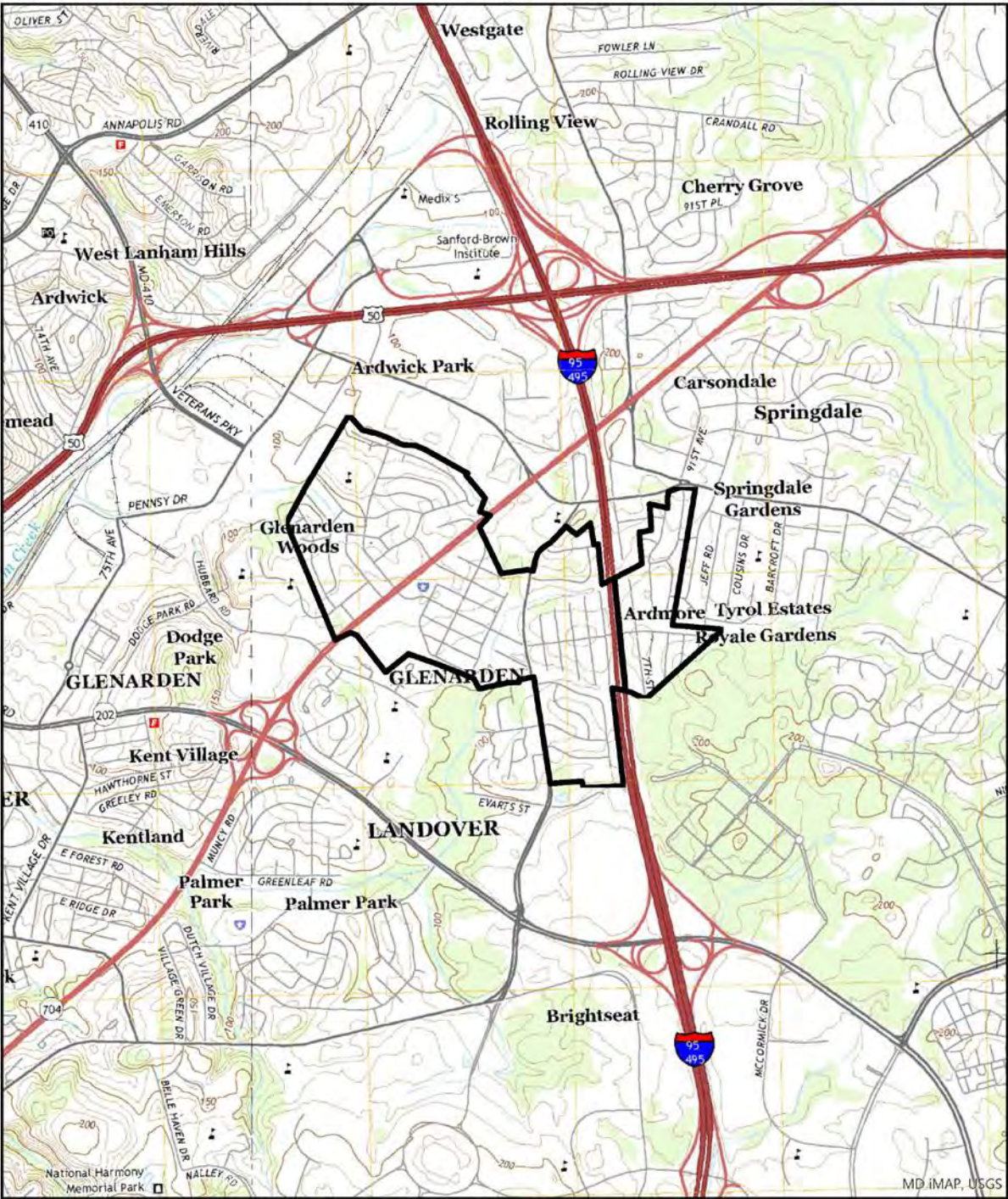
**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3614 St. Johns Place	1964	C	Characteristic
House	3615 St. Johns Place	1964	C	Characteristic
House	3616 St. Johns Place	1964	C	Characteristic
House	3617 St. Johns Place	1964	C	Characteristic
House	3618 St. Johns Place	1964	C	Characteristic
House	3619 St. Johns Place	1964	C	Characteristic
House	8800 Sterling Street	1963	C	Characteristic
House	8801 Sterling Street	1963	C	Characteristic
House	8802 Sterling Street	1964	C	Characteristic
House	8803 Sterling Street	1963	C	Characteristic
House	8804 Sterling Street	1964	C	Characteristic
House	8805 Sterling Street	1963	C	Characteristic
House	8806 Sterling Street	1963	C	Characteristic
House	8807 Sterling Street	1963	C	Characteristic
House	8808 Sterling Street	1964	C	Characteristic
House	8812 Sterling Street	1964	C	Characteristic
House	8813 Sterling Street	1930	NC	Characteristic
House	8816 Sterling Street	1964	C	Characteristic
House	8817 Sterling Street	2015	NC	Outside Period of Significance
House	8820 Sterling Street	1964	C	Characteristic
House	8821 Sterling Street	1940	C	Characteristic
House	8824 Sterling Street	1964	C	Characteristic
House	8828 Sterling Street	1964	C	Characteristic
House	2800 Swann Wing Court	2015	NC	Outside Period of Significance
House	2802 Swann Wing Court	2014	NC	Outside Period of Significance
House	3100 Tyler Court	1964	C	Characteristic
House	3101 Tyler Court	1964	C	Characteristic
House	3102 Tyler Court	1964	C	Characteristic
House	3103 Tyler Court	1964	C	Characteristic
House	3104 Tyler Court	1964	C	Characteristic
House	7810 Tyler Street	1959	C	Characteristic
House	7902 Tyler Street	1964	C	Characteristic
House	7904 Tyler Street	1964	C	Characteristic
House	7906 Tyler Street	1964	C	Characteristic
House	7907 Tyler Street	1964	C	Characteristic
House	7908 Tyler Street	1964	C	Characteristic
House	7910 Tyler Street	1964	C	Characteristic
House	7911 Tyler Street	1964	C	Characteristic
House	7912 Tyler Street	1964	C	Characteristic
House	7913 Tyler Street	1964	C	Characteristic
House	7914 Tyler Street	1964	C	Characteristic
House	7915 Tyler Street	1964	C	Characteristic
House	7916 Tyler Street	1964	C	Characteristic
House	7917 Tyler Street	1964	C	Characteristic
House	7918 Tyler Street	1964	C	Characteristic
House	7919 Tyler Street	1964	C	Characteristic
House	7926 Tyler Street	1964	C	Characteristic
House	7928 Tyler Street	1964	C	Characteristic
House	7930 Tyler Street	1964	C	Characteristic
House	7931 Tyler Street	1964	C	Characteristic
House	1301 Wesley Street	1990	NC	Outside Period of Significance
House	1307 Wesley Street	1989	NC	Outside Period of Significance
House	1311 Wesley Street	1989	NC	Outside Period of Significance
House	1315 Wesley Street	1989	NC	Outside Period of Significance
House	1401 Wesley Street	1989	NC	Outside Period of Significance

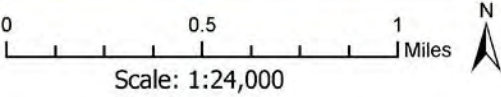
**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 Wesley Street	1989	NC	Outside Period of Significance
House	1414 Wesley Street	1965	C	Characteristic
House	1415 Wesley Street	1989	NC	Outside Period of Significance
House	1505 Wesley Street	1986	NC	Outside Period of Significance
House	1509 Wesley Street	1951	C	Characteristic
House	1521 Wesley Street	1968	C	Characteristic
House	1525 Wesley Street	1987	NC	Outside Period of Significance
House	1527 Wesley Street	1987	NC	Outside Period of Significance
House	1529 Wesley Street	1987	NC	Outside Period of Significance

**Glenarden Historic District** Prince George's County  
Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



USGS 7.5' Quadrangle - Lanham

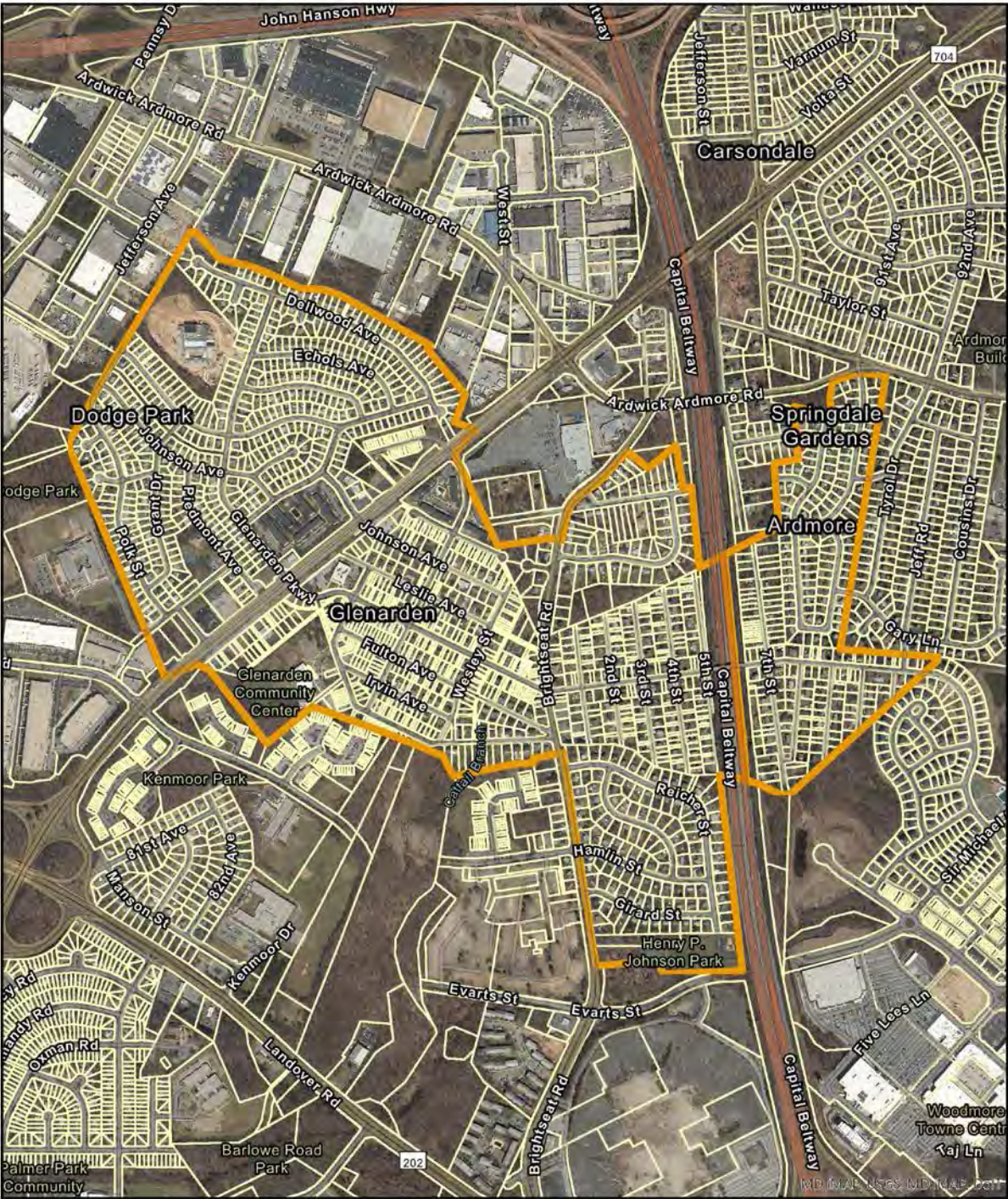




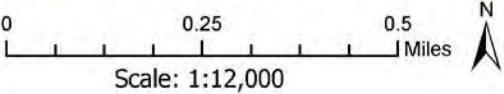
Glenarden Historic District

Prince George's County

Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



USGS 7.5' Quadrangle - Lanham







Community park on Church Street, facing northwest.



7914 Piedmont Avenue in Glenarden Woods, facing northeast.



7913 Echols Avenue, north elevation.



View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.





The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.



Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.



Single-family dwellings on 7th Street in Glenarden Heights, facing south.



View of houses on McLain Avenue, looking southwest from Fulton Avenue.





Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.



Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.





Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.



View along south side of Amador Drive in Ardmore Village, looking east.



View of 8605 Hamlin Street in Royale Gardens, looking southwest.



Streetscape of Girard Street in Royale Gardens, looking southeast.

**PHOTO LOG**

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Number of Photos: **14**

Name of Photographer: **Danae Peckler, Melissa Butler**

Date of Photographs: **2018-08-07**

Location of Original Digital File: **MD SHPO**

File Format: **PG:72-26\_2018-08-07\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Community park on Church Street, facing northwest.

02.tif

7914 Piedmont Avenue in Glenarden Woods, facing northeast.

03.tif

7913 Echols Avenue, north elevation.

04.tif

View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.

05.tif

The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.

06.tif

Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.

07.tif

Single-family dwellings on 7th Street in Glenarden Heights, facing south.

08.tif

View of houses on McLain Avenue, looking southwest from Fulton Avenue.

09.tif

Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.

10.tif

Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.

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Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.

12.tif

View along south side of Amador Drive in Ardmore Village, looking east.

13.tif

View of 8605 Hamlin Street in Royale Gardens, looking southwest.

14.tif

Streetscape of Girard Street in Royale Gardens, looking southeast.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Glenarden Historic District

Inventory Number: PG:73-26

Address: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 Historic District: Yes

City: Lanham, Upper Marlboro, Landover Zip Code: 20706, 20774, 20785 County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0052, 0060

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester & Danae Peckler

Date Prepared: Jun 24, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☐ B ☐ C ☐ D

Considerations: A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The Glenarden Historic District (Glenarden) was previously recorded as the Town of Glenarden and given two Maryland Inventory of Historic Properties (MIHP) numbers: PG:72-26 and PG:73-26. PG:73-26 referred to the portion of the city on the eastern side of Interstate-495 (I-495) and PG:72-26 encompassed the portion on the western side of I-495. The enlarged Glenarden Historic District, which includes parts of the City of Glenarden and neighboring residential subdivisions in Prince George's County, maintains these numbers for continuity but is considered a single resource.

Setting:

Located approximately 10 miles east of Washington, D.C., the district is primarily accessed from Martin Luther King Jr. Highway, Brightseat Road, and Glenarden Parkway. In addition to the boundaries previously recorded as the Town of Glenarden, the Ardmore Village, Edwards Estates, and Royale Gardens subdivisions area also part of the Glenarden Historic District. Taken together, the district includes 392.8 acres and roughly 1,280 resources consisting of single- and multi-family dwellings, and commercial, municipal, religious, and recreational facilities that date from the 1920s until the present.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

Streets northwest of Martin Luther King Jr. Highway and at the fringes of the community follow a curvilinear pattern, whereas 1st through 11th Streets flanking I-495 follow a linear grid pattern. The general streetscape of the residential areas include small grass-covered front and rear lawns, driveways, sidewalks, and paved streets, with individual lots landscaped with small trees, shrubs, and other ornamental vegetation. In commercial areas and along major roads in town, lots are lined with concrete sidewalks and grassy medians. Public parks vary in size and include open space and recreational facilities.

Description:

The Glenarden Historic District highlights a twentieth-century African American community that primarily contains suburban residential property types, including single- and multi-family dwellings. The vast majority of the single-family dwellings were constructed between 1947 and 1977 in variations of the Colonial Revival, Tudor Revival, Neoclassical, and Contemporary styles and Two-Story Massed, Minimal Traditional, Transitional Ranch, Ranch, Split-Level, and Split-Foyer forms. Some single-family subdivisions in the district include Glenarden Heights, Ardwick Park, Glenarden Woods, Fox Ridge, and Royale Gardens. Multi-family developments were primarily built in the 1960s and 1970s, like Glenarden Apartments, Glen Arden Woods Apartments, and Glenreed Apartments.

Single-family dwellings are primarily one to two stories in height and between three to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with concrete foundations commonly clad in a brick veneer or stucco. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. A wide variety of roof types are found in the district, nearly all of which are sheathed in asphalt shingles. Side-gabled roofs are most common. Chimneys are not a common feature in the dwellings within Glenarden, but are typically interior- or exterior-end brick varieties when present. Dormers are relatively rare.

Placement of primary entrances on the facades vary throughout the district, commonly featuring single-leaf wood or metal doors. Fenestration includes original, double-hung-sash, two-over-two (horizontal muntins) or six-over-six, wood-framed windows and paired, metal-framed, sliding units, but replacement single- and double-hung-sash vinyl windows with or without faux muntins are common. Many houses have picture windows, some with tripartite wood-framed units, casement sashes, or projecting bay windows, and others with fixed metal-framed lights above two small sliding sashes. Louvered and paneled shutters are very common. Front porches range between one-bay to full-width when present, but most main entries are accessed by small brick-clad or concrete stoops, some of which are covered by a small pent roof or recessed under overhanging eaves.

Some single-family dwellings include carports or built-in garages; however, paved driveways are more common. Few additions have been made to the dwellings and when present, they typically are one story tall and extend from a rear elevation (Google 2018). Associated outbuildings are uncommon; however, when present, these are often one-story sheds or detached carports (Google 2018).

Several examples of multi-family dwellings are present within the Glenarden Historic District including a collection located in the center of the City of Glenarden, south of Glenarden Parkway, along McLain Avenue, Reed Street, and Wesley Street. These resources are all owned by the Glenarden Housing Authority and serve as subsidized and low-income housing. They include circa-1975, one-story, multi-bay, side-gabled, Contemporary-style townhouses at 8607 to 8637 Glenarden Parkway. These resources are clad in brick veneer and vinyl siding and feature narrow, one-over-one, double-hung-sash, vinyl-clad replacement windows. Other examples are the circa-1970, two-story, multi-bay, duplexes along both sides of Fulton Avenue. These resources are clad in brick veneer with vinyl window surrounds and are covered by a side-gabled roof sheathed in asphalt. The circa-1975 Glenarden Housing Authority office at the southwest corner of Glenarden Parkway and Reed Street is situated near this collection of multi-family homes as well. The one-story housing authority building is clad in brick veneer and covered by a flat roof that features a shed-roof clerestory, an element of the Shed style that is also seen in two groups of houses dating from the same time along the north side of Fulton Avenue just east of Reed Street (McAlester 2013, 649; USDA 1977).

Municipal and civic buildings in the district include the Glenarden Branch Library at 8724 Glenarden Parkway, the Glenarden Community Center at 8615 McLain Avenue, and the Glenarden Municipal Center and Police Station at 8600 Glenarden Parkway.

These late-1970s resources are all one-story, multi-bay, flat-roofed buildings clad in brick veneer. The Glenarden Community Center has undergone the most change due to large additions added in the 1990s (National Environmental Title Research [NETR] 1993). Three community parks are also located in the Glenarden Historic District. Glenarden Community Park encompasses the community center and features recreational courts and fields, while the smaller Martin Luther King Neighborhood Recreational Center and park at 7921 Piedmont Avenue contains courts and fields as well as a playground area and a small community building. A third public park, the Henry P. Johnson Park, was established after the Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased roughly 5 acres at the south end of the Royal Gardens subdivision in 1970 (Prince George's County Deed Book [PGCDB] 3832, 895).

Glenarden Woods Elementary School at 7801 Glenarden Parkway was built in 1957 to replace a Rosenwald schoolhouse that served the community since 1922 (M-NCPPC 2011, 8). It is a one-story, flat-roof, multi-bay school that demonstrates Modernist influences. The school is clad in brick veneer and features ribbons of large, fixed, metal-framed windows. Large additions expanded the school in 2016 (NETR 2016).

Multiple religious buildings have been built in Glenarden. Two of these include the circa-1968 Glenarden Church of Christ at 3120 Brightseat Road and the circa-1975 Holy People for Christ Church at 3311 Brightseat Road, both built with Contemporary-style elements.

Two small commercial strips are located within the boundaries of Glenarden. Constructed circa 1990, the building at 8000 Martin Luther King Jr. Highway is one story with multiple bays. It is composed of concrete block, covered by a side-gabled roof, and features multiple entrances beneath a covered walkway. Another commercial strip is located at 7936 Johnson Avenue and is a one-story, four-bay, commercial building constructed circa 1970 that contains four different businesses. The resource is clad in brick veneer and each business features a simplified storefront entry. To the southeast, two small one-story buildings constructed circa 1985 complete this small commercial area.

Several buildings and structures within Glenarden have been individually documented and evaluated for the National Register of Historic Places (NRHP), though none have been determined eligible: Bridge No. 1614900 (DOE-PR-0390); 8622 Johnson Avenue (PG:72-052); 7941 Piedmont Avenue (PG:72-055); and Smith's Barber Shop at 7907 Martin Luther King Jr. Highway (PG:72-057) (Darsie 2000).

#### Historic Context:

Prior MIHP and Determination of Eligibility forms for the Town of Glenarden (as the resource was previously called), completed in 1995 and 2000 by the Prince George's County Historic Planning Commission and KCI Technologies Inc. (KCI), provide detailed architectural descriptions of building types, styles, and trends, as well as a history of the community's development and eligibility assessment (Darsie 2000; Pearl 1995). A recent community inventory as well as an online exhibit showcasing the first 100 years of Glenarden's history were prepared by M-NCPPC (M-NCPPC 2011). An abbreviated context is provided below; for further information on the history and development of Glenarden, please consult the above-referenced reports and materials.

In 1910, William R. Smith, head of the Glenarden Development Company, purchased 76 acres from Ann H. Bowie and platted the subdivisions known as Glenarden Heights and Glenarden in 1911 and 1913 respectively (Bird 2003, E-20; Pearl 1995). This was just one of several small subdivisions, including Lincoln and Fairmount Heights, platted and established at that time by white developers for middle-class African Americans along the new Washington, Baltimore & Annapolis Electric Railroad line (M-NCPPC n.d., 1). Although another Glenarden subdivision, platted as Ardwick Park, was added in 1921, growth of the town was slow, and in 1930, the town population was only about 400 people living in approximately 50 dwellings (Longstreth 2018, 2). This was likely due to the lack of "amenities such as public utilities and paved roads" (M-NCPPC n.d., 2). The dwellings built during this time were modest in massing and decoration and most of the early residents were of middle or lower income and were pushed out of the areas closer to the city due to cost and prevalent housing discrimination (Longstreth 2018, 2).

Due to the efforts of the town's first mayor, William Swann, a professor at Howard University, and the Glenarden Civic Association, the Town of Glenarden was incorporated in 1939. As a result, it became the third "predominantly black incorporated town in Maryland" (City of Glenarden n.d.; Longstreth 2018, 2). After incorporation, many improvements to Glenarden were made in quick succession, including the creation of a fire department and police force, surfacing of roads,



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construction of town hall in 1943, a post office in 1950, and the replacement of a two-room schoolhouse by a modern facility in 1957. Upgraded electrical service and home heating was also introduced throughout the community in this period (M-NCPPC n.d., 2).

Most of this progress was made under James R. Cousins, Jr., who served as mayor of Glenarden from 1941 to 1969. He was “described by his cohorts as a visionary, but he also proved to be a savvy politician, effective[ly] guiding his town through a complex course that eventually transformed it physically and demographically... However, some of his boldest efforts were facilitated by transportation improvements undertaken by national and state agencies” such as construction of I-270 which drew people to the area (Longstreth 2018, 3).

Local and federal housing policies made it difficult for African Americans to own property following World War II, since the Federal Housing Administration was still reluctant to insure mortgages for housing developments for African Americans (Longstreth 2018, 4). Washington’s “swelling black middle class” needed homes, but some white builders considered these developments risky, particularly with the still growing development needs of white families (Longstreth 2018, 4). However, other white homebuilders and real estate developers built upon the existing community in Glenarden by purchasing sizable tracts at the fringes of town for residential construction, platting the subdivisions of Glenarden Woods, Fox Ridge, Royale Gardens, Edward Estates, and Tyrol Estates in the 1950s and 1960s (Longstreth 2018, 4-5; M-NCPPC 2011, 3). These tracts helped to compose the largest array of new single-family detached homes for African Americans in the Washington Metropolitan area and possibly one of the largest in the United States (Longstreth 2018, 5). Houses in these developments used similar types and materials as those in white suburbs that developed around the same time, contrasting with the smaller, semi-detached and attached homes that were the norm in other predominantly African American neighborhoods and areas.

In some cases, houses in surrounding residential subdivisions were marketed to middle- and upper-class African Americans. Advertisements for Royale Gardens and Ardmore Village were promoted as “integrated communities” with spacious three and four-bedroom houses priced between \$16,400 and \$25,700 (The Washington Post 1963a, D12; 1963b, D18). House models in Ardmore Village were named after prominent African Americans: the Frederick Douglas, a Split-Foyer house, the George Carver, a three-bedroom rambler, and the Booker T., an economy rambler (The Washington Post 1963b, D18). Other advertisements depicted real African American families in their new houses, such as one for the Ardmore Village development featuring business owners Mr. and Mrs. William P. Lee of Lee’s Flower Shop on U Street (The Washington Post 1964, E6).

Mayor James R. Cousins, Jr., was not content solely with this growth and complained that children of Glenarden families were often priced out of the area and that he wanted Glenarden to house and serve a variety of income groups (Longstreth 2018, 5-6). As a result, the town developed an urban renewal plan in the mid-1960s and became the first municipality in Prince George’s County to receive an urban renewal grant from the Federal Urban Renewal Program (The Evening Sun 1984, 4; Longstreth 2018, 6). Due to the negative connotation that urban renewal had with African Americans as a result of the “slum” and “blight” clearance and large-scale relocations of low-income African Americans in nearby areas such as southwest Washington, D.C., urban renewal in Glenarden was implemented in a way that diverged from the typical conventions; much of the existing grid was maintained and extended and a concerted effort was made to preserve houses that could be rehabilitated (Longstreth 2018, 7). Over the course of the 1960s and 1970s, urban renewal funds from the Department of Housing and Urban Development were used to demolish much of the circa-1920s and 1930s older core and construct affordable and subsidized semi-detached and attached housing, as well as for improvements to roads, sidewalks, and drainage (Longstreth 2018, 7-8). This was not accomplished without resistance, as Mayor James R. Cousins, Jr., failed to win re-election in 1969 after some community members lost their properties to urban renewal, and others became concerned that too much low-income housing was being built in Glenarden (Longstreth 2018, 8). Decatur Trotter, his successor, decreased the number of projected public housing units and moved toward building more detached, middle-income housing.

Public amenities increased during the 1960s and 1970s in conjunction with the housing redevelopment projects. A new town hall (currently the Municipal Center and Police Station at 8600 Glenarden Parkway) was built in 1966 (The Evening Sun 1984, 4). The 1977 Glenarden Community Center increased recreational opportunities for Glenarden citizens and reinforced town identity and unity (M-NCPPC 2011, 11). Annexation of the Washington Commerce Center (now Woodmore Town Center) to the southwest and the Carrolton Station subdivision and Royal Gons tract promoted further growth throughout the 1980s (M-NCPPC n.d., 4). The people of the Town of Glenarden voted to change its name to the City of Glenarden in 1994 (City of Glenarden n.d.).

## Evaluation:

The 2000 evaluation of the Town of Glenarden excluded buildings dating from the 1960s and 1970s due to their age (Darsie 2000, 8.2), but recent research has expanded upon the important history of suburban development and urban renewal efforts within Glenarden in this period. As the majority of resources within Glenarden have now reached 50 years of age, and sufficient time has passed to view the community's history in context, the district's eligibility can be reevaluated.

Cited as one of 10 extant, twentieth-century African American settlements in the National Register-listed "African American Historic Resources of Prince George's County, Maryland" Multiple Property Documentation Form, Glenarden grew slowly and organically from the 1920s to World War II and then at a more rapid pace in the 1950s and 1960, following the development of several subdivisions on annexed land during that period (Bird 2003; Longstreth 2018, 4-5; M-NCPPC 2011, 3). This was followed by a period of enormous change during the 1960s and 70s as urban renewal projects, implemented in a more delicate and sensitive way from others taking place in the Washington Metropolitan area, demolished some of the historic core of the community and created affordable housing as well as middle-class, single-family homes. As Richard Longstreth noted, "it is not the physical fabric of Glenarden that is exceptional, but rather the processes that created it" (Longstreth 2018, 1).

Glenarden is an important example of an African American community formed as a direct result of reaction to discriminatory housing practices in the Washington Metropolitan area.

"The community is distinctive not just in its utilizing annexation to enable it to grow from a relatively poor backwater into the pre-eminent suburban enclave of middle-class African American houses in the Washington metropolitan area by the mid-1960s, but also in its subsequent embrace of urban renewal to develop elderly and low-income housing for town residents, foster additional middle-class residential development, and create extensive public facilities for all residents— and in doing so in a seamless manner, physically and functionally. Glenarden also became a primary nursery for county and state political leaders and a catalyst for the transformation of Prince George's County into the largest suburban network of middle- and upper-middle-class black communities in the United States" (Longstreth 2018, 1-2).

Therefore, the Glenarden Historic District is significant under Criterion A for its important role as a middle-class African American community in the D.C. suburbs and the unique use of urban renewal funds for a suburban municipality.

Several figures acted as driving forces behind the development of Glenarden, including Mayors William Swann, James R. Cousins, Jr., and Decatur Trotter. However, their cumulative importance is better understood as it relates to Criterion A and the development patterns throughout the community. As such, they are not known to meet criteria that would render the resource eligible for listing in the NRHP under Criterion B.

Although Glenarden retains historic integrity, it is a typical example of mid-twentieth-century suburban residential development and is not an "important example of distinctive period of construction, method of construction, or the work of one or more notable architects." Glenarden used its urban renewal funding to construct housing and community amenities using patterns and trends common to the period. It does not uniquely reflect outstanding or historically significant design principles of community planning or landscape architecture. As a result, the Glenarden Historic District is not eligible for listing in the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

This resource retains historic integrity of location, design, setting, feeling and association. Although urban renewal destroyed earlier parts of the community, the new growth and redevelopment has added significance to the district. Though there are some modern infill properties, the road network and circulation patterns have remained the same through time.

The period of significance for the Glenarden Historic District is from 1939, when the town incorporated, to 1977, when the Community Center was built. The construction of the Community Center reinforced the area's identity and unity and was the last major community improvement built during the urban renewal period. This encompasses Glenarden's major development periods, a process of growth that was somewhat slow and piecemeal.

Residential, commercial, municipal, and recreational resources were almost all planned and built within this community during

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the period of significance, and there are very few resources that lay outside of that period. For a building to be considered contributing to Glenarden, it must have been built within the period of significance and still be recognizable as being from that period. Furthermore, as Glenarden is eligible under Criterion A, planned buildings and developments that still continue to serve their historic functions, such as the modified community center, are considered contributing. Roads within Glenarden reflect a variety of street patterns, and the adjoining sidewalks, street lights, and landscaping demonstrate no unifying characteristic design. Streets, sidewalks, and lighting vary in construction date, location, size, and materials with different standards seen throughout, and the landscaping does not reflect a citywide plan. Glenarden is divided along I-495, which has no connection to the community. Similarly, Martin Luther King Jr. Highway, which passes through the city, serves as a main artery and commercial corridor but includes no features that would be considered characteristic aspects of the district. As a result, 78 percent of resources within the Glenarden Historic District are contributing. A complete list is included as part of this DOE.

The boundary for the Glenarden Historic District includes the previously surveyed area associated with the Town of Glenarden plus the neighboring residential subdivisions of Edwards Estates and Royale Gardens, as well as the single-family and multi-family developments of Ardmore Village. The district contains a total of 392.8 acres and is roughly bounded on the northwest by Martin Luther King Jr. Highway, on the northeast by Ardwick-Ardmore Road, and on the south by late-twentieth-century residential subdivisions, large commercial sites, and industrial properties. It is situated on Prince George's County Tax maps 52 and 60.

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---1963b. Ardmore Village display advertisement. September 1, 1963. D18.

---1964. Ardmore Village display advertisement. August 22, 1964. E6.

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 1st Street	1992	NC	Outside Period of Significance
House	1415 1st Street	1935	NC	Outside Period of Significance
House	1419 1st Street	1976	C	Characteristic
House	1420 1st Street	1959	C	Characteristic
House	1421 1st Street	1978	C	Characteristic
House	1504 1st Street	1973	C	Characteristic
House	1505 1st Street	1987	NC	Outside Period of Significance
House	1509 1st Street	1987	NC	Outside Period of Significance
House	1510 1st Street	1989	NC	Outside Period of Significance
House	1512 1st Street	1989	NC	Outside Period of Significance
House	1513 1st Street	1987	NC	Outside Period of Significance
House	1516 1st Street	1991	NC	Outside Period of Significance
House	1517 1st Street	1989	NC	Outside Period of Significance
House	1518 1st Street	1988	NC	Outside Period of Significance
House	1401 2nd Street	1988	NC	Outside Period of Significance
House	1404 2nd Street	1989	NC	Outside Period of Significance
House	1405 2nd Street	1988	NC	Outside Period of Significance
House	1408 2nd Street	1987	NC	Outside Period of Significance
House	1409 2nd Street	1986	NC	Outside Period of Significance
House	1412 2nd Street	1991	NC	Outside Period of Significance
House	1415 2nd Street	1988	NC	Outside Period of Significance
House	1416 2nd Street	1987	NC	Outside Period of Significance
House	1422 2nd Street	1975	C	Characteristic
House	1501 2nd Street	1979	NC	Outside Period of Significance
House	1503 2nd Street	1975	C	Characteristic
House	1504 2nd Street	1975	C	Characteristic
House	1508 2nd Street	1975	C	Characteristic
House	1509 2nd Street	1975	C	Characteristic
House	1512 2nd Street	1975	C	Characteristic
House	1513 2nd Street	1987	NC	Outside Period of Significance
House	1516 2nd Street	1958	C	Characteristic
House	1517 2nd Street	1961	C	Characteristic
House	1518 2nd Street	1988	NC	Outside Period of Significance
House	1521 2nd Street	1988	NC	Outside Period of Significance
House	1401 3rd Street	1988	NC	Outside Period of Significance
House	1402 3rd Street	1988	NC	Outside Period of Significance
House	1405 3rd Street	1989	NC	Outside Period of Significance
House	1406 3rd Street	1987	NC	Outside Period of Significance
House	1409 3rd Street	1987	NC	Outside Period of Significance
House	1410 3rd Street	1987	NC	Outside Period of Significance
House	1415 3rd Street	1955	C	Characteristic
House	1417 3rd Street	1986	NC	Outside Period of Significance
House	1418 3rd Street	1980	NC	Outside Period of Significance
House	1421 3rd Street	1978	C	Characteristic
House	1422 3rd Street	1988	NC	Outside Period of Significance
House	1425 3rd Street	1979	NC	Outside Period of Significance
House	1506 3rd Street	1980	NC	Outside Period of Significance
House	1507 3rd Street	1985	NC	Outside Period of Significance
House	1510 3rd Street	1979	NC	Outside Period of Significance
House	1511 3rd Street	1980	NC	Outside Period of Significance
House	1514 3rd Street	1985	NC	Outside Period of Significance
House	1515 3rd Street	1948	C	Characteristic
House	1519 3rd Street	1986	NC	Outside Period of Significance
House	1520 3rd Street	1986	NC	Outside Period of Significance
House	1523 3rd Street	1986	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1526 3rd Street	1958	C	Characteristic
House	1400 4th Street	1987	NC	Outside Period of Significance
House	1401 4th Street	1988	NC	Outside Period of Significance
House	1404 4th Street	1987	NC	Outside Period of Significance
House	1405 4th Street	1988	NC	Outside Period of Significance
House	1412 4th Street	1986	NC	Outside Period of Significance
House	1415 4th Street	1988	NC	Outside Period of Significance
House	1416 4th Street	1981	NC	Outside Period of Significance
House	1417 4th Street	1953	C	Characteristic
House	1418 4th Street	1981	NC	Outside Period of Significance
House	1419 4th Street	1988	NC	Outside Period of Significance
House	1420 4th Street	1981	NC	Outside Period of Significance
House	1421 4th Street	1985	NC	Outside Period of Significance
House	1422 4th Street	1987	NC	Outside Period of Significance
House	1423 4th Street	1988	NC	Outside Period of Significance
House	1501 4th Street	1978	C	Characteristic
House	1505 4th Street	1986	NC	Outside Period of Significance
House	1506 4th Street	1986	NC	Outside Period of Significance
House	1507 4th Street	1967	C	Characteristic
House	1509 4th Street	1967	C	Characteristic
House	1510 4th Street	1986	NC	Outside Period of Significance
House	1511 4th Street	1967	C	Characteristic
House	1513 4th Street	1987	NC	Outside Period of Significance
House	1514 4th Street	1987	NC	Outside Period of Significance
House	1517 4th Street	1987	NC	Outside Period of Significance
House	1518 4th Street	1986	NC	Outside Period of Significance
House	1521 4th Street	1986	NC	Outside Period of Significance
House	1522 4th Street	1987	NC	Outside Period of Significance
House	1525 4th Street	1987	NC	Outside Period of Significance
House	1529 4th Street	1972	C	Characteristic
House	1530 4th Street	1986	NC	Outside Period of Significance
House	1400 5th Street	1988	NC	Outside Period of Significance
House	1404 5th Street	1988	NC	Outside Period of Significance
House	1410 5th Street	1988	NC	Outside Period of Significance
House	1416 5th Street	1988	NC	Outside Period of Significance
House	1420 5th Street	1966	C	Characteristic
House	1422 5th Street	1966	C	Characteristic
House	1424 5th Street	1988	NC	Outside Period of Significance
House	1426 5th Street	1987	NC	Outside Period of Significance
House	1500 5th Street	1979	NC	Outside Period of Significance
House	1504 5th Street	1959	C	Characteristic
House	1506 5th Street	1971	C	Characteristic
House	1518 5th Street	1969	C	Characteristic
House	1522 5th Street	1953	C	Characteristic
House	1524 5th Street	1988	NC	Outside Period of Significance
House	1526 5th Street	1973	C	Characteristic
House	1530 5th Street	1975	C	Characteristic
House	1401 7th Street	1969	C	Characteristic
House	1403 7th Street	1963	C	Characteristic
House	1412 7th Street	1981	NC	Outside Period of Significance
House	1414 7th Street	1981	NC	Outside Period of Significance
House	1416 7th Street	1981	NC	Outside Period of Significance
House	1418 7th Street	1978	C	Characteristic
House	1420 7th Street	1973	C	Characteristic
House	1424 7th Street	1987	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1428 7th Street	1980	NC	Outside Period of Significance
House	1430 7th Street	1979	NC	Outside Period of Significance
House	1431 7th Street	1951	C	Characteristic
House	1433 7th Street	1960	C	Characteristic
House	1434 7th Street	1981	NC	Outside Period of Significance
House	1436 7th Street	1975	C	Characteristic
House	1438 7th Street	1987	NC	Outside Period of Significance
House	1440 7th Street	1984	NC	Outside Period of Significance
House	1503 7th Street	1996	NC	Outside Period of Significance
House	1504 7th Street	1966	C	Characteristic
House	1505 7th Street	1989	NC	Outside Period of Significance
House	1506 7th Street	1966	C	Characteristic
House	1507 7th Street	1966	C	Characteristic
House	1508 7th Street	1966	C	Characteristic
House	1509 7th Street	1966	C	Characteristic
House	1510 7th Street	1993	NC	Outside Period of Significance
House	1511 7th Street	1966	C	Characteristic
House	1513 7th Street	1966	C	Characteristic
House	1515 7th Street	1953	C	Characteristic
House	1516 7th Street	1964	C	Characteristic
House	1517 7th Street	1991	NC	Outside Period of Significance
House	1518 7th Street	1989	NC	Outside Period of Significance
House	1520 7th Street	1966	C	Characteristic
House	1522 7th Street	1966	C	Characteristic
House	1523 7th Street	1973	C	Characteristic
House	1524 7th Street	1966	C	Characteristic
House	1525 7th Street	1964	C	Characteristic
House	1526 7th Street	1966	C	Characteristic
House	1527 7th Street	1970	C	Characteristic
House	1529 7th Street	1978	C	Characteristic
House	1530 7th Street	1955	C	Characteristic
House	1407 8th Street	1969	C	Characteristic
House	1409 8th Street	1998	NC	Outside Period of Significance
House	1410 8th Street	1985	NC	Outside Period of Significance
House	1414 8th Street	1973	C	Characteristic
House	1417 8th Street	1982	NC	Outside Period of Significance
House	1418 8th Street	1981	NC	Outside Period of Significance
House	1419 8th Street	1972	C	Characteristic
House	1420 8th Street	1996	NC	Outside Period of Significance
House	1422 8th Street	2005	NC	Outside Period of Significance
House	1423 8th Street	1970	C	Characteristic
House	1429 8th Street	1981	NC	Outside Period of Significance
House	1430 8th Street	1984	NC	Outside Period of Significance
House	1431 8th Street	1991	NC	Outside Period of Significance
House	1438 8th Street	1975	C	Characteristic
House	1400 9th Street	1969	C	Characteristic
House	1411 9th Street	1984	NC	Outside Period of Significance
House	1412 9th Street	1997	NC	Outside Period of Significance
House	1415 9th Street	1984	NC	Outside Period of Significance
House	1416 9th Street	1981	NC	Outside Period of Significance
House	1417 9th Street	1984	NC	Outside Period of Significance
House	1419 9th Street	1988	NC	Outside Period of Significance
House	1420 9th Street	1981	NC	Outside Period of Significance
House	1423 9th Street	1988	NC	Outside Period of Significance
House	1424 9th Street	1995	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1425 9th Street	1962	C	Characteristic
House	1426 9th Street	1997	NC	Outside Period of Significance
House	1427 9th Street	1987	NC	Outside Period of Significance
House	1428 9th Street	1960	C	Characteristic
House	1430 9th Street	1985	NC	Outside Period of Significance
House	1431 9th Street	1988	NC	Outside Period of Significance
House	1432 9th Street	1985	NC	Outside Period of Significance
House	1414 10th Street	1984	NC	Outside Period of Significance
House	1428 10th Street	1992	NC	Outside Period of Significance
House	1429 10th Street	1986	NC	Outside Period of Significance
House	1430 10th Street	1987	NC	Outside Period of Significance
House	1431 10th Street	1985	NC	Outside Period of Significance
House	1432 10th Street	1987	NC	Outside Period of Significance
House	1433 10th Street	1984	NC	Outside Period of Significance
House	1435 10th Street	1985	NC	Outside Period of Significance
House	1436 10th Street	1992	NC	Outside Period of Significance
House	1437 10th Street	1984	NC	Outside Period of Significance
House	1440 10th Street	1990	NC	Outside Period of Significance
House	1436 11th Street	1988	NC	Outside Period of Significance
House	1438 11th Street	1985	NC	Outside Period of Significance
House	1441 11th Street	1984	NC	Outside Period of Significance
House	1443 11th Street	1985	NC	Outside Period of Significance
House	3101 Amador Drive	1966	C	Characteristic
House	3106 Amador Drive	1965	C	Characteristic
House	3107 Amador Drive	1965	C	Characteristic
House	3108 Amador Drive	1965	C	Characteristic
House	3109 Amador Drive	1965	C	Characteristic
House	3110 Amador Drive	1965	C	Characteristic
House	3111 Amador Drive	1965	C	Characteristic
House	3112 Amador Drive	1966	C	Characteristic
House	3113 Amador Drive	1965	C	Characteristic
House	3114 Amador Drive	1965	C	Characteristic
House	3115 Amador Drive	1965	C	Characteristic
House	3200 Amador Drive	1965	C	Characteristic
House	3201 Amador Drive	1965	C	Characteristic
House	3202 Amador Drive	1965	C	Characteristic
House	3203 Amador Drive	1965	C	Characteristic
House	3204 Amador Drive	1965	C	Characteristic
House	3205 Amador Drive	1965	C	Characteristic
House	3207 Amador Drive	1965	C	Characteristic
House	3208 Amador Drive	1965	C	Characteristic
House	3209 Amador Drive	1964	C	Characteristic
House	3211 Amador Drive	1964	C	Characteristic
House	3212 Amador Drive	1964	C	Characteristic
House	3213 Amador Drive	1964	C	Characteristic
House	3214 Amador Drive	1964	C	Characteristic
House	3215 Amador Drive	1964	C	Characteristic
House	3216 Amador Drive	1964	C	Characteristic
House	3217 Amador Drive	1964	C	Characteristic
House	3218 Amador Drive	1964	C	Characteristic
House	3219 Amador Drive	1964	C	Characteristic
House	3220 Amador Drive	1964	C	Characteristic
House	3221 Amador Drive	1964	C	Characteristic
House	9009 Ardwick Ardmore Road	1964	C	Characteristic
House	9011 Ardwick Ardmore Road	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9101 Ardwick Ardmore Road	1964	C	Characteristic
House	9103 Ardwick Ardmore Road	1964	C	Characteristic
House	9105 Ardwick Ardmore Road	1964	C	Characteristic
House	9111 Ardwick Ardmore Road	1965	C	Characteristic
House	8914 Bold Street	1964	C	Characteristic
House	8915 Bold Street	1964	C	Characteristic
House	3015 Brightseat Road	1967	C	Characteristic
House	3017 Brightseat Road	1967	C	Characteristic
House	3103 Brightseat Road	1964	C	Characteristic
House	3109 Brightseat Road	1963	C	Characteristic
House	3111 Brightseat Road	1963	C	Characteristic
House	3113 Brightseat Road	1963	C	Characteristic
House	3115 Brightseat Road	1963	C	Characteristic
House	3200 Brightseat Road	1968	C	Characteristic
House	3308 Brightseat Road	1990	NC	Outside Period of Significance
Church	3311 Brightseat Road	1975	C	Characteristic
House	3320 Brightseat Road	1990	NC	Outside Period of Significance
House	3401 Brightseat Road	1956	C	Characteristic
House	3405 Brightseat Road	2009	NC	Outside Period of Significance
House	3409 Brightseat Road	1960	C	Characteristic
House	3501 Brightseat Road	2006	NC	Outside Period of Significance
House	3506 Brightseat Road	1966	C	Characteristic
House	3508 Brightseat Road	1966	C	Characteristic
House	3516 Brightseat Road	1966	C	Characteristic
House	3517 Brightseat Road	1963	C	Characteristic
House	3518 Brightseat Road	1966	C	Characteristic
House	3519 Brightseat Road	1963	C	Characteristic
House	3521 Brightseat Road	1963	C	Characteristic
House	3523 Brightseat Road	1964	C	Characteristic
House	3605 Brightseat Road	1962	C	Characteristic
House	3607 Brightseat Road	1962	C	Characteristic
House	3609 Brightseat Road	1962	C	Characteristic
House	3611 Brightseat Road	1963	C	Characteristic
House	3613 Brightseat Road	1963	C	Characteristic
House	7900 Cawker Avenue	1959	C	Characteristic
House	7902 Cawker Avenue	1963	C	Characteristic
House	7903 Cawker Avenue	1963	C	Characteristic
House	7904 Cawker Avenue	1963	C	Characteristic
House	7905 Cawker Avenue	1963	C	Characteristic
House	7906 Cawker Avenue	1963	C	Characteristic
House	7907 Cawker Avenue	1963	C	Characteristic
House	7908 Cawker Avenue	1963	C	Characteristic
House	7909 Cawker Avenue	1963	C	Characteristic
House	7910 Cawker Avenue	1963	C	Characteristic
House	7911 Cawker Avenue	1963	C	Characteristic
House	7912 Cawker Avenue	1963	C	Characteristic
House	7913 Cawker Avenue	1963	C	Characteristic
House	7914 Cawker Avenue	1963	C	Characteristic
House	7915 Cawker Avenue	1963	C	Characteristic
House	7916 Cawker Avenue	1963	C	Characteristic
House	7917 Cawker Avenue	1963	C	Characteristic
House	7918 Cawker Avenue	1963	C	Characteristic
House	7919 Cawker Avenue	1963	C	Characteristic
House	7920 Cawker Avenue	1963	C	Characteristic
House	7921 Cawker Avenue	1963	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Cawker Avenue	1963	C	Characteristic
House	7923 Cawker Avenue	1963	C	Characteristic
House	7924 Cawker Avenue	1963	C	Characteristic
House	7925 Cawker Avenue	1963	C	Characteristic
House	7926 Cawker Avenue	1963	C	Characteristic
House	7927 Cawker Avenue	1963	C	Characteristic
House	7928 Cawker Avenue	1963	C	Characteristic
House	7929 Cawker Avenue	1963	C	Characteristic
House	7930 Cawker Avenue	1963	C	Characteristic
House	7932 Cawker Avenue	1963	C	Characteristic
House	7934 Cawker Avenue	1963	C	Characteristic
House	3100 Church Street	1964	C	Characteristic
House	3108 Church Street	1964	C	Characteristic
House	3110 Church Street	1934	NC	Outside Period of Significance
House	7803 Dellwood Avenue	1967	C	Characteristic
House	7805 Dellwood Avenue	1966	C	Characteristic
House	7807 Dellwood Avenue	1966	C	Characteristic
House	7809 Dellwood Avenue	1966	C	Characteristic
House	7811 Dellwood Avenue	1966	C	Characteristic
House	7813 Dellwood Avenue	1966	C	Characteristic
House	7815 Dellwood Avenue	1966	C	Characteristic
House	7816 Dellwood Avenue	1966	C	Characteristic
House	7817 Dellwood Avenue	1966	C	Characteristic
House	7818 Dellwood Avenue	1966	C	Characteristic
House	7819 Dellwood Avenue	1966	C	Characteristic
House	7820 Dellwood Avenue	1966	C	Characteristic
House	7821 Dellwood Avenue	1966	C	Characteristic
House	7822 Dellwood Avenue	1966	C	Characteristic
House	7823 Dellwood Avenue	1966	C	Characteristic
House	7824 Dellwood Avenue	1966	C	Characteristic
House	7825 Dellwood Avenue	1966	C	Characteristic
House	7827 Dellwood Avenue	1966	C	Characteristic
House	7829 Dellwood Avenue	1966	C	Characteristic
House	7831 Dellwood Avenue	1966	C	Characteristic
House	7900 Dellwood Avenue	1966	C	Characteristic
House	7902 Dellwood Avenue	1966	C	Characteristic
House	7903 Dellwood Avenue	1965	C	Characteristic
House	7904 Dellwood Avenue	1966	C	Characteristic
House	7905 Dellwood Avenue	1965	C	Characteristic
House	7906 Dellwood Avenue	1965	C	Characteristic
House	7907 Dellwood Avenue	1965	C	Characteristic
House	7908 Dellwood Avenue	1966	C	Characteristic
House	7909 Dellwood Avenue	1965	C	Characteristic
House	7910 Dellwood Avenue	1965	C	Characteristic
House	7911 Dellwood Avenue	1965	C	Characteristic
House	7912 Dellwood Avenue	1965	C	Characteristic
House	7913 Dellwood Avenue	1965	C	Characteristic
House	7914 Dellwood Avenue	1965	C	Characteristic
House	7915 Dellwood Avenue	1965	C	Characteristic
House	7916 Dellwood Avenue	1966	C	Characteristic
House	7917 Dellwood Avenue	1965	C	Characteristic
House	7918 Dellwood Avenue	1966	C	Characteristic
House	7919 Dellwood Avenue	1965	C	Characteristic
House	7920 Dellwood Avenue	1966	C	Characteristic
House	7921 Dellwood Avenue	1967	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7922 Dellwood Avenue	1966	C	Characteristic
House	7923 Dellwood Avenue	1966	C	Characteristic
House	7924 Dellwood Avenue	1966	C	Characteristic
House	7925 Dellwood Avenue	1966	C	Characteristic
House	7926 Dellwood Avenue	1966	C	Characteristic
House	7927 Dellwood Avenue	1966	C	Characteristic
House	7928 Dellwood Avenue	1966	C	Characteristic
House	7929 Dellwood Avenue	1966	C	Characteristic
House	7930 Dellwood Avenue	1966	C	Characteristic
House	7931 Dellwood Avenue	1966	C	Characteristic
House	7932 Dellwood Avenue	1966	C	Characteristic
House	7933 Dellwood Avenue	1966	C	Characteristic
House	7934 Dellwood Avenue	1966	C	Characteristic
House	7935 Dellwood Avenue	1966	C	Characteristic
House	7936 Dellwood Avenue	1966	C	Characteristic
House	7937 Dellwood Avenue	1966	C	Characteristic
House	7938 Dellwood Avenue	1966	C	Characteristic
House	7939 Dellwood Avenue	1966	C	Characteristic
House	7940 Dellwood Avenue	1966	C	Characteristic
House	7941 Dellwood Avenue	1966	C	Characteristic
House	7942 Dellwood Avenue	1966	C	Characteristic
House	7943 Dellwood Avenue	1966	C	Characteristic
House	7944 Dellwood Avenue	1966	C	Characteristic
House	7945 Dellwood Avenue	1966	C	Characteristic
House	7946 Dellwood Avenue	1966	C	Characteristic
House	7947 Dellwood Avenue	1966	C	Characteristic
House	7948 Dellwood Avenue	1966	C	Characteristic
House	7949 Dellwood Avenue	1966	C	Characteristic
House	7950 Dellwood Avenue	1966	C	Characteristic
House	7951 Dellwood Avenue	1966	C	Characteristic
House	7952 Dellwood Avenue	1966	C	Characteristic
House	7953 Dellwood Avenue	1966	C	Characteristic
House	7954 Dellwood Avenue	1966	C	Characteristic
House	8000 Dellwood Avenue	1966	C	Characteristic
House	8001 Dellwood Avenue	1966	C	Characteristic
House	8002 Dellwood Avenue	1966	C	Characteristic
House	8004 Dellwood Avenue	1966	C	Characteristic
House	8006 Dellwood Avenue	1966	C	Characteristic
Townhouse	8200 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8202 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8204 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8206 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8208 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8210 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8214 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8215 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8216 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8217 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8218 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8219 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8220 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8221 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8222 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8223 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8225 Dellwood Court	2001	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Townhouse	8226 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8228 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8229 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8230 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8231 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8232 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8233 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8234 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8235 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8237 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8238 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8239 Dellwood Court	2001	NC	Outside Period of Significance
Townhouse	8240 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8242 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8244 Dellwood Court	2002	NC	Outside Period of Significance
Townhouse	8246 Dellwood Court	2002	NC	Outside Period of Significance
House	7900 Echols Avenue	1964	C	Characteristic
House	7901 Echols Avenue	1963	C	Characteristic
House	7902 Echols Avenue	1963	C	Characteristic
House	7903 Echols Avenue	1963	C	Characteristic
House	7904 Echols Avenue	1963	C	Characteristic
House	7905 Echols Avenue	1963	C	Characteristic
House	7906 Echols Avenue	1963	C	Characteristic
House	7907 Echols Avenue	1963	C	Characteristic
House	7908 Echols Avenue	1963	C	Characteristic
House	7909 Echols Avenue	1963	C	Characteristic
House	7910 Echols Avenue	1963	C	Characteristic
House	7911 Echols Avenue	1963	C	Characteristic
House	7912 Echols Avenue	1963	C	Characteristic
House	7913 Echols Avenue	1963	C	Characteristic
House	7914 Echols Avenue	1963	C	Characteristic
House	7915 Echols Avenue	1963	C	Characteristic
House	7916 Echols Avenue	1963	C	Characteristic
House	7917 Echols Avenue	1963	C	Characteristic
House	7918 Echols Avenue	1963	C	Characteristic
House	7919 Echols Avenue	1963	C	Characteristic
House	7920 Echols Avenue	1963	C	Characteristic
House	7921 Echols Avenue	1963	C	Characteristic
House	7922 Echols Avenue	1963	C	Characteristic
House	7923 Echols Avenue	1963	C	Characteristic
House	7924 Echols Avenue	1963	C	Characteristic
House	7925 Echols Avenue	1963	C	Characteristic
House	7926 Echols Avenue	1963	C	Characteristic
House	7927 Echols Avenue	1963	C	Characteristic
House	7928 Echols Avenue	1963	C	Characteristic
House	7929 Echols Avenue	1963	C	Characteristic
House	7930 Echols Avenue	1963	C	Characteristic
House	7931 Echols Avenue	1963	C	Characteristic
House	7932 Echols Avenue	1963	C	Characteristic
House	7933 Echols Avenue	1963	C	Characteristic
House	7934 Echols Avenue	1963	C	Characteristic
House	7935 Echols Avenue	1963	C	Characteristic
House	7936 Echols Avenue	1963	C	Characteristic
House	7937 Echols Avenue	1963	C	Characteristic
House	7938 Echols Avenue	1963	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7940 Echols Avenue	1963	C	Characteristic
House	7942 Echols Avenue	1963	C	Characteristic
House	7944 Echols Avenue	1964	C	Characteristic
House	3402 Edwards Street	1964	C	Characteristic
House	3403 Edwards Street	1964	C	Characteristic
House	3404 Edwards Street	1964	C	Characteristic
House	3405 Edwards Street	1964	C	Characteristic
House	3406 Edwards Street	1964	C	Characteristic
House	3407 Edwards Street	1964	C	Characteristic
House	3408 Edwards Street	1964	C	Characteristic
House	3409 Edwards Street	1964	C	Characteristic
House	3410 Edwards Street	1964	C	Characteristic
House	3411 Edwards Street	1964	C	Characteristic
House	3412 Edwards Street	1964	C	Characteristic
House	3413 Edwards Street	1964	C	Characteristic
House	3414 Edwards Street	1964	C	Characteristic
House	3415 Edwards Street	1964	C	Characteristic
House	3500 Edwards Street	1964	C	Characteristic
House	3501 Edwards Street	1964	C	Characteristic
House	3502 Edwards Street	1964	C	Characteristic
House	3503 Edwards Street	1964	C	Characteristic
House	3504 Edwards Street	1964	C	Characteristic
House	3506 Edwards Street	1964	C	Characteristic
House	3508 Edwards Street	1964	C	Characteristic
House	3509 Edwards Street	1964	C	Characteristic
House	3510 Edwards Street	1964	C	Characteristic
House	3512 Edwards Street	1964	C	Characteristic
House	3514 Edwards Street	1964	C	Characteristic
House	3515 Edwards Street	1964	C	Characteristic
House	3516 Edwards Street	1964	C	Characteristic
House	3518 Edwards Street	1964	C	Characteristic
House	3519 Edwards Street	1964	C	Characteristic
House	3520 Edwards Street	1964	C	Characteristic
House	3521 Edwards Street	1964	C	Characteristic
House	3522 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3524 Edwards Street	1964	C	Characteristic
House	3525 Edwards Street	1964	C	Characteristic
House	3526 Edwards Street	1964	C	Characteristic
House	3527 Edwards Street	1964	C	Characteristic
House	3528 Edwards Street	1964	C	Characteristic
House	3529 Edwards Street	1964	C	Characteristic
House	3530 Edwards Street	1964	C	Characteristic
House	3531 Edwards Street	1964	C	Characteristic
House	3523 Edwards Street	1964	C	Characteristic
House	3533 Edwards Street	1964	C	Characteristic
House	3534 Edwards Street	1964	C	Characteristic
House	3535 Edwards Street	1964	C	Characteristic
House	3536 Edwards Street	1964	C	Characteristic
House	3538 Edwards Street	1964	C	Characteristic
House	3539 Edwards Street	1964	C	Characteristic
House	3540 Edwards Street	1964	C	Characteristic
House	3542 Edwards Street	1964	C	Characteristic
House	3600 Edwards Street	1964	C	Characteristic
House	3602 Edwards Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3604 Edwards Street	1965	C	Characteristic
House	3605 Edwards Street	1964	C	Characteristic
House	3606 Edwards Street	1964	C	Characteristic
House	3607 Edwards Street	1964	C	Characteristic
House	3609 Edwards Street	1964	C	Characteristic
House	3611 Edwards Street	1964	C	Characteristic
House	3613 Edwards Street	1964	C	Characteristic
House	3615 Edwards Street	1964	C	Characteristic
House	3616 Edwards Street	1964	C	Characteristic
House	3617 Edwards Street	1964	C	Characteristic
House	3618 Edwards Street	1964	C	Characteristic
House	3619 Edwards Street	1964	C	Characteristic
House	3620 Edwards Street	1964	C	Characteristic
House	3621 Edwards Street	1964	C	Characteristic
House	3623 Edwards Street	1964	C	Characteristic
House	3624 Edwards Street	1964	C	Characteristic
House	3625 Edwards Street	1964	C	Characteristic
House	3626 Edwards Street	1964	C	Characteristic
House	3627 Edwards Street	1964	C	Characteristic
House	7720 Fiske Avenue	1964	C	Characteristic
House	7800 Fiske Avenue	1964	C	Characteristic
House	7801 Fiske Avenue	1963	C	Characteristic
House	7802 Fiske Avenue	1964	C	Characteristic
House	7803 Fiske Avenue	1963	C	Characteristic
House	7804 Fiske Avenue	1964	C	Characteristic
House	7805 Fiske Avenue	1963	C	Characteristic
House	7806 Fiske Avenue	1964	C	Characteristic
House	7807 Fiske Avenue	1963	C	Characteristic
House	7808 Fiske Avenue	1964	C	Characteristic
House	7809 Fiske Avenue	1963	C	Characteristic
House	7810 Fiske Avenue	1964	C	Characteristic
House	7811 Fiske Avenue	1963	C	Characteristic
House	7812 Fiske Avenue	1964	C	Characteristic
House	7813 Fiske Avenue	1963	C	Characteristic
House	7814 Fiske Avenue	1964	C	Characteristic
House	7815 Fiske Avenue	1963	C	Characteristic
House	7816 Fiske Avenue	1964	C	Characteristic
House	7817 Fiske Avenue	1963	C	Characteristic
House	7818 Fiske Avenue	1964	C	Characteristic
House	7819 Fiske Avenue	1963	C	Characteristic
House	7820 Fiske Avenue	1964	C	Characteristic
House	7822 Fiske Avenue	1961	C	Characteristic
House	7824 Fiske Avenue	1961	C	Characteristic
House	7826 Fiske Avenue	1961	C	Characteristic
House	7828 Fiske Avenue	1961	C	Characteristic
House	7830 Fiske Avenue	1961	C	Characteristic
House	7832 Fiske Avenue	1961	C	Characteristic
House	7903 Fiske Avenue	1959	C	Characteristic
House	7905 Fiske Avenue	1959	C	Characteristic
House	7907 Fiske Avenue	1959	C	Characteristic
House	7909 Fiske Avenue	1959	C	Characteristic
House	7914 Fiske Avenue	1961	C	Characteristic
House	7915 Fiske Avenue	1959	C	Characteristic
House	7916 Fiske Avenue	1962	C	Characteristic
House	7917 Fiske Avenue	1959	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7918 Fiske Avenue	1959	C	Characteristic
House	7919 Fiske Avenue	1959	C	Characteristic
House	7920 Fiske Avenue	1962	C	Characteristic
House	7921 Fiske Avenue	1959	C	Characteristic
House	7922 Fiske Avenue	1961	C	Characteristic
House	7923 Fiske Avenue	1959	C	Characteristic
House	7924 Fiske Avenue	1961	C	Characteristic
House	7925 Fiske Avenue	1959	C	Characteristic
House	7926 Fiske Avenue	1962	C	Characteristic
House	7927 Fiske Avenue	1962	C	Characteristic
House	7928 Fiske Avenue	1963	C	Characteristic
House	7929 Fiske Avenue	1962	C	Characteristic
House	7930 Fiske Avenue	1962	C	Characteristic
House	7931 Fiske Avenue	1962	C	Characteristic
House	7932 Fiske Avenue	1963	C	Characteristic
House	7933 Fiske Avenue	1962	C	Characteristic
House	7934 Fiske Avenue	1963	C	Characteristic
House	7935 Fiske Avenue	1962	C	Characteristic
House	7936 Fiske Avenue	1962	C	Characteristic
House	7937 Fiske Avenue	1962	C	Characteristic
House	7938 Fiske Avenue	1962	C	Characteristic
House	7939 Fiske Avenue	1962	C	Characteristic
House	7940 Fiske Avenue	1962	C	Characteristic
House	8505 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8506 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8508 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8510 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8512 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8514 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8600 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8602 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8604 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8606 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8608 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8609 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8610 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8611 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8612 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8613 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8614 Fulton Avenue	1970	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
Multi-Family Dwelling	8615 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8616 Fulton Avenue	1970	C	Characteristic
Multi-Family Dwelling	8620 Fulton Avenue	1975	C	Characteristic
House	8621 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8624 Fulton Avenue	1975	C	Characteristic
House	8625 Fulton Avenue	1979	NC	Outside Period of Significance
House	8629 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8630 Fulton Avenue	1975	C	Characteristic
House	8633 Fulton Avenue	1986	NC	Outside Period of Significance
Multi-Family Dwelling	8634 Fulton Avenue	1975	C	Characteristic
House	8637 Fulton Avenue	1978	C	Characteristic
Multi-Family Dwelling	8640 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8644 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8648 Fulton Avenue	1975	C	Characteristic
Multi-Family Dwelling	8652 Fulton Avenue	1975	C	Characteristic
House	8669 Fulton Avenue	1976	C	Characteristic
House	8671 Fulton Avenue	1975	C	Characteristic
House	8707 Fulton Avenue	1991	NC	Outside Period of Significance
House	8708 Fulton Avenue	1991	NC	Outside Period of Significance
House	8717 Fulton Avenue	1991	NC	Outside Period of Significance
House	8718 Fulton Avenue	1991	NC	Outside Period of Significance
House	8722 Fulton Avenue	1991	NC	Outside Period of Significance
House	8723 Fulton Avenue	1991	NC	Outside Period of Significance
House	8726 Fulton Avenue	1991	NC	Outside Period of Significance
House	8729 Fulton Avenue	1991	NC	Outside Period of Significance
Multi-Family Dwelling	8731 Fulton Avenue	1991	NC	Outside Period of Significance
House	8734 Fulton Avenue	1991	NC	Outside Period of Significance
House	8741 Fulton Avenue	1990	NC	Outside Period of Significance
House	8742 Fulton Avenue	1990	NC	Outside Period of Significance
House	8600 Girard Street	1964	C	Characteristic
House	8601 Girard Street	1964	C	Characteristic
House	8602 Girard Street	1964	C	Characteristic
House	8603 Girard Street	1964	C	Characteristic
House	8604 Girard Street	1964	C	Characteristic
House	8605 Girard Street	1967	C	Characteristic
House	8606 Girard Street	1964	C	Characteristic
House	8607 Girard Street	1967	C	Characteristic
House	8608 Girard Street	1967	C	Characteristic
House	8609 Girard Street	1967	C	Characteristic
House	8610 Girard Street	1967	C	Characteristic
House	8611 Girard Street	1967	C	Characteristic
House	8612 Girard Street	1967	C	Characteristic
House	8613 Girard Street	1967	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8614 Girard Street	1967	C	Characteristic
House	8615 Girard Street	1967	C	Characteristic
House	8616 Girard Street	1967	C	Characteristic
House	8617 Girard Street	1967	C	Characteristic
House	8618 Girard Street	1967	C	Characteristic
House	8619 Girard Street	1967	C	Characteristic
House	8620 Girard Street	1967	C	Characteristic
House	8621 Girard Street	1967	C	Characteristic
House	8623 Girard Street	1967	C	Characteristic
House	7700 Glenarden Parkway	1964	C	Characteristic
House	7701 Glenarden Parkway	1964	C	Characteristic
House	7702 Glenarden Parkway	1964	C	Characteristic
House	7703 Glenarden Parkway	1964	C	Characteristic
House	7704 Glenarden Parkway	1964	C	Characteristic
House	7705 Glenarden Parkway	1964	C	Characteristic
House	7706 Glenarden Parkway	1964	C	Characteristic
House	7707 Glenarden Parkway	1964	C	Characteristic
House	7708 Glenarden Parkway	1964	C	Characteristic
House	7709 Glenarden Parkway	1964	C	Characteristic
House	7711 Glenarden Parkway	1964	C	Characteristic
House	7713 Glenarden Parkway	1964	C	Characteristic
House	7715 Glenarden Parkway	1964	C	Characteristic
Public School	7801 Glenarden Parkway	1957	C	Characteristic
House	7802 Glenarden Parkway	1959	C	Characteristic
House	7803 Glenarden Parkway	1961	C	Characteristic
House	7805 Glenarden Parkway	1961	C	Characteristic
House	7806 Glenarden Parkway	1959	C	Characteristic
House	7807 Glenarden Parkway	1961	C	Characteristic
House	7808 Glenarden Parkway	1959	C	Characteristic
House	7809 Glenarden Parkway	1961	C	Characteristic
House	7810 Glenarden Parkway	1959	C	Characteristic
House	7811 Glenarden Parkway	1961	C	Characteristic
House	7812 Glenarden Parkway	1959	C	Characteristic
House	7813 Glenarden Parkway	1961	C	Characteristic
House	7814 Glenarden Parkway	1959	C	Characteristic
House	7815 Glenarden Parkway	1961	C	Characteristic
House	7816 Glenarden Parkway	1959	C	Characteristic
House	7817 Glenarden Parkway	1961	C	Characteristic
House	7818 Glenarden Parkway	1959	C	Characteristic
House	7819 Glenarden Parkway	1961	C	Characteristic
House	7820 Glenarden Parkway	1959	C	Characteristic
House	7821 Glenarden Parkway	1959	C	Characteristic
House	7901 Glenarden Parkway	1959	C	Characteristic
House	7902 Glenarden Parkway	1959	C	Characteristic
House	7903 Glenarden Parkway	1959	C	Characteristic
House	7904 Glenarden Parkway	1959	C	Characteristic
House	7905 Glenarden Parkway	1959	C	Characteristic
House	7906 Glenarden Parkway	1959	C	Characteristic
House	7907 Glenarden Parkway	1959	C	Characteristic
House	7908 Glenarden Parkway	1959	C	Characteristic
House	7909 Glenarden Parkway	1959	C	Characteristic
House	7911 Glenarden Parkway	1959	C	Characteristic
House	7913 Glenarden Parkway	1959	C	Characteristic
House	7915 Glenarden Parkway	1959	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7917 Glenarden Parkway	1958	C	Characteristic
House	7919 Glenarden Parkway	1958	C	Characteristic
House	7921 Glenarden Parkway	1958	C	Characteristic
House	7923 Glenarden Parkway	1958	C	Characteristic
House	7925 Glenarden Parkway	1958	C	Characteristic
House	7927 Glenarden Parkway	1958	C	Characteristic
House	7929 Glenarden Parkway	1958	C	Characteristic
Apartments	7924-7932 Glenarden Parkway	1965	C	Characteristic
Apartments	7933-7941 Glenarden Parkway	1965	C	Characteristic
Apartments	8106-8112 Glenarden Parkway	1965	C	Characteristic
Town Hall and Police Station	8600 Glenarden Parkway	1975	C	Characteristic
Glenarden Public Housing Townhouses	8607-8637 Glenarden Parkway	1975	C	Characteristic
House	8608 Glenarden Parkway	1953	C	Characteristic
House	8610 Glenarden Parkway	1978	C	Characteristic
House	8612 Glenarden Parkway	1978	C	Characteristic
House	8614 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8616 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8618 Glenarden Parkway	1948	C	Characteristic
House	8620 Glenarden Parkway	1976	C	Characteristic
House	8624 Glenarden Parkway	1976	C	Characteristic
House	8628 Glenarden Parkway	1963	C	Characteristic
House	8636 Glenarden Parkway	1976	C	Characteristic
Glenarden Public Housing office	8639 Glenarden Parkway	1975	C	Characteristic
House	8640 Glenarden Parkway	1978	C	Characteristic
House	8642 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8646 Glenarden Parkway	1947	C	Characteristic
House	8657 Glenarden Parkway	1978	C	Characteristic
House	8659 Glenarden Parkway	1978	C	Characteristic
House	8661 Glenarden Parkway	1978	C	Characteristic
House	8663 Glenarden Parkway	1979	NC	Outside Period of Significance
House	8665 Glenarden Parkway	1978	C	Characteristic
House	8667 Glenarden Parkway	1950	C	Characteristic
House	8700 Glenarden Parkway	1975	C	Characteristic
House	8711 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8721 Glenarden Parkway	1990	NC	Outside Period of Significance
Public Library	8724 Glenarden Parkway	1977	C	Characteristic
House	8729 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8733 Glenarden Parkway	1951	C	Characteristic
House	8737 Glenarden Parkway	1990	NC	Outside Period of Significance
House	8800 Glenarden Parkway	1975	C	Characteristic
House	8806 Glenarden Parkway	1962	C	Characteristic
House	8808 Glenarden Parkway	1986	NC	Outside Period of Significance
House	8822 Glenarden Parkway	1993	NC	Outside Period of Significance
House	8829 Glenarden Parkway	1968	C	Characteristic
House	8830 Glenarden Parkway	1963	C	Characteristic
House	8834 Glenarden Parkway	1971	C	Characteristic
House	8901 Glenarden Parkway	1959	C	Characteristic
House	8903 Glenarden Parkway	1968	C	Characteristic
House	8905 Glenarden Parkway	1937	NC	Outside Period of Significance
House	8929 Glenarden Parkway	1984	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8932 Glenarden Parkway	1962	C	Characteristic
House	9001 Glenarden Parkway	1978	C	Characteristic
House	9002 Glenarden Parkway	1995	NC	Outside Period of Significance
House	9006 Glenarden Parkway	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	9013 Glenarden Parkway	1970	C	Characteristic
House	9017 Glenarden Parkway	1970	C	Characteristic
House	9021 Glenarden Parkway	1970	C	Characteristic
House	9023 Glenarden Parkway	1985	NC	Outside Period of Significance
House	9025 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9027 Glenarden Parkway	1996	NC	Outside Period of Significance
House	9036 Glenarden Parkway	1958	C	Characteristic
House	9037 Glenarden Parkway	1963	C	Characteristic
House	9044 Glenarden Parkway	1990	NC	Outside Period of Significance
House	9046 Glenarden Parkway	1984	NC	Outside Period of Significance
Townhouse	9051 Glenarden Parkway	1984	NC	Outside Period of Significance
Bridge (SHA Bridge No. 1614900)	Glenarden Parkway over I-495	1964	NC	Constructed as part of I-495; Glenarden was not involved in its design or construction
Apartment	3201 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3203 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3205 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3207 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3209 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3211 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3213 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3215 West Glenreed Court	1998	NC	Outside Period of Significance
Apartment	3217 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3219 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3221 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3223 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3225 West Glenreed Court	1996	NC	Outside Period of Significance
Apartment	3227 West Glenreed Court	1996	NC	Outside Period of Significance
Townhouse	3301 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3303 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3305 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3307 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3309 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3311 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3313 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3315 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3317 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3319 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3321 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3323 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3325 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3327 East Glenreed Court	1999	NC	Outside Period of Significance
Townhouse	3329 East Glenreed Court	1999	NC	Outside Period of Significance
House	7800 Grant Drive	1959	C	Characteristic
House	7801 Grant Drive	1959	C	Characteristic
House	7901 Grant Drive	1958	C	Characteristic
House	7902 Grant Drive	1964	C	Characteristic
House	7904 Grant Drive	1964	C	Characteristic
House	7906 Grant Drive	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7907 Grant Drive	1964	C	Characteristic
House	7908 Grant Drive	1964	C	Characteristic
House	7909 Grant Drive	1964	C	Characteristic
House	7910 Grant Drive	1964	C	Characteristic
House	7911 Grant Drive	1964	C	Characteristic
House	7912 Grant Drive	1964	C	Characteristic
House	7913 Grant Drive	1964	C	Characteristic
House	7914 Grant Drive	1964	C	Characteristic
House	7915 Grant Drive	1964	C	Characteristic
House	7916 Grant Drive	1964	C	Characteristic
House	7917 Grant Drive	1964	C	Characteristic
House	7918 Grant Drive	1964	C	Characteristic
House	7919 Grant Drive	1964	C	Characteristic
House	7920 Grant Drive	1964	C	Characteristic
House	7921 Grant Drive	1964	C	Characteristic
House	7922 Grant Drive	1964	C	Characteristic
House	7923 Grant Drive	1964	C	Characteristic
House	7924 Grant Drive	1964	C	Characteristic
House	7925 Grant Drive	1964	C	Characteristic
House	7926 Grant Drive	1964	C	Characteristic
House	7927 Grant Drive	1964	C	Characteristic
House	7928 Grant Drive	1964	C	Characteristic
House	7929 Grant Drive	1964	C	Characteristic
House	7930 Grant Drive	1964	C	Characteristic
House	7932 Grant Drive	1964	C	Characteristic
House	7933 Grant Drive	1964	C	Characteristic
House	7934 Grant Drive	1964	C	Characteristic
House	7936 Grant Drive	1964	C	Characteristic
House	7937 Grant Drive	1964	C	Characteristic
House	8600 Hamlin Street	1963	C	Characteristic
House	8601 Hamlin Street	1963	C	Characteristic
House	8602 Hamlin Street	1963	C	Characteristic
House	8603 Hamlin Street	1963	C	Characteristic
House	8604 Hamlin Street	1963	C	Characteristic
House	8605 Hamlin Street	1964	C	Characteristic
House	8606 Hamlin Street	1963	C	Characteristic
House	8607 Hamlin Street	1964	C	Characteristic
House	8608 Hamlin Street	1963	C	Characteristic
House	8609 Hamlin Street	1964	C	Characteristic
House	8610 Hamlin Street	1963	C	Characteristic
House	8611 Hamlin Street	1964	C	Characteristic
House	8612 Hamlin Street	1963	C	Characteristic
House	8613 Hamlin Street	1964	C	Characteristic
House	8614 Hamlin Street	1963	C	Characteristic
House	8615 Hamlin Street	1964	C	Characteristic
House	8616 Hamlin Street	1963	C	Characteristic
House	8617 Hamlin Street	1964	C	Characteristic
House	8701 Hamlin Street	1964	C	Characteristic
House	8702 Hamlin Street	1964	C	Characteristic
House	8703 Hamlin Street	1964	C	Characteristic
House	3202 Hayes Street	1959	C	Characteristic
House	3204 Hayes Street	1959	C	Characteristic
House	3206 Hayes Street	1959	C	Characteristic
House	3210 Hayes Street	1963	C	Characteristic
House	3212 Hayes Street	1962	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3214 Hayes Street	1962	C	Characteristic
House	3216 Hayes Street	1962	C	Characteristic
House	3218 Hayes Street	1962	C	Characteristic
House	3220 Hayes Street	1962	C	Characteristic
House	3300 Hayes Street	1962	C	Characteristic
House	3302 Hayes Street	1962	C	Characteristic
House	3303 Hayes Street	1963	C	Characteristic
House	3304 Hayes Street	1962	C	Characteristic
House	3305 Hayes Street	1962	C	Characteristic
House	3306 Hayes Street	1962	C	Characteristic
House	3307 Hayes Street	1963	C	Characteristic
House	3309 Hayes Street	1962	C	Characteristic
House	3311 Hayes Street	1962	C	Characteristic
House	3312 Hayes Street	1962	C	Characteristic
House	3313 Hayes Street	1962	C	Characteristic
House	3314 Hayes Street	1963	C	Characteristic
House	3315 Hayes Street	1962	C	Characteristic
House	3317 Hayes Street	1962	C	Characteristic
House	3319 Hayes Street	1964	C	Characteristic
House	3321 Hayes Street	1964	C	Characteristic
House	3322 Hayes Street	1963	C	Characteristic
House	3323 Hayes Street	1964	C	Characteristic
House	3324 Hayes Street	1963	C	Characteristic
House	3325 Hayes Street	1964	C	Characteristic
House	3327 Hayes Street	1964	C	Characteristic
House	3329 Hayes Street	1966	C	Characteristic
House	3330 Hayes Street	1966	C	Characteristic
House	3331 Hayes Street	1966	C	Characteristic
House	3333 Hayes Street	1966	C	Characteristic
House	8602 Irvin Avenue	1970	C	Characteristic
House	8604 Irvin Avenue	1970	C	Characteristic
House	8606 Irvin Avenue	1970	C	Characteristic
House	8608 Irvin Avenue	1970	C	Characteristic
House	8616 Irvin Avenue	1978	C	Characteristic
House	8617 Irvin Avenue	1979	NC	Outside Period of Significance
House	8620 Irvin Avenue	1957	C	Characteristic
House	8621 Irvin Avenue	1986	NC	Outside Period of Significance
House	8624 Irvin Avenue	1979	NC	Outside Period of Significance
House	8625 Irvin Avenue	1978	C	Characteristic
House	8626 Irvin Avenue	1979	NC	Outside Period of Significance
House	8627 Irvin Avenue	1969	C	Characteristic
House	8630 Irvin Avenue	1948	C	Characteristic
House	8631 Irvin Avenue	1987	NC	Outside Period of Significance
House	8633 Irvin Avenue	1961	C	Characteristic
House	8634 Irvin Avenue	1978	C	Characteristic
House	8636 Irvin Avenue	1978	C	Characteristic
House	8638 Irvin Avenue	1978	C	Characteristic
House	8639 Irvin Avenue	1961	C	Characteristic
House	3401 Jeff Road	1992	NC	Outside Period of Significance
House	3200 Johnson Court	1959	C	Characteristic
House	3202 Johnson Court	1959	C	Characteristic
House	3203 Johnson Court	1959	C	Characteristic
House	3204 Johnson Court	1959	C	Characteristic
House	3205 Johnson Court	1959	C	Characteristic
House	3206 Johnson Court	1959	C	Characteristic



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3207 Johnson Court	1959	C	Characteristic
House	3208 Johnson Court	1959	C	Characteristic
House	3209 Johnson Court	1959	C	Characteristic
House	3210 Johnson Court	1959	C	Characteristic
House	3211 Johnson Court	1959	C	Characteristic
House	3212 Johnson Court	1959	C	Characteristic
House	3213 Johnson Court	1959	C	Characteristic
House	3214 Johnson Court	1959	C	Characteristic
House	3215 Johnson Court	1959	C	Characteristic
House	7801 Johnson Avenue	1958	C	Characteristic
House	7802 Johnson Avenue	1959	C	Characteristic
House	7803 Johnson Avenue	1958	C	Characteristic
House	7804 Johnson Avenue	1959	C	Characteristic
House	7805 Johnson Avenue	1958	C	Characteristic
House	7806 Johnson Avenue	1959	C	Characteristic
House	7807 Johnson Avenue	1958	C	Characteristic
House	7808 Johnson Avenue	1959	C	Characteristic
House	7809 Johnson Avenue	1958	C	Characteristic
House	7810 Johnson Avenue	1959	C	Characteristic
House	7811 Johnson Avenue	1958	C	Characteristic
House	7812 Johnson Avenue	1959	C	Characteristic
House	7813 Johnson Avenue	1958	C	Characteristic
House	7814 Johnson Avenue	1959	C	Characteristic
House	7815 Johnson Avenue	1958	C	Characteristic
House	7816 Johnson Avenue	1959	C	Characteristic
House	7817 Johnson Avenue	1958	C	Characteristic
House	7818 Johnson Avenue	1959	C	Characteristic
House	7819 Johnson Avenue	1958	C	Characteristic
House	7820 Johnson Avenue	1959	C	Characteristic
House	7821 Johnson Avenue	1958	C	Characteristic
House	7900 Johnson Avenue	1959	C	Characteristic
House	7901 Johnson Avenue	1958	C	Characteristic
House	7902 Johnson Avenue	1959	C	Characteristic
House	7903 Johnson Avenue	1958	C	Characteristic
House	7904 Johnson Avenue	1959	C	Characteristic
House	7906 Johnson Avenue	1959	C	Characteristic
House	7908 Johnson Avenue	1959	C	Characteristic
House	7909 Johnson Avenue	1959	C	Characteristic
House	7910 Johnson Avenue	1959	C	Characteristic
House	7912 Johnson Avenue	1959	C	Characteristic
House	7913 Johnson Avenue	1959	C	Characteristic
House	7914 Johnson Avenue	1959	C	Characteristic
House	7915 Johnson Avenue	1959	C	Characteristic
House	7917 Johnson Avenue	1959	C	Characteristic
House	7918 Johnson Avenue	1959	C	Characteristic
House	7919 Johnson Avenue	1959	C	Characteristic
House	7920 Johnson Avenue	1959	C	Characteristic
House	7922 Johnson Avenue	1959	C	Characteristic
House	7924 Johnson Avenue	1959	C	Characteristic
Commercial	7932 Johnson Avenue	1970	C	Characteristic
Commercial	7940 Johnson Avenue	1986	NC	Outside Period of Significance
House	8607 Johnson Avenue	1992	NC	Outside Period of Significance
House	8613 Johnson Avenue	1984	NC	Outside Period of Significance
House	8614 Johnson Avenue	1987	NC	Outside Period of Significance
House	8616 Johnson Avenue	1987	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8617 Johnson Avenue	1984	NC	Outside Period of Significance
House	8618 Johnson Avenue	1987	NC	Outside Period of Significance
House	8620 Johnson Avenue	1985	NC	Outside Period of Significance
House	8621 Johnson Avenue	1962	C	Characteristic
House	8622 Johnson Avenue	1951	C	Characteristic
House	8623 Johnson Avenue	1961	C	Characteristic
House	8630 Johnson Avenue	2007	NC	Outside Period of Significance
House	8632 Johnson Avenue	1950	C	Characteristic
House	8633 Johnson Avenue	1963	C	Characteristic
House	8636 Johnson Avenue	1986	NC	Outside Period of Significance
House	8638 Johnson Avenue	1985	NC	Outside Period of Significance
House	8639 Johnson Avenue	1971	NC	Large additions have impacted the dwelling and it no longer contributes to the integrity and feeling of the district
House	8640 Johnson Avenue	1986	NC	Outside Period of Significance
House	8641 Johnson Avenue	1995	NC	Outside Period of Significance
House	8643 Johnson Avenue	1985	NC	Outside Period of Significance
House	8644 Johnson Avenue	1986	NC	Outside Period of Significance
House	8648 Johnson Avenue	1987	NC	Outside Period of Significance
House	8650 Johnson Avenue	1987	NC	Outside Period of Significance
House	8651 Johnson Avenue	1984	NC	Outside Period of Significance
House	8652 Johnson Avenue	1987	NC	Outside Period of Significance
House	2701 Kelner Drive	1963	C	Characteristic
House	2702 Kelner Drive	1963	C	Characteristic
House	2703 Kelner Drive	1963	C	Characteristic
House	2704 Kelner Drive	1963	C	Characteristic
House	2705 Kelner Drive	1963	C	Characteristic
House	2706 Kelner Drive	1963	C	Characteristic
House	2707 Kelner Drive	1963	C	Characteristic
House	2708 Kelner Drive	1963	C	Characteristic
House	2709 Kelner Drive	1963	C	Characteristic
House	2710 Kelner Drive	1963	C	Characteristic
House	2711 Kelner Drive	1963	C	Characteristic
House	2712 Kelner Drive	1963	C	Characteristic
House	2713 Kelner Drive	1963	C	Characteristic
House	2714 Kelner Drive	1963	C	Characteristic
House	2715 Kelner Drive	1963	C	Characteristic
House	2716 Kelner Drive	1963	C	Characteristic
House	2717 Kelner Drive	1963	C	Characteristic
House	2718 Kelner Drive	1963	C	Characteristic
House	2719 Kelner Drive	1963	C	Characteristic
House	2720 Kelner Drive	1963	C	Characteristic
House	2721 Kelner Drive	1963	C	Characteristic
House	2722 Kelner Drive	1963	C	Characteristic
House	2723 Kelner Drive	1963	C	Characteristic
House	2724 Kelner Drive	1963	C	Characteristic
House	8610 Leslie Avenue	1985	NC	Outside Period of Significance
House	8612 Leslie Avenue	1984	NC	Outside Period of Significance
House	8615 Leslie Avenue	1995	NC	Outside Period of Significance
House	8617 Leslie Avenue	1965	C	Characteristic
House	8618 Leslie Avenue	1984	NC	Outside Period of Significance
House	8621 Leslie Avenue	1975	C	Characteristic
House	8622 Leslie Avenue	1984	NC	Outside Period of Significance
House	8623 Leslie Avenue	1965	C	Characteristic
House	8625 Leslie Avenue	1990	NC	Outside Period of Significance

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8626 Leslie Avenue	1955	C	Characteristic
House	8627 Leslie Avenue	1963	C	Characteristic
House	8629 Leslie Avenue	1963	C	Characteristic
House	8630 Leslie Avenue	1954	C	Characteristic
House	8631 Leslie Avenue	1959	C	Characteristic
House	8632 Leslie Avenue	1950	C	Characteristic
House	8635 Leslie Avenue	1973	C	Characteristic
House	8636 Leslie Avenue	1979	NC	Outside Period of Significance
House	8637 Leslie Avenue	1951	C	Characteristic
House	8639 Leslie Avenue	1954	C	Characteristic
House	8640 Leslie Avenue	1978	C	Characteristic
House	8641 Leslie Avenue	1994	NC	Outside Period of Significance
House	8642 Leslie Avenue	1963	C	Characteristic
House	8643 Leslie Avenue	1970	C	Characteristic
House	8645 Leslie Avenue	2002	NC	Outside Period of Significance
House	8649 Leslie Avenue	1978	C	Characteristic
House	8650 Leslie Avenue	1953	C	Characteristic
House	8654 Leslie Avenue	1975	C	Characteristic
House	8655 Leslie Avenue	1970	C	Characteristic
House	8612 McLain Avenue	1956	C	Characteristic
Community Center	8615 McLain Avenue	1977	C	Characteristic
House	8618 McLain Avenue	1965	C	Characteristic
House	8633 McLain Avenue	1970	C	Characteristic
House	8635 McLain Avenue	1987	NC	Outside Period of Significance
House	8640 McLain Avenue	1979	NC	Outside Period of Significance
House	8644 McLain Avenue	1978	C	Characteristic
House	8648 McLain Avenue	1963	C	Characteristic
House	8650 McLain Avenue	1986	NC	Outside Period of Significance
House	8652 McLain Avenue	1979	NC	Outside Period of Significance
House	8656 McLain Avenue	1986	NC	Outside Period of Significance
House	8660 McLain Avenue	1987	NC	Outside Period of Significance
House	8705 McLain Avenue	1994	NC	Outside Period of Significance
House	8710 McLain Avenue	1994	NC	Outside Period of Significance
House	8714 McLain Avenue	1992	NC	Outside Period of Significance
House	8718 McLain Avenue	1991	NC	Outside Period of Significance
House	8721 McLain Avenue	1997	NC	Outside Period of Significance
House	8722 McLain Avenue	1991	NC	Outside Period of Significance
House	8723 McLain Avenue	1997	NC	Outside Period of Significance
House	8725 McLain Avenue	2001	NC	Outside Period of Significance
House	8728 McLain Avenue	1991	NC	Outside Period of Significance
House	8733 McLain Avenue	1964	C	Characteristic
Commercial	7907 Martin Luther King Jr. Highway	1958	C	Characteristic
Commercial	7909 Martin Luther King Jr. Highway	1960	C	Characteristic
Commercial	7910 Martin Luther King Jr. Highway	1974	C	Characteristic
Mosque	8000 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
Commercial	8005 Martin Luther King Jr. Highway	1971	C	Characteristic
Commercial	8100 Martin Luther King Jr. Highway	1962	C	Characteristic
Commercial	8200 Martin Luther King Jr. Highway	1984	NC	Outside Period of Significance



**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
American Legion	8201 Martin Luther King Jr. Highway	1990	NC	Outside Period of Significance
House	7900 Piedmont Avenue	1959	C	Characteristic
House	7901 Piedmont Avenue	1958	C	Characteristic
House	7902 Piedmont Avenue	1959	C	Characteristic
House	7903 Piedmont Avenue	1958	C	Characteristic
House	7904 Piedmont Avenue	1959	C	Characteristic
House	7905 Piedmont Avenue	1958	C	Characteristic
House	7906 Piedmont Avenue	1959	C	Characteristic
House	7908 Piedmont Avenue	1959	C	Characteristic
House	7909 Piedmont Avenue	1958	C	Characteristic
House	7910 Piedmont Avenue	1959	C	Characteristic
House	7911 Piedmont Avenue	1958	C	Characteristic
House	7912 Piedmont Avenue	1959	C	Characteristic
House	7913 Piedmont Avenue	1958	C	Characteristic
House	7914 Piedmont Avenue	1959	C	Characteristic
House	7915 Piedmont Avenue	1958	C	Characteristic
House	7916 Piedmont Avenue	1959	C	Characteristic
House	7918 Piedmont Avenue	1959	C	Characteristic
House	7920 Piedmont Avenue	1959	C	Characteristic
Public Park	7921 Piedmont Avenue	1974	C	Characteristic
House	7922 Piedmont Avenue	1959	C	Characteristic
House	7924 Piedmont Avenue	1959	C	Characteristic
House	7926 Piedmont Avenue	1959	C	Characteristic
House	7928 Piedmont Avenue	1959	C	Characteristic
House	7930 Piedmont Avenue	1959	C	Characteristic
House	7932 Piedmont Avenue	1959	C	Characteristic
House	7935 Piedmont Avenue	1988	NC	Outside Period of Significance
House	7939 Piedmont Avenue	1919	NC	Outside Period of Significance
House	7941 Piedmont Avenue	1957	C	Characteristic
House	3100 Polk Court	1964	C	Characteristic
House	3101 Polk Court	1964	C	Characteristic
House	3102 Polk Court	1964	C	Characteristic
House	3103 Polk Court	1964	C	Characteristic
House	7900 Polk Street	1964	C	Characteristic
House	7901 Polk Street	1964	C	Characteristic
House	7902 Polk Street	1964	C	Characteristic
House	7903 Polk Street	1964	C	Characteristic
House	7904 Polk Street	1964	C	Characteristic
House	7905 Polk Street	1964	C	Characteristic
House	7906 Polk Street	1964	C	Characteristic
House	7907 Polk Street	1964	C	Characteristic
House	7908 Polk Street	1964	C	Characteristic
House	7909 Polk Street	1964	C	Characteristic
House	7910 Polk Street	1964	C	Characteristic
House	7911 Polk Street	1964	C	Characteristic
House	7912 Polk Street	1964	C	Characteristic
House	7913 Polk Street	1964	C	Characteristic
House	7914 Polk Street	1964	C	Characteristic
House	7915 Polk Street	1964	C	Characteristic
House	7916 Polk Street	1964	C	Characteristic
House	7917 Polk Street	1964	C	Characteristic
House	7918 Polk Street	1964	C	Characteristic
House	7919 Polk Street	1964	C	Characteristic
House	7920 Polk Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	7921 Polk Street	1964	C	Characteristic
House	7922 Polk Street	1964	C	Characteristic
House	7923 Polk Street	1964	C	Characteristic
House	7924 Polk Street	1964	C	Characteristic
House	7925 Polk Street	1964	C	Characteristic
House	7927 Polk Street	1964	C	Characteristic
House	7929 Polk Street	1964	C	Characteristic
House	7931 Polk Street	1964	C	Characteristic
House	7933 Polk Street	1964	C	Characteristic
House	7934 Polk Street	1964	C	Characteristic
House	7935 Polk Street	1964	C	Characteristic
House	7936 Polk Street	1964	C	Characteristic
House	7937 Polk Street	1964	C	Characteristic
House	7938 Polk Street	1964	C	Characteristic
House	7939 Polk Street	1964	C	Characteristic
House	2901 Reed Street	1976	C	Characteristic
House	2910 Reed Street	1970	C	Characteristic
House	2912 Reed Street	1970	C	Characteristic
House	2914 Reed Street	1970	C	Characteristic
House	2916 Reed Street	1970	C	Characteristic
House	2918 Reed Street	1970	C	Characteristic
House	2920 Reed Street	1970	C	Characteristic
House	3105 Reed Street	1978	C	Characteristic
Apartments	3201-3203 Reed Street	1965	C	Characteristic
Apartments	3200-3204 Reed Street	1965	C	Characteristic
Apartments	3206-3208 Reed Street	1965	C	Characteristic
Apartments	3210-3212 Reed Street	1965	C	Characteristic
House	8500 Reicher Street	1963	C	Characteristic
House	8501 Reicher Street	1963	C	Characteristic
House	8502 Reicher Street	1963	C	Characteristic
House	8503 Reicher Street	1963	C	Characteristic
House	8504 Reicher Street	1963	C	Characteristic
House	8506 Reicher Street	1963	C	Characteristic
House	8508 Reicher Street	1963	C	Characteristic
House	8600 Reicher Street	1963	C	Characteristic
House	8601 Reicher Street	1964	C	Characteristic
House	8602 Reicher Street	1963	C	Characteristic
House	8603 Reicher Street	1964	C	Characteristic
House	8604 Reicher Street	1964	C	Characteristic
House	8605 Reicher Street	1964	C	Characteristic
House	8606 Reicher Street	1963	C	Characteristic
House	8607 Reicher Street	1964	C	Characteristic
House	8608 Reicher Street	1963	C	Characteristic
House	8609 Reicher Street	1964	C	Characteristic
House	8610 Reicher Street	1964	C	Characteristic
House	8611 Reicher Street	1964	C	Characteristic
House	8612 Reicher Street	1964	C	Characteristic
House	8613 Reicher Street	1964	C	Characteristic
House	8615 Reicher Street	1964	C	Characteristic
House	8616 Reicher Street	1964	C	Characteristic
House	8617 Reicher Street	1964	C	Characteristic
House	8619 Reicher Street	1963	C	Characteristic
House	8620 Reicher Street	1964	C	Characteristic
House	8621 Reicher Street	1963	C	Characteristic
House	8622 Reicher Street	1964	C	Characteristic

**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	8623 Reicher Street	1963	C	Characteristic
House	8624 Reicher Street	1964	C	Characteristic
House	8625 Reicher Street	1963	C	Characteristic
House	8626 Reicher Street	1964	C	Characteristic
House	8628 Reicher Street	1964	C	Characteristic
House	8630 Reicher Street	1964	C	Characteristic
House	8632 Reicher Street	1964	C	Characteristic
House	8634 Reicher Street	1964	C	Characteristic
House	8636 Reicher Street	1964	C	Characteristic
House	8700 Reicher Street	1967	C	Characteristic
House	8701 Reicher Street	1967	C	Characteristic
House	8702 Reicher Street	1967	C	Characteristic
House	8703 Reicher Street	1967	C	Characteristic
House	8704 Reicher Street	1967	C	Characteristic
House	8706 Reicher Street	1967	C	Characteristic
House	8708 Reicher Street	1967	C	Characteristic
Public Park	8710 Reicher Street	1970	C	Resource constructed within the period of significance for the district and reflects the elements that make the historic district eligible for the NRHP
House	8906 Scheurer Street	1964	C	Characteristic
House	8907 Scheurer Street	1964	C	Characteristic
House	8908 Scheurer Street	1964	C	Characteristic
House	8909 Scheurer Street	1964	C	Characteristic
House	8910 Scheurer Street	1964	C	Characteristic
House	8912 Scheurer Street	1964	C	Characteristic
House	3408 St. Johns Place	1964	C	Characteristic
House	3409 St. Johns Place	1964	C	Characteristic
House	3410 St. Johns Place	1964	C	Characteristic
House	3411 St. Johns Place	1964	C	Characteristic
House	3500 St. Johns Place	1964	C	Characteristic
House	3501 St. Johns Place	1964	C	Characteristic
House	3502 St. Johns Place	1964	C	Characteristic
House	3503 St. Johns Place	1964	C	Characteristic
House	3504 St. Johns Place	1964	C	Characteristic
House	3505 St. Johns Place	1964	C	Characteristic
House	3506 St. Johns Place	1964	C	Characteristic
House	3507 St. Johns Place	1964	C	Characteristic
House	3508 St. Johns Place	1964	C	Characteristic
House	3509 St. Johns Place	1964	C	Characteristic
House	3510 St. Johns Place	1964	C	Characteristic
House	3600 St. Johns Place	1964	C	Characteristic
House	3601 St. Johns Place	1964	C	Characteristic
House	3602 St. Johns Place	1964	C	Characteristic
House	3603 St. Johns Place	1964	C	Characteristic
House	3604 St. Johns Place	1964	C	Characteristic
House	3605 St. Johns Place	1964	C	Characteristic
House	3606 St. Johns Place	1964	C	Characteristic
House	3607 St. Johns Place	1964	C	Characteristic
House	3608 St. Johns Place	1964	C	Characteristic
House	3609 St. Johns Place	1964	C	Characteristic
House	3610 St. Johns Place	1964	C	Characteristic
House	3611 St. Johns Place	1964	C	Characteristic
House	3612 St. Johns Place	1964	C	Characteristic
House	3613 St. Johns Place	1964	C	Characteristic



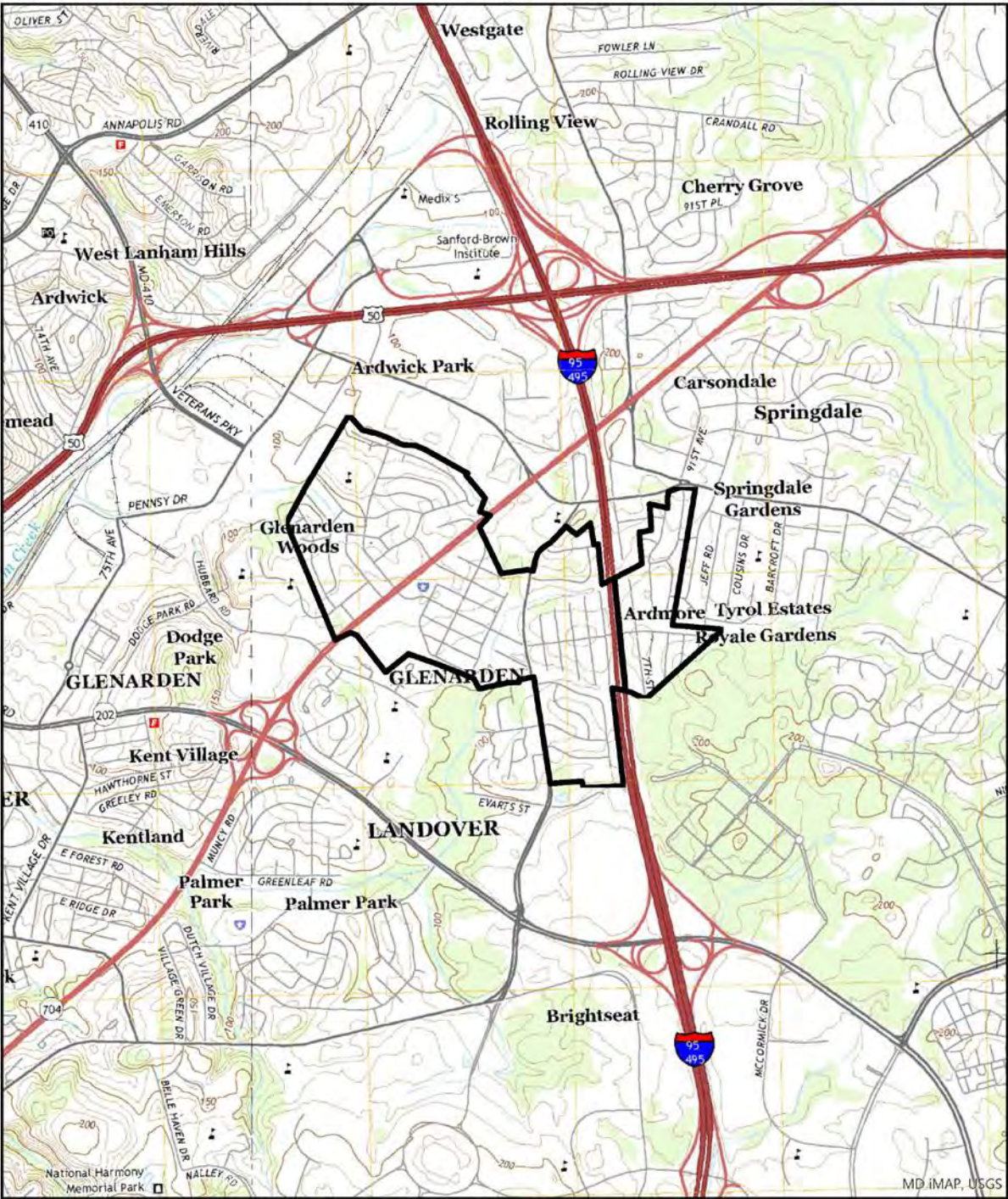
**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	3614 St. Johns Place	1964	C	Characteristic
House	3615 St. Johns Place	1964	C	Characteristic
House	3616 St. Johns Place	1964	C	Characteristic
House	3617 St. Johns Place	1964	C	Characteristic
House	3618 St. Johns Place	1964	C	Characteristic
House	3619 St. Johns Place	1964	C	Characteristic
House	8800 Sterling Street	1963	C	Characteristic
House	8801 Sterling Street	1963	C	Characteristic
House	8802 Sterling Street	1964	C	Characteristic
House	8803 Sterling Street	1963	C	Characteristic
House	8804 Sterling Street	1964	C	Characteristic
House	8805 Sterling Street	1963	C	Characteristic
House	8806 Sterling Street	1963	C	Characteristic
House	8807 Sterling Street	1963	C	Characteristic
House	8808 Sterling Street	1964	C	Characteristic
House	8812 Sterling Street	1964	C	Characteristic
House	8813 Sterling Street	1930	NC	Characteristic
House	8816 Sterling Street	1964	C	Characteristic
House	8817 Sterling Street	2015	NC	Outside Period of Significance
House	8820 Sterling Street	1964	C	Characteristic
House	8821 Sterling Street	1940	C	Characteristic
House	8824 Sterling Street	1964	C	Characteristic
House	8828 Sterling Street	1964	C	Characteristic
House	2800 Swann Wing Court	2015	NC	Outside Period of Significance
House	2802 Swann Wing Court	2014	NC	Outside Period of Significance
House	3100 Tyler Court	1964	C	Characteristic
House	3101 Tyler Court	1964	C	Characteristic
House	3102 Tyler Court	1964	C	Characteristic
House	3103 Tyler Court	1964	C	Characteristic
House	3104 Tyler Court	1964	C	Characteristic
House	7810 Tyler Street	1959	C	Characteristic
House	7902 Tyler Street	1964	C	Characteristic
House	7904 Tyler Street	1964	C	Characteristic
House	7906 Tyler Street	1964	C	Characteristic
House	7907 Tyler Street	1964	C	Characteristic
House	7908 Tyler Street	1964	C	Characteristic
House	7910 Tyler Street	1964	C	Characteristic
House	7911 Tyler Street	1964	C	Characteristic
House	7912 Tyler Street	1964	C	Characteristic
House	7913 Tyler Street	1964	C	Characteristic
House	7914 Tyler Street	1964	C	Characteristic
House	7915 Tyler Street	1964	C	Characteristic
House	7916 Tyler Street	1964	C	Characteristic
House	7917 Tyler Street	1964	C	Characteristic
House	7918 Tyler Street	1964	C	Characteristic
House	7919 Tyler Street	1964	C	Characteristic
House	7926 Tyler Street	1964	C	Characteristic
House	7928 Tyler Street	1964	C	Characteristic
House	7930 Tyler Street	1964	C	Characteristic
House	7931 Tyler Street	1964	C	Characteristic
House	1301 Wesley Street	1990	NC	Outside Period of Significance
House	1307 Wesley Street	1989	NC	Outside Period of Significance
House	1311 Wesley Street	1989	NC	Outside Period of Significance
House	1315 Wesley Street	1989	NC	Outside Period of Significance
House	1401 Wesley Street	1989	NC	Outside Period of Significance

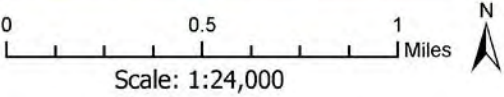
**Glenarden Historic District (PG:72-26; PG:73-26)**  
**East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50**  
**Glenarden, Prince George's County, Maryland**

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	1409 Wesley Street	1989	NC	Outside Period of Significance
House	1414 Wesley Street	1965	C	Characteristic
House	1415 Wesley Street	1989	NC	Outside Period of Significance
House	1505 Wesley Street	1986	NC	Outside Period of Significance
House	1509 Wesley Street	1951	C	Characteristic
House	1521 Wesley Street	1968	C	Characteristic
House	1525 Wesley Street	1987	NC	Outside Period of Significance
House	1527 Wesley Street	1987	NC	Outside Period of Significance
House	1529 Wesley Street	1987	NC	Outside Period of Significance

**Glenarden Historic District** Prince George's County  
Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover

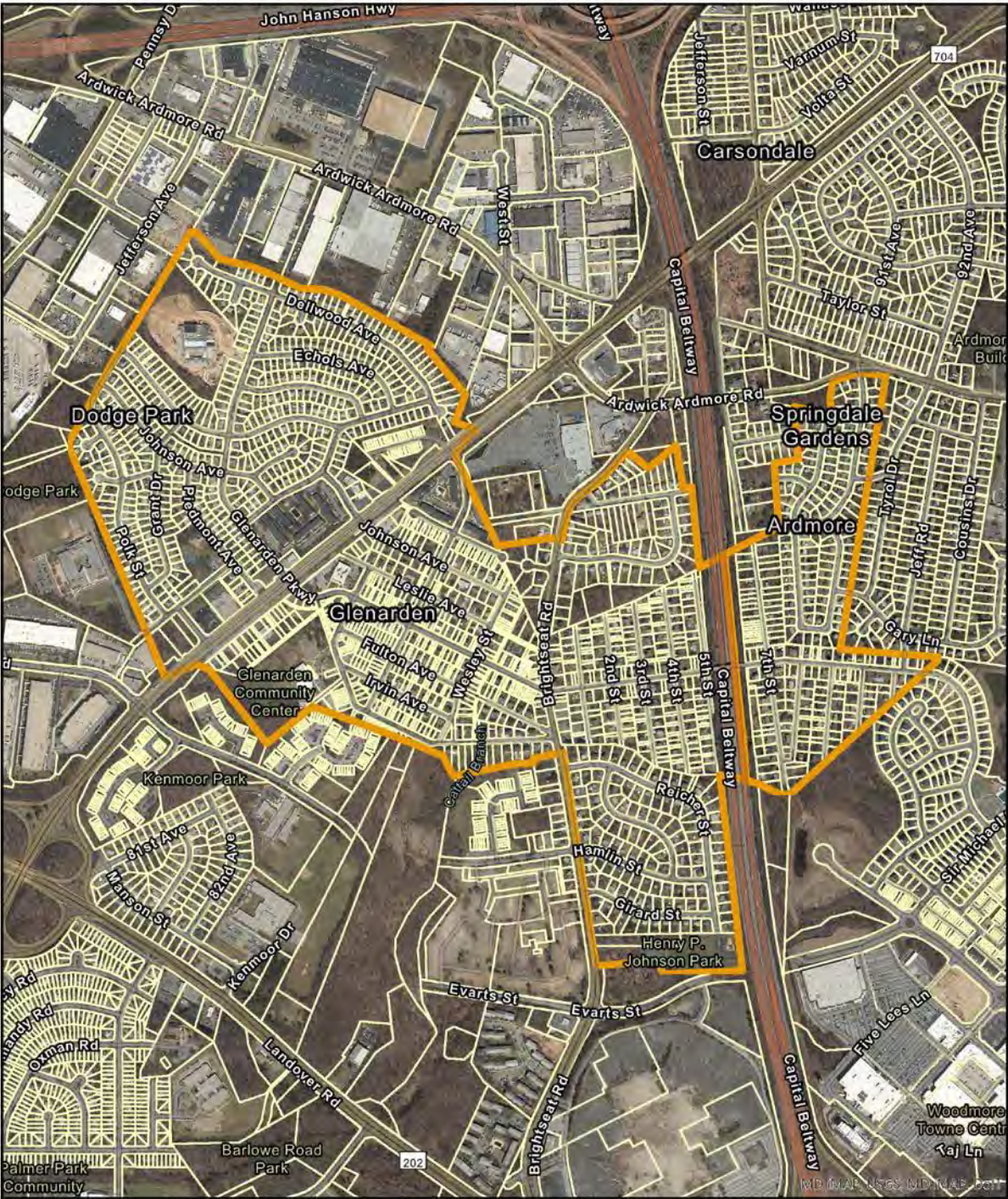


USGS 7.5' Quadrangle - Lanham

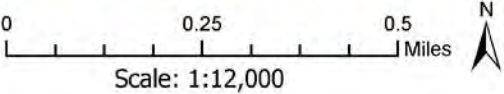




**Glenarden Historic District** Prince George's County  
Location: East and west side of I-495 and Martin Luther King Jr. Highway, south of U.S. Route 50 City: Lanham, Upper Marlboro, Landover



USGS 7.5' Quadrangle - Lanham







Community park on Church Street, facing northwest.



7914 Piedmont Avenue in Glenarden Woods, facing northeast.



7913 Echols Avenue, north elevation.



View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.





The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.



Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.



Single-family dwellings on 7th Street in Glenarden Heights, facing south.



View of houses on McLain Avenue, looking southwest from Fulton Avenue.





Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.



Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.





Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.



View along south side of Amador Drive in Ardmore Village, looking east.



View of 8605 Hamlin Street in Royale Gardens, looking southwest.



Streetscape of Girard Street in Royale Gardens, looking southeast.

**PHOTO LOG**

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Number of Photos: **14**

Name of Photographer: **Danae Peckler, Melissa Butler**

Date of Photographs: **2018-08-07**

Location of Original Digital File: **MD SHPO**

File Format: **PG:73-26\_2018-08-07\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Community park on Church Street, facing northwest.

02.tif

7914 Piedmont Avenue in Glenarden Woods, facing northeast.

03.tif

7913 Echols Avenue, north elevation.

04.tif

View of Hayes Street streetscape, looking east from Echols Avenue intersection in Glenarden Woods.

05.tif

The Glens at Arden Park, looking north at main entrance to 7930-7932 Glenarden Parkway.

06.tif

Glenarden Branch Library at 8724 Glenarden Parkway, south elevation.

07.tif

Single-family dwellings on 7th Street in Glenarden Heights, facing south.

08.tif

View of houses on McLain Avenue, looking southwest from Fulton Avenue.

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Glenarden Public Housing office at 8639 Glenarden Parkway, northeast elevation.

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Glenarden Public Housing at 8637 Glenarden Parkway, looking southwest.

11.tif

Streetscape showing 3512-3516 Edwards Street in Edwards Estates, facing northwest.

12.tif

View along south side of Amador Drive in Ardmore Village, looking east.

13.tif

View of 8605 Hamlin Street in Royale Gardens, looking southwest.

14.tif

Streetscape of Girard Street in Royale Gardens, looking southeast.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Glenn-Hills

Inventory Number: PG:76B-86

Address: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west.

Historic District: Yes

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0097

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine M. Watts

Date Prepared: Jul 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Glenn-Hills is a planned residential neighborhood in Temple Hills, bounded by the Yorkshire Village subdivision to the north, Old Branch Avenue to the east, and the Middleton Farm subdivision to the south and west. The approximately 15.5-acre neighborhood comprises three cul-de-sacs, one side street, and portions of Old Branch Avenue, a main thoroughfare in this part of Prince George's County. Glenn-Hills lacks sidewalks and community amenities, but has street lamps on utility poles. The 29 single-family dwellings sit on individual lots measuring between 0.25 and 0.65 acre, the majority of which are closer to 0.25 acre. A mix of gravel and paved driveways provide access to the primary entrances. Some houses have paved pedestrian paths to the street. The individual lots are landscaped with grassy lawns with scattered trees, bushes at the façade and moderate tree coverage in rear yards, some of which are fenced. A few front yards are fenced with metal chain-link fences. Secondary resources include sheds and detached garages.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

## Description:

Glenn-Hills is a planned residential neighborhood built between 1935 and 1956, with the majority of houses built by 1940. One Two-Story Massed modern infill house (5206 Glenn Hills Roadway) was built in 2016. Middleton Lane and the Glenn Hills Roadway cul-de-sac branch off of Old Branch Avenue, while the Edgewood Drive and Springwood Drive cul-de-sacs branch off of these two. The majority of dwellings are Cape Cod houses, with a few Craftsman-style bungalows and two Two-Story Massed houses (one that is infill, one that is a modification).

Dwellings in Glenn-Hills are primarily three bays wide and one-and-a-half stories, clad in brick veneer or siding (vinyl, asbestos, and wood). Roofs are primarily side-gabled with front-gabled dormers, sheathed in asphalt shingles. Most dwellings have an exterior-end brick chimney, although there are some central-interior and interior-ridge brick chimneys. Primary entrances are centrally located on the façade and contain a single-leaf fiberglass door. A few original paneled wood doors remain, such as the one at 5208 Springwood Drive. Storm doors are common. Some houses have a front-gabled entry porch, while a few have full-length shed-roofed porches along the façade. Original windows are six-over-six and six-over-one, double-hung-sash, wood-frame units. Replacement windows are very common and include one-over-one, double-hung-sash vinyl units, often in pairs. Vinyl louvered and paneled shutters are present on the façades of most houses. Small side or rear additions are common.

## Historic Context:

Glenn-Hills was platted in 1939 on land originally part of a large farm belonging to Theodore. B. Middleton (PGCPB BB 7, 60; SHD 4, 92). The Glenn-Hills plat was drawn for Mildred Wheatley and W. Alvin Lusby, who owned the majority of the property, along with five men, Howard J. Beall, Harry E. Taltavull, John M. Taltavull, William H. Taylor, and Clyde L. Bell, who had already purchased individual lots in the subdivision, the majority of which were on Middleton Avenue (PGCPB BB 7, 60). While 42 lots were planned, only 29 houses were built, and neither Springwood Drive nor Glenn Hills Roadway connected to Edgewood Drive as drawn on the plat. Twenty-two houses were built by 1940, and research indicates that a variety of owners and builders operated independently of one another to construct houses and sell them to individual buyers. The largest property owner, W. Alvin Lusby, was an investor and builder in the Prince George's County area, and received several building permits from the county in the early 1950s. No permits specifically for houses in Glenn-Hills were found, but there was a permit issued to Lusby in 1957 for a house at 5203 Middleton Lane (The Evening Star 1957: B-9). Present numbering for Middleton Lane starts in the 5600s, suggesting the street may have been renumbered. Research did not yield any newspaper advertisements for Glenn-Hills.

## Evaluation:

Glenn-Hills was evaluated as a planned residential neighborhood in the Modern Period (1930-1960) in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Glenn-Hills is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs from the Modern Period. The subdivision is not the first of its kind in the area nor is it known to have shaped future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Glenn-Hills is not eligible under Criterion A.

The initial investors in Glenn-Hills: Howard J. Beall, Harry E. Taltavull, John M. Taltavull, William H. Taylor, and Clyde L. Bell, W. Alvin Lusby, and Mildred Wheatley, are not known to have any significant influence on suburbanization in Maryland. Research has not shown that Glenn-Hills is associated with the lives of any other persons significant in the past. Therefore, Glenn-Hills is not eligible under Criterion B.

Glenn-Hills is not a good example of a planned residential neighborhood of the era. The subdivision is small in scale, and its Cape Cod houses represent common styles and forms. The houses are not the work of master architects, and the development does not convey any distinctive characteristics or artistic value. For these reasons, this resource is not eligible under Criterion C. It was not evaluated under Criterion D.

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The boundary for the resource encompasses approximately 15.5 acres and is roughly bounded by Yorkshire Village subdivision to the north, Old Branch Avenue to the east, and Middleton Farm subdivision to the south and west. It includes multiple parcels on Prince George's County Tax Map 0097 (2019).

References:

The Evening Star. 1929. "T.B. Middleton, 72, Politician, Expires." August 7, 1929, 4.

---1937. "Baby Farms and Small Tracts at Absolute Auction." Advertisement. June 5, 1937, C-16.

---1957. "More Homes Authorized in Prince Georges County." April 13, 1957, B-9.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed July 15, 2019.

<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed July 15, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s152>.

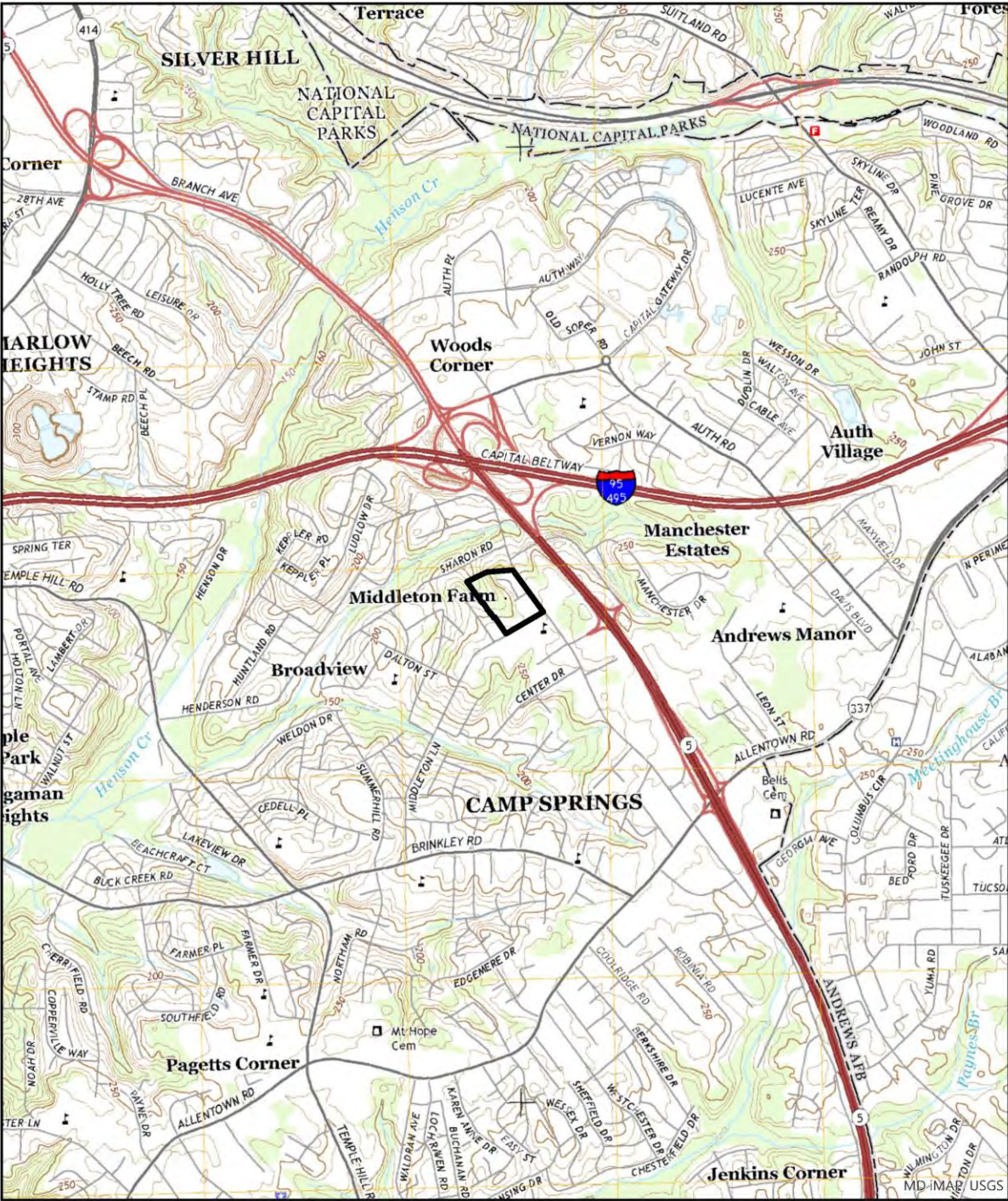


Glenn-Hills

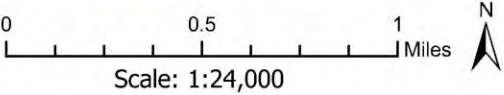
Prince George's County

Location: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west.

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia





Glenn-Hills

Prince George's County

Location: Yorkshire Village subdivision to the north, Old Branch Avenue to the east, Middleton Farm subdivision to the south and west.

City: Temple Hills







5505 Old Branch Avenue, northwest elevation.



5517 Old Branch Avenue, northeast oblique.





Streetscape on Middleton Lane showing 5605 and 6507, looking northwest.



5605 Middleton Lane, southwest oblique.





5609 Middleton Lane, southeast elevation.



5613 Middleton Lane, southeast elevation.





5506 Edgewood Drive, southwest oblique.



5500 Edgewood Drive, southwest oblique.





5204 Springwood Drive, southwest elevation.



5214 Glenn Hills Roadway, southeast oblique.





5206 Glenn Hills Roadway, looking west.

**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Katherine M. Watts**

Date of Photographs: **2019-07-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76B-86\_2019-07-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

5505 Old Branch Avenue, northwest elevation.

02.tif

5517 Old Branch Avenue, northeast oblique.

03.tif

Streetscape on Middleton Lane showing 5605 and 6507, looking northwest.

04.tif

5605 Middleton Lane, southwest oblique.

05.tif

5609 Middleton Lane, southeast elevation.

06.tif

5613 Middleton Lane, southeast elevation.

07.tif

5506 Edgewood Drive, southwest oblique.

08.tif

5500 Edgewood Drive, southwest oblique.

09.tif

5204 Springwood Drive, southwest elevation.

10.tif

5214 Glenn Hills Roadway, southeast oblique.

11.tif

5206 Glenn Hills Roadway, looking west.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Goddard Space Village

Inventory Number: PG:67-70

Address: East of I-495 and west of the Hanover Parkway

Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Hanover Greenbelt LLC

Tax Account ID: 21-2410686

Tax Map Parcel(s): 0000

Tax Map: 0034

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Goddard Space Village, currently known as The Hanover Apartments, is a garden apartment complex located on a 14.7-acre lot on the west side of Hanover Parkway in Greenbelt. It is bound by I-495 to the west, the Hunting Ridge Condominiums to the south, Hanover Parkway to the east, and a wooded lot to the north. The complex is set on a sloped lot covered by a manicured grass lawn and sparse trees. Buildings are lined with concrete sidewalks, and brick retaining walls lined with a metal rail are located throughout the property. The complex is composed of nine apartment buildings, a playground, two pools, a pool house/leasing office, three storage sheds, garage, and an entrance sign. The complex is accessed by a driveway from Hanover Parkway in the northern portion of the property. The parking areas in between

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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or adjacent to apartment buildings, primarily oriented northwest to southeast, stem off of the driveway. Metal lampposts and vinyl trash enclosures are scattered throughout the complex.

Description:

Goddard Space Village is a garden apartment complex constructed in 1966 during the Suburban Diversification Period (1961-1980). The linear apartment buildings are three to four stories in height, 12 bays wide, and constructed with minimal Contemporary-style influences. They are set on a full basement, typically exposed as a full story on the rear elevation, clad in a stretcher-bond brick veneer. The structural system is also clad in a brick veneer with parged paneling between slightly recessed windows on each story. Decorative concrete blocks partially cover access stairwells. Roofs are flat with metal coping and wide overhanging eaves. Metal flues pierce the roof slopes.

Four primary entrances are located on each building's façade and lead to partially open stair wells providing access to individual apartment units. They are accessed by a concrete entry porch lined by a metal rail and covered by a front-gabled or shed roof supported by square metal posts. Windows are metal-frame, sliding units and are commonly paired. Secondary entrances, most likely to community areas such as laundry rooms, are located on side elevations and are filled with a single-leaf metal door. Each apartment unit features a rear elevation, recessed concrete balcony or patio. Balconies are lined with a metal rail and reinforced by metal supports. Sliding, metal-frame, glass doors provide access to balconies and patios. One apartment building (7052-7060) features a one-story, brick-clad attached utility building on the west elevation. It has a flat roof with metal coping and a tall brick flue at its connection with the apartment building. A single-leaf metal door is located on the north elevation, and metal-vented openings are located on all other elevations.

The recently renovated circa-1966, one-story, L-shaped pool house/leasing office is located in the northernmost corner of the property. It is clad in composite siding and covered by a cross-gabled roof with wide boxed eaves sheathed in asphalt shingles. An elevated front-gabled peak highlights the primary entrance, and a hipped cupola is situated in the southern half of the building. Fenestration includes double-leaf, metal-frame glass doors and fixed, metal-frame windows. To the north of the pool house/leasing office is a circa-1966 in-ground concrete pool with attached wading pool, surrounded by a concrete patio and enclosed by metal fencing.

A circa-1980, one-story, two-bay, vinyl-clad garage is located north of Building 7140-7158. It is covered by a front-gabled roof and features two metal garage doors in the east elevation. Three recent prefabricated one-story, front-gabled sheds are located along the western boundary. A circa-2006, metal and stone-clad sign is situated on the south side of the primary entrance from Hanover Parkway.

Historic Context:

In 1960, Schrom Construction, Inc., sold a 58.7-acre parcel to Overlook Farms Construction Co., Inc., which submitted a plat for Parcel A of the Schrom Village Apartments (Prince George's County Deed Book [PGCDB] 2471, 345; Prince George's County Plat Book [PGCPB] 57, 21). In 1966, Overlook Farms Construction Co., Inc., built the Goddard Space Village on a 14.7-acre portion of the parcel (The Washington Post and Times Herald 1966a, D15). Oakland Construction Corp. constructed the underground

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water systems for \$17,505 (The Washington Post and Times Herald 1966b, E16). The complex was named after the Goddard Space Flight Center of the National Aeronautics and Space Administration located to the northeast.

The one-, two-, and three-bedroom apartments, featuring foyer entrances, “vast” closet space, “gourmet” kitchens, individual climate controls, and balconies or patios, were advertised from \$115 to \$147.50/month including all utilities and amenities such as playground and pool access (The Sunday Star 1967, F-10; The Washington Post and Times Herald 1966a, D15; 1967, A3). Initial advertisements also focused on the complex’s proximity to excellent schools, shopping, and I-495; they featured an outer space-theme with images of the playground that included a space ship with an attached slide that emphasized down-to-earth prices (The Washington Post and Times Herald 1966a, D15; 1967, A3). Prices rose to \$415/month for a three-bedroom apartment in 1980 (The Washington Post 1980a, D9; The Washington Post and Times Herald 1972, C7). In the 1970s and 1980s, two major fires resulted in \$75,000 to \$100,000 in damages (The Washington Post 1980b, C1). After being acquired by Asher Investments, Inc., a Colorado real estate company, the apartment complex’s name was changed to Greenway Village Apartments following a trend of apartment complexes constructed between the 1950s and 1970s attempting to alter their physical image to draw in new renters (Hankin 1987, E1). In the late 1990s, prices for single-bedroom apartments rose to \$700/month (The Washington Post 1998, D25). The complex was sold again in 2006 to Federal Capital Partners and Angelo, Gordon, and Co. for \$23,500,000. They intended renovation or full redevelopment of the property as an age-restricted community; however, after renovation they left it as a multi-family residential complex and changed the name to The Hanover Apartments (Kirkman 2006, D3).

Research did not provide much information about the Overlook Farms Construction Co., Inc. However, they were investigated by the Federal Trade Commission in 1968 for advertising that their rental properties were available to the general public without restriction when in fact, they were not available for rent by African American applicants (The Washington Post and Times Herald 1968, C4). It was not clear if this discrimination included Goddard Space Village.

#### Evaluation:

Goddard Space Village was evaluated as a garden apartment complex in the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Goddard Space Village is a modest and basic example of a garden apartment complex from the Suburban Diversification Period (1961-1980). It did not introduce design innovations and does not have significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Research did not indicate that Overlook Farms Construction Co., Inc., had a significant influence on suburban development in Maryland. Furthermore, research does not indicate that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.



As a garden apartment complex, Goddard Space Village includes standard features typical of the period such as community amenities and private balconies/patios. The resource does not convey any distinctive characteristics or artistic value and is a basic and modest example of a garden apartment complex of the period. It conveys no distinctive characteristics or artistic value nor is it the work of a master. Furthermore, the complex has been renovated and refurbished several times. As a result, the complex is not eligible under Criterion C. Goddard Space Village was not evaluated under Criterion D.

The resource encompasses 14.7 acres and is bounded by I-495 to the west, the Hunting Ridge Condominiums to the south, Hanover Parkway to the east, and a wooded lot to the north. The complex is confined to the current property lot number 21-2410686, which can be found on Prince George's County Tax Map 0034 and also as seen in Prince George's County Plat Book 57, page 21.

#### References:

Hankin, Sam. 1987. "Refurbished Area Apartments Are Changing Their Names." July 25, 1987, E1.

Kirkman, Chris. 2006. "Building Spec Raises Specter of Glut." August 7, 2006, D3.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 20, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision Plats, Archives of Maryland Online. Accessed March 20, 2019. <http://plats.net/pages/plats.aspx?cid=PG>.

The Sunday Star. 1967. "Goddard Space Village." June 11, 1967, F-10.

The Washington Post. 1980a. Classified Ad 9. July 20, 1980, D9.

--- 1980b. "Man, Wife Injured in Greenbelt." January 25, 1980, C1.

--- 1998. Classified Ad 6. November 29, 1998, D25.

The Washington Post and Times Herald. 1966a. "Named for Space Center, Goddard Village Open." October 15, 1966, D15.

--- 1966b. "8 Contracts Awarded by WSSC." August 6, 1966, E16.

--- 1967. "From Playgrounds to Apartments at Goddard Space Village." July 1, 1967, A3.

--- 1968. "FTC Drops Racial Probe in Rental Ads." December 10, 1968, C4.

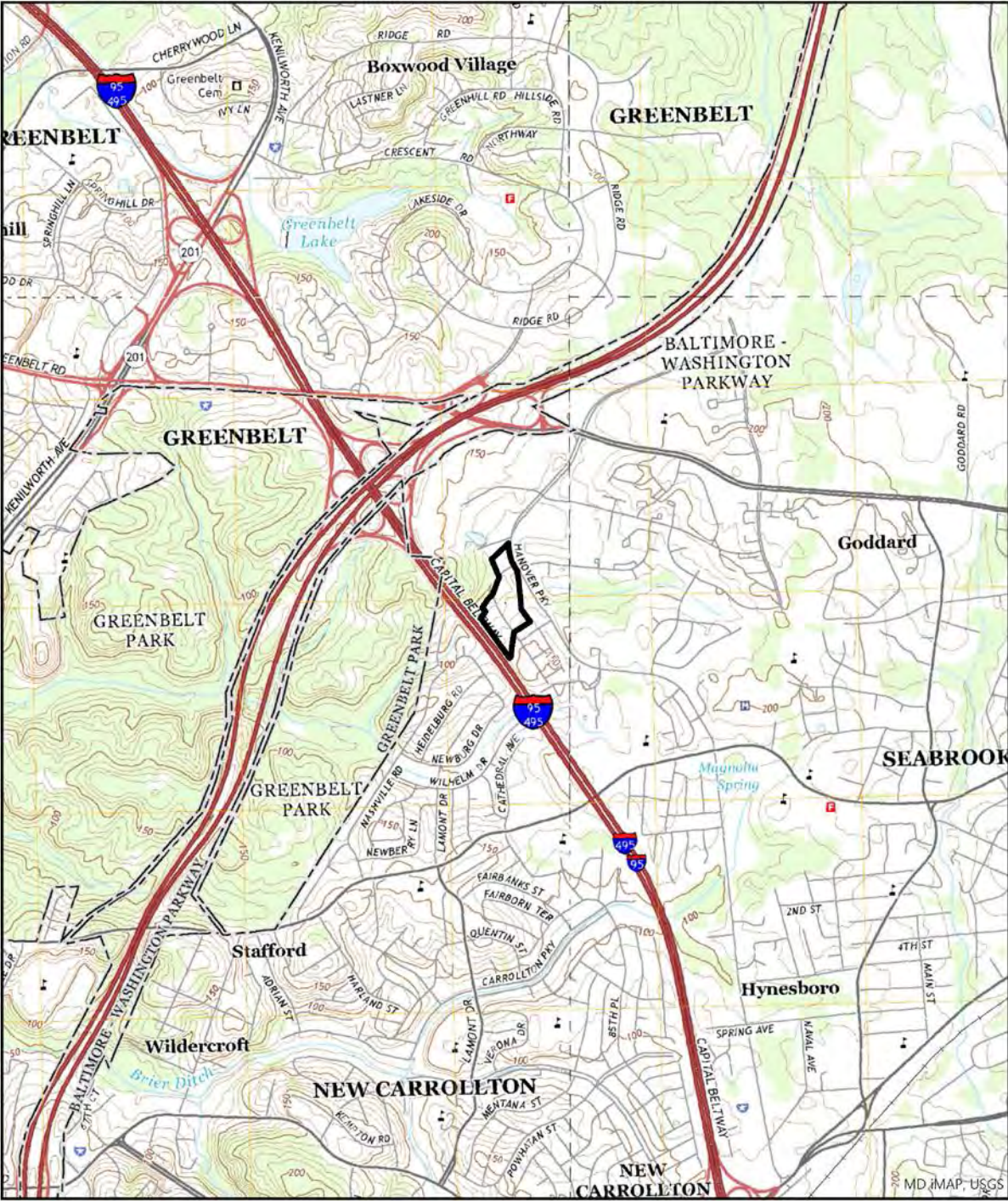
--- 1972. "Fire Causes Damage to Md. Building." February 4, 1972, C7.

**Goddard Space Village**

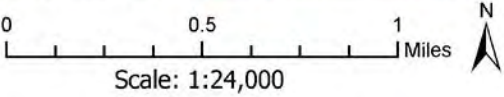
Prince George's County

Location: East of I-495 and west of the Hanover Parkway

City: Greenbelt



USGS 7.5' Quadrangle - Washington East





**Goddard Space Village**

Location: East of I-495 and west of the Hanover Parkway

Prince George's County

City: Greenbelt







Overview of easternmost buildings, looking southeast from building 7070-7158.



Detail of entrance at building 7064, looking east.



Building 7070-7158, north oblique.



Pool house/ leasing office, southwest elevation.





Garage north of building 7070-7158, east oblique.



Playground, looking northeast.





Pool, looking northeast.



Storage sheds in western part of complex, looking south.



Utilities building, looking east.

**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-26**

Location of Original Digital File: **MD SHPO**

File Format: **PG:67-70\_2018-10-26\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Overview of easternmost buildings, looking southeast from building 7070-7158.

02.tif

Detail of entrance at building 7064, looking east.

03.tif

Building 7070-7158, north oblique.

04.tif

Pool house/ leasing office, southwest elevation.

05.tif

Garage north of building 7070-7158, east oblique.

06.tif

Playground, looking northeast.

07.tif

Pool, looking northeast.

08.tif

Storage sheds in western part of complex, looking south.

09.tif

Utilities building, looking east.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Good Luck Estates

Inventory Number: PG:67-71

Address: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034, 0043

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Good Luck Estates is a planned residential development in Lanham, bound by the Schrom Hills subdivision on the north and west, by I-495 to the east, and by New Carrollton to the south. The 83.4-acre development comprises 10 curvilinear streets, three cul-de-sacs, and one main thoroughfare, Good Luck Road. Good Luck Estates Park, located at the northeast corner of the development, is part of the subdivision and accessed by Cathedral Avenue. The 343 single-family dwellings sit on individual lots between 0.15 and 0.3 acre improved with paved driveways and pedestrian paths to primary entrances. Poured-concrete sidewalks and streetlamps on utility poles line the streets throughout Good Luck Estates, except Cathedral Avenue, Wilhelm Drive, and Vanessa Court, which have standalone streetlamps. The individual lots have slightly sloped terrain and are landscaped with grassy lawns, bushes at the façade, and

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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moderate tree coverage in rear yards, some of which are fenced. A few front yards are fenced as well. Secondary resources in Good Luck Estates include sheds.

#### Description:

Good Luck Estates is a planned residential development comprising 343 single-family dwellings built between 1963 and 1972, with the majority of houses built in the mid-1960s. Curvilinear streets connect with Good Luck Road, a primary thoroughfare in this part of Prince George's County. The majority of the houses are built in the Split-Level and Ranch forms. There are several Two-Story Massed forms on Cathedral Avenue.

Dwellings are three to four bays wide and one to two stories tall. They are clad in combinations of brick veneer and aluminum, asbestos, or vinyl siding. Roofs are side-gabled and sheathed in asphalt shingles. Most dwellings have an exterior-end, brick chimney or an interior, slope metal flue.

Primary entrances are off-center on the façade and each contain a single-leaf, wood or fiberglass door. Storm doors are common. Two-Story Massed houses include doors with flanking sidelights or shutters. Original windows are two-over-two, double-hung-sash, wood-frame units. Replacement windows are very common, with one-over-one, double-hung-sash vinyl units predominating, but vinyl bow and bay windows are also present. Most façades have vinyl louvered shutters. Some small rear additions and attached carports are present, like the one at 7900 Dover Lane.

Good Luck Estates Park is located at the end of Cathedral Avenue, bordering I-495. The park features a parking lot, playing field, playground, basketball court, two tennis courts, and walking trails.

#### Historic Context:

Good Luck Estates was created from land formerly platted as part of the neighboring Schrom Hills residential development, as well as land owned by Fred A. Greene, Jr. and his wife, Odessa, and George R. Carson and his wife, Eleanor. The developer of Schrom Hills, New Frontier Development Corporation, sold portions of their land to Carson and Greene, Inc., through several deeds between 1963 and 1965 (Prince George's County Deed Book [PGCDB] WWW 3004, 274; 3038, 439; 3230, 562). The Carsons and the Greenes transferred tracts of land to their partnership, Carson and Greene, Inc., in 1962 and 1965 (PGCDB WWW 2648, 115; 3191, 88). Carson and Greene, Inc., built a selection of three models between 1963 and 1972 and sold the houses in Good Luck Estates to individual buyers.

Newspaper advertisements for individual houses in Good Luck Estates do not appear until the late 1960s. However, in 1965, a Washington Post advertisement for all-electric kitchens, sponsored by the Potomac Electric Power Company (PEPCO), includes Carson and Greene, Inc., at Good Luck Estates, on their list of builders who put electric kitchens in newly constructed houses (The Washington Post 1965, E13). There are also multiple ads in 1969 for carpenter positions available at Carson and Greene, Inc., for their work on single-family houses on Cathedral Avenue (The Evening Star 1969, H-3). Advertisements for the resale of individual houses focused on the features of the house like central air-conditioning, fireplaces, and wall-to-wall carpeting, as well as the subdivision's location close to schools, shopping, and Goddard Space Center

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(The Evening Star 1968a, B-16; 1968b, B-12; The Washington Post 1967, C17). A four-bedroom Split-Level model was selling for \$27,950 in 1967 (The Washington Post 1967, C17).

Carson and Greene, Inc., sometimes referred to as Carson and Greene Company in advertisements, also built the Lanham Woods development of single-family houses between Riverdale Road, Highway 410, and Annapolis Road in Lanham. Additionally, they were known early in their careers for building the lowest-cost houses in the Washington, D.C., area with their \$7,100 two-bedroom houses in Capitol Heights, Maryland in 1955, trying to capture a market that other area developers were not focused on at the time (The Evening Star 1955, B-1, B-4).

The Maryland-National Capital Park and Planning Commission (M-NCPPC) purchased land from Carson and Greene, Inc., in 1968, as well as land from Patrick A. O'Boyle in 1970, to form the Good Luck Estates Park (Prince George's County Plat Book [PGCPB] WWW 75, 20). The park was completed around 1973, with a newspaper article highlighting that the playground was almost finished in August of that year (The Evening Star 1973, D-2).

#### Evaluation:

Good Luck Estates was evaluated as a planned residential development in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Good Luck Estates is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification Period (1961-1980). The subdivision did not introduce design innovations influential to later developments. Furthermore, the subdivision is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

George R. Carson and Fred A. Greene, Jr., of Carson and Greene, Inc., had no significant influence on suburbanization in Maryland. The subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

Good Luck Estates is a planned residential development, created by a developer with a limited selection of house models. The development's Ranch, Split-Level, and Two-Story Massed forms were common during the Suburban Diversification Period. There are some replacement windows and doors, modifications to rooflines, and additions that have diminished the historic integrity of materials, design, and workmanship. Because it is not an outstanding example of its type and does not convey any distinctive characteristics or artistic value as a singular development, the resource is not eligible under Criterion C. Good Luck Estates was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 83.4 acres and is roughly defined by Schrom Hills subdivision on the north and west, by I-495 to the east, and by New Carrollton to the south. It includes multiple parcels found on Prince George's County Tax Maps 0034 and 0043 (2019).



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---1968b. "Good Luck Estates." Advertisement. September 20, 1968, B-12.

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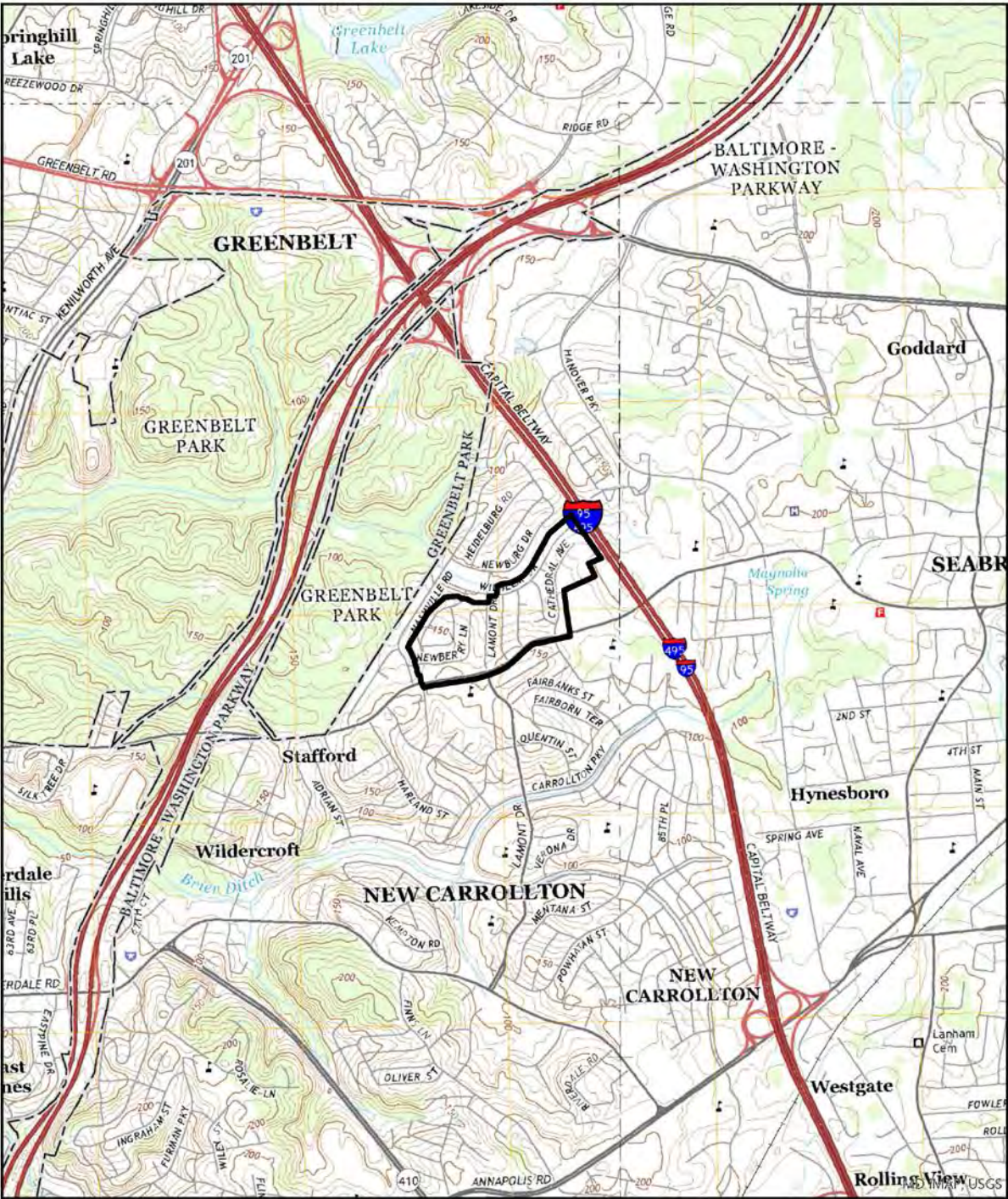
---1967. "Good Luck Estates." Advertisement. December 11, 1967, C17.

Good Luck Estates

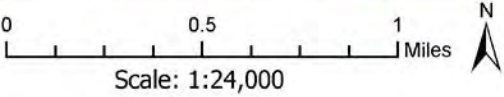
Prince George's County

Location: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south

City: Lanham



USGS 7.5' Quadrangle - Washington East





Good Luck Estates

Prince George's County

Location: Schrom Hills to the north and west, I-495 to the east, New Carrollton to the south

City: Lanham







Streetscape on Good Luck Road, looking northeast.



View of 6711 Cathedral Avenue, looking east.





View of 6716 Longridge Drive, looking west.



View of 7540 Newberry Lane, looking west.





Entrance detail of 7500 Dover Lane, looking north.



Streetscape of Elbrook Road, looking northwest.





Streetscape along Cathedral Avenue, looking northeast.

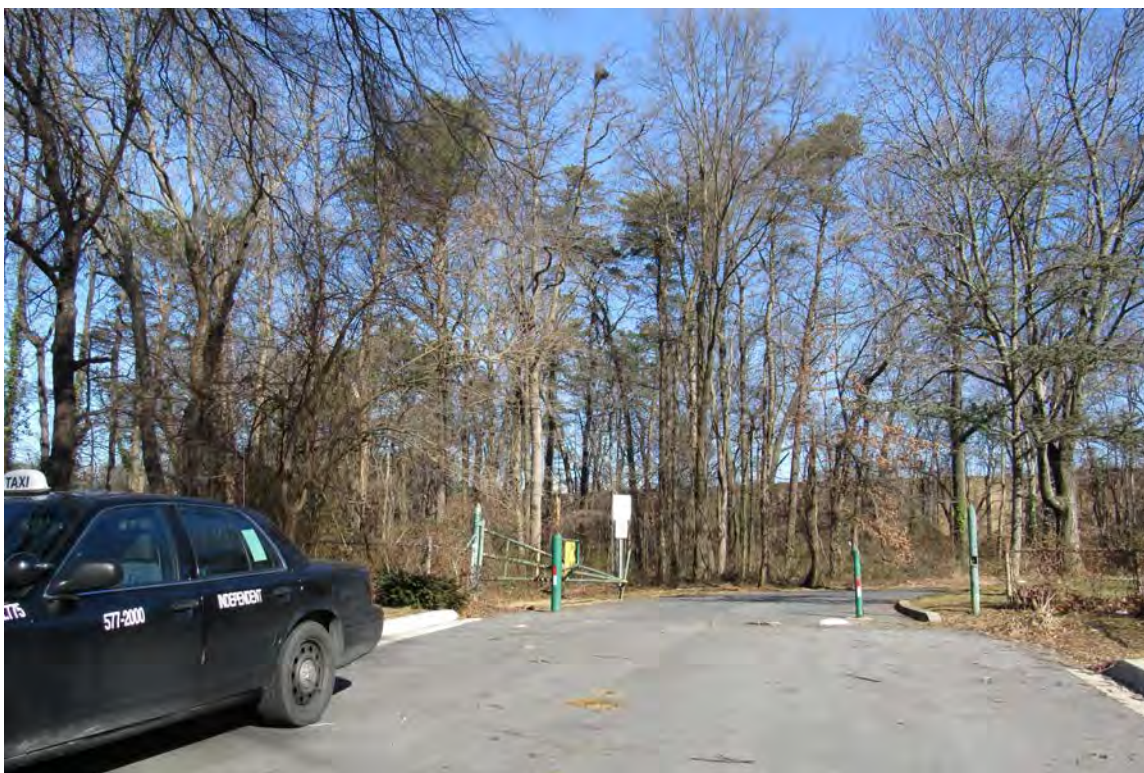


Streetscape along Cathedral Avenue, looking northeast.





Good Luck Estates Neighborhood Park sign, looking southeast.



Good Luck Park entrance gate at Cathedral Avenue, looking northeast.





Basketball court at Good Luck Estates Park, looking southeast.



Playground at Good Luck Estates Park, looking southeast.



**PHOTO LOG**

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Number of Photos: **12**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2019-01-22**

Location of Original Digital File: **MD SHPO**

File Format: **PG:67-71\_2019-01-22\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Streetscape on Good Luck Road, looking northeast.

02.tif

View of 6711 Cathedral Avenue, looking east.

03.tif

View of 6716 Longridge Drive, looking west.

04.tif

View of 7540 Newberry Lane, looking west.

05.tif

Entrance detail of 7500 Dover Lane, looking north.

06.tif

Streetscape of Elbrook Road, looking northwest.

07.tif

Streetscape along Cathedral Avenue, looking northeast.

08.tif

Streetscape along Cathedral Avenue, looking northeast.

09.tif

Good Luck Estates Neighborhood Park sign, looking southeast.

10.tif

Good Luck Park entrance gate at Cathedral Avenue, looking northeast.

11.tif

Basketball court at Good Luck Estates Park, looking southeast.

12.tif

Playground at Good Luck Estates Park, looking southeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Good Shepherd Methodist Church Inventory Number: M: 37-35  
Address: 9701 New Hampshire Avenue (650) Historic district: ☐ yes ☒ no  
City: Silver Spring Zip Code: 20903 County: Montgomery  
USGS Quadrangle(s): Beltsville  
Property Owner: Good Shepherd Methodist Church Tax Account ID Number: 05-00330591  
Tax Map Parcel Number(s): 0000 Tax Map Number: KP12  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Danae Peckler Date Prepared: 12/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

Currently known as the Good Shepherd United Methodist Church, the Good Shepherd Methodist Church (GSMC) at 9701 New Hampshire Avenue (MD 650) is situated south of Interstate-495 (I-495) in Silver Spring. This resource comprises a roughly rectangular 2.3-acre parcel at the crest of a hill featuring a church complex, small storage building, a large parking lot, sidewalks, fenced playground, and three signs. The parcel is bounded by New Hampshire Avenue on the west, Oakview Drive on the north, Mount (Mt.) Pisgah Road on the east, and a neighborhood of single-family dwellings on the south side. The lot is largely covered by a manicured grassy lawn with scattered mature trees, shrubs, and ornamental plantings around the building complex. The primary elevation of the church sanctuary faces west north, but the complex can be accessed by pedestrians from New Hampshire Avenue and by pedestrians and vehicles from Mt. Pisgah Road. The surrounding area is overwhelming residential in character and predominantly filled with single-family dwellings, though multi-family residential development is clustered to the northeast of the church property. This resource has been owned by the Good Shepherd Methodist Church since 1955 (Montgomery County Deed Book [MCDB] CKW 2041, 410).

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Date

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Reviewer, National Register Program

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Date

## Description:

The GSMC complex was planned and constructed as two phases. The first phase consisted of the northern half of the complex, constructed between July 1955 and March 1956, containing a temporary sanctuary along with a social hall, kitchen, parlor, office, classroom space and church office (The Washington Post 1955, 10; 1956, 26). Today, this portion of the church is referred to as Jackson Hall. The second phase included a permanent sanctuary to seat 450, completed in March 1963, a large fellowship hall, and a second kitchen (The Washington Post 1963, A17). The sanctuary and the Lewis Memorial Fellowship Hall below it comprise a majority of the southern massing of the church complex.

Finished by March 1965, Jackson Hall was constructed in an L-shape with the temporary sanctuary housed in the larger, one-story, three-bay, rectangular section, designed to face New Hampshire Avenue, and a smaller, one-story, four-bay, rectilinear projection or ell extending from its southeast corner. This part of the church complex rests on a continuous foundation with a raised basement and structural system primarily clad in a 5:1 common-bond, brick veneer with vinyl siding at the gabled ends. It is covered by a front-gabled roof sheathed in slate shingles with boxed gutters and eaves cornice. Both a raking and horizontal cornice accentuate each of the building's gabled ends, and an octagonal louvered cupola topped by a copper-clad bellcast roof and metal cross mark the east end of the roof.

Two entries are centrally located on the west elevation of Jackson Hall; the primary entrance leads to the first floor and is located directly above a secondary entrance to the basement level. Both are filled by a set of double-leaf, paneled wood doors. The upper level entry is topped by a fixed, five-light, wood-framed transom and jack arch. This entrance appears to have been historically flanked by a set of full-length shutters, indicated by narrow lines of paint. The hardware from the upper set of doors also has been removed, allowing them to only be opened from the inside. Original hardware remains on the lower doors of the west elevation. A third entrance filled by double-leaf, paneled, wood doors is located near the east corner of the north elevation, providing access to this section of the church from the large paved parking lot that fills much of the north end of the property. All windows throughout this section of the church are one-over-one, vinyl-framed, replacement units topped by a jack arch with a projecting molded brick sill below. The main entrance at the east elevation is accessed from a brick stoop with a curved double staircase that features cast-stone treads lined on either side by a thin metal railing. A subterranean flight of stairs provides access to the basement entrance below the stoop's central landing. The one-story, four-bay ell extension at the southeast corner of Jackson Hall is constructed of the same materials as the larger section, but is marked by an interior brick chimney topped by a corbelled brick cap and a semi-circular, louvered, metal vent on the east slope of the roof. Below this vent is a fourth double-leaf entrance accessible from the sidewalks along Mt. Pisgah Road. The doorway is topped by a jack arch and a rectangular fixed transom window that appears to be a later modification.

The southern massing of the church complex, including the sanctuary and Lewis Memorial Hall, was built between 1962 and 1963 in the Colonial Revival style and is a simplified imitation of Bruton Parish Church in Williamsburg, Virginia. This section of the church complex is generally rectangular in shape with an original, one-story, one-bay projections extending from the north end of the east elevation and another from the south end of the west elevation. At the south elevation, a two-story, three-bay, three-sided projection is also original to the design of the building. At the lower level, Lewis Memorial Hall consists of a large fellowship hall and kitchen. It is constructed of the same materials as Jackson Hall, but features a 2:1 Flemish-to-stretcher-bond brick veneer. The narthex is located at the north end of the building and is marked by a square, two-story, brick tower lined by a denticulated wood cornice that supports a three-part, octagonal, wood steeple topped by a copper-shingled roof and simple cross finial.

The main entrance to the sanctuary is located in the center of the north elevation's brick tower and is filled by a set of double-leaf, paneled, wood doors topped by a semi-circular wood piece with two recessed panels. Two other sets of exterior doors provide access to Lewis Memorial Hall. One is located near the southwest corner of the building and is accessed by a subterranean flight of

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G

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Reviewer, National Register Program\_\_\_\_\_  
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stairs that runs along the west elevation. The other exterior access point to the basement level is located in the center of the south elevation where three sets of original double-leaf, wood-framed, French doors likely lead to the fellowship hall below. Two single-leaf wood doors on the east elevation access the upper floor of the sanctuary. Windows throughout this section of the church complex are one-over-one vinyl replacement units with faux muntins topped by a fixed semi-circular light and round brick arches. Along either side of the sanctuary, these windows are set above a molded metal apron that also appears to be a recent replacement.

From the time of its construction until 2008, the southern half of the complex was connected to the southeast ell of Jackson Hall by a narrow open-air arcade covered by a gabled roof (National Environmental Title Research [NETR] 1963, 2008; The Evening Star 1963, A-8). In 2009, the corridor was replaced by a larger, one-story, two-bay addition that was constructed of the same materials as the original buildings and filled the entire space between the ell and sanctuary to the south (NETR 2009). At the west elevation, this addition is marked by two sets of double-leaf, French doors topped by a jack arch and accessed from a brick patio. At the east elevation, the addition is marked by a one-bay Neotraditional Colonial-style portico with Doric columns sheltering double-leaf metal doors topped by a rectangular fixed transom and jack arch, and a tripartite window with one-over-one, double-hung, metal-clad windows above molded metal aprons.

Situated south of the church complex is a small one-story, one-bay, circa-1963, brick outbuilding that likely functions as a mechanical facility and storage shed. It rests on a concrete slab foundation and is clad in a stretcher-bonded brick veneer. It is covered by a front-gabled roof sheathed in asphalt shingles with a wood final at the north end. The north elevation features a single-leaf metal door covered by a metal pent roof.

A small playground is located just north of the church complex and is surrounded by a chain-link metal fence. Three standalone signs are located around the church complex, the largest of which is situated near the northwest corner of the property along New Hampshire Avenue and surrounded by a low-brick wall. This sign features a plastic strip with the church's name at the top and a reader board below. Another sizable wood sign is located near the main entrance to the sanctuary building. This sign appears to be original and rests on a brick foundation topped by two scrolled metal posts. A third sign is located near the circa-2009 entrance on the east elevation. This metal sign also features a plastic band atop a reader board.

#### Historic Context:

Silver Spring is an unincorporated suburban community located northeast of Washington, D.C. (KCI Technologies [KCI] 1999, C-99). Access to Silver Spring from Washington, D.C. increased when the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878 (KCI 1999, C-99). The area remained fairly rural until the 1930s, when growth was spurred by an increase of workers employed under the New Deal (KCI 1999, C-99). Following World War II, development proliferated in the area, particularly along Colesville Road, New Hampshire and Georgia Avenues as they became significant roadways facilitating traffic in and around the region.

By 1950, leaders of the Marvin Memorial Methodist Church, located at the intersection of Colesville Road and US 29, recognized the need for a new congregation in the area and looked to the Washington area Methodist Church's Board of Missions for assistance (GSUMC 2005). In July 1950, these leaders organized a site selection committee and obtained \$20,000 to purchase the current lot in February 1953 from Dr. Phillip C. Edwards, the District Superintendent of the Washington East District of the Washington Methodist Union (GSUMC 2005; MCDB CKW 2041, 410). The newly formed Good Shepherd Methodist Church congregation began meeting in the Hillandale Fire House in the early 1950s, starting out with little more than a dozen congregants. Reflecting the quick pace of suburban development in the vicinity, the congregation grew to over 150 members over the following three years, enabling the construction of the northern half of the church that was dedicated on March 25, 1956 (GSUMC 2005).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

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Built at a cost of \$120,000, Jackson Hall was “the first to be financed completely by the Board of Missions of the Methodist Church” (The Washington Post 1956, 26). Planned as a flexible space to initially serve as a temporary sanctuary, the building was named after T. Lamar Jackson, a local businessman and farmer, and could seat up to 250 people with additional room for Sunday school, social activities, and a church office (GSUMC 2005). As the congregation grew to over 600 members in the following years, a permanent sanctuary was constructed between 1962 and 1963 with a larger social hall and kitchen facilities below. The building was designed in the Colonial Revival style, largely in imitation of Colonial Williamsburg’s Bruton Parish Church (The Washington Post 1963, A17). The Colonial Revival style was popular for churches of the Baptist, Methodist, and other protestant denominations, contrasting with the striking Modernist Catholic churches and Jewish temples constructed elsewhere in the county during the period (Gournay and Corbin Sies 2002, 60).

“The social hall beneath the sanctuary was named Lewis Memorial Fellowship Hall in honor of a large group of mature members who transferred from Lewis Memorial Methodist Church in Washington, D.C. when that church was sold. The former sanctuary and social hall in Jackson Hall were divided into classrooms and offices” (GSUMC 2005). This type of phased construction for worship facilities was common throughout Maryland’s suburbs in the 1950s and 1960s. “Typically, the project plan would be for three stages: social hall (used as a temporary sanctuary), classroom wing, and main sanctuary” (Kelly 2015, 167-169). It is likely that the playground was added around this same time to support the church’s educational and childcare facilities. In 1968, the Methodist Church merged with the Evangelical United Brethren to become the United Methodist Church, and soon after the property became known as the Good Shepherd United Methodist Church.

During the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980), the number of worship facilities increased in great numbers across the region, spurred by residential development. At this time, “Organized religion pursued two general [construction] goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape” (Gournay and Corbin Sies 2002, 59). The GSMC property exhibits this pattern of addressing automobiles, modernity, and religion, illustrating; “a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented life style. The tension was expressed in the way sanctuaries were situated to face large, busy roads, when congregants would process toward them mostly from back parking lots” (Gournay and Corbin Sies 2002, 59). Reflecting suburban trends in ecclesiastical design, the GSMC is sited at the top of a hill and is a prominent landmark visible from many surrounding locations. The complex and church buildings are easily accessed by pedestrians and vehicles from the surrounding roadways as well as the large parking lot that filled much of the northern end of the property.

#### Evaluation:

The GSMC was built in 1956 and expanded in 1963 as part of a cohesive Colonial Revival-style design, which was popular for churches of the Protestant denominations (Gournay and Corbin Sies 2002, 60). Although GSMC fits with the general pattern of church development in suburban areas as residential development increased in the Modern (1930-1960) and Suburban Diversification Periods (1961-1980), this resource does not have historic significance beyond this association (KCI 1999, B-40; Manning et al. 2018, F-26). It is one of many Protestant churches built along New Hampshire Avenue and around Silver Spring during the mid-twentieth century (Anderson 2006). In the region, at least 33 Methodist churches were routinely advertised in The Washington Post by Methodist Church Headquarters in D.C. in the mid-1950s. Therefore, the GSMC property is not eligible for the National Register of Historic Places (NRHP) under Criterion A. Archival research did not yield information on any notable individuals associated with this church who made significant impacts to local, state, or national history and, therefore, it is also not eligible under Criterion B.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

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The use of Colonial Revival architectural features in imitation of Bruton Parrish was relatively common in traditional church designs of the era and was the preferred aesthetic of many Protestant congregations. Its location, orientation, and phased development are also a common pattern as churches sought to strike a balance between traditional forms and modern amenities for their congregants (Price 2004, 9). As such, the historical development, form, and architectural style of this church are not particularly unique in Montgomery County or elsewhere in suburban of Maryland.

Although the church complex retains all of the character-defining elements of its property type, modifications to the building over time have diminished its historic integrity (Manning et al. 2018, E-27). While it retains a high level of historic integrity of location, setting, feeling, and association, the introduction of replacement windows, siding, and new construction between what was designed to appear as two different sections of the church have resulted in a low to moderate level of integrity of design, materials, and workmanship. Therefore, the GSMC is not a particularly unique or excellent example of its architectural style or property type. For these reasons it is not eligible for the NRHP under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 2.3 acres confined to the current property tax parcel, which is found on the Montgomery County Tax Map KP12, Parcel 0000.

#### References:

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

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Reviewer, National Register Program

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-- 1956. "New Methodist Church Ready in Silver Spring." March 24, 1956. 26.

-- 1963. "Bishop to Consecrate New Methodist Church." March 16, 1963. A17.

# **MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D    Considerations:    A    B    C    D    E    F    G

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Reviewer, National Register Program

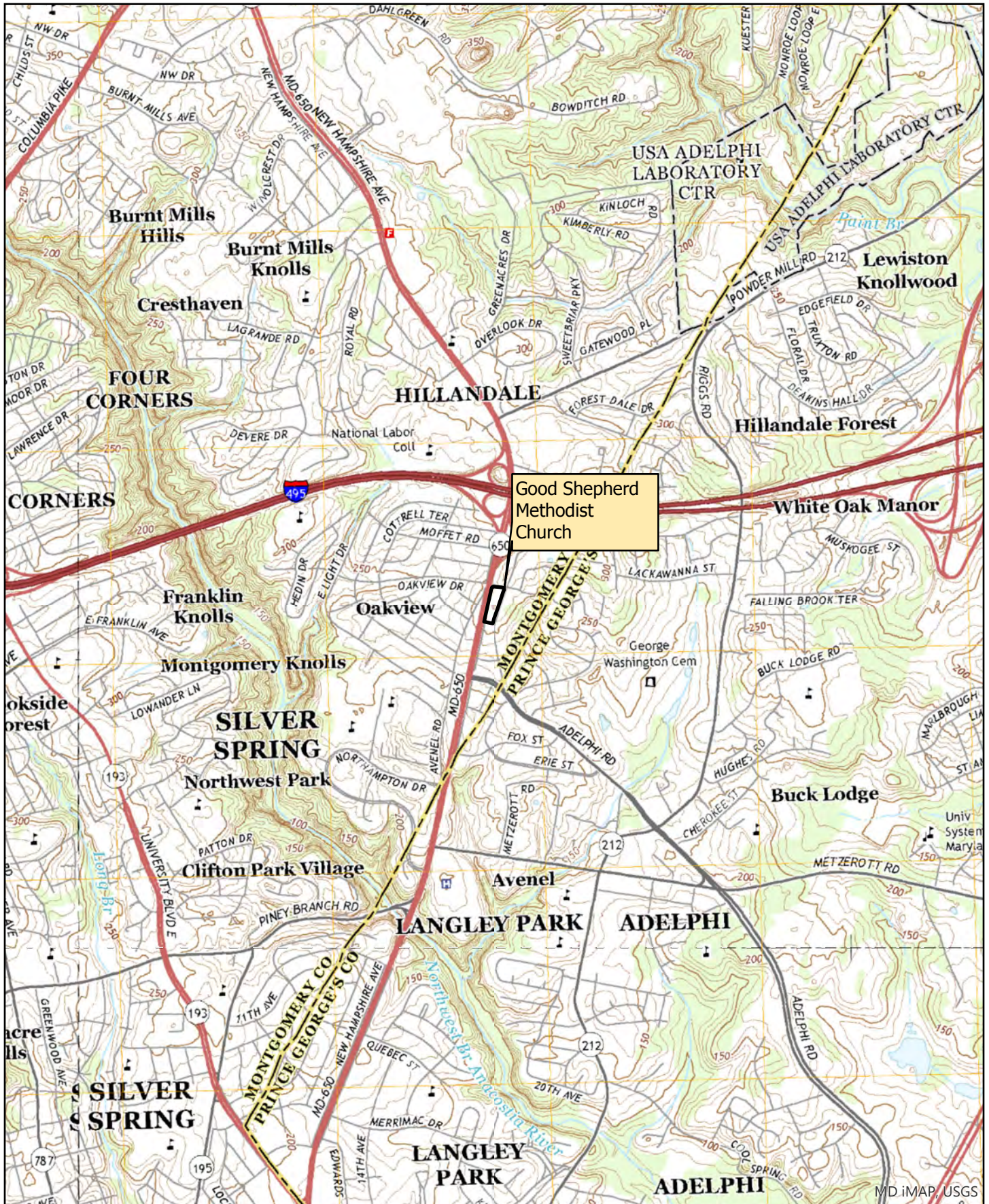
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**Good Shepherd Methodist Church**

Location: 9701 New Hampshire Avenue  
City: Silver Spring

MIHP#: M: 37-35  
Montgomery County



USGS 7.5' Quadrangle - Beltsville

0 0.3 0.6  
Miles  
Scale: 1:24,000





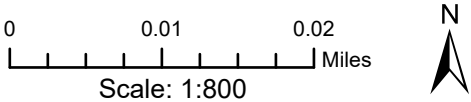
Good Shepherd Methodist Church

Location: 9701 New Hampshire Avenue  
City: Silver Spring

MIHP#: M: 37-35  
Montgomery County



Parcel Boundaries





**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 20: Good Shepherd Methodist Church from New Hampshire Avenue, looking southeast.**



**Photo 2 of 20: View of church complex, looking south from west side of parking lot.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 20: View of southwest corner of church, looking northeast.**



**Photo 4 of 20: View of north elevation of sanctuary, looking south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 20: View of west elevation of Jackson Hall from sidewalk on New Hampshire Avenue, looking east.**



**Photo 6 of 20: View of playground and Jackson Hall, looking southeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 20: Northeast oblique of church complex, looking southwest.**



**Photo 8 of 20: View of east elevation from point near southeast corner, looking north-northwest.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 20: West elevation of connecting ell and gardens, looking east.**



**Photo 10 of 20: Southwest oblique of Jackson Hall, looking northeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 20: View of west elevation and historic entry to Jackson Hall, looking north.**



**Photo 12 of 20: Detail of west elevation entries to Jackson Hall, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 7

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**Photo 13 of 20: View of boxwood parterre and courtyard at west elevation, looking east.**



**Photo 14 of 20: View of west elevation of sanctuary, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 8



**Photo 15 of 20: Detail of main entrance to sanctuary and cornerstone, looking south.**



**Photo 16 of 20: View of northeast corner and east elevation of sanctuary, looking west.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 9

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Photo 17 of 20: View of lower level of Lewis Memorial Hall, looking northeast.



Photo 18 of 20: Detail of circa-2009 entrance and infill addition at east elevation, looking west.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 10

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Photo 19 of 20: Northeast oblique of brick outbuilding, looking southwest.



Photo 20 of 20: View of property and sign, looking south along New Hampshire Avenue.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 11

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**PHOTO LOG**

**Name of Property:** Good Shepherd Methodist Church  
**Name of Photographer:** Melissa Butler, Joe Blondino, and Adriana Moss  
**Date of Photographs:** 09/10/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 20:**  
Good Shepherd Methodist Church from New Hampshire Avenue, looking southeast. M;  
37-35\_2018-09-10\_01.tif

**Photo 2 of 20:**  
View of church complex, looking south from west side of parking lot.  
M; 37-35\_2018-09-10\_02.tif

**Photo 3 of 20:**  
View of southwest corner of church, looking northeast.  
M; 37-35\_2018-09-10\_03.tif

**Photo 4 of 20:**  
View of north elevation of sanctuary, looking south.  
M; 37-35\_2018-09-10\_04.tif

**Photo 5 of 20:**  
View of west elevation of Jackson Hall from sidewalk on New Hampshire Avenue, looking east.  
M; 37-35\_2018-09-10\_05.tif

**Photo 6 of 20:**  
View of playground and Jackson Hall, looking southeast.  
M; 37-35\_2018-09-10\_06.tif

**Photo 7 of 20:**  
Northeast oblique of church complex, looking southwest.  
M; 37-35\_2018-09-10\_07.tif

**Photo 8 of 20:**  
View of east elevation from point near southeast corner, looking north-northwest.  
M; 37-35\_2018-09-10\_08.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 12

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**Photo 9 of 20:**

West elevation of connecting ell and gardens, looking east.

M; 37-35\_2018-09-10\_09.tif

**Photo 10 of 20:**

Southwest oblique of Jackson Hall, looking northeast.

M; 37-35\_2018-09-10\_10.tif

**Photo 11 of 20:**

View of west elevation and historic entry to Jackson Hall, looking north.

M; 37-35\_2018-09-10\_11.tif

**Photo 12 of 20:**

Detail of west elevation entries to Jackson Hall, looking east.

M; 37-35\_2018-09-10\_12.tif

**Photo 13 of 20:**

View of boxwood parterre and courtyard at west elevation, looking east.

M; 37-35\_2018-09-10\_13.tif

**Photo 14 of 20:**

View of west elevation of sanctuary, looking east.

M; 37-35\_2018-09-10\_14.tif

**Photo 15 of 20:**

Detail of main entrance to sanctuary and cornerstone, looking south.

M; 37-35\_2018-09-10\_15.tif

**Photo 16 of 20:**

View of northeast corner and east elevation of sanctuary, looking west.

M; 37-35\_2018-09-10\_16.tif

**Photo 17 of 20:**

View of lower level of Lewis Memorial Hall, looking northeast.

M; 37-35\_2018-09-10\_17.tif

**Photo 18 of 20:**

Detail of circa-2009 entrance and infill addition at east elevation, looking west.

M; 37-35\_2018-09-10\_18.tif



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 37-35

Name Good Shepherd Methodist Church  
**Continuation Sheet**

Number Photos Page 13

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**Photo 19 of 20:**

**Northeast oblique of brick outbuilding, looking southwest.**

**M; 37-35\_2018-09-10\_19.tif**

**Photo 20 of 20:**

**View of property and sign, looking south along New Hampshire Avenue.**

**M; 37-35\_2018-09-10\_20.tif**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐   
no ☐

Property Name: Gould Building (30 Lanham or Lanham Centre) Inventory Number: PG:70-101  
Address: 5900 Princess Garden Parkway Historic district: ☐ yes ☒ no  
City: Lanham Zip Code: 20706 County: Prince George's  
USGS Quadrangle(s): Lanham  
Property Owner: Pasha Realty Holdings, LLC Tax Account ID Number: 20-2278158  
Tax Map Parcel Number(s): Multiple Tax Map Number: 0044  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: RKK, LLP  
Preparer's Name: Jon Schmidt Date Prepared: 11/26/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The following evaluation refers to the Suburbanization Historic Context Addendum (1961 – 1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Description**

The building at 5900 Princess Garden Parkway in Lanham, Prince George's County, was constructed in 1975 as a glass-and-steel office building in the International Style (LoopNet 2018). This eight-story building is rectangular in plan and occupies a 1.79-acre tax parcel in the northeastern quadrant of the Capital Beltway (I-495) interchange with Annapolis Road (MD 450). Situated near the center of the triangular tax parcel, the building is surrounded by an asphalt parking lot. The eastern edge of the parcel features a manicured suburban landscape. The southern edge is a mixture of lawn and scrub brush and trees that buffer the property from highway right-of-way. The property is accessed from the northeast via Princess Garden Parkway, which forms the eastern boundary, with an onramp to the Capital Beltway located to the south. Two signs on Princess Garden Parkway guide visitors to the property. The first is a small directional sign near the corner of Princess Garden Parkway and Annapolis Road that identifies building tenants. A second, more permanent sign is situated just south of the entrance. It identifies the address and name of the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
MHT Comments:

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Reviewer, Office of Preservation Services

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Date

\_\_\_\_\_  
Reviewer, National Register Program

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Date

property, reading “5900 LANHAM CENTRE.” The sign is stylized to match the entrance to the building. The property shares a parking lot with a Best Western hotel at 5910 Princess Garden Parkway. (Archives of Maryland Online 2018, Plat Book 99 Page 13).

The first floor of the primary north-facing façade consists of five bays separated by battered concrete piers. Located within the center bay of the façade, the primary entrance consists of a projecting glass vestibule with paired one-light glass doors set within metal frames flanked by two full-height one-light glass windows. A semi-circular marquee above reads “LANHAM CENTRE” in applied silver letters. The entrance is approached from the parking lot via three concrete steps flanked by a concrete planter bed on either side; the rest of façade is bordered by narrow concrete planters. The other first floor bays at the façade have a ribbon of three heavily tinted windows consisting of a large pane atop a smaller pane. The upper floors consist of a gold-tinted glass curtain wall divided vertically and horizontally by narrow steel mullions. Each floor has a row of 25 small square windows surmounted by taller rectangular windows. Eight of the square windows hold HVAC vents, placed symmetrically on the façade. The vents are a later alteration to the building, replacing the glass panes seen in historic images.

The east end west elevations are mirror images. The first floor is divided into four bays bordered by concrete pedestrian walkways, and the upper floors hold rows of 20 windows, but these elevations are otherwise similar to the façade. The southernmost bay in each elevation features a one-light glass door. The rear elevation is oriented south. It is identical to the façade except for a replacement flat-panel, metal door at the western side of the fourth bay and a bordering pedestrian walkway with air conditioning units. The flat roof features an enclosure for mechanical heating, ventilation, and air conditioning equipment.

#### Historic Context

Lanham Associates, a business partnership between Fred G. and Jean M. Williams and Neil T. and Geraldine Coakley, recorded a Deed of Trust for the property in 1973 (MDLandrec.net, Book 3996 Page 219). This deed of trust documents the partnership’s loan to construct the Gould Building (MDLandrec.net, Book 3996 Page 219). The parcel on which the building sits was assembled from a several parcels. It is at the extreme southwestern corner of the residential Princess Garden Estates subdivision. Though platted in 1905 and 1936, the subdivision was largely developed during the 1950s and early 1960s (Plats.net, Plat Book BB5 Page 98). The evaluated parcel is also at the northern portion of lands owned by Hugh Beckett that were separated from the remainder of his holdings by the relocation of Annapolis Road (MD 450) in the early 1950s (Plats.net, SRC Plat 13595). The curved southwestern boundary of the property was shaped in 1956 by the onramp from westbound Annapolis Road to northbound Capital Beltway. At the time it was erected, the siting of the building, absence of mature trees, and the gold hue of the windows combined to make the building a landmark for drivers traveling on the Capital Beltway (Berringer, The Washington Post, B1 and B4).

The Gould Building was named after an early tenant, Gould Electrical Electronics Company. Its signage was mounted on the roof’s mechanical enclosure and prominently visible from the Capital Beltway (Barringer 1977, B1). This was the second building of two erected by Lanham Associates on what was a nearly six-acre irregularly shaped plot of land (Plats.net Plat Book WWW 67 Page 78). The first was the Best Western hotel built in 1972 (Archives of Maryland Online 2018). Gould Electrical Electronics Company appears to have left the building after a short tenancy, after which newspaper advertisements refer to the building as “30 Lanham” or “Lanham 30” (The Washington Post Advertisement 1976, B12). Other early tenants included a law firm, real estate company, and the Digital Electronics Corporation, which maintained offices in the building through the 1970s (The Washington Post Advertisement 1979, L9). A September 1977 plat subdivided the property into five separate parcels, including Parcel A for the Best Western hotel and Parcel C for the Gould Building (Plats.net, Plat Book NLP 99, Page 13). The plat also accommodated shared parking and provided for public utility easements. The properties are currently owned and maintained separately.

With its glass and steel exterior curtain and battered concrete piers, the Gould Building is a late period example of the International

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, National Register Program

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Date



Style, the standard of corporate office buildings erected during the mid-twentieth century. Conceived as a break from the expansive use of ornament and traditional building materials in the urban environment, examples of International Style architecture ultimately spread throughout the United States in an egalitarian manner. By the time the Gould Building was erected in 1975, the architectural preferences for suburban office buildings had shifted to incorporate the styles of New Formalism, Mansard and Brutalism. The Gould Building is a late period example of its style.

#### Eligibility Determination

The Gould Building is an example of an office building erected during the Suburban Diversification Period. Situated in suburban Lanham along the Capital Beltway, the building provided office space for multiple tenants. Individual office buildings should be evaluated as part of larger planned office neighborhoods and planned office developments, which best reflect significant historic trends under Criterion A. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. Isolated multi-tenant office buildings are unlikely to be significant under Criteria A or B but may derive significance under Criterion C as the work of a master for possessing high artistic value.

Constructed in 1975, the Gould Building is a late period example of an individual office building. It is one of two erected on a small property owned by a local partnership, a type of development common in 1975. The Gould Building is an isolated multi-tenant building and is not part of a planned office development; therefore, it does not reflect dominant historic trends in suburban office development during the Suburban Diversification Period. The building is not associated with other significant events outside of the suburban context. Therefore, it is not eligible for the National Register of Historic Places (NRHP) under Criterion A. The Gould Building is not associated with persons who have made significant contributions to local, state, or regional history; as such it is not eligible for the NRHP under Criterion B. It is a small multi-tenant office building and a late period example of International Style architecture. The Gould Building does not embody the distinctive characteristics of a type, period, or method of construction. It does not represent the work of a master or possess high artistic value. In addition, the replacement of glass panes with HVAC vents is a significant alteration that diminishes the integrity of design, materials, and workmanship. For these reasons the Gould Building is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property consists of the entire 1.79-acre tax parcel, confined to the current property tax parcel found on Prince George's County Tax Map 0044, Parcel 0000, C.

#### References

"5900 Princess Garden Pky, Lanham, MD, 20706 - Property For Sale on LoopNet.com." LoopNet. Accessed October 18, 2018. <https://www.loopnet.com/Listing/5900-Princess-Garden-Pky-Lanham-MD/9457067/>.

Barringer, Felicity. "Prince George's Building New Image: Development Criteria High." The Washington Post, p. B1, B4. September 25, 1977. ProQuest.

"Computer Marketing Managers." Display Advertisement. The Washington Post, p. B12. February 22, 1976. ProQuest.

"Customer Service Marketing Specialist." Display Advertisement. The Washington Post, p. L9. July 1, 1979. ProQuest.

"Deed Book 3996, Page 219." MDLANDREC. Accessed October 8, 2018. <http://www.mdlandrec.net/>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

“Deed Book WWW 4366, Pages 813-814.” MDLANDREC. Accessed October 8, 2018. <http://www.mdlandrec.net/>.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George’s Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2018.

“Plat Book 99, Plat 13.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

“Plat Book NLP 99, Plat No. 13” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

“Plat Book SDH, Plat 65” and “Plat Book BB 5, Plat 98.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

“Plat Book WWW 67, Plat No. 78.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

“State Roads Commission ROW Plat 13595.” Recordation and Retrieval of Plats: A Digital Image System for the Courts - PLATS.NET." Accessed October 8, 2018. <http://www.plats.net/>.

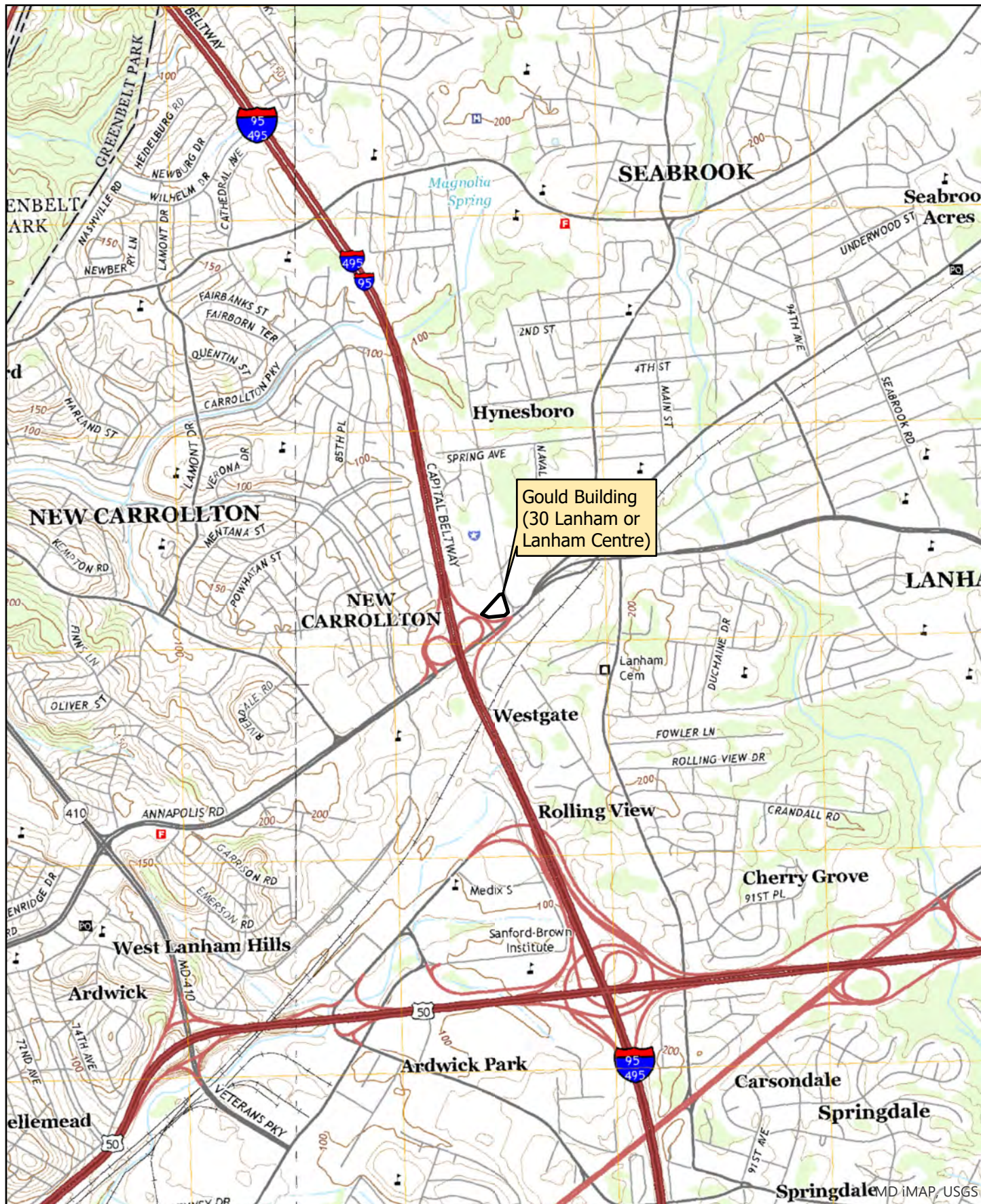
**MARYLAND HISTORICAL TRUST REVIEW****Eligibility recommended** \_\_\_\_\_**Eligibility not recommended** \_\_\_\_\_**Criteria:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D    **Considerations:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G**MHT Comments:**\_\_\_\_\_  
**Reviewer, Office of Preservation Services**\_\_\_\_\_  
**Date**\_\_\_\_\_  
**Reviewer, National Register Program**\_\_\_\_\_  
**Date**



**Gould Building (30 Lanham or Lanham Centre)**

Location: 5900 Princess Garden Parkway  
City: Lanham

MIHP#: PG-70-101  
Prince George's County



USGS 7.5' Quadrangle - Lanham

0 0.3 0.6  
Miles  
Scale: 1:24,000





Gould Building (30 Lanham or Lanham Centre)

Location: 5900 Princess Garden Parkway  
City: Lanham

MIHP#: PG:70-101  
Prince George's County



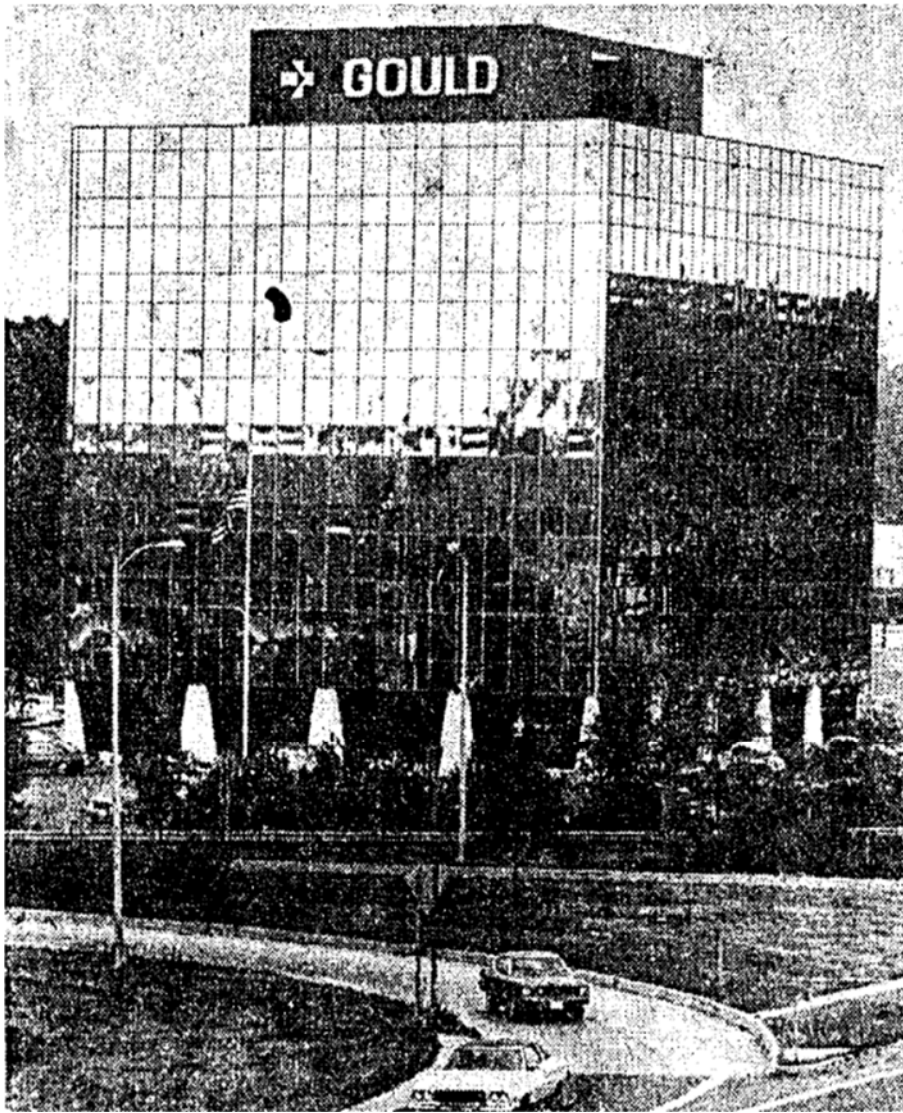
Parcel Boundaries

0 0.01 0.02 Miles  
Scale: 1:800



**Gould Building (30 Lanham or Lanham Centre)**

5900 Princess Garden Parkway  
Lanham, Prince George's County, Maryland



Historic Image 1: West and south elevations of the Gould Building in 1977.

Image Credit: Johnston, Frank, Photographer. "Prince George's Building New Image: Development Criteria High." *Washington Post*. September 25, 1977. ProQuest.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 4: Oblique view of the Gould Building, looking southwest.**



**Photo 2 of 4: Oblique view of the Gould Building, looking southeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)  
**Continuation Sheet**

Number Photos Page 2



**Photo 3 of 4: View of window arrangement and detail of battered concrete piers, looking east.**



**Photo 4 of 4: Detailed view of the altered entrance at the center of the north elevation, looking south.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:70-101

Name Gould Building (30 Lanham or Lanham Centre)  
**Continuation Sheet**

Number Photos Page 3

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**PHOTO LOG**

**Name of Property: Gould Building (30 Lanham or Lanham Centre)**

**Name of Photographer: Dovetail Cultural Resource Group**

**Date of Photographs: August 31, 2018**

**Location of Original Digital File: MD SHPO**

*Photographs inserted on continuation sheets.*

**Photo 1 of 4:**

**Oblique view of the Gould Building, looking southwest.**

**PG;70-101\_2018-08-31\_01.tif**

**Photo 2 of 4:**

**Oblique view of the Gould Building, looking southeast.**

**PG;70-101\_2018-08-31\_02.tif**

**Photo 3 of 4:**

**View of curtain wall and detail of battered concrete piers, looking east.**

**PG;70-101\_2018-08-31\_03.tif**

**Photo 4 of 4:**

**Detailed view of the altered entrance at the center of the north elevation, looking south.**

**PG;70-101\_2018-08-31\_04.tif**

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Grace Presbyterian Church

**Address:** 5924 Princess Garden Parkway

**City:** Lanham

**Zip Code:** 20706

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** Plat A-0688

**Tax Map Number:** 44

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Oct 17, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

Grace Presbyterian Church at 5924 Princess Garden Parkway in Lanham (Prince George's County), constructed ca. 1960, occupies an approximately 2.5-acre parcel on the west side of Princess Garden Parkway, north of Annapolis Road (MD 450) and east of I-495. The Grace Presbyterian Church site is wooded, with the church building set back towards the west side of the property. Two driveways lead west from Princess Garden Parkway to paved parking areas on the east and south sides of the church building.

The church building is comprised of three main parts: a gabled concrete masonry chapel that faces south, a flat-roofed education wing at the northeast corner, and a stucco-clad sanctuary with polygon roof that faces east; each part is attached to a central, stucco-clad hyphen that is also flat-roofed. The hyphen has angled entry vestibules on the north and south sides, at the rear of the sanctuary. The primary church entry is in the angled vestibule, accessed via a poured concrete sidewalk leading from the south parking area, and sheltered by a flat roof supported by thin posts. The entry consists of paired, composite-material doors pierced by single vertical-rectangle lights and set between paneled and glazed wood doors fixed in place. The wall to the north of the entry is devoid of openings.

The concrete masonry chapel faces south towards the south parking area; the chapel was the first part of the church built, according to historic aerial photographs and newspaper archives. The south elevation is gabled, with an angled,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Grace Presbyterian Church

projecting central bay. The central bay has projecting concrete masonry blocks in the shape of a cross. Thin windows between the projecting center bay and the recessed side bays allow light into the chapel interior. The chapel's west elevation has four bays, divided by three engaged brick pilasters. The south bay has a secondary entrance with a wood paneled door accessed via concrete steps. Projecting masonry blocks in the south bays create visual interest, and the middle two bays have two-story window wall frames that contain tripartite sliding windows on the first story. Smaller windows occupy the north bays. The chapel's east elevation is also divided into four bays and continues the pattern of projecting masonry blocks and window walls. Much of the south elevation is obscured by the central entrance hyphen, but its exposed second story does have a single window.

The northwest education wing is six bays wide along its north façade, and each bay contains a vertical, rectangular aluminum-framed window. The education wing's east wall has a veneer of stone masonry, and its west wall is solid concrete masonry. The east wall has a secondary entrance at its south end, and the west wall is devoid of openings.

The sanctuary, facing south, was built between 1964 and 1980, according to aerial photographs. Its façade is comprised of simple shapes: a central rectangular tower between two sloping parapet walls. Each side elevation has three narrow stained-glass windows; the north elevation also has a secondary entrance that consists of a hollow metal door. A freestanding metal cross built from I-beams stands immediately south of the sanctuary.

Three small, gable-fronted frame sheds are located to the north of the education wing.

#### History

43 charter members formed the Grace Presbyterian Church congregation in September 1956, and for the first few years they met in a frame house at 5925 Princess Gardens Parkway. The congregation numbered 143 when the groundbreaking ceremony occurred in January 1960. By September of the same year, the congregation began using the concrete and glass chapel (seating 125 people) and separate offices, parlor, and kitchen. The congregation continued using the frame residence on the property for Sunday school classes (The Washington Post 1960). The Grace Presbyterian Church congregation is now led by Rev. David Bowerman and is composed almost entirely of members who are African or African American (Presbyterian Church of the United States of America Office of the General Assembly 2018). The church building is currently used by the founding congregation as well as a Spanish-language Seventh-Day Adventist congregation and a non-denominational church called Seek His Face Ministries Church.

#### Significance Assessment

Grace Presbyterian Church is not eligible for listing in the National Register of Historic Places. It is typical of suburban churches throughout the United States established in response to residential growth in formerly rural areas. Grace Presbyterian Church is not a notable example of this pattern and is not eligible for listing under Criterion A. Research did not reveal associations between Grace Presbyterian Church and historically significant individuals, and the resource is not eligible for listing under Criterion B. Grace Presbyterian Church is an example of a modest protestant church built in the suburbs in the middle decades of the twentieth century. It blends several different architectural styles together through its development over time, but the result does not create a cohesive whole to express a particular architectural statement. Grace Presbyterian Church is therefore an undistinguished example of twentieth century vernacular architecture and not eligible for listing under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary consists of the parcel at 5924 Princess Garden Parkway in Lanham, recorded on Prince George's County Tax Map 44 and encompassing approximately 2.5 acres.

#### Sources

Dole, Kenneth. 1960. "Lanham Clergyman Was Pioneer In Advocating Church Managers." November 5, 1960. ProQuest Historical Newspapers: The Washington Post, Times Herald (1959-1973), pg. D4.

Grace Presbyterian Church

Medsger, Betty. 1970. "Lanham Parish Unit Faces Cloudy Future." August 29, 1970. ProQuest Historical Newspapers: The Washington Post, Times Herald (1959-1973), pg. B5.

Presbyterian Church of the United States of America Office of the General Assembly. 2018. Denominational Rolls & Statistics. <https://oga.pcusa.org/section/churchwide-ministries/stats/>.

The Washington Post, Times Herald. 1958. "Tea to Honor Pastor and Wife." February 8, 1959. ProQuest Historical Newspapers: The Washington Post and Times Herald (1954-1959), pg. D7.

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The Washington Post, Times Herald. 1964. "Presbytery Decides to Close 68-Year Eckington Church." December 9, 1964. ProQuest Historical Newspapers: The Washington Post, Times Herald (1959-1973), pg. C2.

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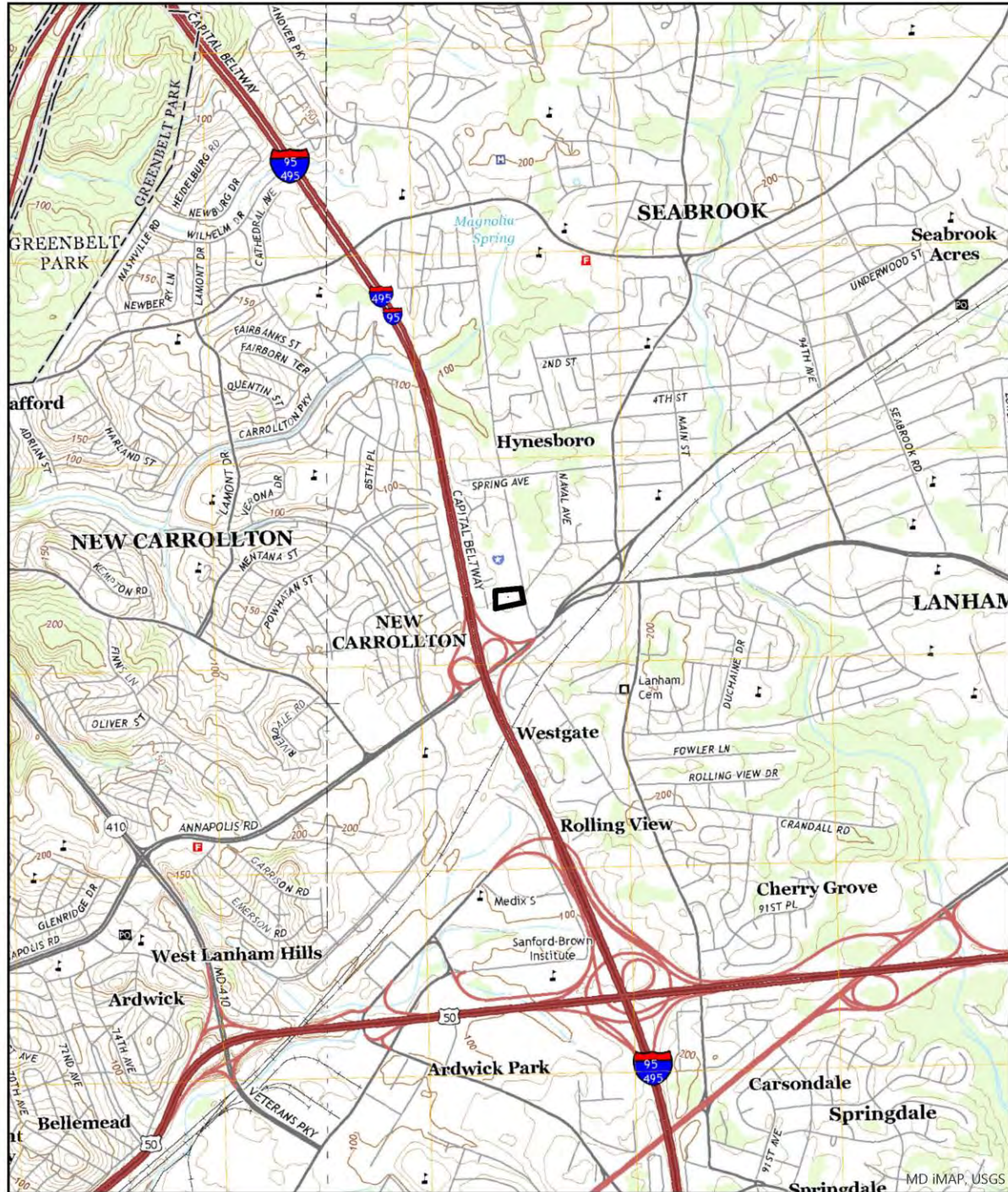
Grace Presbyterian Church

**Grace Presbyterian Church**

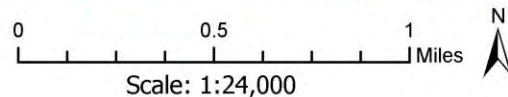
Location: 5924 Princess Garden Parkway

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham





Grace Presbyterian Church



Northeast oblique view of sanctuary and education wing.



Detail, facing south of hyphen between sanctuary and education wing.



Grace Presbyterian Church



View facing southwest towards education wing.



View facing northeast towards south side of education wing and west side of rear part of chapel.



Grace Presbyterian Church



View facing northeast towards chapel's west and south elevations.



View facing north towards church from south parking lot.



Grace Presbyterian Church



View facing north towards primary entrance (center), east elevation of chapel (left), and south elevation of sanctuary (right).



Detail of primary entrance.

Grace Presbyterian Church



**View facing northwest of three storage sheds located north of the education wing.**



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Greenbriar Condominiums

Inventory Number: PG:67-72

Address: Baltimore-Washington Parkway to the north, NASA Goddard to the east Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Lanham, Washington East, Laurel

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s):

Tax Map: 0027, 0034, and 0035

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Apr 30, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Greenbriar Condominiums is a multi-family development located south of the Baltimore-Washington Parkway in Greenbelt. The development originally consisted of 82 garden apartment buildings known today as Greenbriar Condominiums and Glen Oaks Apartments. Greenbriar Condominiums is composed of two discontinuous sections, separated along Mandan Road by a wooded parcel owned by the Prince George's County Board of Education. The section along Hanover Parkway and Mandan Road includes both Greenbriar Condominiums and Glen Oaks Apartments buildings and measures approximately 71 acres, while the section at the corner of Mandan Road and Greenbelt Road includes Glen Oaks Apartments buildings and measures approximately 11 acres. Greenbriar Condominiums is bounded to the north by the Baltimore-Washington Parkway, to the east by NASA's Goddard Space Flight Center, to the south by

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>



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Eleanor Roosevelt High School and Greenbelt Road (Route 193), and to the west by Greenwood Village townhouses and the on-ramp to the Baltimore-Washington Parkway. The development has asphalt parking lots along Hanover Parkway and between each cluster of buildings, common green spaces, poured-concrete sidewalks, and poured-concrete manhole covers throughout. There are acorn globe lampposts along sidewalks, at playgrounds, and at some building entrances. The Greenbriar Community Association building, at 7600 Hanover Parkway, includes a swimming pool, volleyball and tennis courts, management office, childcare center, several commercial offices, and a community room available for rent. A stacked stone wall with planter beds and a "Greenbriar" sign is located at the corner of Hanover Parkway and Greenbelt Road. A sign for the second phase of condominiums, known as "Greenbriar II," is located along Hanover Parkway near the vehicular entrance to 7800 Hanover Parkway. A sign for the third phase of condominiums, "Greenbriar III," is located in the parking lot off Mandan Road, at 7931 Mandan Road. The remaining two building phases no longer have Greenbriar signs, as they have been converted to Glen Oaks Apartments.

#### Description:

Greenbriar Condominiums was constructed between 1974 and 1979 during the Suburban Diversification Period (1961-1980). When originally constructed, all 82 buildings were designed to be condominiums, but in the early 1980s, 32 were converted into apartment buildings, known today as Glen Oaks Apartments. The Greenbriar Condominiums today is 50 buildings with 729 individual units along Hanover Parkway and the northern end of Mandan Road. There are 463 apartments in the 32 buildings belonging to Glen Oaks Apartments, possibly reconfigured upon conversion from condominium to apartments in 1982 and later renovated in 2007 (Prince George's County Deed Book [PGCDB] NLP 5608, 733-738; Apartments.com). The following description is for all 82 original buildings.

Even though 32 of the 82 buildings are now apartments, the exteriors were not heavily altered and all buildings possess their original form and many of the architectural details. The gable-roofed buildings have shared central entrances leading to individual units with private patios or balconies. The buildings are connected in groups of three to five, are three to four stories tall, depending on the topography, and three to five bays wide. The continuous foundation and structural system are clad in a stretcher-bond brick veneer or stucco. There is also stucco detailing beneath some fenestration and above the primary entrances on the buildings clad in brick veneer. Roofs are side gabled and sheathed in asphalt shingles, with T1-11 siding in the gable ends. Some buildings have metal flues on the slope of the roof, while others have metal turbines.

The recessed entrance to each building is a single-leaf, metal-framed, fully glazed door that leads to an enclosed stairwell, which provides access to the individual units. Concrete steps with metal railings provide access to each building entrance, which is covered by a cloth awning. Each unit has a single-leaf metal door in the interior of the building, as well as a metal-framed sliding glass door on the balcony. Windows vary by unit and include metal-framed fixed and sliding windows, one-over-one, double-hung-sash, metal-framed windows, and some vinyl replacements. Balconies are enclosed by metal railings, and some condominium owners have chosen to enclose the space with additional sliding glass doors. Each building contains common elements as outlined on plats, such as trash rooms, electric rooms, tenant storage, bike storage, and building storage rooms (Prince George's County Plat Book [PGCPB] CEC 93, 24).

There are minor stylistic differences between the buildings, especially along the facades and at entrances (e.g., a stone veneer at the entrance to 7710 Hanover Parkway and a different pattern of stucco at 7925 Mandan Road), likely due to the different construction phases. It is not certain whether the stylistic differences at Glen Oaks Apartments like the arched balcony openings seen at 7501-7825 Mandan Road are from their construction phase, or from more recent renovations.

The Greenbriar Community Association building, a two-story, multi-bay building with Contemporary-style details, is clad in a brick veneer, with parged concrete details surrounding fenestration. The staggered side-gabled roof is sheathed in asphalt shingles. The primary entrance to the community building is accessed by concrete steps and a wood deck. There are metal-framed fixed, clerestory, and ribbon windows. Behind the community building to the north are three tennis courts, a volleyball court, and an in-ground swimming pool. There is a stucco and concrete screen utility building, originally built as a boiler room and cooling tower, at 7832 Hanover Parkway (PGCPB CEC 93, 21). At the northeastern corner of the parcel, at 8021 Mandan Road, is a one-story, stucco-clad utility building that is surrounded by metal fencing.

#### Historic Context:

The land for Greenbriar Condominiums was first platted for Greenbriar Associates in April 1971, signed by general partners Stanley G. Kay and Jerome D. Kay, and Stephanie Kay, limited partner (PGCPB WWW 70, 96). The Community Association building and Phase I (7700-7732 Hanover Parkway) were built in 1974, Phase II (7800-7830 Hanover Parkway) in 1975, and Phase III (7917-8017 Mandan Road) in 1977; Phases IV and V (7500-7915 Mandan Road) were built between 1977 and 1979, and comprise Glen Oak Apartments today. Condominium units were sold directly to individual buyers by Greenbriar Associates. Each phase was governed by a board of condominium owners, and this self-governance process is maintained today (Greenbriar Condominiums). In 1982, 32 buildings along Mandan Road were sold by Greenbriar Associates to Greenbelt Realty Corporation to become apartments, who later sold to Delaware Greenbelt, LLC in 2001 and then to BE Glen Oaks, LLC in 2014; these apartments are currently known as Glen Oaks Apartments (PGCDB NLP 5608, 733-738; MMB 36504, 364-367).

Newspaper advertisements for the Greenbriar Condominiums were frequently full-page ads in The Washington Post, highlighting the community amenities as well as the features of the one, two, and three-bedroom units. Individual units included a sunken living room, a balcony or terrace, a full-sized dining room, a family room, a washer and dryer, wall to wall carpeting, large closets and storage space, including a kitchen pantry, and dens in some models (The Washington Post 1975, E56). The million-dollar community building provided country-club style amenities including a swimming pool, tennis courts, shuffleboard, a billiards room, playing fields, a party room, ping-pong, meeting rooms, a nursery school, a card room, a community bus, and a social director to assist with party planning (The Washington Post 1975, E56). There were often discounts, sales, or other promotions in these ads, with prices for a one-bedroom ranging from \$22,990-\$26,990, a two-bedroom from \$28,990-\$32,990, and a three-bedroom from \$33,990-\$37,990 (The Washington Post 1975, E56). Upon initial sales, there were specific buildings designated for people with pets, for families, or for adults only (The Washington Post 1975, E56).

#### Evaluation:

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Greenbriar Condominiums was evaluated as a multi-family residential development in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Greenbriar Condominiums is a basic example of a garden apartment condominium complex commonly built in Prince George's County during this period. It did not introduce design innovations influential to later developments and does not have significant associations with important suburban trends. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The professionals involved in the development of Greenbriar Condominiums had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Greenbriar Condominiums is representative of a common mid- to late-twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. For these reasons, this resource is not eligible under Criterion C. Greenbriar Condominiums was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 82 acres among two discontinuous sections and is roughly defined by the Baltimore-Washington Parkway to the north, NASA Goddard to the east, Eleanor Roosevelt High School and Greenbelt Road (Route 193) to the south, Greenwood Village townhouses and the Baltimore-Washington Parkway on-ramp to the west. It includes multiple parcels found on Prince George's County Tax Maps 0027, 0034, and 0035 (2019).

#### References:

Apartments.com. n.d. "Glen Oaks Apartments." Accessed April 22, 2019.  
<https://www.apartments.com/glen-oaks-apartments-greenbelt-md/4l0g9mh/>.

Greenbriar Condominiums. n.d. "Meetings & Minutes." Accessed April 16, 2019.  
<https://www.greenbriarcondos.com/default.php>.

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Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 29, 2019. <http://www.mdlandrec.net/>.



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Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 26, 2019.  
<https://msa.maryland.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

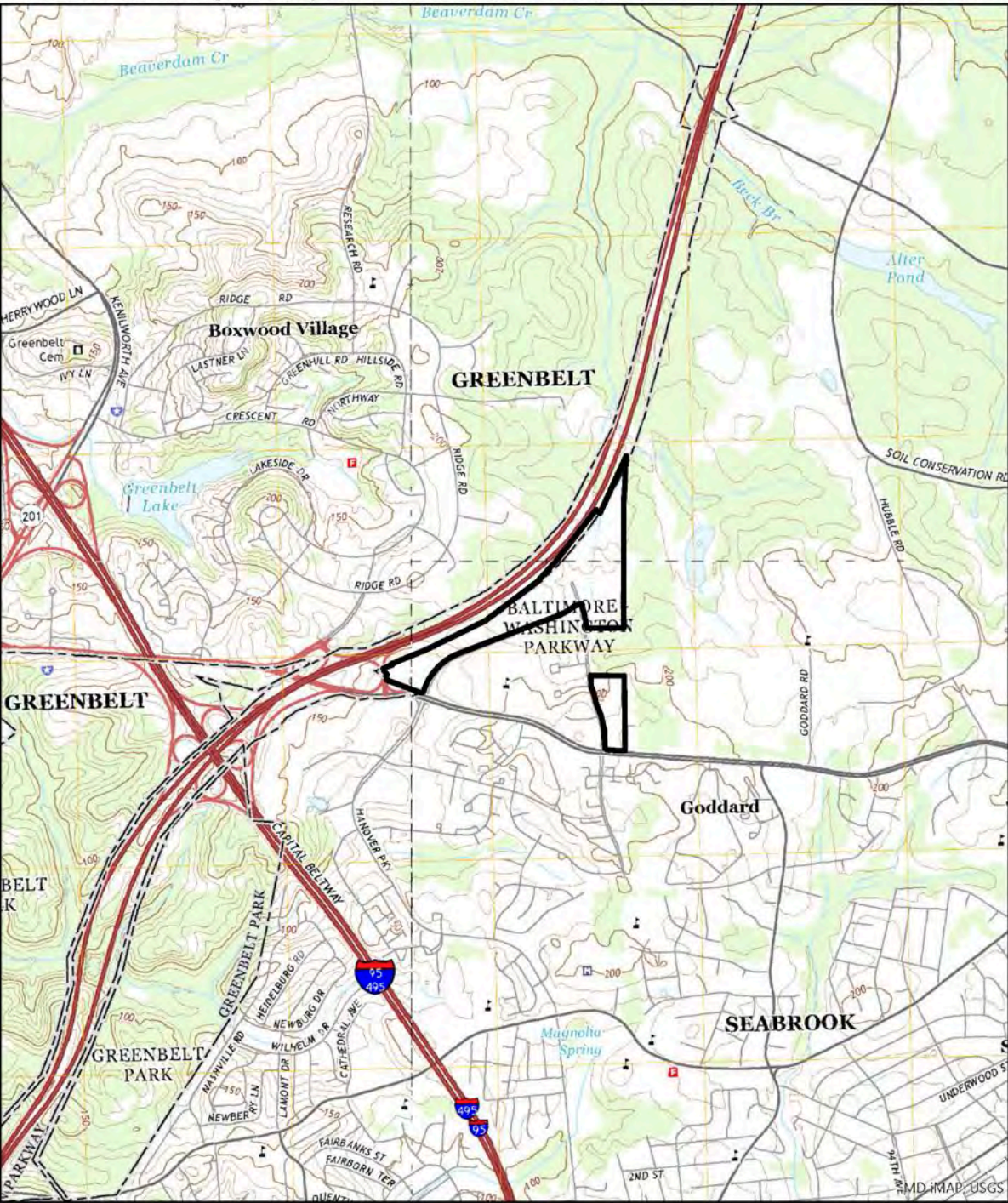
The Washington Post. 1975. "Greenbriar." Advertisement. April 12, 1975, E56.

**Greenbriar Condominiums**

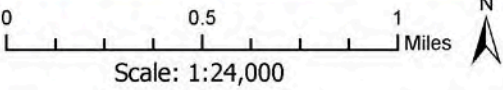
Prince George's County

Location: Baltimore-Washington Parkway to the north, NASA Goddard to the east

City: Greenbelt



USGS 7.5' Quadrangle - Lanham, Washington East, Laurel





Greenbriar Condominiums

Prince George's County

Location: Baltimore-Washington Parkway to the north, NASA Goddard to the east

City: Greenbelt







View of Greenbriar Community Association building at 7600 Hanover Parkway, looking northwest.



View of swimming pool at 7600 Hanover Parkway, looking northwest.



View of utility building at 7832 Hanover Parkway, looking northwest.



Entrance and balcony detail at 7716 Hanover Parkway, looking southwest.





Entrance detail at 7710 Hanover Parkway, looking northwest.



Oblique of 7826 Hanover Parkway, looking northwest.





View of 7804 Hanover Parkway, looking northwest.



View of 7821 Mandan Road, looking east.



View of 7905-7907 Mandan Road, looking south.



View of playground and 7714-7716 Hanover Parkway, looking north.





Oblique of 7917 Mandan Road, looking southeast.



View of utility building at 8021 Mandan Road, looking northeast.



**PHOTO LOG**

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Number of Photos: **12**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-26**

Location of Original Digital File: **MD SHPO**

File Format: **PG:67-72\_2018-10-26\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of Greenbriar Community Association building at 7600 Hanover Parkway, looking northwest.

02.tif

View of swimming pool at 7600 Hanover Parkway, looking northwest.

03.tif

View of utility building at 7832 Hanover Parkway, looking northwest.

04.tif

Entrance and balcony detail at 7716 Hanover Parkway, looking southwest.

05.tif

Entrance detail at 7710 Hanover Parkway, looking northwest.

06.tif

Oblique of 7826 Hanover Parkway, looking northwest.

07.tif

View of 7804 Hanover Parkway, looking northwest.

08.tif

View of 7821 Mandan Road, looking east.

09.tif

View of 7905-7907 Mandan Road, looking south.

10.tif

View of playground and 7714-7716 Hanover Parkway, looking north.

11.tif

Oblique of 7917 Mandan Road, looking southeast.

12.tif

View of utility building at 8021 Mandan Road, looking northeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Greenfield House Inventory Number: M: 29-59-1  
Address: 7608 Hamilton Spring Road Historic district: ☐ yes ☒ no  
City: Bethesda Zip Code: 20817 County: Montgomery  
USGS Quadrangle(s): Falls Church  
Property Owner: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): 0000 Tax Map Number: GN22  
Project: I-495/270 Managed Lane Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Melissa Butler Date Prepared: 10/8/2018

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Greenfield House, at 7608 Hamilton Spring Road, is located north of I-495 in Bethesda, Maryland, within the Carderock Springs Historic District (M: 29-59) (Kurtze et al. 2007). The property is a 0.48-acre irregular-shaped parcel containing a single-family dwelling and paved asphalt driveway leading south from Hamilton Spring Road. The dwelling faces north towards Hamilton Springs Road, and the property is landscaped with grass, bushes, mature trees and other ornamental foliage. The homeowner did not permit photographs, therefore the site visit and a circa-2017 real estate listing provided source material for the architectural description (Zillow 2017).

Description:

The Greenfield House at 7608 Hamilton Spring Road is a one-story, three-bay, single-family dwelling constructed circa 1975 in the Contemporary style. It has a continuous brick foundation that supports a structural system clad in vertical and horizontal wood or composite siding (Zillow 2017). The building has a low-pitched, side-gabled roof sheathed in asphalt shingles. The primary

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

entry is filled by a single-leaf, wood door with side lights (Zillow 2017). Other fenestration includes double and tripartite single-pane, fixed, or casement windows (Google 2018; Zillow 2017). A wide, overhanging eave extends from the roofline on the north elevation of the house. The primary entry is accessed by a wood deck extending from the north elevation of the house (Google 2018, Zillow 2017).

#### Historic Context:

The Greenfield House at 7608 Hamilton Springs Road is located within the Carderock Springs Historic District (M: 29-59), a planned residential development that emerged in several stages between 1962 and 1976 and was listed in the National Register of Historic Places (NRHP) in 2008 (Kurtze et al. 2007). The core of Carderock Springs, developed between 1962 and 1966 by Edmund J. Bennett and designed by Keys, Lethbridge, and Condon, consists of approximately 275 Contemporary-style, single-family dwellings on lots designed to take advantage of the natural topography (Kurtze et al. 2007, 7:1). House size and layout within the community varies, but all have a unified design scheme; “houses within Carderock Springs represent a range of models suited to varying site conditions, unified by a consistent design aesthetic to create Bennett's goal of a ‘visual community’” (Kurtze et al. 2007, 7:1). The Carderock Springs development is one of several such neighborhoods created by Edmund Bennett and designed by Keyes, Lethbridge, & Condon in Montgomery County between 1956 and 1973, detailed in a 2004 Multiple Property Documentation Form (Gournay and Corbin Sies 2004).

The Greenfield House at 7608 Hamilton Springs Road was built as a later in-fill addition to the Carderock Springs development on lot 29 following a 1965 re-subdivision of the R block of “Plat Twenty-Three (23), Carderock Springs” by Bennett Construction Company and Flint Hill Construction Company (Montgomery County Plat Book [MCPB] 7970). The house was constructed circa 1975 by the Ervin Atlantic Company, who sold the property to Sidney H. Greenfield and Ester F. Greenfield in March of that same year (Montgomery County Deed Book [MCDB] 4622,279, 5866,898) The Greenfields conveyed the property to James Day Klebau in April 1978 (MCDB 5127, 56). Klebau occupied the residence for several years until a deed of trust conveyed the property to Arthur W. Huptich and Jean F. Huptich in 1982 (MCDB 5866, 898). They conveyed the property to the current owners, Conrad Russell Young and Josepheen De Cruz, in 2017 (MCDB 54611, 494).

#### Evaluation:

The Greenfield House was evaluated in accordance with Maryland’s “Suburbanization Historic Context Addendum” and NRHP Criteria A, B, and C.

The Greenfield House at 7608 Hamilton Spring Road was not listed among the architectural resources of the Carderock Springs Historic District in the 2007 NRHP nomination, although neighboring resources at 7606 and 7610 Hamilton Spring Court were identified as contributing elements (Kurtze et al. 2007, 7:9). This resource was likely omitted from the district inventory because of its later date of construction and because it was built by the Ervin Atlantic Company, not Bennett. The NRHP nomination specifically notes, “Properties built by Bennett but not designed by KLC, and/or properties whose design conforms to KLC models but which were constructed by builders other than Edmund J. Bennett, will not contribute to the significance of the district” (Kurtze et al. 2007, 7:1).

The Greenfield House is a one-story, three-bay, single-family dwelling constructed circa 1975. Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state, or national significance were identified, and the Greenfield House is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



The Greenfield House is not a particularly unique or excellent example of its Contemporary style, as many others exist throughout the neighboring area, particularly in the surrounding Carderock Springs Historic District (M: 29-59), which was determined eligible under Criteria A and C as a significant example of residential development (Kurtze et al. 2007). In order to be considered significant under Criterion C, a single-family dwelling must demonstrate high integrity and retain all character-defining elements (Manning et al. 2018, F-2). While the resource generally retains a relatively high level of historic integrity of location, setting, feeling, and association, some modifications have been made to the dwelling that diminish integrity of design, workmanship, and materials. Alterations visible in recent images of the house online include enclosure of an internal open courtyard and modification of the main entry surround (Zillow 2017). As a result, the resource is not eligible under Criterion C.

As an architectural resource, the building was not evaluated under NRHP Criterion D. Based on the evaluated Criteria, the Greenfield House is not eligible for the NRHP.

The property encompasses .48 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GN22, Parcel 0000.

#### References:

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

\_\_\_\_\_  
 Reviewer, Office of Preservation Services

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Reviewer, National Register Program

\_\_\_\_\_  
 Date

NR-ELIGIBILITY REVIEW FORM

M: 29-59-1

Greenfield House

Page 4

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Zillow. 2017. 7806 Hamilton Spring Road. Accessed September 2018. [https://www.zillow.com/homedetails/7608-Hamilton-Spring-Rd-Bethesda-MD-20817/37257774\\_zpid/](https://www.zillow.com/homedetails/7608-Hamilton-Spring-Rd-Bethesda-MD-20817/37257774_zpid/)

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



**Greenfield House**

Location: 7608 Hamilton Spring Road  
City: Bethesda

MIHP#: M: 29-59-1  
Montgomery County





**Greenfield House**

Location: 7608 Hamilton Spring Road  
City: Bethesda

**MIHP#: M: 29-59-1**  
Montgomery County



MD iMAP, DoIT

Parcel Boundaries

00.010.01

Miles

Scale: 1:400

N

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-59-1

Name Greenfield House  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 1: The Greenfield House at 7608 Hamilton Spring Road visible from public right of way. Homeowner denied photography permission.**

**PHOTO LOG**

**Name of Property:** Greenfield House  
**Name of Photographer:** Danae Peckler  
**Date of Photographs:** 08/07/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 1:**  
**The Greenfield House 7608 Hamilton Spring Road, view of garage, looking southeast**  
**M; 29-59-1\_2018-08-07\_01.tif**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Greenwich Woods

Inventory Number: M: 37-36 and PG:65-55

Address: I-495 to the north, Mt. Pisgah Road to the west

Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery County and Prince George's County

USGS Quadrangle(s): Beltsville

Property Owner: Avery Park Owner LLC

Tax Account ID: 05-00261047

Tax Map Parcel(s): N590

Tax Map: KP22

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A   B   C   D

Considerations: A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Greenwich Woods (currently known as Avery Park Apartments) is a multi-family development located south of I-495 in Silver Spring. The resource boundary spans Montgomery and Prince George's counties, although the physical address, deeds, and most plats are in Montgomery County. The complex consists of 47 garden apartment buildings constructed between 1970 and 1972. The 27.2-acre parcel is bounded by I-495, The Chateau Apartments, and Holly Hill Terrace neighborhood on the north, Mt. Pisgah Road on the west, Holly Hill Manor neighborhood and George Washington Cemetery on the east, and Holly Hill Farm neighborhood on the south. Access to the complex is via Oakview Drive, which becomes Mt. Pisgah Lane after crossing over Mt. Pisgah Road.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A   ____ B   ____ C   ____ D	Considerations: ____ A   ____ B   ____ C   ____ D   ____ E   ____ F   ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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The sloping parcel has grassy lawns, mature trees, and bushes at the entrances of buildings. Poured-concrete sidewalks connect the buildings while curvilinear streets and asphalt parking lots surround the buildings. A leasing office (replaced in 2004) with a fitness center and original outdoor pool, is located in the center of the complex at 1801 Hampshire Green Lane (The Washington Post 2006, APT.05). A fenced playground is located on the north side of the complex, near the intersection of Hampshire Green Lane and Greenwich Wood Drive. Two fenced trash areas are located along Hampshire Green Lane and Greenwich Wood Drive.

#### Description:

Greenwich Woods is a multi-family development constructed between 1970 and 1972. The 47 garden apartment buildings contain more than 500 units. The buildings join in groups of two to five, some of which form L- or U-shapes. The curvilinear streets follow the topography of the parcel, with some buildings situated below grade. Buildings are three stories tall and six to eight bays wide, with minimal exterior decoration. The continuous foundation and structural system are clad in a brick veneer. The flat roof has a faux mansard sheathed in asphalt shingles and a parged front-gabled peak above each entrance. No chimneys are visible.

The entrance to each building is centrally located and contains a single-leaf, metal-framed, fully-glazed door with a large single sidelight. Above each entrance is a semi-circular canvas awning. Access is provided by a concrete stoop and steps (some with brick trim) and metal railings. Sliding glass doors provide access to the patios and balconies of individual units. Fenestration includes fixed metal windows adjacent to the sliding glass doors, vinyl bay windows with parged paneled spandrels between the floors, and one-over-one metal windows with parged paneled spandrels below. Some first floor units have a composite wall bordering their patio, while balconies on the second and third floors have metal railings covered in canvas. Individual apartment units are one-story.

Two signs advertise the apartment complex. One is located at the corner of New Hampshire Avenue and Oakview Drive with three flag poles, and one is located in a grassy median at the entrance to the complex, by the intersection of Mt. Pisgah Road and Mt. Pisgah Lane/Oakview Drive.

A 2004 leasing office with a fitness center, resident services, and pool house, constructed around an original fenced-in outdoor pool, is located at the center of the complex at 1801 Hampshire Green Lane (The Washington Post 2006, APT.05). The one-story, multi-bay, L-shaped building is clad in vinyl siding with a brick veneer on the façade. The cross-gabled roof is sheathed in asphalt shingles and a covered, gabled walkway connects to the one-story, two-bay pool house, clad in like materials. Both the double-leaf entrance to the leasing center and the single-leaf entrance to the pool house are underneath a recessed, front-gabled entry porch supported by round columns.

#### Historic Context:

Greenwich Woods was platted between 1964 and 1968 as Hampshire Green, a resubdivision of lots platted as Holly Hill Farm in 1923 (Montgomery County Plat Book [MCPB] 81, 8296; Prince George's County Plat Book [PGCPB] WWW 70, 62). In 1969, investors Jack and Ina Kay, Louis and Celia Grossberg, George Wasserman, and Harold and Sylvia Greenberg, sold the land to Greenwich Woods Associates (Montgomery

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County Deed Book [MCDB] 3874, 78). In 1999, Greenwich Woods Associates purchased nearby Holly View Apartments, a smaller complex with similar design features located at 9700-9710 Mt. Pisgah Road. Greenwich Woods Associates maintained ownership of the property until 2000, when they sold both the Holly View and Greenwich Woods apartments (MCDB 18402, 427). The current property management company, Morgan Properties, also known as Avery Park Owner LLC, purchased Greenwich Woods in 2016 (MCDB 52737, 146).

The Greenwich Woods apartments were constructed between 1970 and 1972 by the Artery Organization (Artery), a large, high-volume, building and development firm which constructed townhouses, apartment complexes, and single-family dwellings in Maryland and Virginia throughout the Suburban Diversification Period (1961-1980) (The Evening Star 1971a, E-1). George Wasserman, one of the real estate investors in the Greenwich Woods property, became President of Artery in June 1969 (The Evening Star 1969, E-2); however, Henry Goldberg, Executive Vice President and Chief Operating Officer, was often mentioned in newspaper articles highlighting the hiring of new staff for the rapidly growing firm (The Evening Star 1971b, F-2). Through the 1980s, the Greenwich Woods apartments were managed by Dreyfuss Brothers, Inc., a company often employed by Artery for their apartment communities (The Evening Star 1970a, F-6; The Washington Post 1988, D19).

In the early 1970s, Greenwich Woods was frequently advertised as a garden apartment community with one-, two-, and three-bedroom units. The apartments featured amenities such as a washer and dryer, dishwasher, disposal, wood-paneled ranch room, individual heating and air conditioning, and a self-defrosting refrigerator. At the grand opening in 1970, rent started at \$190/month for a one-bedroom, \$215-\$225/month for a two-bedroom, and from \$265/month for a three-bedroom unit (The Evening Star 1970b, F-7). According to later advertisements, interior renovations took place around 1989, including updated kitchens and new ceiling fans (The Washington Post 1989, C20).

The community amenities available today are similar to what was historically available at Greenwich Woods, including a swimming pool and play areas for children (The Evening Star 1970b, F-7).

#### Evaluation:

Greenwich Woods was evaluated as a multi-family residential development in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Greenwich Woods is an example of a garden apartment complex of the Suburban Diversification Period (1961-1980) and is a basic example of a type commonly built in Montgomery County during this period. It did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends such as demographic changes or local planning initiatives. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

While George Wasserman and the Artery Organization were involved in the development of Greenwich Woods and worked throughout the Washington D.C. region, they had no significant influence on

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suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Greenwich Woods is representative of a common mid- to-late twentieth century building type that remains present in the Maryland suburbs. The garden apartment buildings are not the work of a master architect, nor do they exhibit high artistic value. Furthermore, they exhibit common materials and forms, with no distinctive stylistic details. Alterations and new materials, including the new leasing office and pool house and the addition of pediments to the original faux mansards, have impacted the building's integrity of design and materials. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The boundary for the resource encompasses 27.2 acres and is roughly defined by I-495 to the north, George Washington Cemetery to the east, Holly Hill Farm neighborhood to the south, and Mt. Pisgah Road to the west. It is found on Montgomery County Tax Map KP22, Parcel N590 (2019).

#### References:

The Evening Star. 1969. "Wasserman Heads Artery Organization." June 6, 1969, E-2.  
---1970a. "Greenwich Woods." Advertisement. August 2, 1970, F-6.  
---1970b. "Grand Opening: Greenwich Woods." Advertisement. June 21, 1970, F-7.  
---1971a. "Big-Time Housing: A World of Charts." December 17, 1971, E-1.  
---1971b. "Artery Promotes Officials." December 10, 1971, F-2.

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The Washington Post. 1988. "Greenwich Woods." Advertisement. August 24, 1988, D19.  
---1989. "1 BR Special From \$610: Greenwich Woods." Advertisement. February 11, 1989, C20.  
---2006. "Avery Park Embraces Its Low-Key Charm; Complex Attracts Students, Families." January 28, 2006, APT.05.

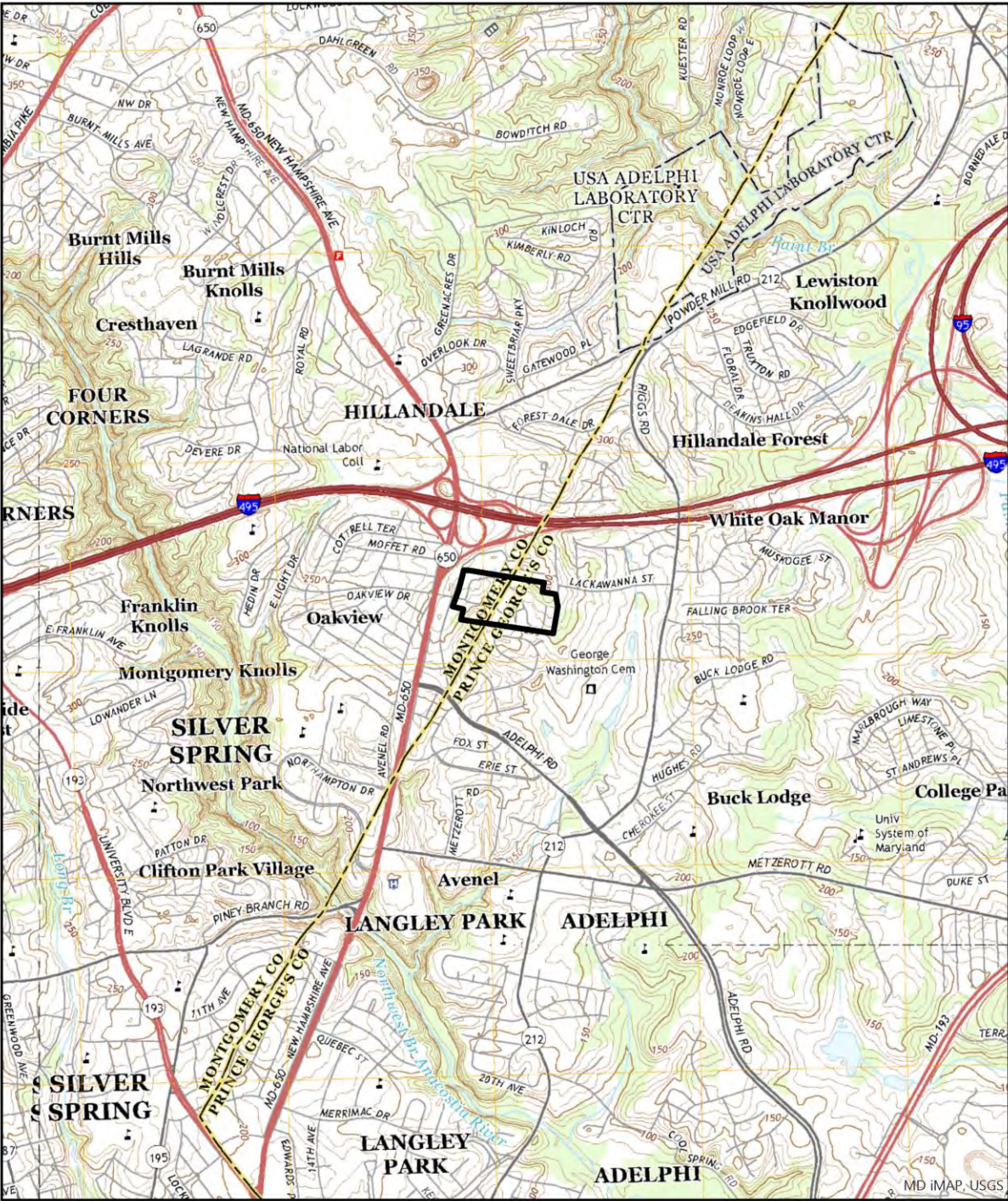


Greenwich Woods

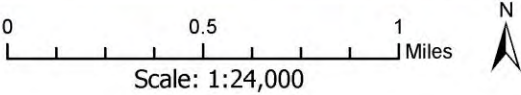
Montgomery County and Prince George's County

Location: I-495 to the north, Mt. Pisgah Road to the west

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville





Greenwich Woods

Montgomery County and Prince George's County

Location: I-495 to the north, Mt. Pisgah Road to the west

City: Silver Spring







Mt. Pisgah Lane streetscape, looking east.



Approach to apartment complex and entrance sign viewed from Oakview Drive, looking east.





1815 Greenwich Wood Drive, west elevation.



Interior courtyard between 1810 and 1812 Greenwich Wood Drive, looking west.



View of Leasing Center at 1801 Hampshire Green Lane, looking southwest.



View of pool house at 1801 Hampshire Green Lane, looking northwest.





Playground near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking north.



Trash area near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking northwest.





Entrance detail, 1802 Hampshire Green Lane, looking southeast.



Rear of buildings 1705 and 1707 Mt. Pisgah Lane, looking southeast.

**PHOTOGRAPHS**

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Apartment sign and flagpoles on New Hampshire Avenue at Oakview Drive, looking northeast.

**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-08**

Location of Original Digital File: **MD SHPO**

File Format: **M: 37-36\_PG:65-55\_2019-01-08\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Mt. Pisgah Lane streetscape, looking east.

02.tif

Approach to apartment complex and entrance sign viewed from Oakview Drive, looking east.

03.tif

1815 Greenwich Wood Drive, west elevation.

04.tif

Interior courtyard between 1810 and 1812 Greenwich Wood Drive, looking west.

05.tif

View of Leasing Center at 1801 Hampshire Green Lane, looking southwest.

06.tif

View of pool house at 1801 Hampshire Green Lane, looking northwest.

07.tif

Playground near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking north.

08.tif

Trash area near intersection of Hampshire Green Lane and Greenwich Wood Drive, looking northwest.

09.tif

Entrance detail, 1802 Hampshire Green Lane, looking southeast.

10.tif

Rear of buildings 1705 and 1707 Mt. Pisgah Lane, looking southeast.

11.tif

Apartment sign and flagpoles on New Hampshire Avenue at Oakview Drive, looking northeast.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no \_\_\_\_\_

Property Name: Grosvenor Park Inventory Number: M: 30-39  
Address: 10200-10500 Rockville Pike (355) 10101-10401 Grosvenor Place Historic district: X yes \_\_\_\_\_ no  
City: Rockville Zip Code: 20852 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): 0000 Tax Map Number: HP13  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Danae Peckler Date Prepared: 12/6/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: X Eligibility recommended \_\_\_\_\_ Eligibility not recommended  
Criteria: X A    B X C    D Considerations:    A    B    C    D    E    F    G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_\_\_ yes Listed: \_\_\_\_\_ yes  
Site visit by MHT Staff \_\_\_\_\_ yes X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

Grosvenor Park is a multi-family residential development located north of the intersection of I-270 and I-495 and bounded by the west side of Rockville Pike, north side of Grosvenor Place and south side of Tuckerman Lane. The resource is composed of three parcels, the largest of which is a 37.9-acre, irregular-shaped parcel with three high-rise apartment buildings, nine garden apartment buildings, two small play areas, three swimming pools (one of which features a bathhouse), and three pairs of tennis courts, all built between 1963 and 1966 (Montgomery County Plats [MCP] 470, 2113, 2123, 2132, 2133, and 2134). Two adjacent smaller parcels--one to south containing 9.3 acres and a circa-1987, high-rise apartment building, and another to the west containing 10.22 acres and a circa-1989, high-rise apartment building--and much of the Grosvenor Place roadway were also surveyed, totaling 57.42 acres (RK&K 2018). Primary access to the property is from Rockville Pike on the east, Tuckerman Lane on the north, and Grosvenor Place on the west and south. Parking areas and internal pathways are in proximity to each residential building.

The property's landscape is filled with grassy lawns, dotted by mature trees, shrubs, and other ornamental foliage in a natural park-like setting. A small branch of Rock Creek traverses the Grosvenor Park property in a northwest-southeast direction. The entire

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
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**MHT Comments:**

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property is connected by concrete sidewalks and a few pedestrian bridges that cross two picturesque ponds in the center of the complex.

**Description:**

The Grosvenor Park apartment complex is a mixed-residential type development originally constructed between 1963 and 1966 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The nine circa-1963, garden apartment buildings in Grosvenor Park (10200-10444 Rockville Pike) are four-story, 12-bay, brick-clad, rectangular buildings designed in the International style. The buildings, organized in a near-linear arrangement roughly parallel to Rockville Pike, are built into a sloping hillside and appear as three stories in height from the east elevation where the primary shared entries are located. The east elevations of the garden apartment buildings are separated from the internal road and flanking parking spaces by a wide grassy median dotted with mature trees. Several of the buildings are connected by covered walkways at the north and south elevation of the lower levels, facilitating residents' access to common shared spaces.

Each of the garden-style buildings contains six apartments on every floor, including efficiencies and one- and two-bedroom units that range from 502 to 911 square feet in size (MCP 2139-2144). These buildings rest on a continuous concrete foundation supporting a structural system that is clad in a six-to-one, Flemish-common-bond, brick veneer (Flemish bond every seventh course). Some buildings are clad in red brick with light gray mortar while others feature an off-white brick with light gray mortar. They are all topped by a low-pitched, hipped roof with wide overhanging eaves. The east elevation of each building includes three entrance stairwells marked by a two-story wall of glass and metal spandrels. These entries are filled by a single-leaf, metal-framed door surrounded by fixed, metal-framed, rectangular lights at the first floor, sheltered by a cantilevered, flat, metal roof. Other fenestration includes original, tripartite, metal-framed, picture windows with a central fixed light flanked by two sliding sashes. At the rear elevation of each building, a flat metal roof covers the three two-bay, four-story porches or balconies that extend from each unit. Square metal posts and railings are ornamented by metal-mesh panels while a solid metal panel or brick partition wall provides privacy to neighboring units on the same floor. Few if any alterations have been made to the exterior of the nine garden apartment buildings.

The three Y-shaped, high-rise, multi-family residential buildings (10201 and 10401 Grosvenor Place and 10500 Rockville Pike) were also constructed in the International style. These buildings are between 19 and 21 stories tall with 11-bay wings on either side of a three-bay central projection. Together, they contain 1,447 units that are predominantly one-, two-, or three-bedroom apartments between 487 to 2,998 square feet (MCP 470-491, 1513-1521). Penthouse apartments on the upper floors range between 2,621 and 7,894 square feet (MCP 489, 2121, 2130). Each building also features a two-story parking garage at the lower levels that is built into the sloping topography and hidden from view at the primary elevation, where it is topped by garden terraces flanking the main entrance.

The original high-rise buildings rest on continuous concrete foundations supporting a concrete-and-steel structural system clad in off-white, stretcher-bond, brick veneer. The horizontal massing of the building is balanced by regular vertical columns of cantilevered balconies featuring blue tempered-glass panels and black metal railings. The buildings are covered by a flat roof with a parapet wall topped by a sleek, pre-cast, concrete coping. Visible from the façade, the top two stories of each building are stepped, softening the overall appearance of height and creating a series of rooftop terraces. The terraces are partially covered by flat-roof metal canopies supported by square metal posts and ornamented by the same metal-mesh panels that mark the garden-style apartment porches.

The main entrance to each of the high-rise buildings is located at the center of the three-bay projection, where a flat concrete-roof canopy supported by four, rectangular, marble-clad columns extends to cover a semi-circular driveway. The roof of the canopy is

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended** \_\_\_\_\_

**Eligibility not recommended** \_\_\_\_\_

**Criteria:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D **Considerations:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

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**Date**

punctuated by circular skylights and features a concave end that mirrors the semi-circular drive that passes below it. The same marble-clad columns support each bay around the first floor lobby, allowing for a floor-to-ceiling, metal-framed, glass wall on all three sides of the central projection. Windows throughout all of the high-rise buildings are original, paired or tripartite, single-light, metal-framed units, with one or two sliding sashes.

On the whole, few if any alterations have been made to the exteriors of the three high-rise buildings. At 10201 Grosvenor Place, the oldest of the high-rise buildings, some of the plastic balcony panels are slightly greener in color than the others, suggesting some replacement over time or use of some defective products. At 10401 Grosvenor Place, small one-story wings extend from the north and south ends where a small market or grocery store and beauty salon are currently located.

Each of the high-rise buildings include an original landscaped parking lot for visitors, an in-ground swimming pool, and a pair of tennis courts--all of which appear little changed since initial construction. Where present, original low retaining walls are clad in an irregularly coursed, rough-cut, stone veneer. The southernmost swimming pool is located southeast of the first high-rise, now known as Grosvenor Park One at 10201 Grosvenor Place, but the pool is separated from the building by a grassy median and communal sidewalk, differing from the other high-rise pools which nearly abut the rear elevation of the buildings. This physical separation and the presence of a bathhouse suggest that this pool may have been open to residents of the garden apartments in addition to those of Grosvenor Park One. The bathhouse is a one-story, seven-bay, metal-framed building with stuccoed walls. It is covered by a flat roof with wide overhanging eaves and is lined by a metal railing with the roof also being used as a viewing deck. A portion of the bathhouse roof is covered by a metal-framed, hipped-roof pavilion that appears original to its design.

Situated south of the original complex on a separate parcel of land is a 20-story, multi-bay, high-rise apartment building (10101 Grosvenor Place) constructed circa 1987. This building rests on a continuous concrete foundation and supports a structural system that is clad in a red stretcher-bonded brick with a narrow concrete belt-course separating each story. Semi-circular, solid, brick balconies punctuated by a round concrete column extend from each floor at the south and west elevations, while projecting one- and two-bay balconies with metal railings dot the east and west elevation of the building. The building is topped by a flat roof with a parapet wall marked by a thick pre-cast concrete cornice. At the center of the building is a vertical window wall that extends from the ground floor to the top story where it projects above the cornice in a semi-circular arch. Windows throughout the building are either paired or tripartite, metal-framed, single-light, sliding or fixed units. A four-level parking garage extends from the south end of the east elevation of the building, though just three levels are visible from the ground surface. The garage is lined in the same kind of brick veneer and topped by a similar concrete cornice. The swimming pool associated with this high-rise is located at the northwest corner of the building and is roughly oval in shape, contrasting with the older pools that are rectangular or L-shaped. Surface parking lots surround most of the building, although a generous grassy median and other plantings line much of the south and west sides of the parcel.

Situated on a separate parcel, between the original south and central high-rise buildings, is a 20-story, multi-bay, high-rise apartment building (10301 Grosvenor Place) constructed circa 1989. Somewhat smaller in width, the architecture of this high-rise matches the other 1980s building at 10101 Grosvenor Place and uses the same materials, construction methods, and design features. The parking garage for this building is attached to its northeast corner and has just three levels. The swimming pool is also generally oval in shape and is located near the southwest corner of the building. Surface parking lots and driveways fill much of this parcel, with a grassy median or buffer surrounding much of the high-rise building.

At the perimeter, the Grosvenor Park property is lined with mature trees that buffer the complex from traffic along Rockville Pike and add to its park-like setting along Grosvenor Place. An established picturesque landscape fills the center of the property and includes mature trees, ornamental plantings, and two linear ponds, each featuring a small island. Several narrow concrete sidewalks connect the high-rise and garden apartments to various amenities. Pedestrian bridges cross the small branch of Rock Creek that was

#### MARYLAND HISTORICAL TRUST REVIEW

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preserved through the center of the complex. At the northeast corner of the property, a pedestrian underpass connects the Grosvenor Park complex to the Grosvenor Metro station.

#### Historic Context:

The Grosvenor Park property was originally platted as Parcels A and B in March and October of 1962, respectively, by Karl W. Corby, Jr. and his sister, Mary Ellen Brewer--children of Karl W. Corby, Sr. who had inherited much of the farmland in the vicinity from their father and grandfather, Charles Corby, founder of the neighboring estate property now known as Strathmore (M: 30-12) (Montgomery County Deed Book 2144, 24, 36). The buildings and amenities of the original core were designed by architect Donald H. Drayer and built for Karl W. Corby and Mary Brewer by the Corby Construction Company, while the landscape was designed by landscape architect, S.E. Sanders.

The first buildings erected on the property were the nine garden apartment buildings completed in 1963 and fully occupied in 1964 (Kelly 2015). The two ponds, sidewalks, and the southernmost swimming pool and tennis courts appear in historic aerials from March 1964 (United States Department of Agriculture 1964). The southernmost high-rise building, now known as Grosvenor Park One, was constructed between 1963 and completed by May 1964, with the central building now known as Grosvenor Park III completed the following year and the north building, now known as Grosvenor Park II, by 1966 (The Evening Star 1964; The Washington Post 1963, 1965). Historic newspapers indicate that a fourth high-rise building was planned, but never constructed as part of the complex (The Washington Post 1967).

In 1972, the south high-rise building was converted to condominiums by Karl W. Corby, Jr.--an early example of yet another common trend in the D.C. area. The remainder of the property, including the other two high-rise buildings and all of the garden apartments, was turned into condominiums in 1979 by a subsequent corporate owner, a Chicago-based firm known for such transactions, American Invsco (MCP 470-491, 2113-2144). Converted as separate entities, the three high-rises became known as Grosvenor Park One, Two, and Three, while the garden-style apartments became Grosvenor Park Four. Plot plans for each entity were filed along with basic floor plans for each building type at the time of their conversion. Thus, by 1979, the current tax parcel boundary (C000478), including land surrounding the original buildings and much of the landscaped core of the property, had been established on what was platted as Parcel A and B.

In the early 1980s, Grosvenor Park Limited Partnership, a company led by Karl W. Crosby III, sought to re-develop underdeveloped portions of the property, re-dividing Parcel B and including more land to the west of the property, creating Parcels D, E, and F (MCP 14472). Parcel D included 9.3 acres at the southern end of what had been Parcel B of the Grosvenor Park property, including the southernmost tennis court and south end of the Grosvenor Place roadway. This land had likely been reserved for a fourth tower in the original plan for Grosvenor Park that did not materialize, and was the first to be re-developed with the circa-1987 high-rise building, currently addressed as 10101 Grosvenor Place. This property was converted to condominiums in 2005 (MCP 8887-8912). Parcel E contains 10.44 acres of land, a second late-1980s high-rise apartment building, garage, surface parking lot, and swimming pool along with some original Grosvenor Park landscape features including portions of the sidewalks connecting the southern and central high-rise buildings to the garden-style apartments; a portion of the two ponds in the center of the complex; landscaping surrounding the periphery of the south and central high-rise and the road by which it continues to be accessed, known as Grosvenor Place (MCP 14472). This high-rise building remains privately owned by Archstone Grosvenor Tower Limited Partnership and continues to function as an apartment rental building. Parcel F, containing 24.9 acres of land, is situated on the west side of Grosvenor Place and does not include any features of the original property; therefore, it was excluded from this survey.

Karl W. Corby, Jr. and his sister, Mary Ellen Brewer, were not known to have entered into other property developments together.

#### MARYLAND HISTORICAL TRUST REVIEW

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However, as the president of the Corby Construction Company, Karl W. Corby, Jr. developed several properties in the vicinity of Grosvenor Park and specialized in multi-family apartment buildings in the D.C. area with Grosvenor Park as his most notable project (The Washington Post 1987, C4). He was also "a former director of the Riggs National Bank, Woodward & Lothrop and Acacia Mutual Life Insurance Company, and a trustee of the International Oceanographic Foundation" as well as "past president of the Maryland State Golf Association" prior to his death in January 1987 (The Washington Post 1987, C4).

The Grosvenor Park apartment complex is one of the principal works of the prominent mid-twentieth-century, D.C. architect Donald H. Drayer. Drayer is best known for designing "high-rise luxury apartments, and custom projects for high-profile clients" (Kelly 2015, 388-391). He was a prolific designer, but also successful in that many of his works were actually constructed. Architectural drawings from the Grosvenor Park complex on file at the Library of Congress primarily date between 1960 and 1963 (Library of Congress 2018). Prior to working with the Corby Construction Company for Grosvenor Park, Drayer was employed by the U.S. Public Buildings Administration, builder and architect William Waverly Taylor, and the Chevy Chase Land Company. Working independently since 1954, his designs for Grosvenor Park appear to have launched the type of large-scale residential development for which he became well known. Other principal works of Drayer, identified in Clare Lise Kelly's 2015 book, "Montgomery Modern," include the Park Sutton Apartments and Shopping Center (1963) in Silver Spring, Prospect House apartments (1965) in Arlington, the Colonnade apartments (1964-1969) in D.C., the commercial office Landow Building (1971) in downtown Bethesda, and the Promenade apartments (1972) just inside I-495 in Bethesda (Kelly 2015, 388-391).

The landscape design for Grosvenor Park was produced by S.E. Sanders & Associates in 1963 and appears under construction in historic aerials by March 1964. Spencer Edward Sanders "was a nationally recognized landscape architect and land planner who designed comprehensively planned communities that preserved natural landscape and open space" (Kelly 2015, 445-449). Sanders worked for the Public Building Administration in the 1940s and with the progressive garden apartment innovator, Carl M. Freeman, at Americana Plaza (1958), Americana Fairfax (1961), and Americana Glenmont (1961) (Kelly 2015, 445-449). His design for Grosvenor Park is in keeping with other notable works that retain a natural setting with abundant open space along with the separation of vehicular and pedestrian traffic, but is not known to have garnered professional acclaim (Kelly 2012, 8-13).

The Grosvenor Park complex is an early example of mixed-residential type development with both garden and high-rise apartments of significant size in the greater Rockville and Bethesda area in Montgomery County--a trend that began around 1960 and continues to present day (Manning et al 2018). While garden apartment complexes were commonplace in the region by the 1950s, high-rise apartment buildings were slower to emerge in the D.C. suburbs. Prior to the completion of I-495, such buildings were commonly eight or nine stories tall and referred to as "towers," like the nine-story Pooks Hill Towers built in 1949 and designed by architect John P. Fitzsimmons (Kelly 2015, 469). Completed in 1960 along the 16th Street corridor, Cohen, Haft & Associates' 10-story Suburban Towers apartment building in Silver Spring was one of the earliest suburban high-rises in Washington region (M-NCPCC 2017, 14). This firm also designed the Springhill Lake Apartment Complex (PG:67-40) in Greenbelt, containing both garden apartments and townhouses along with various community and recreational facilities across more than 100 acres of land, built between 1961 and 1970 (Bruder 2015). Designed at the same time as Grosvenor Park, Drayer's River Towers multi-family apartment complex features three, nine-story, T-shaped, elevator apartment buildings constructed for the Rebecca Corporation circa 1963 just south of I-495 in Alexandria, Virginia (Library of Congress 2018; River Towers 2018). Nestled within 26 acres of parkland on a smaller parcel, each tower building contains 525 units and is considerably less ornate than the high-rise buildings at Grosvenor Park (River Towers 2018).

The Grosvenor Park complex also reached out to a growing and changing demographic of Montgomery County residents. Built shortly after construction began on the two intersecting interstates, this luxury apartment complex was designed primarily to appeal to high-income residents, but was made accessible to young, progressive, middle- to upper-middle-class families as well. One of the earliest images of the property in The Washington Post, printed in October of 1963, was captioned "Nursey Open in

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

Apartment" and described the new nursery as an amenity to "working mothers among the tenants of the combination garden-style and high-rise project" (The Washington Post 1963, D1).

Evaluation:

The Grosvenor Park complex is an example of a mixed-type apartment complex that is part of an ongoing trend in multi-family residential developments beginning in the early Suburban Diversification Period (1961-1980) (Manning et al 2018). The garden and high-rise apartment buildings within the property's core retain all of the character defining elements associated with these building types (Manning et al. 2018, F-10-F-17).

As an early example of a large, mixed-type, luxury apartment complex, Grosvenor Park reflects a new trend in multi-family residential development within Montgomery County that targeted high-income residents with children of the area's population. The development was one of the first in the county to include a combination of high-rise apartment towers and garden apartments. As such, it is eligible under Criterion A. Archival research indicates that the property has no important associations with individuals of local, state, or national significance. Therefore, the property is not eligible for the NRHP under B. Although Karl W. Corby, Jr. and Mary Brewer were notable individuals, their work does not appear to have made lasting or substantial impacts to the history of multi-family construction in the D.C. region.

Grosvenor Park is an excellent, intact example of a multi-family development from the Suburban Diversification Period featuring mixed housing types. Its central naturalistic park, designed by an experienced landscape architect, along with amenities such as retail spaces, swimming pools, and tennis courts, set the development apart from its contemporaries and reflect important new trends in apartment design that appeared during the period. Grosvenor Park is significant under Criterion C as an outstanding example of a mixed-type, multi-family development in Montgomery County.

As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, Grosvenor Park is eligible for the National Register of Historic Places under Criteria A and C.

The period of significance for this resource is from 1963 to 1966, encompassing the completion of the garden apartments, three original high-rises, and the accompanying landscape and recreational amenities. Character-defining elements of the development include its cohesive architectural design and stylistic features; cluster or grouped arrangement of buildings oriented to the topography with neighboring parking lots to maximize open space; park-like landscape with shared amenities including lobbies, pools, tennis courts, playground, and light retail spaces for residents; patios and balconies for each unit; and consistent streetscape design including sidewalks and lighting. Grosvenor Park retains a high level of historic integrity of location, design, materials, workmanship, feeling, and association. Its integrity of setting has been minimally altered by the 1980s construction at the southern and western sides of the property. However, a fourth building was originally planned by Korby and Drayer at the south end of the site but was not constructed. The new buildings did not replace original structures and have not altered the appearance or features of the complex, which remains organized along the central picturesque landscape, with garden apartments on the east side and high rises to the west. Although within the boundary of the historic resource and part of the present Grosvenor Park complex, the 1980s high-rises do not contribute to the historical significance of the development. Few alterations have been made to the original buildings and surrounding landscape. Many of the original landscape features were also retained on the redeveloped parcels. As such, the overall character of the landscape and naturalistic setting at Grosvenor Park remains extant.

The boundary of this resource encompasses 57.42 acres and is confined to three parcels found on Montgomery County Tax Map HP13, bounded by Rockville Pike (MD 355), Grosvenor Lane, Grosvenor Place, and Tuckerman Lane.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



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The Washington Post. 1965. "Record Mortgage Loans Placed Here." April 23, 1965. E8.

The Washington Post. 1967. "Grosvenor Park." January 28, 1967. E2.

The Washington Post. 1987. "Karl W. Corby, D.C. Building Executive, Dies." January 23, 1987, C4.

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended** \_\_\_\_\_

**Eligibility not recommended** \_\_\_\_\_

**Criteria:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D **Considerations:** \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

**MHT Comments:**

\_\_\_\_\_  
**Reviewer, Office of Preservation Services**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Reviewer, National Register Program**

\_\_\_\_\_  
**Date**



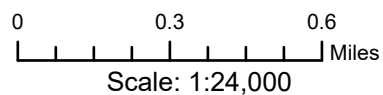
# Grosvenor Park

Location: 10200-10500 Rockville Pike  
City: Rockville

MIHP#: M: 30-39  
Montgomery County



SGS 7.5 Quadrangle - Kensington





# Grosvenor Park

Location: 10200-10500 Rockville Pike  
City: Rockville

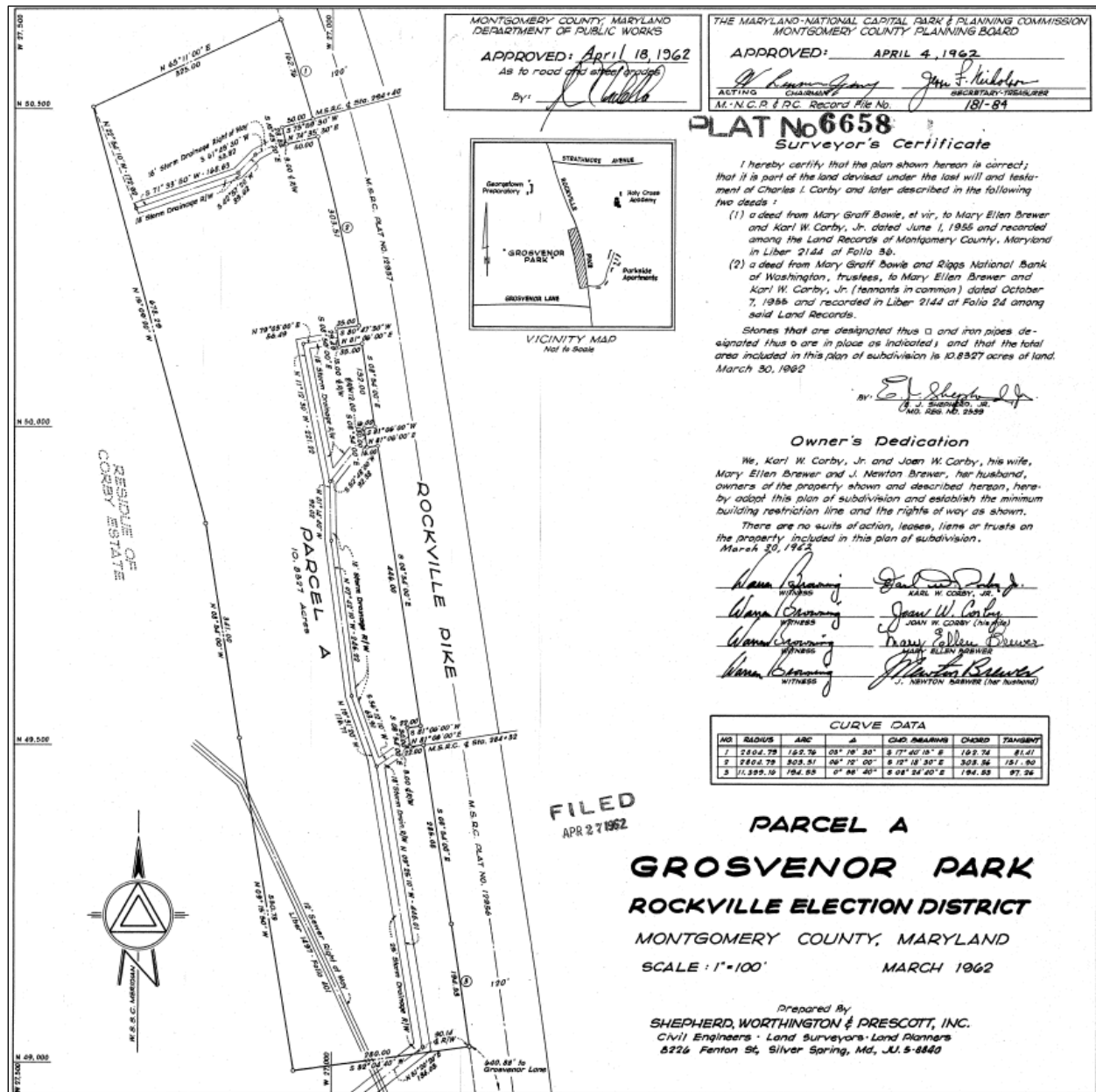
M: 30-39  
Montgomery County



Grosvenor Park site plan showing contributing resources in gold and non-contributing in red

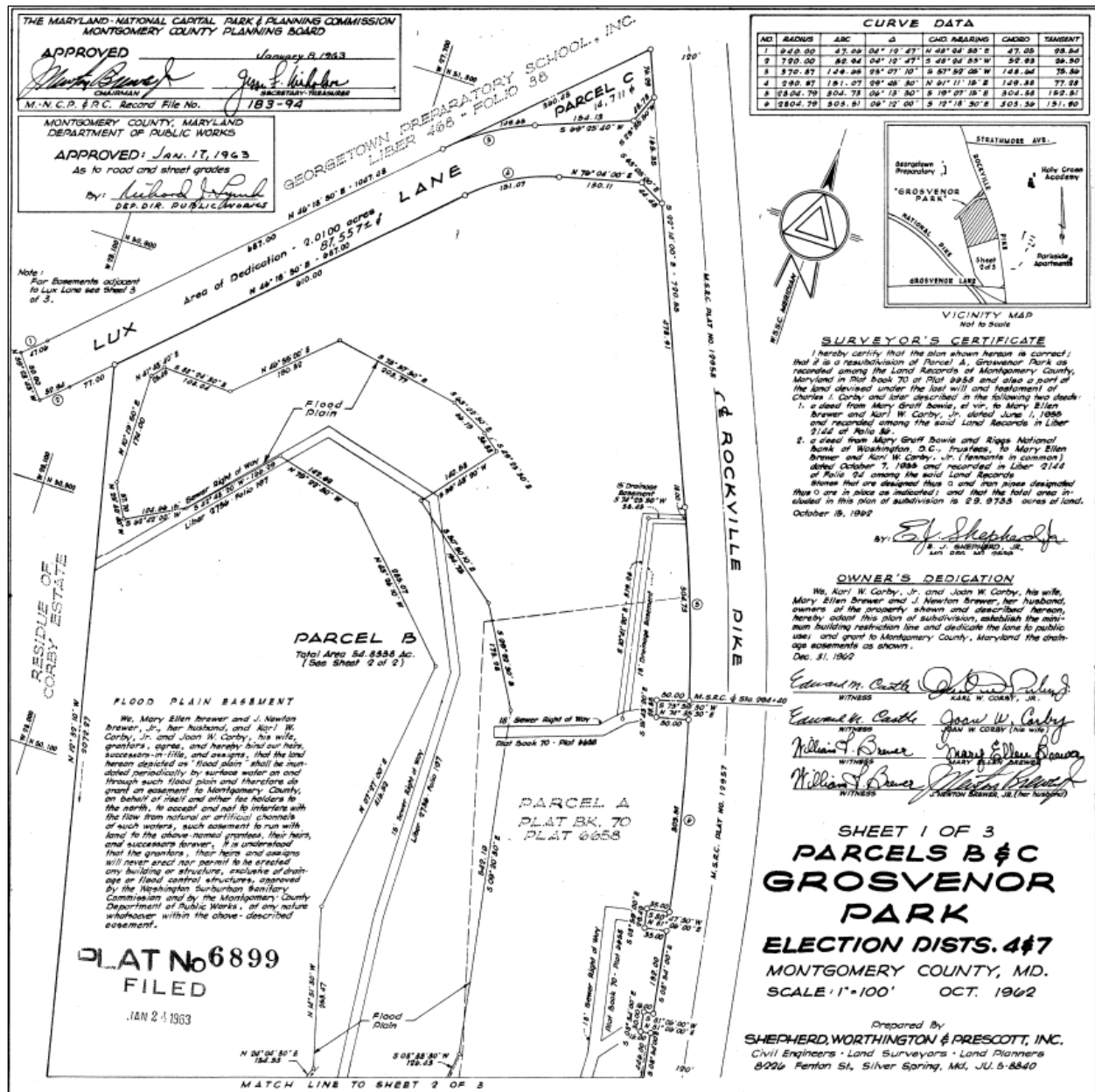


**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



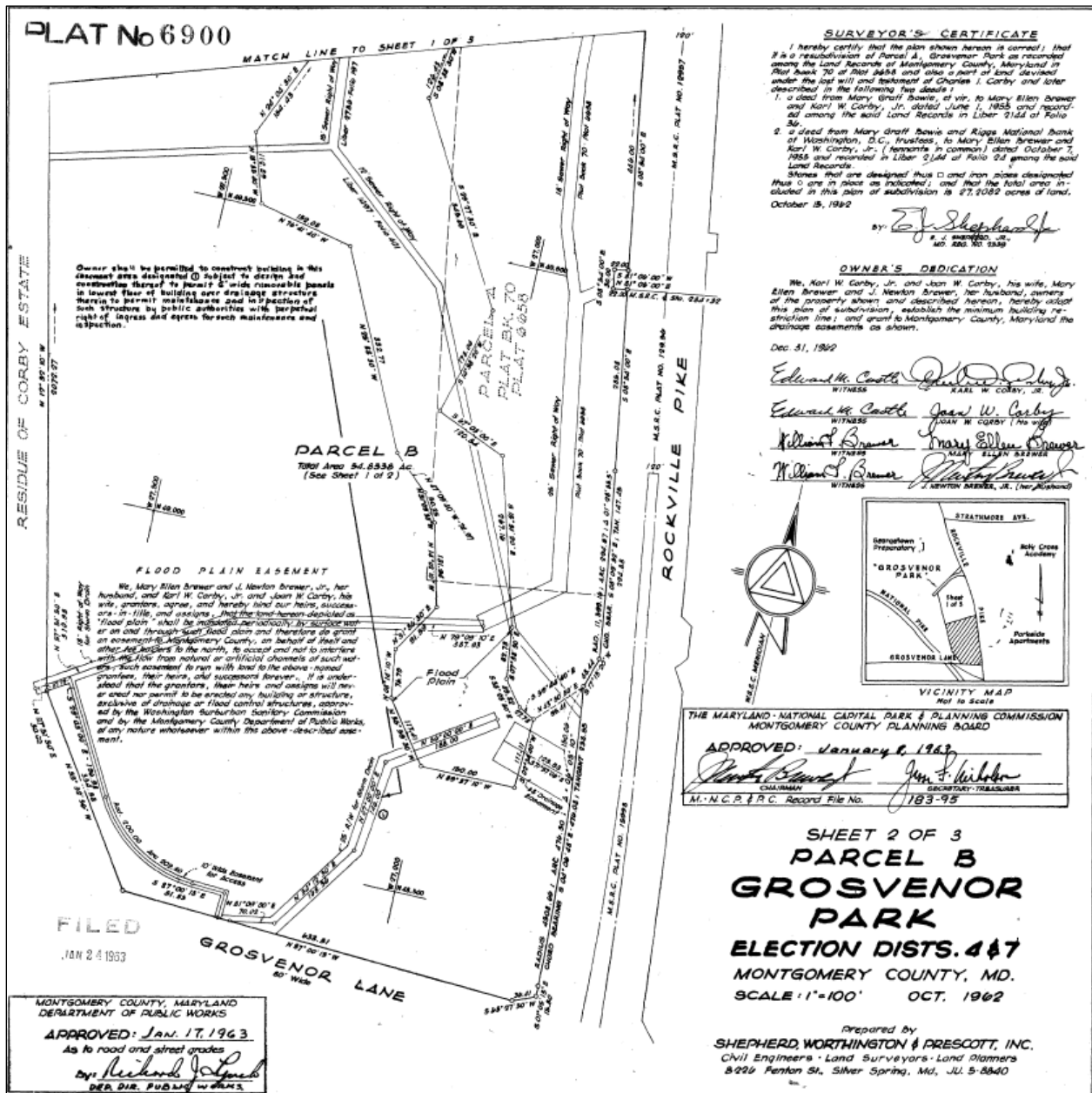
1962 Plat of Parcel A, Grosvenor Park (MCP 6658)

**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



1963 Plat of Parcel B, Grosvenor Park, Sheet 1 of 3 (MCP 6899)

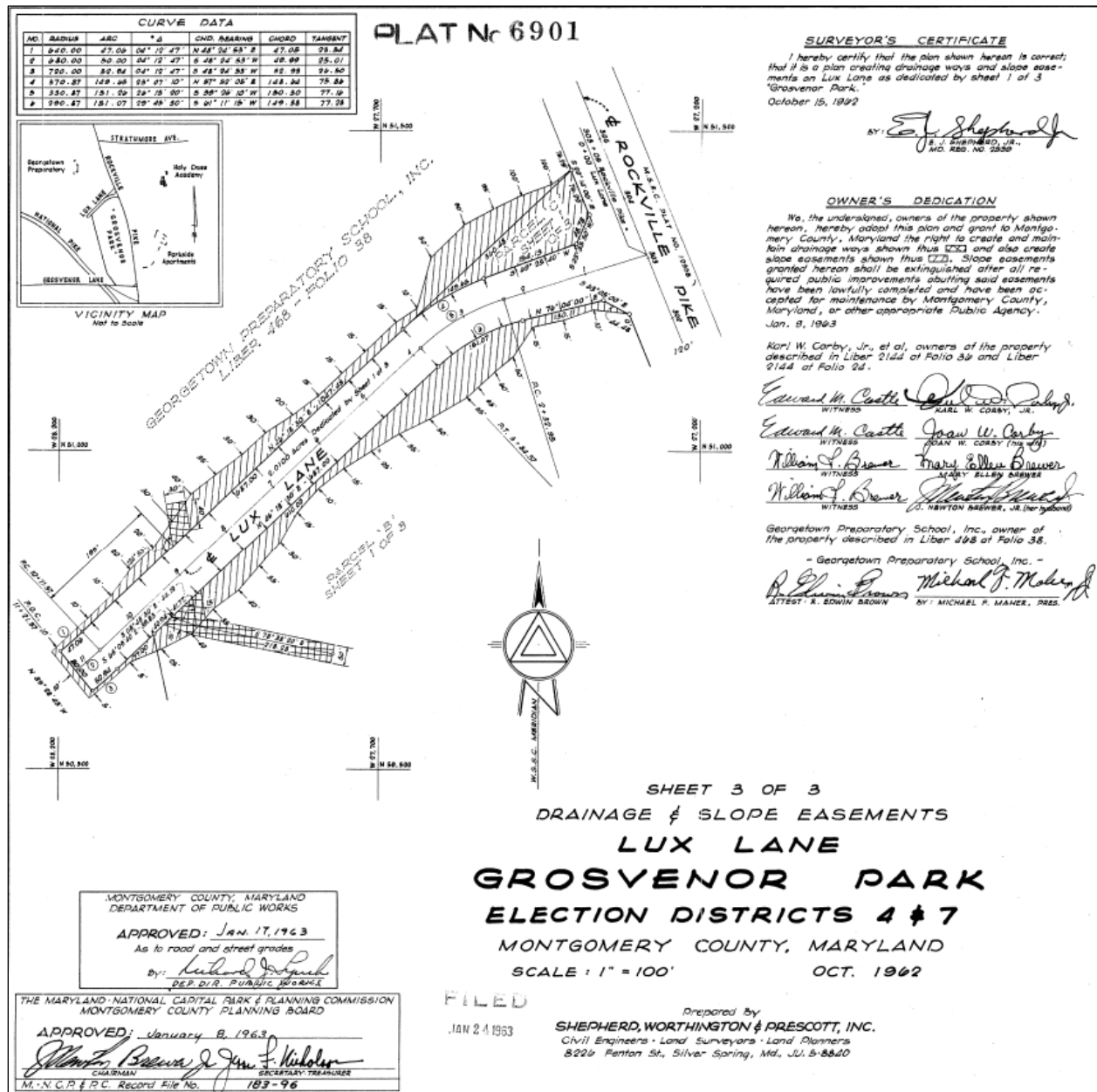
**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



1963 Plat of Parcel B, Grosvenor Park, Sheet 2 of 3 (MCP 6900)



**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



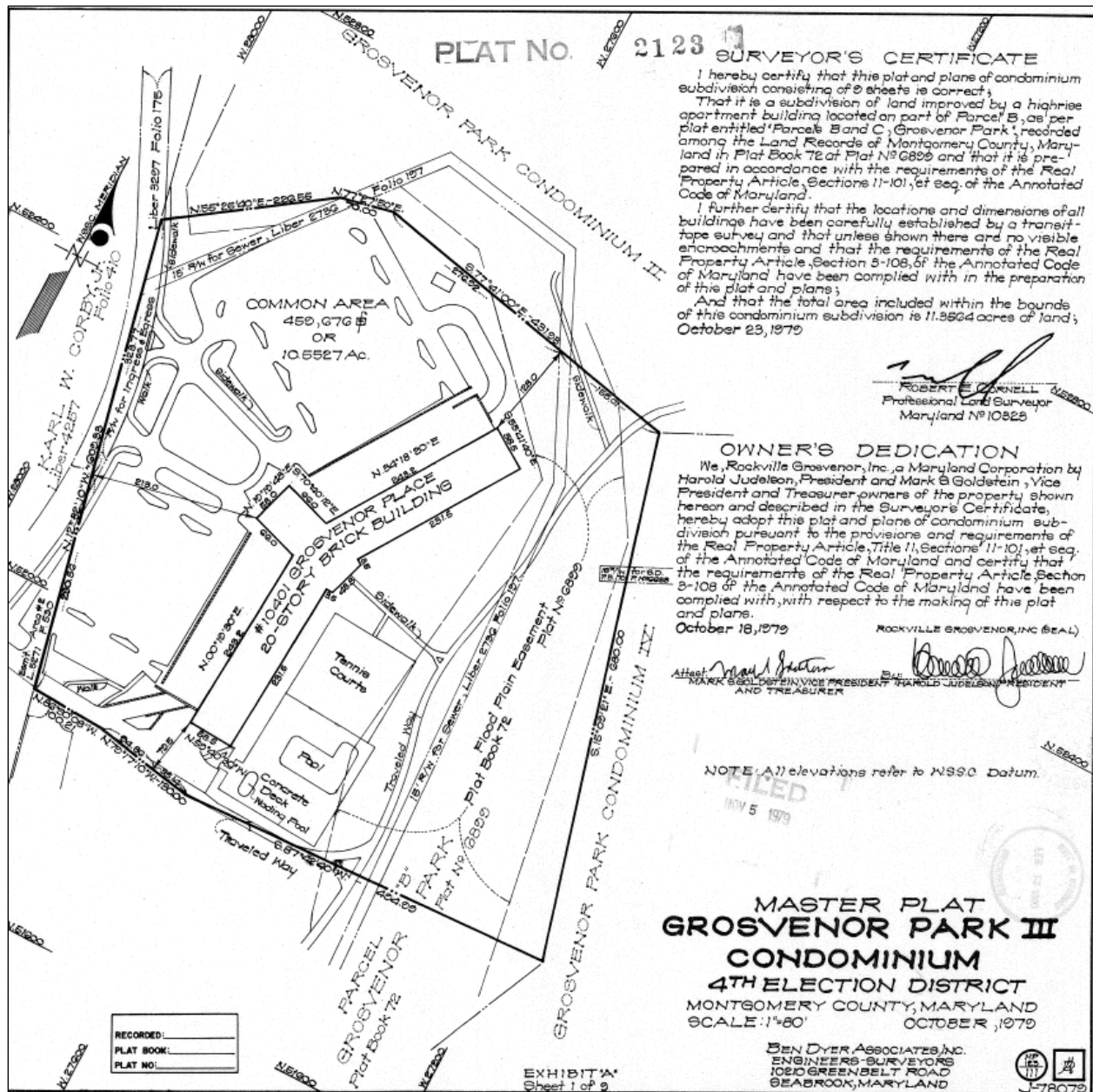
1963 Plat of Lux Lane (now Tuckerman Lane), Grosvenor Park, Sheet 3 of 3 (MCP 6901)

1972 Plot Plan for Grosvenor Park Condominium (10201 Grosvenor Place) (MCP 470)



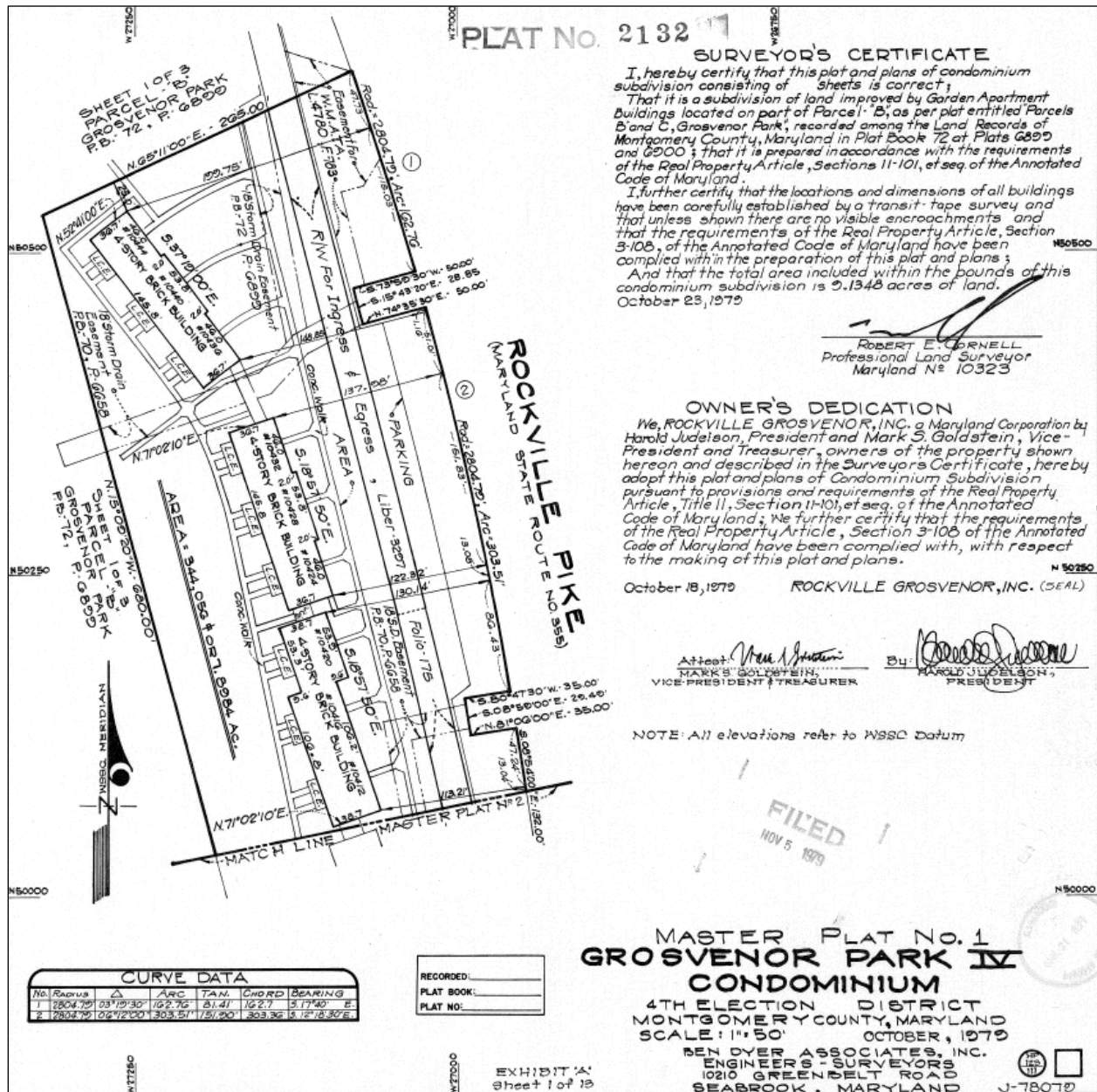


**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



1979 Plot Plan for Grosvenor Park III Condominium (10401 Grosvenor Place) (MCP 2123)

**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



1979 Plot Plan for Grosvenor Park IV Condominium, Master Plat 1  
 (10400-10440 Rockville Pike) (MCP 2132)

## Rockville, Montgomery County, Maryland



(10300–10320 Rockville Pike) (MCP 2133)

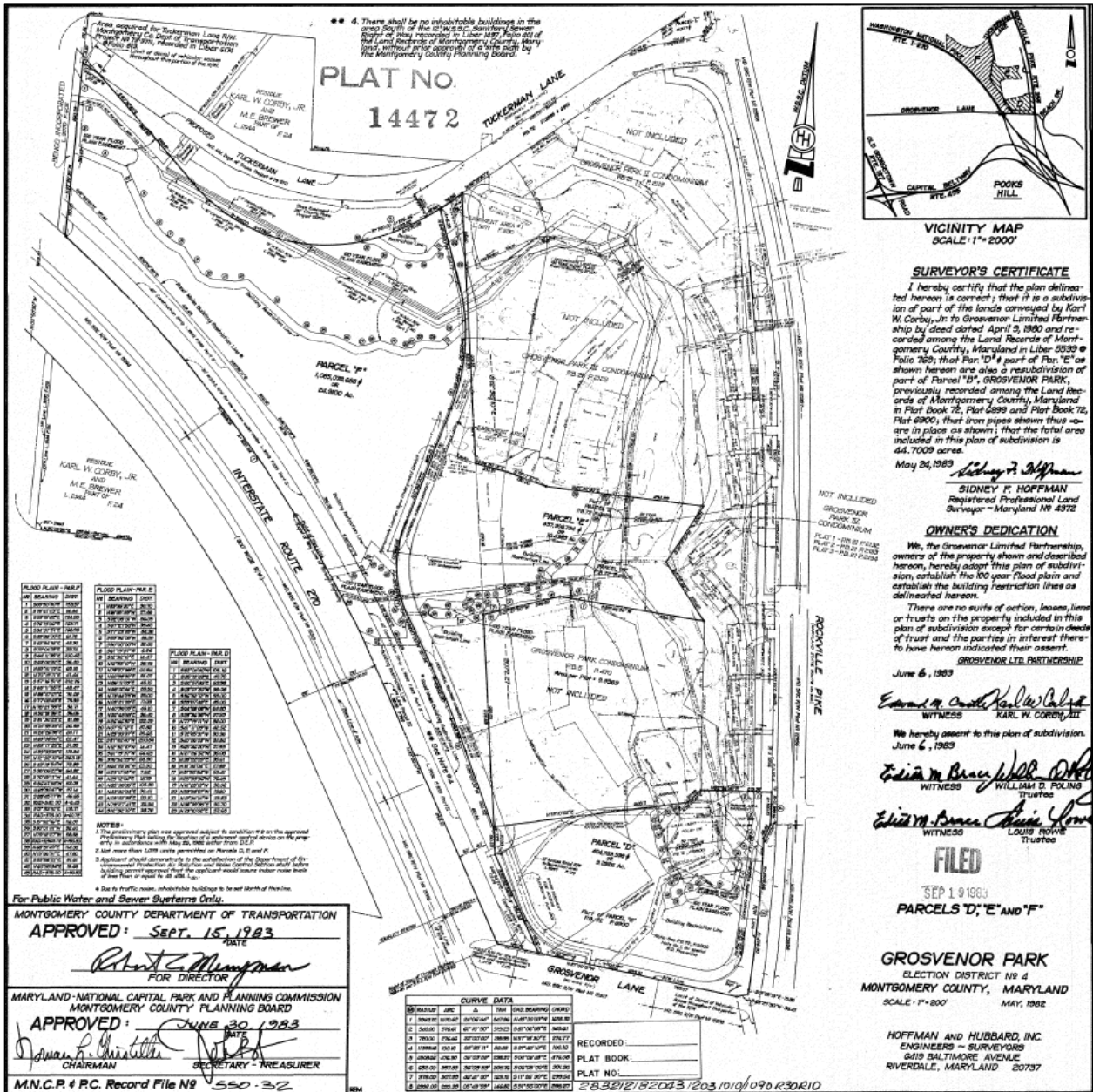


# Rockville, Montgomery County, Maryland



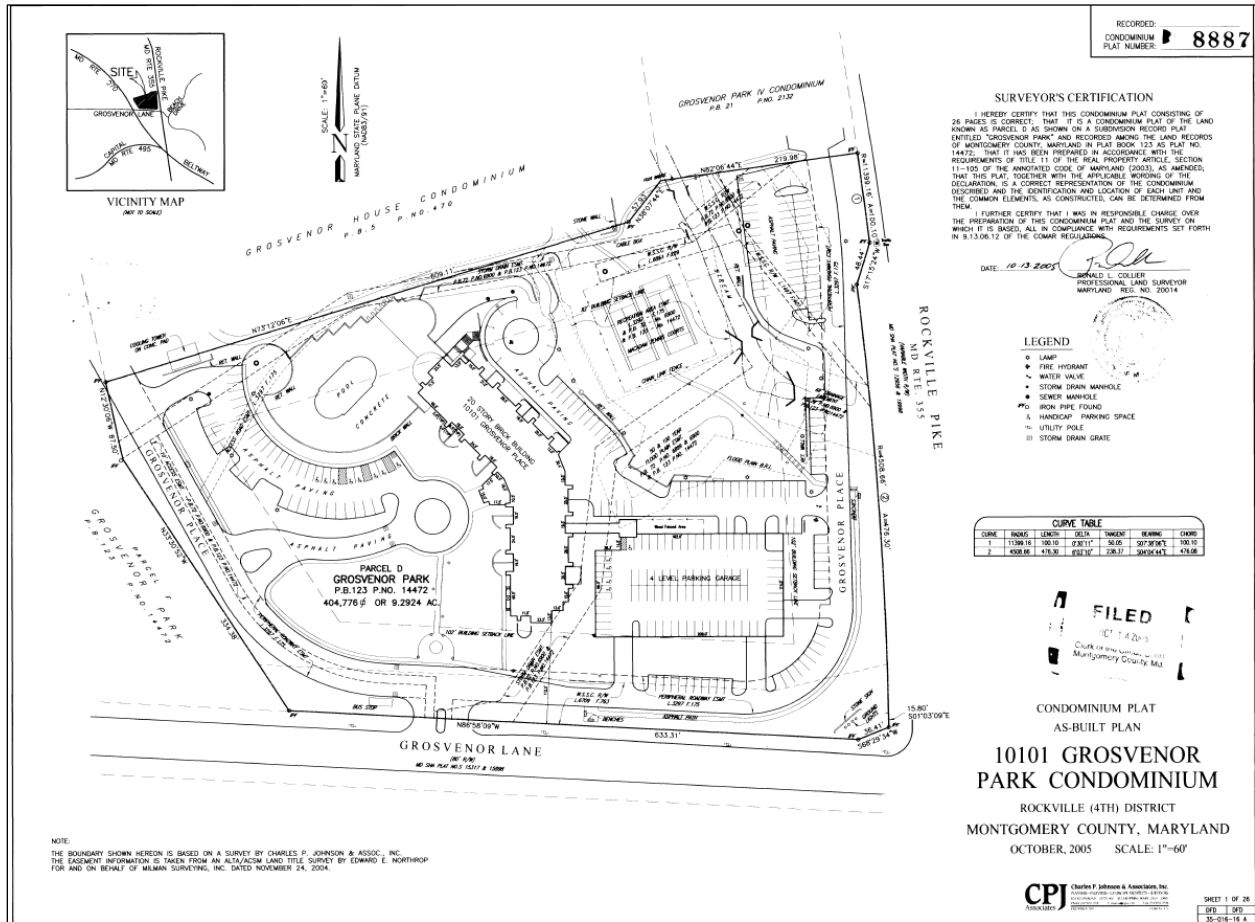
(10200–10232 Rockville Pike) (MCP 2134)

**10200–10500 Rockville Pike; 10101–10401 Grosvenor Place  
Rockville, Montgomery County, Maryland**



1982 Plat of Parcels D, E, and F, Grosvenor Park (MCP 14472)

**Grosvenor Park (M: 30-39)**  
**10200-10500 Rockville Pike; 10101-10401 Grosvenor Place**  
**Rockville, Montgomery County, Maryland**



2005 Plat of 10101 Grosvenor Place Condominium (Parcel D) (MCP 8887)



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 30: View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing southwest from internal roadway.**



**Photo 2 of 30: View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing south.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 30: Northeast oblique of main entry and canopy at 10500 Rockville Pike.**



**Photo 4 of 30: Detail of typical window balcony on east side of central projection, 10500 Rockville Pike.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 30: View of garden terrace and first-floor patios on north side of southeast wing, 10500 Rockville Pike.**



**Photo 6 of 30: View of underpass to Grosvenor-Strathmore Metro station, facing east towards Rockville Pike.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 30: View of rear or southwest elevation of 10500 Rockville Pike and common open space from sidewalk west of garden-style apartments at 10436 Rockville Pike, facing north.**



**Photo 8 of 30: View of primary or east elevation of 10436–10444 Rockville Pike from southeast corner with 10500 Rockville Pike in background, facing northwest.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 30: View of east elevations of garden-style apartments at 10436–10440 Rockville Pike from parking area, facing west.**



**Photo 10 of 30: Detail of common walkway and open space west of garden-style apartments at 10432 Rockville Pike, facing southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 30: View of rear or west elevation of 10432 Rockville Pike and common walkway at lower level, facing east.**



**Photo 12 of 30: View of parking area and southeast elevation of 10312–10316 Rockville Pike with 10401 Grosvenor Place in background, facing northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 7

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**Photo 13 of 30: West oblique of 10300 Rockville Pike showing primary entry and common stair to lower level, facing west.**



**Photo 14 of 30: View of southwest elevation of 10401 Grosvenor Place from entry drive with 10301 Grosvenor Place in background, facing east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 8

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**Photo 15 of 30: View of south and rear elevation at 10401 Grosvenor Place and swimming pool, facing north.**



**Photo 16 of 30: View of rear or east elevation of 10201 Grosvenor Place, facing northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 9

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**Photo 17 of 30: View of swimming pool at bath house at southeast corner of 10201 Grosvenor Place, facing southeast.**



**Photo 18 of 30: View of pond, bridge, and landscape from point near southeast corner of 10301 Grosvenor Place, facing south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 10

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**Photo 19 of 30: View of creek, bridge, walkways, and landscape from bridge between 10200 Rockville Pike and swimming pool at 10201 Grosvenor Place, facing northeast.**



**Photo 20 of 30: View of original tennis court, now part of 10101 Grosvenor Place, facing south.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 11

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**PHOTO LOG**

**Name of Property:** Grosvenor Park

**Name of Photographer:** Danae Peckler, Melissa Butler, Jonas Schnur

**Date of Photographs:** 08/07/2018

**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 30:**

**View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing southwest from internal roadway.**

**M; 30-39\_2018-08-07\_01.tif**

**Photo 2 of 30:**

**View of Grosvenor Park high-rise building at 10500 Rockville Pike, facing south.**

**M; 30-39\_2018-08-07\_02.tif**

**Photo 3 of 30:**

**Northeast oblique of main entry and canopy at 10500 Rockville Pike.**

**M; 30-39\_2018-08-07\_03.tif**

**Photo 4 of 30:**

**Detail of typical window balcony on east side of central projection, 10500 Rockville Pike.**

**M; 30-39\_2018-08-07\_04.tif**

**Photo 5 of 30:**

**View of garden terrace and first-floor patios on north side of southeast wing, 10500 Rockville Pike.**

**M; 30-39\_2018-08-07\_05.tif**

**Photo 6 of 30:**

**View of underpass to Grosvenor-Strathmore Metro station, facing east towards Rockville Pike.**

**M; 30-39\_2018-08-07\_06.tif**

**Photo 7 of 30:**

**View of rear or southwest elevation of 10500 Rockville Pike and common open space from sidewalk west of garden-style apartments at 10436 Rockville Pike, facing north.**

**M; 30-39\_2018-08-07\_07.tif**

**Photo 8 of 30:**

**View of primary or east elevation of 10436–10444 Rockville Pike from southeast corner with 10500 Rockville Pike in background, facing northwest.**

**M; 30-39\_2018-08-07\_08.tif**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 12

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**Photo 9 of 30:**

View of east elevations of garden-style apartments at 10436–10440 Rockville Pike from parking area, facing west.

M; 30-39\_2018-08-07\_09.tif

**Photo 10 of 30:**

Detail of common walkway and open space west of garden-style apartments at 10432 Rockville Pike, facing southwest.

M; 30-39\_2018-08-07\_10.tif

**Photo 11 of 30:**

View of rear or west elevation of 10432 Rockville Pike and common walkway at lower level, facing east.

M; 30-39\_2018-08-07\_11.tif

**Photo 12 of 30:**

View of parking area and southeast elevation of 10312–10316 Rockville Pike with 10401 Grosvenor Place in background, facing northwest.

M; 30-39\_2018-08-07\_12.tif

**Photo 13 of 30:**

West oblique of 10300 Rockville Pike showing primary entry and common stair to lower level, facing west.

M; 30-39\_2018-08-07\_13.tif

**Photo 14 of 30:**

View of southwest elevation of 10401 Grosvenor Place from entry drive with 10301 Grosvenor Place in background, facing east.

M; 30-39\_2018-08-07\_14.tif

**Photo 15 of 30:**

View of south and rear elevation at 10401 Grosvenor Place and swimming pool, facing north.

M; 30-39\_2018-08-07\_15.tif

**Photo 16 of 30:**

View of rear or east elevation of 10201 Grosvenor Place, facing northwest.

M; 30-39\_2018-08-07\_16.tif

**Photo 17 of 30:**

View of swimming pool at bath house at southeast corner of 10201 Grosvenor Place, facing southeast.

M; 30-39\_2018-08-07\_17.tif

**Photo 18 of 30:**

View of pond, bridge, and landscape from point near southeast corner of 10301 Grosvenor Place, facing south.

M; 30-39\_2018-08-07\_18.tif



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 13

---

**Photo 19 of 30:**

**View of creek, bridge, walkways, and landscape from bridge between 10200 Rockville Pike and swimming pool at 10201 Grosvenor Place, facing northeast.**

**M; 30-39\_2018-08-07\_19.tif**

**Photo 20 of 30:**

**View of original tennis court, now part of 10101 Grosvenor Place, facing south.**

**M; 30-39\_2018-08-07\_20.tif**

*Digital image files only, located at the Maryland Historical Trust.*

**Photo 21 of 30:**

**View of swimming pool and bath house at southeast corner of 10201 Grosvenor Place, facing west.**

**M; 30-39\_2018-08-07\_21.tif**

**Photo 22 of 30:**

**View of swimming pools at southeast corner of 10401 Grosvenor Place, facing north.**

**M; 30-39\_2018-08-07\_22.tif**

**Photo 23 of 30:**

**View of original tennis courts at 10500 Rockville Pike, facing north.**

**M; 30-39\_2018-08-07\_23.tif**

**Photo 24 of 30:**

**View along internal roadway from point near the southeast corner of parking garage at 10101 Grosvenor Place, facing north.**

**M; 30-39\_2018-08-07\_24.tif**

**Photo 25 of 30:**

**View of parking garage at high-rise building at 10101 Grosvenor Place, facing west.**

**M; 30-39\_2018-08-07\_25.tif**

**Photo 26 of 30:**

**Southeast corner of high-rise building at 10101 Grosvenor Place, facing north.**

**M; 30-39\_2018-08-07\_26.tif**

**Photo 27 of 30:**

**View of swimming pool at northwest corner of 10101 Grosvenor Place, facing east.**

**M; 30-39\_2018-08-07\_27.tif**

**Photo 28 of 30:**

**View of main entry to high-rise building at 10301 Grosvenor Place, facing east.**

**M; 30-39\_2018-08-07\_28.tif**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 30-39

Name Grosvenor Park  
**Continuation Sheet**

Number Photos Page 14

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**Photo 29 of 30:**

**View of east elevation of high-rise building at 10301 Grosvenor Place, facing west.**

**M; 30-39\_2018-08-07\_29.tif**

**Photo 30 of 30:**

**View of parking garage at northeast corner of 10301 Grosvenor Place, facing southwest.**

**M; 30-39\_2018-08-07\_30.tif**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hampshire Forest

Inventory Number: M: 33-33

Address: North of I-495 between Northwest Branch SVU 3 and New Hampshire Ave Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: KP12, KP13, JP62, JP63

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Mar 1, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Hampshire Forest is a planned residential development situated on the north side of I-495 between the Northwest Branch Stream Valley Unit (SVU) 3 and New Hampshire Avenue in Silver Spring. It is bounded by I-495 on the south, the Northwest Branch SVU 3 on the west, other subdivisions on the north, and the National Labor College (George Meany Campus), historically known as Xaverian College, on the east. The 98.1-acre Hampshire Forest subdivision contains 13 blocks with 318 single-family dwellings with modest setbacks on lots ranging between 0.20 and 0.64 acre. Curvilinear streets are 60 feet wide and flanked by concrete curbs. Narrow concrete sidewalks are present on both sides of select streets in the development. The few streetlights consist of standard lamp arms attached to telephone poles. Individual lots are

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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landscaped with grassy lawns, shrubs, ornamental plantings, few trees, and some fenced-in yards. Secondary buildings are not common but include small storage sheds and detached garages.

#### Description:

Hampshire Forest contains single-family dwellings primarily constructed between 1959 and 1966, with a few dwellings built between 1967 and 1973 and one outlier constructed circa 2004. Current tax records indicate that these houses range from approximately 1,800 to 3,600 square feet of finished living space. The vast majority are Ranch, Split-Level, or Split-Foyer types, although some Two-Story Massed houses (including Garrison Colonial and Modern Colonial subforms) are also present. Most houses in the subdivision lack applied ornamentation, but some, particularly those at the west end of Devere Drive and along Branch View Court, have modest architectural elements of the Colonial Revival or Contemporary styles.

Dwellings in Hampshire Forest are one to two stories tall and three to six bays wide. Most houses are clad in a mix of brick veneer and weatherboard, Masonite, aluminum, vinyl, or T1-11 siding. Roofs include side-gabled, front-gabled, and hipped varieties, or a combination of types, and are clad exclusively in asphalt shingles. Some dwellings feature a single, brick chimney that is either centrally located or set along a side elevation.

Primary entrances to dwellings are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Many of these doors appear to be original, while window types in the neighborhood vary greatly and are overwhelmingly filled with replacement units. Original units include double-hung, two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; paired, diamond-light, wood-framed, casement sashes; or paired, sliding, metal-framed sashes. Most windows at the façade are flanked by fixed, louvered or paneled, aluminum shutters. Other decorative features at the façade include fixed wood planting boxes. One-car garages or carports are incorporated within the design of many houses in this development; however, an equal number of dwellings feature off-street parking space to one side of the façade.

Modifications commonly include the introduction of replacement materials like new front doors, vinyl-framed windows, vinyl siding, or stone veneer. Some houses have been modified through the enclosure of carports, conversion of attached garages into living space, or expanded upon the original garage with an addition to a side elevation. Several houses feature small-scale additions at the rear elevation, while others have been expanded vertically with an additional full or half story on the façade like the dwellings at 907 Balmoral Drive and 1115 Cresthaven Drive. At least one circa-2014 house is known to have replaced an older dwelling.

#### Historic Context:

Land within Hampshire Forest was part of a larger tract owned by the American Province of the Xaverian Brothers, Inc., a religious organization named after Saint Francis Xavier that was dedicated to Roman Catholic education, founding the neighboring junior college for men known as Xavier College, now the National Labor College (George Meany Campus). As the area around the school was increasingly converted to residential subdivisions, the institution sold two tracts totaling 96.76 acres to developers Nicolas

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Marchetti, Nathan Brisker, Anthony Campitelli, and Connecticut Avenue Park, Inc., in September 1958 (Montgomery County Deed Book [MCDB] 2508, 455 and 471). These individuals and their company, Connecticut Avenue Park, Inc., were involved in the development of a residential subdivision known as Connecticut Avenue Park at that time, but had worked as a group in various capacities since 1941 when Nathan Brisker, operator of an electrical contracting business, and Italian-born architect Anthony Campitelli partnered to form the Housing Development Corporation (HDC) (The Washington Post 2001, B6). Nathan Brisker was one of 10 founding board members of the Suburban Maryland Builders Association when it was established in 1954 and later specialized in the construction of shopping centers and office buildings (The Washington Post 1954, R7; 2001, B6). Leading the firm into the 1990s, the partners were best known for commercial projects like University Towers, a 540-unit apartment complex in Wheaton; Fenwick House, a 200-unit apartment building in Silver Spring; the Holiday Inn and office complex at Silver Spring Plaza; and Long Meadow Shopping Center in Hagerstown (The Washington Post 2001, B6).

Hampshire Forest is one of dozens of single-family residential subdivisions in Montgomery County established by HDC, including Indian Spring Manor, Forest Estates, Kensington Estates, Parkland, Connecticut Gardens, and Adelphi Mill Park, where the company often employed Italian artisans to build houses with steel, masonry, plaster walls, ceramic tile, and solid wood flooring (The Washington Post 1952, R1; 1962, B1; 2001, B6). Other individuals affiliated with the company's subsidiaries and development projects included Brisker, Campitelli, and Marchetti's wives, George and Hyman Korth, David and Floyd Abraham, George Revitz, Raymond Greenburg, and Simon Sherman, and construction firms like CAPI Builders-Developers, Gerasi Associates, and Colt Contractors.

Platted in sections between October 1958 and March 1960 as Hilandale Heights but exclusively advertised as Hampshire Forest, the subdivision was typical of suburban developments from the period. Designed to meet Federal Housing Authority standards with mass appeal, three and four-bedroom Ranch and Split-Level houses were initially marketed from \$23,500 with the highest sales price at roughly \$27,000 in 1961 (The Washington Post 1959, 35; 1961, B5). In May 1959, one article noted five model houses in the development, three of which incorporated the new "privazone" design concept that rejected the traditional separation of bedrooms and bathrooms to include individual "privasuites" providing each bedroom with a dressing room, closets, and bathroom (The Washington Post 1959, 35). A sketch of the privazone house depicted a side-gabled, Split-Level with an attached carport, similar to the houses at 10313 and 10320 Royal Road. Use of the new term, however, was not perpetuated by later advertisements where four-bedroom, two-and-a-half-bath, Split-Level houses were noted as spacious and oversized (The Washington Post 1960, B5; 1961, B5).

By 1962 most of the platted lots in Hampshire Forest had been developed and in December 1963, Brisker and HDC associates added a final block containing 26 lots to the west side of the subdivision. These lots were later sold to builder James Mattingly of FAMCO, Inc., but advertised as the small exclusive neighborhood of Hillandale Heights featuring Ranch, Split-Level, and Dutch Colonial houses between \$31,000 and \$39,000 (The Evening Star 1965a, R27; 1965b, D-5; 1965c, 74). The earliest advertisement for this section of the subdivision depicted the Home Manufacturing Association's 1965 Manufactured Home of the Year, a four-bedroom house featured in Better Homes and Garden magazine with a unique atrium

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design (The Evening Star 1965a, R27). Only one example of this house type appears to have been constructed in the development (10000 Branch View Court).

Hampshire Forest is typical of many planned residential developments from the late 1950s and early 1960s as it did not include any communally owned amenities like parks or recreational areas. Architectural covenants were established to create uniform building setbacks and give control over the overall appearance, size, and cost of all new houses in Hampshire Forest to Nicholas Marchetti, Abraham Floyd, and C. Audrey Davis for a period of 25 years (MCDB CKW 2584, 405).

#### Evaluation:

Hampshire Forest was evaluated as a planned residential development in the Modern Period (1930-1960) and the Suburban Diversification Period (1961-1980) in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

An example of the most common type of residential subdivision constructed during the Modern and Suburban Diversification periods in the area and created by prolific developers using a limited selection of house models, Hampshire Forest did not introduce influential design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, it is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

The individuals involved in the development of Hampshire Forest are not known to have made significant impacts on suburbanization or the homebuilding industry in Montgomery County. Research has not shown this subdivision to be associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hampshire Forest represents a ubiquitous development type in Montgomery County and is not a good example of a planned residential development, as it demonstrates none of the innovations that appeared during the Suburban Diversification Period. It features modest examples of standard design features, including curvilinear streets and popular house forms with minimal styling. Modifications to many dwellings over time, including replacement windows, exterior cladding, and some out-of-character additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because Hampshire Forest is not an outstanding example of its type and does not convey distinctive characteristics or artistic values as the work of a master, it is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Hampshire Forest contains 98.1 acres defined by I-495 on the south, the Northwest Branch SVU 3 on the west, other residential subdivisions to the north, and the National Labor College (George Meany Campus) to the east. The resource is specifically detailed in Montgomery County Plats 5429, 5463, 5473, 5519, 5623, 5736, 5759, 5779, 5912, 6164, 6497, and 7362. The development includes multiple parcels found on Montgomery County Tax Maps KP12, KP13, JP62 and JP63 (2019).

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--- 1962. "Two Immigrants Form Durable Building Team." September 16, 1962, B1.

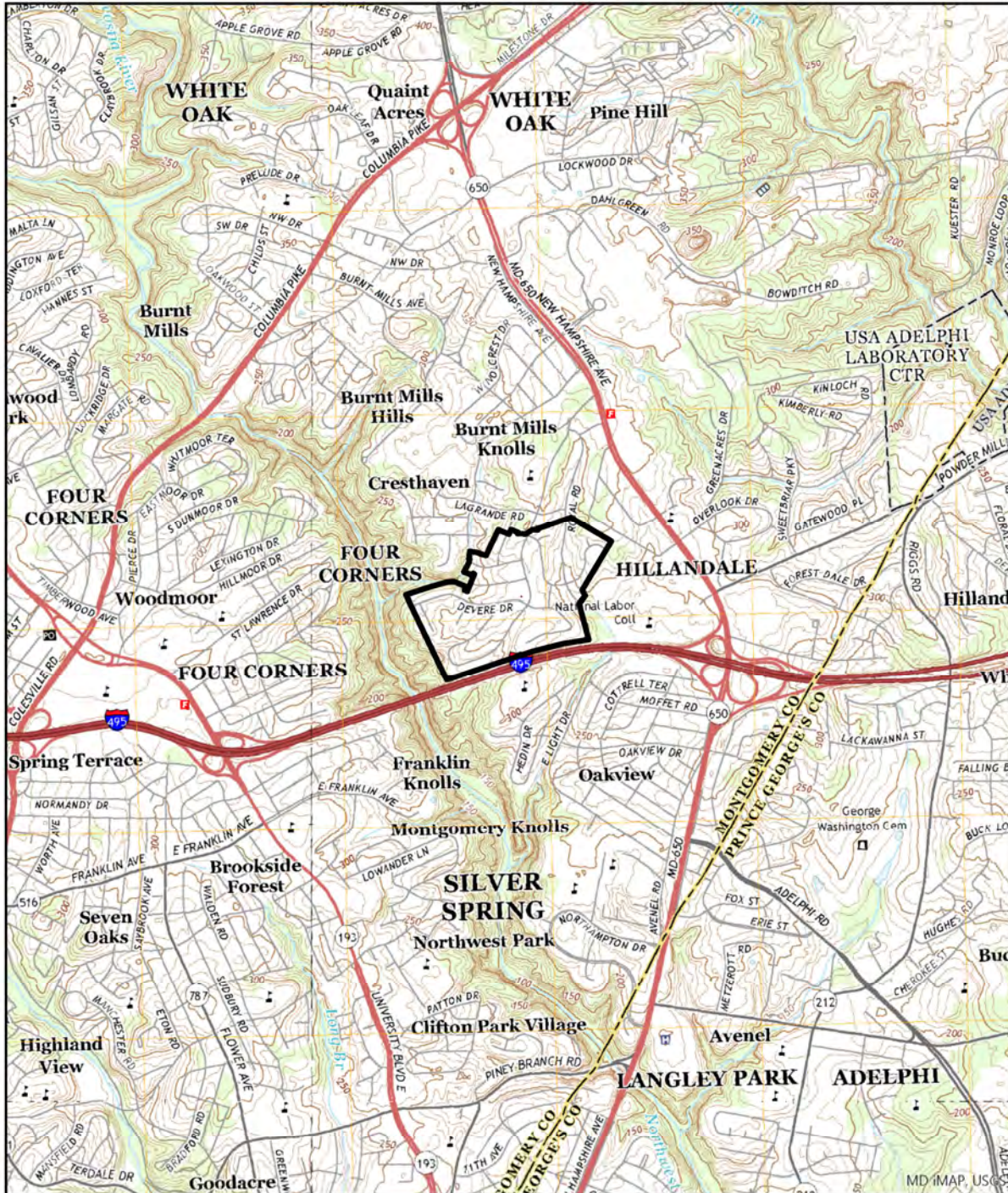
--- 2001. "Nathan Brisker; Developed Retail, Residential Projects." June 18, 2001, B6.

**Hampshire Forest**

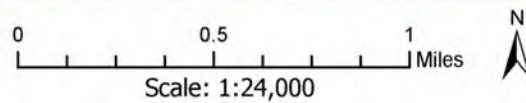
Location: North of I-495 between the Northwest Branch SVU 3 and New Hampshire Avenue

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville



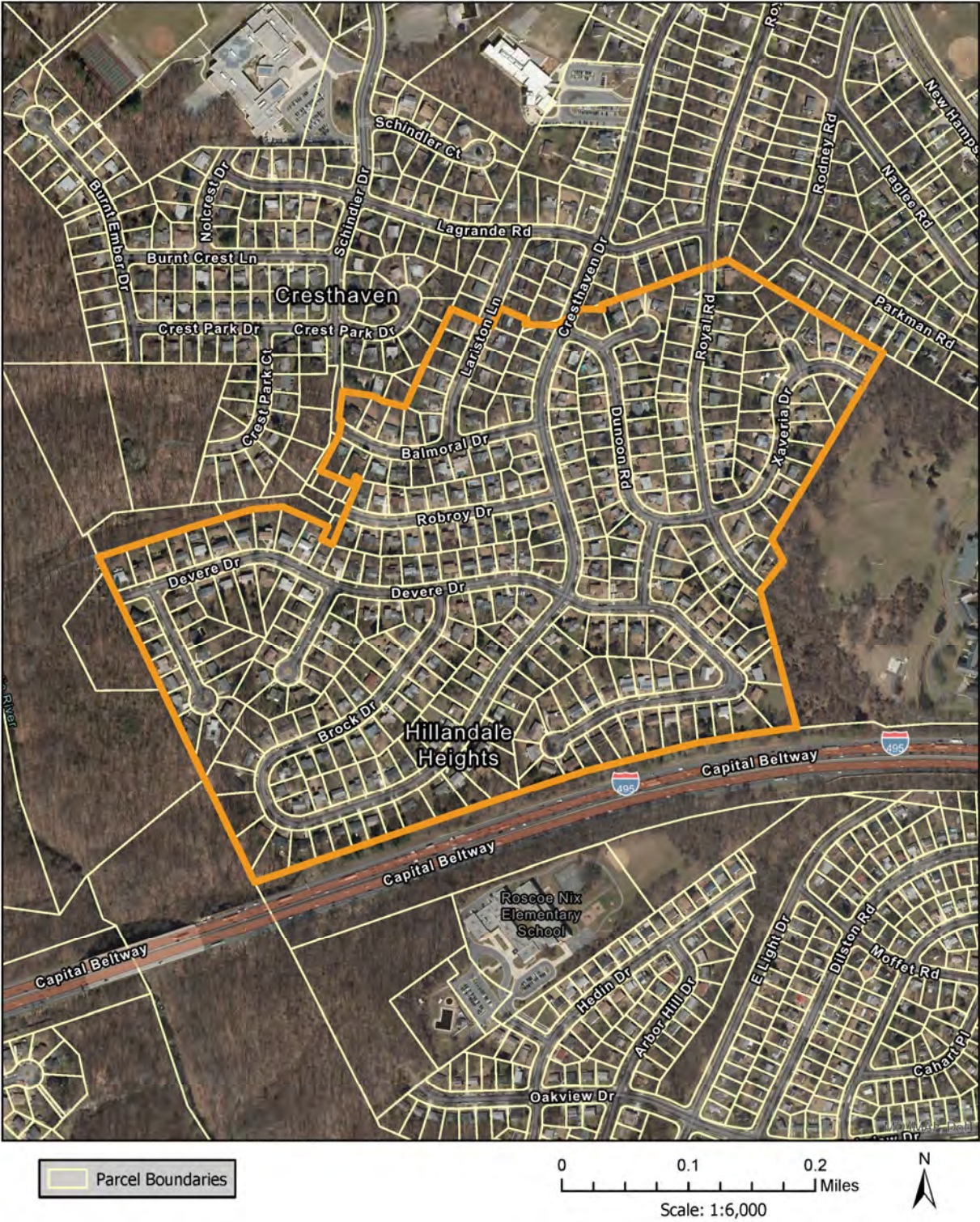


Hampshire Forest

Location: North of I-495 between the Northwest Branch SVU 3 and New Hampshire Avenue

Montgomery County

City: Silver Spring







West elevation of 1108 Dunoon Road.



View of 1010 Devere Drive, looking east along north side of street.





East elevation of 1118 Cresthaven Drive.



South elevation of 10108 Brock Drive.





View of 1008-1012 Robroy Drive, looking east along north side of street.



East elevation of 1116 Cresthaven Drive.





East elevation of 10302 Royal Road.



Southwest elevation of 1110 Devere Drive.





Southwest oblique of 1207 Devere Drive.



View of infill and major modifications at 1117 and 1115 Cresthaven Drive, looking east.



View of north elevation of 907 Balmoral Drive, looking south.



**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Katherine M. Watts**

Date of Photographs: **2019-01-08**

Location of Original Digital File: **MD SHPO**

File Format: **M: 33-33\_2019-01-08\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

West elevation of 1108 Dunoon Road.

02.tif

View of 1010 Devere Drive, looking east along north side of street.

03.tif

East elevation of 1118 Cresthaven Drive.

04.tif

South elevation of 10108 Brock Drive.

05.tif

View of 1008-1012 Robroy Drive, looking east along north side of street.

06.tif

East elevation of 1116 Cresthaven Drive.

07.tif

East elevation of 10302 Royal Road.

08.tif

Southwest elevation of 1110 Devere Drive.

09.tif

Southwest oblique of 1207 Devere Drive.

10.tif

View of infill and major modifications at 1117 and 1115 Cresthaven Drive, looking east.

11.tif

View of north elevation of 907 Balmoral Drive, looking south.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hanson-Beltway Industrial Center

Inventory Number: PG:72-80

Address: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400  
Ardwick Ardmore Road

Historic District: Yes

City: Hyattsville

Zip Code: 20785

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: Multiple

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019).

Description

The Hanson-Beltway Industrial Center (HBIC) is a 48.73-acre industrial park south of MD 50 (John Hanson Highway), southwest of the MD 50/I-495 interchange, west of I-495/I-95, north of Old Ardmore Road, and northeast of Ardwick Ardmore Road. HBIC is surrounded by other industrial properties and contains multiple buildings of varying size and design that generally date to the early 1970s. The center is accessed from Ardwick Ardmore Road and Old Ardmore Road via West Street, but there is no signage for the center as a whole. There are large parcels of varying sizes and setbacks accessed from one of three primary streets: West Street, which runs north-south and ends in a cul-de-sac near the center of the resource; Rainswood Drive, which runs east-west

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

from West Street and ends in a cul-de-sac near the eastern edge of the resource; and, Ironwood Place, which leads north from the center of Rainswood Drive and then turns northwest before ending at a cul-de-sac at the northwest corner of the property. At the southern end, some properties have direct access to Ardwick Ardmore Road and Old Ardmore Road. East Street leads north from Old Ardmore Road, east of West Street, and contains a few smaller scale warehouse buildings. The asphalt roads are wide and generally lined with concrete curbs, grass strips, concrete sidewalks, and a few trees. Yield signs are placed at the intersections within the development.

Most buildings within the center are warehouses ranging in size from 15,000 square feet to over 125,000 square feet. They are generally rectangular or irregularly shaped, tall one- or two-story buildings, and have a flat roof with a parapet. Cladding materials vary, ranging from concrete block, concrete panels, synthetic stucco, brick and vertical metal siding. Large blank walls are often visually divided by pillars of contrasting colors or materials. Typical features include large garage bays with metal roll-up doors. Pedestrian entrances are often marked by canopies or awnings. Primary entrance doors may be glazed, but other doors are generally solid. Some doors are placed at ground level, but others are accessed by a short flight of concrete or wooden steps with a metal handrail. Windows are in a variety of materials, such as metal and vinyl, and come in a variety of configurations, including 1/1, ribbon, and display. Signage is generally both applied to the building face, as well as on freestanding individual and directory signs. Some parcels have small landscaped areas near their office entrances or at the free-standing signs, but otherwise, the properties are devoid of landscaping. The buildings are generally surrounded by asphalt and concrete areas used for parking or storage. The buildings facing Ardwick Ardmore Road, Old Ardmore Road, and East Street generally sit on smaller lots than those in the northern portion but share similar characteristics.

Some HBIC buildings have only one tenant, such as 3801 and 3901 Ironwood Place, while other buildings contain multiple tenants, such as the Kossow Warehouse Center at 3711 West Street, the Ironwood Industrial Center at the northeast corner of West Street and Rainswood Drive, and 3800-3820 Ironwood Place. These multi-tenant properties have multiple entries and contain additional signage. Some properties have parking lots enclosed by chain-link fencing topped with barbed wire, such as the warehouse at 3701 West Street and Extra Space Storage on Old Ardmore Road.

Early or architecturally distinct buildings within the complex are described in more detail below.

#### 3901 Ironwood Place (1971)

One of the earliest buildings in the district is 3901 Ironwood Place, a large, approximately 62,000-square-foot warehouse constructed in 1971. The tall one-story building, on a northwest-southeast axis, is clad in tan brick. The flat roof, hidden by a parapet, is built-up asphalt. Loading docks on the northwest and southeast elevations have metal roll-up garage doors protected by metal flat-roof canopies hung from metal wires. The southwest elevation, which faces Ironwood Place, is five bays divided by pillars constructed in a lighter shade of tan brick. The only fenestration is a solid pedestrian door in the central bay.

#### 3708-3710 West Street (1970)

The building at 3708 West Street is an approximately 22,000-square-foot warehouse constructed in 1970. The rectangular building, on a north-south axis, has a two-story section on the east side and a one-story section on the west. The building is clad in synthetic stucco and topped with a flat roof. The east elevation has a blank wall on the south corner. North of the wall are paired aluminum-and-glass doors flanked by green marble panels and protected by a standing-seam-metal, hipped-roof canopy supported by scrolled iron brackets. Aluminum ribbon windows run the length of the second floor on the north side. The northern corner is marked by a vertical strip of green marble panels. The north elevation has two prominent pedestrian entries, each with paired doors flanked by vertical stone projections topped by an asphalt-shingle hipped porch roof; above the eastern entry is a fixed window topped by a green marble panel. This elevation also has a single metal door and several 1/1 windows.

#### 3800-3842 West Street (1974)

The building at 3800 West Street, now called the Kossow Warehouse Center, is an approximately 80,000-square-foot, multi-unit warehouse building sitting on an east-west axis. The building is set into sloping terrain, so the south façade is one story and the north (rear) elevation is two. The building is clad in brick, metal and concrete and has a flat roof. The brick façade faces south and has brick slab walls that divide the recessed units and a vertical metal-panel parapet. At ground level, the south façade and



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north elevation have a series of metal roll-up garage doors and pedestrian entries consisting of a glazed door and display window topped by a solid panel and a fixed window. Concrete panels with projecting slab elements wrap around the upper floor of the east, north, and west elevations.

#### 3800-3820 Ironwood Place (1974)

The approximately 36,000-square-foot warehouse at 3800 Ironwood Place is a rectangular building set into a hill on an east-west axis. The south portion is one story and the section to the north has two stories. The concrete-block building has a flat built-up asphalt roof with a parapet. The north and south elevations have metal roll-up garage doors and pedestrian entries with a solid door and 1/1 vinyl windows protected by hipped-roof canopies on the ground levels. The second story of the north elevation has a series of 1/1 vinyl windows at the center and east end and three Chicago windows at the west end.

#### Historic Context

The majority of what is now considered the HBIC was developed by Frank and Alfred Scuderi, two brothers who operated a development and construction company in Prince George's County. The company, which operated under several different names, including S & S Building Corporation, S & S Construction Company, and Scuderi Brothers, was based in Marlow Heights. A third brother, Roy Scuderi, was also a partner in the original business, but he died in April 1963 (Washington Post, April 2, 1963, B3) and was not part of the HBIC development. The company was constructing residential properties in Cheverly as early as 1948 and in Kent Village in Landover by 1950 (Washington Post, December 26, 1948; September 10, 1950).

In the early 1950s, after completing construction of approximately 600 single-family dwellings in Cheverly, the brothers moved on to the development of Marlow Heights, a 175-acre tract near Branch Avenue and St. Barnabas Road. By 1962, their planned residential development of Marlow Heights included 650 semi-detached dwellings and 298 garden apartment units, as well as a 130-unit high rise residential building that opened in 1962. In addition, the Scuderi brothers donated a six-acre lot to the county for a park and recreation center and constructed the 55-store Marlow Heights Shopping Center, which opened in 1958 (Willman, D1; Washington Post, October 26, 1963, D3). In addition, the Scuderis were involved in the development of the Radiant Valley community on Defense Highway, as well as the land near Route 50 and I-495/I-95 that contains Metro and Amtrak stations. Frank Scuderi was also the founder of People's National Bank, which was ultimately absorbed by Bank of America (Washington Post, November 3, 1996, B6). It does not appear that the Scuderis developed any other industrial properties.

The HBIC property was originally platted as "Dixie-Dale" in 1907 at the intersection of what is now Ardwick Ardmore Road and Martin Luther King Jr. Highway (MD 704). At the time, the Washington, Baltimore & Annapolis Electric Railroad ran along the alignment of Martin Luther King Jr. Highway, but the line was abandoned in the 1940s (mdlandrec.net, BDS 1, 40). It appears the development never took off as planned. It is unclear exactly when the S & S Construction Company first obtained the property, but in 1951, the company transferred over 126 acres of the property to Frank Scuderi in what was likely an internal transaction (PG County Land Records, liber 1348, folio 459). It appears the Scuderis left the property undeveloped for many years, as the area was predominantly wooded in 1957 with only a few no-longer-extant small buildings on the north side of Ardwick Ardmore Road (Historic Aerials).

By 1963, the Capital Beltway (I-495) was under construction to the east of the property, forming a large interchange with US 50 to the northeast. The tract was designated for industrial development in the 1964 Prince George's County General Plan, and, in 1966, the tract was zoned by the county for light industrial use. According to a Planning Board staff report, highway access made the tract ideal for industrial development (Washington Post, May 19, 1966, D4). Beginning in 1968, the S & S Building Corporation, with Frank P. Scuderi listed as President and Alfred C. Scuderi as Secretary, filed a series of plats for the HBIC on the property (Plat Book WWW 68, p. 2). The Washington Suburban Sanitation Commission (WSSC) awarded a contract to install water mains, sewers, sewer house connections, and one 8-inch water service and vault in the center in June 1969 and awarded a second contract in August 1970 for the construction of storm drains (Washington Post, August 29, 1970, D5; June 14, 1969, E10). It appears the Scuderis generally sold the parcels individually, and the new owners constructed buildings on the parcel; however, some parcels, such as 3901 Ironwood Place, subdivided as Parcel K and containing a building constructed in 1971, remained in Scuderi ownership until 1981 when it was transferred to Fidelity Enterprise (PG County Land Records, liber 5424, folio 890).

Other owners with land south of the Scuderi property and accessible to Ardwick Ardmore Road, Old Ardmore Road, and East Street appear to have taken advantage of the new industrial zoning and sewer lines by constructing new industrial buildings on their lots. These warehouses are sited on much smaller lots than those subdivided by the Scuderis. The first of these smaller buildings was a two-story, tan-brick building at 8504 Ardwick Ardmore Road in 1967, shortly followed by the one-story, tan-brick, multi-unit building at 8700-8708 Old Ardmore Road in 1968.

Between 1964 and 1980, MD 704 was widened to improve the traffic flow to I-495. The majority of the center's parcels were developed by 1977, and the area was completely built out by 1997 (Historic Aerials). Only four buildings were constructed after 1977: the 1981 self-storage buildings at 8622 Old Ardmore Road, the 1982 Tires Plus building at 8450 Ardmore-Ardwick Road, the 1985 Rainswood Industrial Center at 8519 Rainswood Road, and the 1997 Caliber Collision building at 8512 Ardwick Ardmore Road. A parcel at the northwest corner of the center, but outside of the resource boundary, was also owned by the Scuderis. It was platted as Parcel U-1 in 1982, but the property has remained vacant (Plat Book NLP 113, folio 64).

The HBIC was developed to be auto-oriented and located along a highway close to a major interchange. The resource was organized around wide, somewhat curvilinear streets to accommodate truck traffic and have cul-de-sacs. Yield signs were installed to control the truck traffic patterns. Landscaping, both on the streets and individual properties, was sparse, reflective of the utilitarian function of this district. The buildings were surrounded by asphalt parking lots, with a variety of signage and building setbacks. Most property landscaping and pedestrian-level fenestration were located at the office. The district continues to be used today for light industry and storage.

#### Property Evaluation

The HBIC was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The HBIC is one of many planned industrial neighborhoods constructed in the Suburban Diversification Period and has no significant association with historical trends such as transportation improvements or government expansion. Research has not shown that any of the buildings introduced influential new technologies or changed future designs. The resource did not become an important employment center, nor did it change surrounding patterns of suburban growth. Therefore, the HBIC is not eligible under Criterion A.

While the Scuderi brothers were important developers in Prince George's County, their primary focus was on residential property development. The HBIC appears to have been their only industrial project, and their involvement in the development of the HBIC appears to have been minimal in comparison to their work in other developments, such as Marlow Heights. The Scuderis established the framework for the industrial neighborhood but did not remain vested in the property. While it is possible they constructed and leased a few buildings within the industrial park, most of the parcels were subdivided and sold to new owners for development, so the Scuderis' association with the property is not significant. Therefore, the HBIC is not eligible under Criterion B.

The HBIC is an undistinguished example of a planned industrial neighborhood that was common in the late twentieth century. The HBIC maintains its integrity. The streetscape, traffic circulation patterns and signage, and building design and placement have not been altered; however, the HBIC does not embody the distinctive characteristics of a type, period, or method of construction and is not a notable first example or the last unaltered example. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the HBIC is not eligible under Criterion C.

The HBIC encompasses 48.73 acres and sits on multiple property tax parcels found on Prince George's County Tax Maps.

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September 10, 1950, R1. ProQuest.

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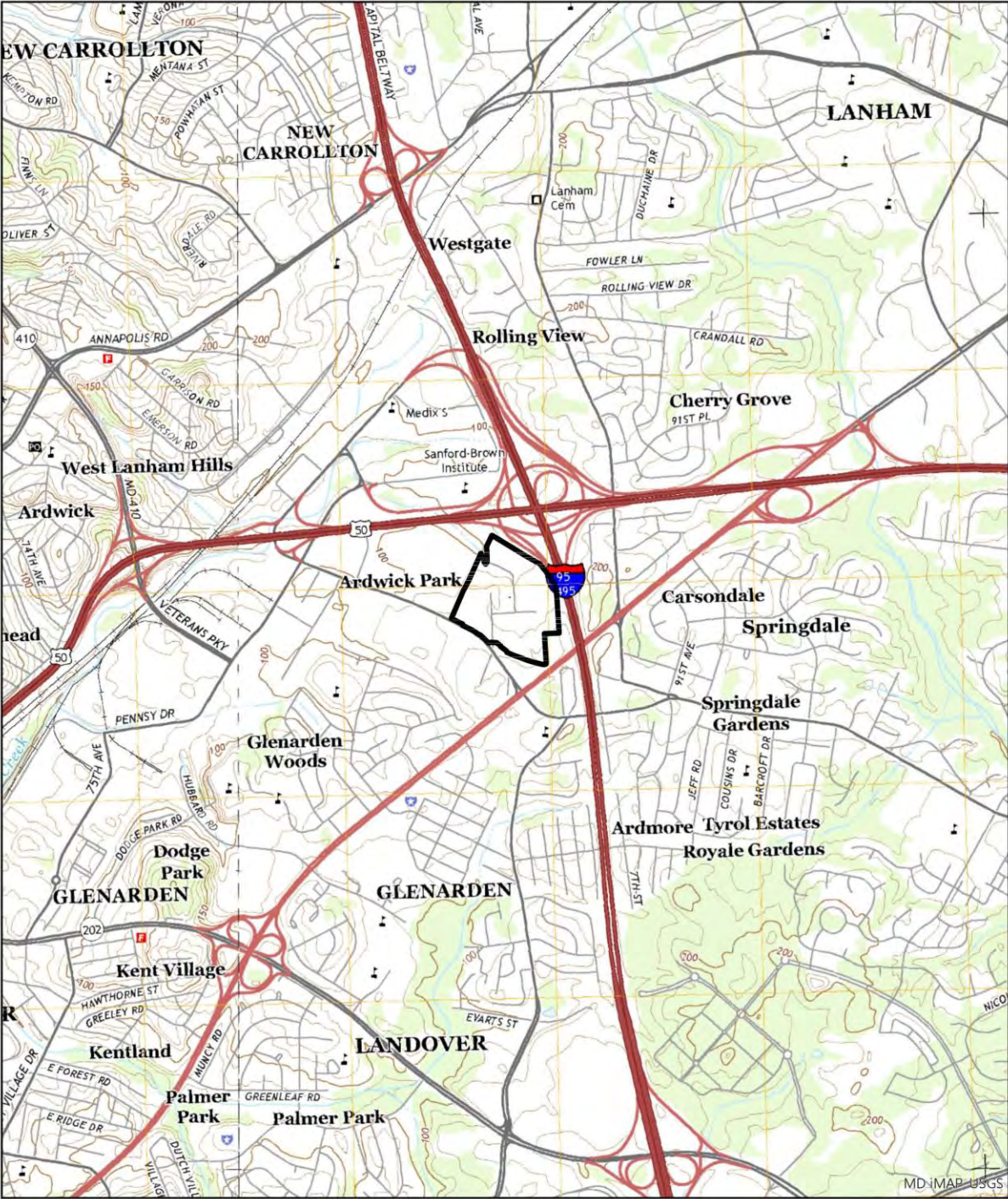


**Hanson-Beltway Industrial Center**

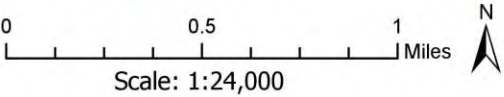
Location: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400 Ardwick Ardmore Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham





**Hanson-Beltway Industrial Center**  
Location: Bounded by US 50, I-495/I-95, East Street, Old Ardmore Road, Ardwick Ardmore Road and the property at 8400 Ardwick Ardmore Road

Prince George's County  
City: Hyattsville







3704 West Street, looking northwest.



3708 West Street, looking southwest.





3800-3842 West Street, looking northwest.



3601 West Street, looking northeast.



West Street from Rainswood Drive, 3700-3710 Rainswood Drive in background, looking northeast.



8501 Rainswood Drive, looking southeast.





8515 Rainswood Drive, looking southwest.



8516 Rainswood Drive, looking northeast.





Rainswood Drive cul de sac, facing southeast.



Yield sign at intersection of Rainswood Drive and Ironwood Place, looking northwest.



3800-3820 Ironwood Place, north elevation, looking south.



3801 Ironwood Place, north and west elevations, looking southeast.





3839 Ironwood Place, south and west elevations, looking northeast.



3900 Ironwood Place, south elevation, looking north.





3901 Ironwood Place, looking northeast.



8504 Ardmore Ardwick Road, looking northeast.





8602-8602 Old Ardmore Road, looking northeast.



8630-8654 Old Ardmore Road, west elevation, looking northeast.





8700-8708 Old Ardmore Road, south elevation, looking northeast.



East Street, looking north.



**PHOTO LOG**

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Number of Photos: **20**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-03-20**

Location of Original Digital File: **MD SHPO**

File Format: **PG:72-80\_2019-03-20\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

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3704 West Street, looking northwest.

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3708 West Street, looking southwest.

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3800-3842 West Street, looking northwest.

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3601 West Street, looking northeast.

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West Street from Rainswood Drive, 3700-3710 Rainswood Drive in background, looking northeast.

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8501 Rainswood Drive, looking southeast.

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8515 Rainswood Drive, looking southwest.

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8516 Rainswood Drive, looking northeast.

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Rainswood Drive cul de sac, facing southeast.

10.tif

Yield sign at intersection of Rainswood Drive and Ironwood Place, looking northwest.

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3800-3820 Ironwood Place, north elevation, looking south.

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3801 Ironwood Place, north and west elevations, looking southeast.

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3839 Ironwood Place, south and west elevations, looking northeast.

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3900 Ironwood Place, south elevation, looking north.

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3901 Ironwood Place, looking northeast.

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8504 Ardmore Ardwick Road, looking northeast.

**PHOTO LOG**

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17.tif

8602-8602 Old Ardmore Road, looking northeast.

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8630-8654 Old Ardmore Road, west elevation, looking northeast.

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8700-8708 Old Ardmore Road, south elevation, looking northeast.

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East Street, looking north.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Hawley Estate (FASEB)

**Inventory Number:** M: 35-199

**Address:** 9650 Rockville Pike

**Historic District:** No

**City:** Bethesda

**Zip Code:** 20814

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Property Owner:** FASEB

**Tax Account ID:** 07-03382328

**Tax Map Parcel(s):** 0000

**Tax Map:** HP22

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Nicole A. Diehlmann

**Date Prepared:** Jan 28, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Recommended

**Criteria:** A   B   ☒ C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

For the 1960s main office building, the following evaluation refers to the Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Location/Setting

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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The Hawley Estate (Federation of American Societies for Experimental Biology) at 9650 Rockville Pike is located on the western side of Rockville Pike (MD 355) south of the Capital Beltway (I-495) and north and east of the Maplewood Estates (M: 35-186) housing development in Bethesda, Maryland. The approximately 11-acre property contains multiple buildings set in bucolic landscaped grounds associated with two distinct development periods.

The earliest buildings on the site are associated with the Hawley family and were constructed circa 1929. These are located on the northwestern and southwestern portions of the property and include a large two-and-a-half-story stone house, a one-story frame former four-car garage, a shed, a caretaker's cottage, a frame barn/greenhouse complex and a gazebo. The stone house is set in the southern portion of the property and was carefully sited on a high knoll with a broad lawn facing east overlooking the Rock Creek valley. The building is surrounded on the east, south and west sides by carefully landscaped grounds with terracing, tall trees, ornamental planting, mature boxwood gardens, and a sundial. The gazebo is located to the south of house and is accessed by a terraced path. The garage and shed are located north of the house. A stone wall with an arched opening connects the house to the garage on the east side, forming a small courtyard. The barn and greenhouse complex is located away from the house on the northwest side of the property. It is bordered by a parking lot on the east side and trees on all other sides. The caretaker's cottage is located on the northern portion of the property east of the barn complex and across the parking lot.

The second phase of development is associated with the Federation of American Societies for Experimental Biology (FASEB) and includes a large brick office complex consisting of interconnected wings constructed at various times. The offices are located along the northern edge of the property. In the center is a four-story brick office building with an E-shaped plan. To the east is a four-story hexagonal-shaped building connected to the main office building by a two-story atrium. To the west is a four-level parking garage faced in brick and concrete. There is a small parking lot to the southwest of the parking garage and another parking lot to the east of the hexagonal building along the northeast portion of the property. The south and southeastern portions of the property are undeveloped and include a broad lawn lined by mature trees that extends east from the stone house to Rockville Pike.

The property is accessed from two entry points off Rockville Pike on the east side of the property. One road runs along the northern property boundary north of the office buildings and leads to the parking garage. A curving narrow road, accessed via stone gateposts, leads from Rockville Pike south of the office buildings, connecting to the various parking areas and providing access to the stone house, garage and barn buildings. Stone walls adjacent to the gateposts border the property along Rockville Pike. Mature trees are located throughout the property.

Architectural Description

### Stone House (ca. 1929)

The two-and-a-half story Colonial Revival-style fieldstone house has a symmetrical, five-bay, east-facing façade. The side-gabled roof is slate with a dentiled cornice and slab interior-end chimneys. The central entry door is flanked by fluted pilasters and topped with a full entablature with triglyphs and a pediment with dentils. The windows are 12/12 with wood sills and stone, flat-arch lintels. The three-bay south elevation features a one-story porch with a metal roof and three arched openings between latticed support posts. French doors provide access from the house to the flagstone floor porch. The second level has three 12/12 windows with stone lintels. The third level has cornice returns and a Palladian window with a keystoned arch surrounding the central opening. At the first floor, the five-bay west (rear) elevation has five double-leaf door openings topped by stone lintels that lead to a terraced garden with boxwoods and a sundial. The second level has a central Palladian window flanked on each side by two 12/12 windows. Five pedimented dormers with 6/6 windows project from the roof. A two-story, side-gabled hyphen extends from the north elevation and leads to a front-gabled wing. The east elevation of the hyphen has three round-arched windows on the first floor and two 6/6 windows on the second. The east elevation of the wing has two 9/9 windows on the ground level, two 6/6 windows on the second level, and a lunette window in the chimney slab. The five-bay north elevation features two asymmetrically placed 9/9 windows in the eastern two bays, a small three-light window in the center bay, a one-bay entry porch, and a 9/9 window in the westernmost bay. The six-panel entry door is accessed by a short flight of concrete steps and is topped with a fanlight. The gabled-roof entry porch is supported by two fluted pilasters and two square fluted posts. The second level has four 6/6 windows, and the third level has two gable-front dormers connected by a shed dormer with two six-pane windows. A ramp leads to the basement under the westernmost window. A stone wall with an arched opening extends north between the two easternmost windows, connecting to the garage. Another stone wall projects from the western edge of the building, leading toward the shed. A paved asphalt courtyard lies between the two walls. The west elevation of the hyphen appears to have two 6/6 windows at the second level and has one gable-front dormer at the third level; the first floor was not visible for survey. The wing contains two 6/6 windows on the first and second levels and a slab chimney at the attic.

### Gazebo/Summer House (ca. 1929)

The rectangular-plan gazebo lies south of the house and is accessed from the south porch via a path lined with mature boxwoods. The north and south elevations of the gazebo have three arched openings supported by posts infilled with decorative latticework. The east and west elevations have one large arched opening supported by posts infilled with decorative latticework. The standing-seam copper roof is hipped with decorative finials on the east and west ends. The floor is flagstone.

### Garage (ca. 1929)

The former garage, which has been converted to offices, sits just north of the wing of the stone house, across the paved courtyard. It is a one-and-a-half-story frame building with fieldstone end walls and a slate gable roof that runs east to west. The north elevation is five bays with a 6/6 window in each bay. The fieldstone end walls are visible on the east and west sides. The rest of the north elevation is covered in synthetic siding. There are four gable-front dormers with 6/6 windows. A wide cornice runs under the eave. The east and west elevations are fieldstone with slab chimneys and two 6/6 window openings. The south elevation has four bays—the center two with 6/6 windows and the outer two with solid modern doors. The fieldstone end walls are visible on the east and west sides, but the rest of the façade is covered in synthetic siding. There are two gable-front dormers with 6/6 windows.

### Shed (ca. 1929)

The shed is located northwest of the house and is connected to the wing by a stone wall. It is a small, square stone building with a pyramidal slate roof and square cupola. There is a wide wood cornice under the roof. The east-facing façade has a single board-and-batten door with large metal hinges. Above the door in the cornice is a three-pane window. Just north of the shed is an entry to the garage courtyard.

### Well House (ca. 1929)

North of the shed is a small gable-roof structure set into the ground that may have served as a well house. It appears to be constructed of concrete with a gable roof covered in asphalt shingles. The gable ends are open with wood lattice and a wire screen.

### Caretaker's Cottage (ca. 1929)

The caretaker's cottage is located on the northwest side of the property. It is a one-and-a-half-story, side-gable frame building with an asphalt roof and clapboard sheathing. The façade faces south toward a small lawn enclosed with a white picket fence. The five-bay house has 6/6 windows in the first, third and fifth bays. The second bay has a multi-light entry door with a 10-light sidelight to the west of the door, which is protected by a slightly projecting canopy. The fourth bay has a small 1/1 window. A brick chimney rises from the south slope of the roof above the first bay. The east elevation has two 6/6 windows on the ground level, and one 6/6 window centered under the asymmetrical gable. The area within the gable is covered in board-and-batten siding. The west elevation has two bays—the north has paired 6/6 windows and the south has a front gable projection with returns and an entry door. The upper level at this elevation has a shallow asymmetrical gable with one 6/6 window. The north elevation was not visible for survey.



### Barn/Greenhouse Complex (ca. 1929)

The barn/greenhouse complex is a series of interconnected buildings located at the northwest corner of the property. There is a two-and-a-half-story frame side-gabled barn with a vented cupola and lightning rod. One-story, gabled-roof hyphens project to the north and south sides of the barn, connecting to two one-story, gabled-roof frame wings that run east-west. At some point, it appears that the courtyard created by the barn and north and south wings was enclosed with a flat roof addition, creating a roughly rectangular footprint for the entire complex. The buildings have asphalt roofs and clapboard sheathing. There are simple board surrounds on all the doors and windows.

The symmetrical west elevation of the barn has a central double-leaf door flanked by three nine-pane windows on either side. Its north elevation has a double-leaf door and a nine-pane window on the first floor, a single door on the second and a double hayloft door with three-sided top in the gable end. A pointed hay hood shelters the hayloft door. The south side of the barn has one double-leaf entry door and a nine-pane window on the first floor, and a nine-pane window flanked by louvered vents in the gable end.

The west side of the north hyphen has two 6/6 windows and the south hyphen has one nine-pane window. The west sides of the north and south wings have two nine-pane windows and a louvered vent in each gable. The three-bay north side of the north wing has two double-leaf entry doors in the first and second bays and a nine-pane window in the third. There is a small, square louvered cupola in the center of the roof ridge. The east elevation of the east wing has seven bays and a full-length recessed porch supported by eight square posts with upbraces. The central bay has double-leaf wood entry doors with twelve lights over crossbuck panels. All other bays have one 6/6 window covered with a metal storm. The south elevation of the south wing has one 6/6 window and one now enclosed horizontal opening with nine panes. The east half of the elevation has a projecting bay with a concrete-block foundation and sloping glass sheets that run at an angle from the eave to the foundation.

### Gateposts and Walls (ca. 1929)

Two gateposts mark the entry to the property from Rockville Pike. They consist of two square stone pillars connected by a convex wall. The pillars closest to the driveway have a concrete cap with a projecting cornice and ball finial. An irregularly coursed fieldstone wall with stone coping extends from the gateposts and runs along Rockville Pike.

### Milton O. Lee Building (1962, ca. 1965, ca. 1967, 1987)

The Milton O. Lee office building is located at the center of the northern portion of the parcel. The original building was designed to be expanded as funds allowed, resulting in a complex of

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interconnected wings that was constructed over a twenty-five period. This resulted in a large four-story brick office building, with a basement primarily constructed of stone, that is E-shaped with the spine of the "E" running east–west along the service road at the northern property boundary. The west, central, and east wings, which run north–south, have a flat roof, and the two northern wings have slate gable roofs running east–west. The eastern and western courtyards on the south side of the building have circular vehicular driveways that connect to the primary access road running east-west through the campus.

The northwest wing, built in 1962, was the first building constructed by FASEB on the site. It runs east–west and is nine bays wide. The ground and basement levels are stone and the upper levels are brick. The symmetrical south-facing façade has three projecting central bays with a central entry door flanked by two small blind openings. The paneled double-leaf entry door has a traceried transom and is surrounded by fluted Doric pilasters, an entablature and pediment. There is a cartouche on the second level above the door. All other bays contain one 8/8 window. At the roof level, a gable containing a fanlight with an arched stone lintel spans the three central bays. The central gable is flanked by three pedimented dormers with 6/6 windows on each side. Brick interior-end chimneys rise above the roof ridge. A two-story portico with Ionic columns, an entablature with dentil molding, and Chippendale balustrade spans the entire façade. The portico is accessed from a central flight of brick stairs. Openings at the lowest level of the north (rear) elevation include series of windows, double-leaf door openings and single door openings. The three upper levels at the north elevation contain seven-bays with an 8/8 window with a flat stone arch lintel and wood sill. There are five pedimented dormers with 6/6 windows at the roof level.

The central wing, constructed ca. 1965, runs north–south. The ground and basement levels are stone and the upper levels are brick. A brick parapet rises from the projecting cornice on all elevations. The north and south elevations have two bays, the east and west four. All windows are 8/8 with a flat stone arch lintel.

The west wing, constructed ca. 1967, runs north–south. The ground and basement levels are stone and the upper levels are brick. A brick parapet rises from the projecting cornice on all elevations. The south elevation has two bays, the east four, the north two, and the west six. All windows are 8/8 with a flat stone arch lintel. A stone retaining wall hides stone steps leading to the basement on the west elevation. A handicapped access ramp runs along the foundation on the east side, leading to the portico. A double-leaf door, topped by a six-light transom and surrounded by fluted Doric pilasters and an entablature, is located in the third bay of the east elevation.

The northeast wing, constructed in 1987, runs east–west and is nine bays wide. The two lower levels are stone and the upper levels are brick. The symmetrical south-facing façade has five projecting central bays with three raised-panel, double-leaf doors topped by a large fanlight,

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with the window openings either enclosed or painted over, and projecting keystone. The lintel above the doors and below the fanlight has a raised decorative element. One 8/8 window is located on either side of the doors. All other bays contain one 8/8 window. At the roof level, a gable containing returns and a fanlight with an arched stone lintel spans the three central bays. The central gable is flanked by three gabled-roof, pedimented dormers with 6/6 windows on each side. Brick interior-end chimneys rise above the roof ridge. A two-story portico with Ionic columns, an entablature with dentil molding, and Chippendale balustrade spans the entire façade. The portico is accessed from a central flight of concrete stairs. The north (rear) elevation is all brick. At ground level, there are a series of ramps and loading docks, and the openings include series of windows, double-leaf door openings and single door openings. The three upper levels of the seven-bay north elevation contain 8/8 windows with flat stone arch lintels and wood sills. There are seven pedimented dormers with 6/6 windows at the roof level.

The east wing, constructed in 1987, runs north–south. The first floor and basement levels are stone and the upper levels are brick on all sides. A brick parapet rises from the projecting cornice on all elevations. The north and south elevations have two bays, the west four, and the east six. All windows are 8/8 with a flat stone arch lintel. A single door with nine lights and a panel below is located in the center of the lower level of the south elevation. A two-story glass atrium that connects the main office building to the east office building obscures a portion of the east elevation.

#### East Office Building (2004)

The east office building is located on the northeast corner of the property. It is a modern four-story brick-and-glass building, hexagonal in plan with longer sides on the northeast and southwest elevations. There is a flat roof with HVAC equipment. The southwest and northeast elevations have five three-story projecting triangular bays with glass panels at the point and brick in between the bays. The bays are covered with copper standing-seam metal roofs. The fourth level has a horizontal band of windows topped by a solid band of concrete and a brick parapet. The south, east, and north elevations have five bays with a central three-story triangular projecting bay flanked by two multi-pane windows openings on either side. The west elevation is obscured by the two-story glass atrium that provides access to and was built as part of the building. The atrium has a double-leaf entry door on the first floor surrounded by large windows and protected by a half-round canopy. The second floor is all windows, and the roof is arched.

#### Parking Garage (2004)

A large four-level modern brick-and-concrete parking garage is located just east of the caretaker's cottage and set partially underground. The garage is accessed from the service road along the northern property boundary and from a parking lot to the south. Vehicular garage



entries are located on the east sides of the north and south elevations. The north elevation has horizontal concrete panels on the lowest level, topped by three horizontal bands of brick with concrete coping at the top and bottom supported by concrete posts on the corners and intermediate posts of concrete and brick. The west elevation has two horizontal brick bands with concrete coping. Stair towers are located on the northeast and southeast corners. A small, open flat-roof hyphen connects the garage to the west elevation of the main office building.

### Historic Context

#### Hawley Estate

Charles Burridge Hawley was a hydro-electric engineer and owner of the Charles B. Hawley Engineering Corporation, which he founded in 1920 in Washington DC. The firm was known for specializing in hydro-electric design and construction. Hawley served as president of the Washington Society of Engineers in 1928 (The Washington Post 1927, 20).

Irwin S. Porter, of the well-known Washington firm Porter + Lockie, designed the stone house on the 38-acre property owned by Charles Hawley. The house was built between 1929 and 1932 at a cost of \$120,000. It contained 7,500 square feet of useable space and was constructed with steel beams and masonry. The 16-inch stone walls were faced inside with terra cotta tile. The floors were hardwood throughout, and two rooms on the main floor were wood paneled. A spacious central hall with stairs ran from the front to the back of the house. The living room was located to the south of the hall and a walnut-paneled library to the north (Lee 1954, 821-824). The house was damaged by fire in 1935, but most of the damage was confined to the attic (The Washington Post 1935, 1). The home was described as luxurious and the property was the site of many society events, including the wedding of Hawley's daughter Antoinette in 1942, which was held in the garden (The Washington Post 1948, S8).

The landscaping was completed by notable landscape architect Robert B. Cridland of Philadelphia, who, in 1920, wrote *Practical Landscape Gardening*—a book geared to suburban homeowners with moderate-sized properties. In the book, Cridland advocates for careful site planning and consideration of the location and arrangement of auxiliary buildings and paths. Cridland's commissions were mostly residential and included Hyde Park, Frederick Vanderbilt's estate on the Hudson River in New York, and Oak Hill, the Martha Berry estate in Rome, Georgia. The landscaping at the Hawley house was "said to be one of the best examples in the Washington area" and included many unusual and valuable specimens (Lee 1954, 821/Cridland 1920).

When Hawley died in 1952, his estate was valued at \$3 million, including real estate valued at \$1.25 million. In addition to his estate on Rockville Pike, Hawley owned the Bethesda Shopping Center at Leland Street and Wisconsin Avenue. The original address for the Hawley Estate was

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8650 Rockville Pike, but at some point, the property became known as 9650 Rockville Pike (The Washington Post 1952, 8).

After Hawley's death, his family sold the property. The estate was advertised for sale in the Washington Post in December 1952 as a "Gentleman's Estate." It was described as a "beautiful estate of 38 superbly landscaped acres located two miles north of Bethesda, just 30 minutes from downtown Washington." The landscaping contained: "Tall stately elms, huge white pines and hemlocks, brilliant azaleas and magnolias, lovely English and American boxwood—all skillfully and artistically laid out over rolling ground providing a grand country estate within minutes of the activities of city life."

Improvements listed in the advertisement included a large stone house located on a knoll with a four-car garage. The first floor contained a spacious entrance hall, living room, dining room, library, breakfast room, den, lavatory, pantry and kitchen with sitting room. The second floor had six large bedrooms, five baths, and a dressing room off the master bedroom. The third floor had a playroom, three bedrooms, a bath and storage area. The basement contained a bedroom and bath, a recreation room with fireplace, a boiler room with oil-fired steam boiler and gas water heater, a laundry area and lavatory. The grounds included a four-room caretaker's cottage with a single car garage, a small greenhouse with separate heating plant, large barns with horse stalls, tool storage and hayloft. The advertisement noted that the property was available for subdivision (The Washington Post 1952, R7).

#### Federation of American Societies for Experimental Biology

The Federation of American Societies for Experimental Biology (FASEB) was founded in 1912 by three independent scientific organizations to hold educational meetings, develop publications and disseminate the results of biological research. The federation had grown to six societies—American Physiological Society (APS), American Society of Biological Chemists, American Society for Pharmacology and Experimental Therapeutics, American Association of Pathologists, American Institute of Nutrition, and American Association of Immunologists—by the time it moved to the Rockville Pike property in 1954. It has since grown to encompass 29 scientific societies and over 130,000 researchers around the world. Many FASEB member societies include Nobel Prize winners in their membership. Today FASEB continues to act as an association management company that advocates for sound policies and promotes research and education in the biological and biomedical sciences. FASEB disseminates the results of biological research by publishing a journal and managing scientific seminars, meetings, conferences and exhibit halls (FASEB, 2018).

Dr. Milton O. Lee became the organization's first paid employee in 1947 when he became Executive Director. Lee also served as Executive Secretary of the American Physiological Society. Headquarters for FASEB were first established in the National Academy of Sciences (NAS)

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building in Washington, DC. In 1951, the offices moved to a branch NAS office near Dupont Circle. Under Lee's tenure (1947 until his 1965 retirement), he oversaw an expansion of the federation and its rise to national prominence. Staff grew from four to 91 (Milton O. Lee Obituary, 1978).

On March 19, 1954, APS purchased the Hawley Estate on behalf of FASEB. The 38 acres of land was purchased for \$225,000. The property included 11.4 acres of landscaped grounds, a large fieldstone house, a caretaker's house, a frame barn, a greenhouse and a four-car garage (McManus 1967, 1573). The property was chosen for its "suitability for use, opportunity for expansion, minimal depreciation of value, modest investment needed and location close to the large research centers of the Naval Medical Research Institute and the National Institutes of Health" (Lee 1954, 821). APS sold 26.8 acres on the southern portion of the property to developers Dekelbaum and Dweck who constructed a community of single family houses known as Maplewood Estates. FASEB then purchased the remaining 11.4 acres from APS on October 20, 1954 (Bradshaw, 2011).

FASEB converted the stone house to offices and renamed the old stone building "Beaumont House" after William Beaumont, a nineteenth century physician and pioneering physiologist and biochemist. Alterations to the house included converting the basement level for use as offices and installation of a shaft to house a motor-driven hoist to move supplies among the floors. It appears the rest of the rooms were unaltered. The garage was converted to offices between 1954 and 1961. In 1956, the APS established an executive office in Beaumont House, followed in 1961 by two other federation members—the American Society of Biological Chemists and the American Society for Pharmacology and Experimental Therapeutics. At this point Beaumont House and the four-car garage were filled to capacity, necessitating the construction of additional office space (McManus 1967, 1573).

On October 12, 1962, FASEB dedicated a new office building, later known as the Milton O. Lee building, on the grounds of Beaumont, in time for the fiftieth anniversary of the organization. The four-story building was 40 x 100 feet with a basement and 16,000 square feet of office space. Constructed by Bowling and Gardiner, it was originally planned for expansion with two wings at either end. According to FASEB, the building "was designed by the same prominent Washington Firm that designed the original Georgian-style Beaumont House in 1929." As both Irwin Porter and James Lockie had died by this time, it is likely the building was designed by Irwin Porter's son, James I. Porter, who was running Porter + Lockie's successor firm, Irwin S. Porter and Sons. The basement level housed machinery and a print shop. The first floor had two conference rooms, one of which doubled as a library, and two executive suites. The remaining floors housed offices for various units of the federation members. Beaumont House remained in use as offices for the executive officer of the federation among others (FASEB, 1962).



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Two four-story wings, joined by a two-story portico, were added by 1967. The east wing was constructed and occupied by 1965. That year, additional federation members—The American Society for Experimental Pathology, the American Institute of Nutrition, and the American Association of Immunologists—established offices at Beaumont. Construction of the west wing and portico was completed in July 1967. The wing contained 11,000 square feet of office space, as well as three storage rooms located under the portico. A 1967 architect's rendering shows a balustrade on top of the two wings, but it is unclear if that element was executed in the final design (McManus 1967, 1573-1574). According to a statement by J. F. A. McManus, FASEB Executive Director, in 1967: "Construction and modifications of the grounds of the Federation at Beaumont have been carefully planned to maintain the integrity and beauty of the property. Large and beautiful trees, a fine planting of boxwoods and several formal gardens, one with a summer house, have been preserved intact and carefully guarded. The fieldstone and brick of the Milton O. Lee Building fit perfectly into this setting ... and produces a structure that does not clash with the other structures at Beaumont, rather merging harmoniously with them and with the attractive landscape" (McManus 1967, 1573-1574).

The federation undertook a major building campaign in the 1980s, funded in part by \$2.9 million in Industrial Development Revenue bonds from Montgomery County (Land Records, Liber 6582, folio 587). Two new wings were constructed to the east side of the Milton O. Lee Building and were occupied by 1987. These wings housed a conference center that contained an auditorium and six large conference rooms that could accommodate up to 300 people. By this point, 33 biological and medical societies were located on the campus.

A new office building, two-level glass atrium, and parking garage were completed in 2004. This added 55,000 square feet of office space and a four-level, 372-space parking structure to the campus. (FASEB, 2018). Hope Connections for Cancer Support moved into Beaumont House in April 2013 (Hope Connections, 2018). FASEB and its associated organizations continue to occupy the property today.

#### Eligibility Determination

The Hawley Estate was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The Hawley property also contains several buildings constructed by the FASEB that are an example of the suburban corporate office building type; therefore, the property was also evaluated for significance using the Maryland Suburbanization Historic Context Addendum (1961–1980).

The original buildings on the site associated with Charles B. Hawley are consistent with the trend of wealthy Washingtonians establishing country estates in Montgomery County, particularly along Rockville Pike, and hiring notable architects to design elaborate houses, often in the Colonial Revival style. Elaborate examples of the trend include Strathmore Hall (M: 30-

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12); Marwood (M: 29-6); Glenview Farm (M: 26-17), with a substantial remodeling campaign designed by Porter + Lockie; Woodend (M: 35-12), designed by John Russell Pope; and the Wilkins Estate (M: 30-1), designed by John Russell Pope and very similar in design to the Hawley Estate. The Hawley Estate is a much more modest example of the trend, as it only encompassed 38 acres, but still includes important characteristics of the trend, which include a large house with space for entertaining, formal landscaped grounds with views and vistas, and multiple outbuildings. While the Hawley Estate is associated with the “estate era” of Montgomery County, the property is not significant to this trend.

The move of FASEB to the former Hawley Estate is associated with the relocation of private industries to suburban campuses after World War II. The FASEB complex was unusual in its use of former estate buildings set within an existing pastoral landscape, rather than creating a purpose-built campus in a modern architectural style like many other organizations. However, the organization’s choice to relocate to an existing residential estate did not influence later trends in office development. The FASEB era of collaborative research among scientific societies did not lead to significant identifiable scientific achievements or advancements, and the Hawley Estate lacks significant associations with other historical trends. The resource is not eligible for the NRHP under Criterion A.

Research has found no significant connection to persons important to local, state, or national history. Therefore, the Hawley Estate is not eligible under Criterion B.

The FASEB buildings on the Hawley Estate are not the work of a master and do not possess high artistic value. They are not a notable first example, and the original building has been altered with multiple additions; therefore, the FASEB buildings are not eligible for the NRHP under Criterion C under the Suburbanization Context.

The early twentieth century buildings on the Hawley Estate represent a distinctive and well-preserved example of an early-twentieth-century Colonial Revival-style estate in Montgomery County, Maryland, designed by notable architect Irwin S. Porter and landscape architect Robert Cridland. Therefore, the Hawley Estate is significant under Criterion C.

Based on the evaluated Criteria, the Hawley Estate is eligible for the NRHP under Criterion C as an early-twentieth-century Colonial Revival-style estate.

#### Period of Significance

The period of significance for the property begins in 1929 with the construction of the stone house and continues through 1954 when the property was sold out of Hawley family ownership. Contributing elements include the stone house, gazebo, shed, garage, caretaker’s cottage, barn/greenhouse complex, and well house, as well as landscape elements such as the gardens, sundial, walls and gateposts. The buildings constructed by FASEB—the Milton O. Lee Building, east office building and parking garage—are not contributing to the resource because

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they are not associated with the design of the original estate. The house, landscaping, gazebo and shed remain unaltered. Alterations have been made to the east side of the barn/greenhouse complex, to the north side of the caretaker's cottage and to the south side of the garage, but these alterations but have not dramatically altered the resource's historic character. When FASEB expanded, the new buildings were sited to preserve the landscape and constructed in a Colonial Revival style to blend with the existing buildings on the site. The conscious choice to engage a successor firm to the original estate architect and to build in the Colonial Revival style used in the original house signaled FASEB's desire to maintain continuity in the character and landscaping of the original site. The Hawley Estate retains high integrity and is recognizable as an intact example of early-twentieth-century estate architecture.

### Boundary

The property located at 9650 Rockville Pike in Bethesda encompasses 11.4 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP22, Parcel N170 (2017).

### References

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Montgomery County Land Records, Liber 6582, folio 587.

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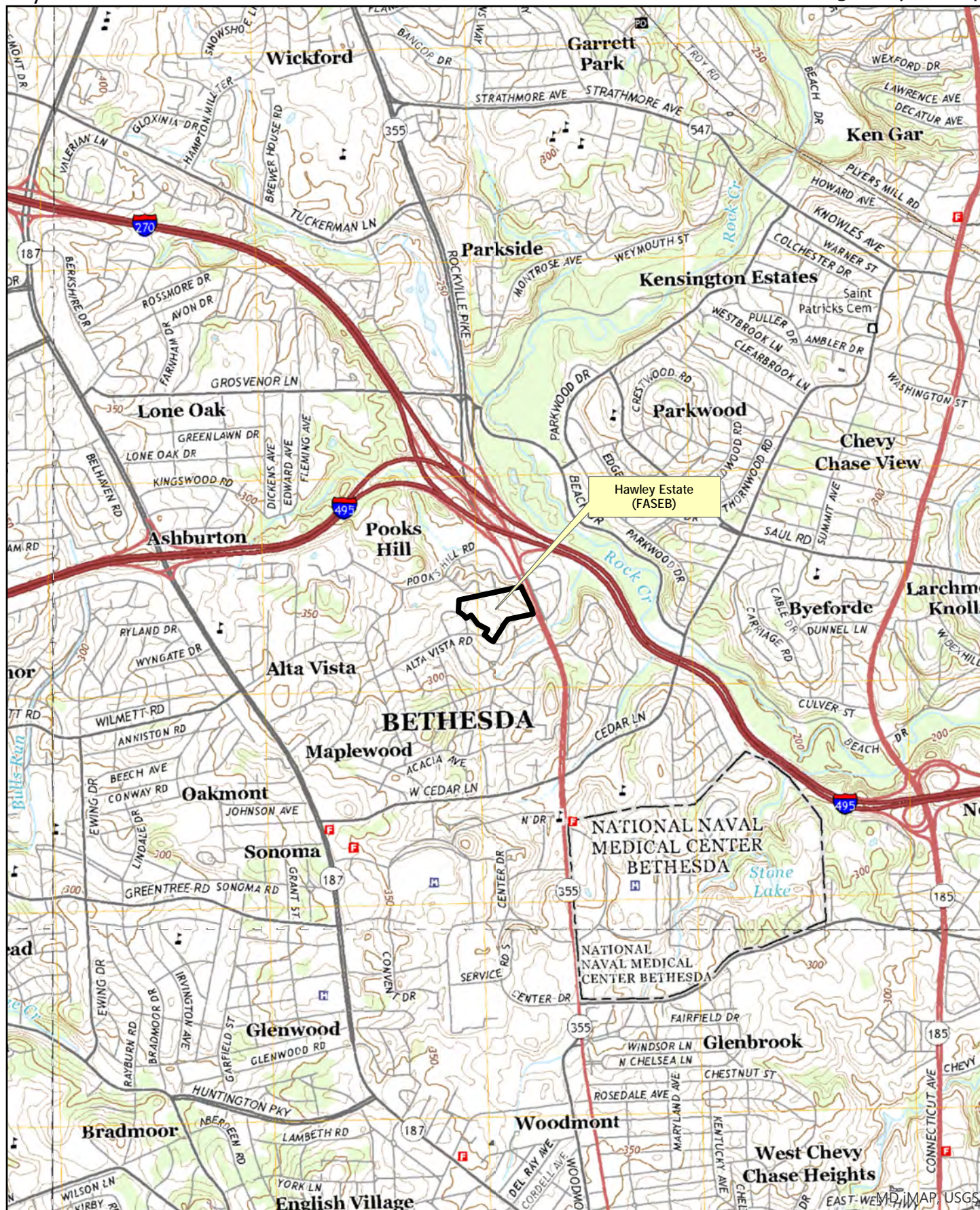
# Hawley Estate (FASEB)

Location: 9650 Rockville Pike

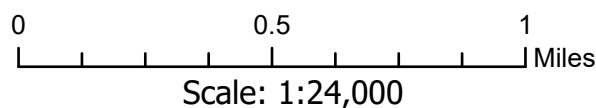
City: Bethesda

MIHP#: M: 35-199

Montgomery County



USGS 7.5' Quadrangle - Kensington





# Hawley Estate (FASEB)

Location: 9650 Rockville Pike

City: Bethesda

MIHP#: M: 35-199

Montgomery County



Parcel Boundaries

Contributing Element

Non-contributing Element

0 0.05 0.1 Miles

Scale: 1:3,000





**M: 35-199**  
**Hawley Estate (FASEB)**  
9650 Rockville Pike  
Bethesda, Montgomery County, Maryland



Historic Image 1: Hawley Estate (renamed Beaumont House), 1954.  
Image from [www.fasebcentennial.org](http://www.fasebcentennial.org)



Historic Image 2: Hawley Estate garage and shed, undated photograph  
Image from [www.fasebcentennial.org](http://www.fasebcentennial.org)

M: 35-199  
Hawley Estate (FASEB)  
9650 Rockville Pike  
Bethesda, Montgomery County, Maryland

# GENTLEMAN'S ESTATE

Close-in Montgomery County, Md.



## 8650 ROCKVILLE PIKE, BETHESDA, MD.

Beautiful Estate of 38 superbly landscaped acres located two miles north of Bethesda, just 30 minutes from downtown Washington. Landscaping: Tall stately elms, huge white pines and hemlocks, brilliant azaleas and magnolias, lovely English and American box-wood—all skillfully and artistically laid out over rolling ground, providing a grand country estate within minutes of the activities of city life.

*\*Available for subdivision or may be held as a residence for future development with promise of considerable appreciation in investment.*

**Improvements:** Large stone house located on knoll in center of acreage with 4-car garage.  
**First floor:** Spacious entrance hall, living room, dining room, library, breakfast room, den, lavatory, pantry and kitchen with sitting room.

**Second floor:** 6 large bedrooms, 5 baths, dressing room off master bedroom.

**Third floor:** Playroom, 3 bedrooms, bath, plentiful storage area.

**Basement:** Bedroom and bath; large room for recreation with fireplace; boiler room with oil fired steam boiler and gas water heater; laundry area and lavatory.

**Other Improvements:** Four room caretaker's cottage with single car garage; small greenhouse with separate heating plant; large barns with horse stalls, tool storage areas and hay loft.

TO REACH: Straight out Wisconsin Ave. 2 1/2 miles past Bank of Bethesda or approximately .5 of a mile past Naval Hospital.

**HOUSE MAY BE SEEN BY APPOINTMENT ONLY**

Apply Own Broker

**Call NA. 8-9340**

Historic Image 3: Hawley Estate Sale Advertisement  
The Washington Post, December 14, 1952, R7



**M: 35-199**  
**Hawley Estate (FASEB)**  
9650 Rockville Pike  
Bethesda, Montgomery County, Maryland



Historic Image 4: Milton O. Lee Building, ca. 1962  
Image from [www.fasebcentennial.org](http://www.fasebcentennial.org)



Historic Image 5: Architect's Rendering of the Milton O. Lee Building, 1967  
Image from [www.fasebcentennial.org](http://www.fasebcentennial.org)



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 31: Façade of stone house, north hyphen and wing, looking southwest.**



**Photo 2 of 31: Stone house, façade, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 31: Stone house, façade and south elevation, looking northwest.**



**Photo 4 of 31: Stone house, west elevation, looking northeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 31: Stone house, north elevation, looking south.**



**Photo 6 of 31: East lawn, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 31: Stone house, south elevation, looking north through boxwood garden.**



**Photo 8 of 31: Stone house, west elevation, looking east from terraced garden with sundial.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 31: Gazebo/summer house, north elevation, looking south.**



**Photo 10 of 31: Garage, north elevation, looking southeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 31: Well house, north elevation, with shed in the background, looking southeast.**



**Photo 12 of 31: Garage, shed, and garden walls, looking east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number      Photos      Page 7

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**Photo 13 of 31: Shed, north and east elevations, looking northwest.**



**Photo 14 of 31: Caretaker's cottage, façade, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number      Photos      Page 8

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**Photo 15 of 31: Barn/greenhouse complex, north and west elevations, looking southeast.**



**Photo 16 of 31: Barn/greenhouse complex, north elevation, looking south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 9



**Photo 17 of 31: Barn/greenhouse complex, east elevation, looking west.**



**Photo 18 of 31: Barn/greenhouse complex, south elevation, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 10

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**Photo 19 of 31: One of two stone gateposts and walls along Rockville Pike, looking north.**



**Photo 20 of 31: Milton O. Lee Building, northwest wing, façade, looking north.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 11

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**PHOTO LOG**

**Name of Property:** Hawley Estate (FASEB)  
**Name of Photographer:** Heather Staton, Dovetail Cultural Resource Group  
**Date of Photographs:** November 13, 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 31:**  
Façade of stone house, north hyphen and wing, looking southwest.  
M; 35-199\_2018-11-13\_01.tif

**Photo 2 of 31:**  
Stone house, façade, looking west.  
M; 35-199\_2018-11-13\_02.tif

**Photo 3 of 31:**  
Stone house, façade and south elevation, looking northwest.  
M; 35-199\_2018-11-13\_03.tif

**Photo 4 of 31:**  
Stone house, west elevation, looking northeast.  
M; 35-199\_2018-11-13\_04.tif

**Photo 5 of 31:**  
Stone house, north elevation, looking south.  
M; 35-199\_2018-11-13\_05.tif

**Photo 6 of 31:**  
East lawn, looking east.  
M; 35-199\_2018-11-13\_06.tif

**Photo 7 of 31:**  
Stone house, south elevation, looking north through boxwood garden.  
M; 35-199\_2018-11-13\_07.tif

**Photo 8 of 31:**  
Stone house, west elevation, looking east from terraced garden with sundial.  
M; 35-199\_2018-11-13\_08.tif

**Photo 9 of 31:**  
Gazebo/summer house, north elevation, looking south.  
M; 35-199\_2018-11-13\_09.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 12

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**Photo 10 of 31:**

Garage, north elevation, looking southeast.

M; 35-199\_2018-11-13\_10.tif

**Photo 11 of 31:**

Well house, north elevation, with shed in the background, looking southeast.

M; 35-199\_2018-11-13\_11.tif

**Photo 12 of 31:**

Garage, shed, and garden walls, looking east.

M; 35-199\_2018-11-13\_12.tif

**Photo 13 of 31:**

Shed, north and east elevations, looking northwest.

M; 35-199\_2018-11-13\_13.tif

**Photo 14 of 31:**

Caretaker's cottage, façade, looking north.

M; 35-199\_2018-11-13\_14.tif

**Photo 15 of 31:**

Barn/greenhouse complex, north and west elevations, looking southeast.

M; 35-199\_2018-11-13\_15.tif

**Photo 16 of 31:**

Barn/greenhouse complex, north elevation, looking south.

M; 35-199\_2018-11-13\_16.tif

**Photo 17 of 31:**

Barn/greenhouse complex, east elevation, looking west.

M; 35-199\_2018-11-13\_17.tif

**Photo 18 of 31:**

Barn/greenhouse complex, south elevation, looking north.

M; 35-199\_2018-11-13\_18.tif

**Photo 19 of 31:**

One of two stone gateposts and walls along Rockville Pike, looking north.

M; 35-199\_2018-11-13\_19.tif

**Photo 20 of 31:**

Milton O. Lee Building, northwest wing, façade, looking north.

M; 35-199\_2018-11-13\_20.tif



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 13

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*Digital image files only, located at the Maryland Historical Trust.*

**Photo 21 of 31**

**Milton O. Lee Building, center wing, east façade, looking northeast.**

**M; 35-199\_2018-11-13\_21.tif**

**Photo 22 of 31**

**Milton O. Lee Building, north wing, south and east façades, looking northwest.**

**M; 35-199\_2018-11-13\_22.tif**

**Photo 23 of 31**

**Milton O. Lee Building, north elevation, looking southeast.**

**M; 35-199\_2018-11-13\_23.tif**

**Photo 24 of 31**

**Milton O. Lee Building, northeast wing, façade, looking north.**

**M; 35-199\_2018-11-13\_24.tif**

**Photo 25 of 31**

**Milton O. Lee Building, northeast and east wings, façade and east elevation, looking northeast.**

**M; 35-199\_2018-11-13\_25.tif**

**Photo 26 of 31**

**Milton O. Lee Building, east wing, south and east elevations, looking northwest.**

**M; 35-199\_2018-11-13\_26.tif**

**Photo 27 of 31**

**Two-story atrium, façade, looking north.**

**M; 35-199\_2018-11-13\_27.tif**

**Photo 28 of 31**

**East office building, southwest elevation, looking northeast.**

**M; 35-199\_2018-11-13\_28.tif**

**Photo 29 of 31**

**Parking garage, south elevation, looking northwest.**

**M; 35-199\_2018-11-13\_29.tif**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No. M: 35-199

Hawley Estate (FASEB)  
**Continuation Sheet**

Number Photos Page 14

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**Photo 30 of 31**

**Parking garage, south and west elevations, looking northeast.**

**M; 35-199\_2018-11-13\_30.tif**

**Photo 31 of 31**

**Milton O. Lee Building, west elevation and connecting hyphen to parking garage, looking southeast.**

**M; 35-199\_2018-11-13\_31.tif**

# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

**Inventory No. PG:77-60**

Page 1 of 1

**Name of Property: Hazard Storage (AAFB Building #1990)**

**Location: Allentown Road (MD 337), Camp Springs, MD (Prince George's County)**

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Hazard Storage (Building #1190) is no longer extant. The Hazard Storage (Building #1990) was located on the south side of Allentown Road (MD 337) approximately 700 feet east of Maryland Drive on the Andrews Air Force Base (AAFB). The site is now occupied by a grove of trees along the AAFB perimeter fence.



# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

Inventory No. PG:76A-26

Page 1 of 1

**Name of Property:** Helen Knox House

**Location:** 5115 Auth Road, Suitland, MD 20746

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The Helen Knox House is no longer extant. Historic aerial photographs show that the house was demolished circa 2015.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Herc Rentals

**Address:** 4200 Forestville Road

**City:** District Heights

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** A

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Jun 6, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

---

**Description of Property and Justification:** (Please attach map and photo)

Herc Rentals, at 4200 Forestville Road in District Heights, Maryland (Prince George's County), is a warehouse facility located east of Forestville Road, north of Suitland Parkway, and west of I-495 on an approximately 4.86-acre parcel. The general character of the surrounding development is industrial. Pavement surrounds the entire building and the lot is enclosed with chain link fencing gates. The building was constructed ca. 1978.

The Herc Rentals building consists of a flat-roofed main block, roughly square in footprint, with two rectangular additions to the rear (or east). The west elevation is primarily a brick façade devoid of openings except for the north end of the facade, where EIFS-clad rectangular forms frame an entrance pavilion at the northwest corner of the building. The limited number of openings and their arrangement obscure the building's interior arrangement, including number of stories. A metal-framed plate-glass door with a sidelight of nearly equal width faces west towards Forestville Road. A vertical ribbon of lights extends one-and-a-half-stories above it, then turns towards the north and continues around the corner to the north elevation. A second entrance, flanked by two sidelights, is on the north elevation, with larger metal-framed lights above it that form a continuous glass ribbon between the two entrances.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Herc Rentals

The north and south elevations of the main block feature brick veneer walls and loading bays. A tertiary pedestrian entrance is found at the west end of the south elevation. The main block's east elevation is mostly obscured by the two additions, but the exposed portion reveals concrete masonry construction.

The northeast addition is a metal-framed, aluminum-sided shed with a single loading bay and a shed roof. The southeast addition is larger than the northeast addition and has brick veneer, vertical aluminum siding, and a flat roof. Its south elevation has two loading bays. Small, prefabricated, freestanding sheds are east of the primary building's additions.

The Herc Rentals property is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the entire Parcel A of Prince George's County Tax Map 89, approximately 4.86 acres.



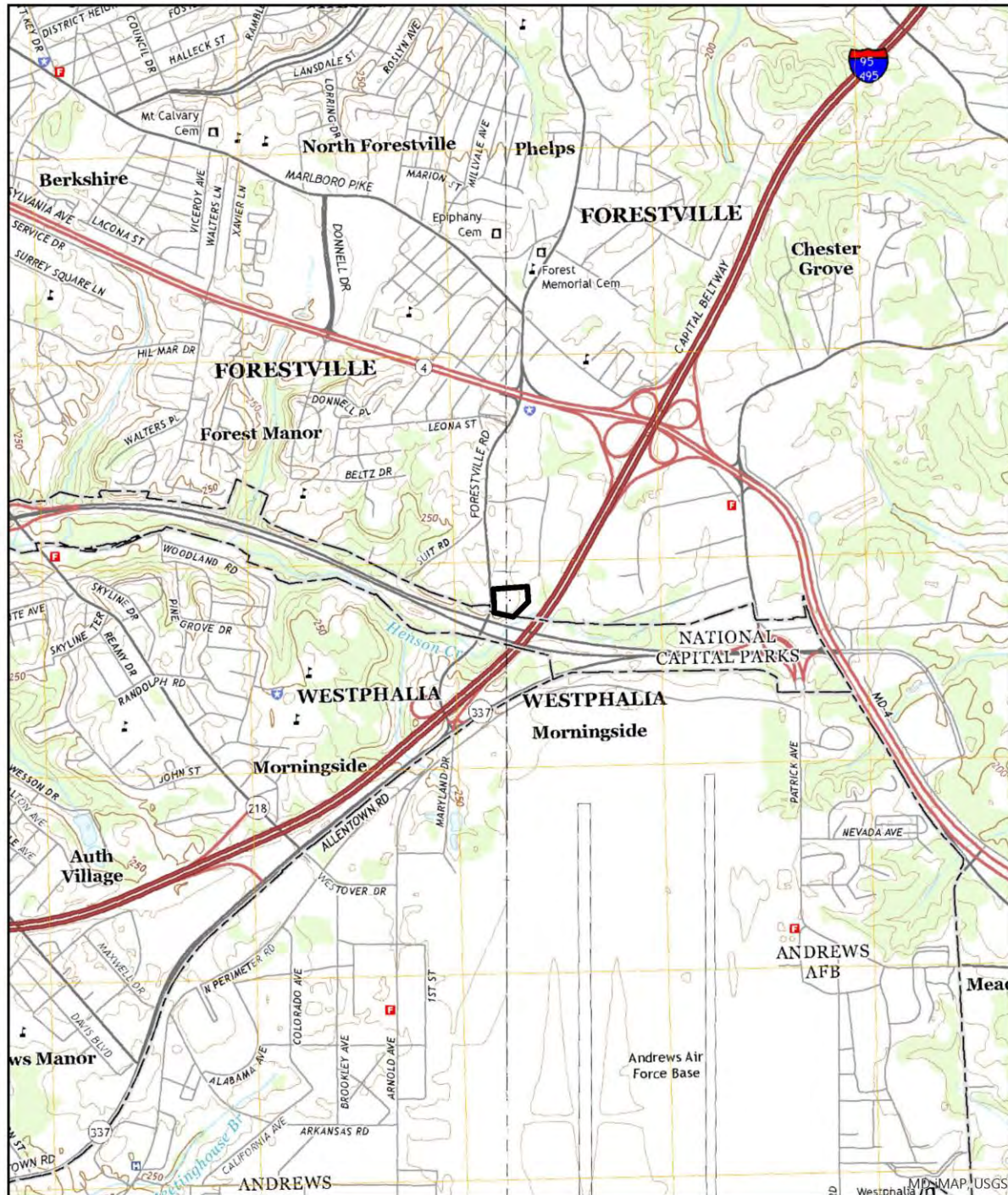
Herc Rentals

**Herc Rentals**

Location: 4200 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro

0 0.5 1 Miles  
Scale: 1:24,000



Herc Rentals



Oblique view, facing southeast, of primary resource's facade.



View facing southwest towards primary resource, feature garage bays.

Herc Rentals



View facing northeast towards additional garage bays.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Hillandale Center

**Address:** 10210-10222 New Hampshire Avenue

**City:** Silver Spring

**Zip Code:** 20903

**County:** Montgomery

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** KP13

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

---

**Description of Property and Justification:** (Please attach map and photo)

The Hillandale Center is a one-story strip center constructed in 1950 with no architectural style. The seven-storefront building is located on three parcels totaling 0.93 acres. The three southeast storefronts project forward from the four to the northwest. The Hillandale Center is located on the west side of New Hampshire Avenue near Powder Mill Road in an area characterized by commercial properties. The property directly accesses New Hampshire Avenue and connects to Powder Mill Road from a shared driveway. There are asphalt parking lots on the west and east sides of the property, including an island planted with grass at the west parking lot; the two lots are connected via an asphalt driveway north of the building. The sign atop a round post at the north end of the property identifies the shops within the Hillandale Center.

The building has an irregular plan and common bond brick construction. The roof is flat with mechanical systems and is bordered by parapets. The seven-bay northeast façade is clad in limestone, with a granite base at the northwest section and terrazzo base at the southeast section. A flat roof canopy with a striped metal border projects from the façade of the northwest storefronts, extending to the northwest elevation of the southeast section. The canopy covers a concrete pedestrian walkway that extends across the façade and to the northwest elevation. The entrances consist primarily of single- or double-leaf metal and glass doors, with a

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Hillandale Center

metal-framed transom above. The center storefront of the southeast section is the exception with a single-leaf glazed wood door and transom. Entrances are surrounded by large plate glass metal-sash windows. Signage above the storefronts consists primarily of backlit plastic signs affixed to the building or canopy; one storefront has a vinyl awning.

The limestone and granite façade wraps around to the east end of the northwest elevation, with an inset pair of vinyl sash display windows. Above is a back-lit plastic sign. There is also a storefront at this elevation that consists of a recessed single-leaf metal door, accessed by concrete steps with a wood handrail, and a boarded-up door; a vinyl awning with the business name covers both entrances. To the west are two sets of three-light fixed-sash metal windows.

The southwest elevation has secondary entrances for each of the stores, consisting primarily of single-leaf doors, with one door boarded up. Two concrete and brick stairs with metal handrails lead to the four northwest stores. The stairs of the three southeast stores are metal or wood. This elevation includes larger multiple-light steel windows composed of a hopper sash with a steel security screen and a six-light fixed sash above and below it. There are also smaller steel-sash windows with a three-light fixed sash and a hopper sash, and a steel security screen below. The windows have brick sills. Windows at the basement-level are steel sash with six-light fixed sash and hopper sash, and a security screen below. A few windows have been filled in. The southeast elevation is unfenestrated.

The Hillandale Center is an example of a mid-twentieth-century strip center with no architectural style. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While doors have been replaced and a few windows replaced and boarded up, the building retains integrity. The building, however, is a common example of its type, does not represent the work of a master or possess high artistic value, and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

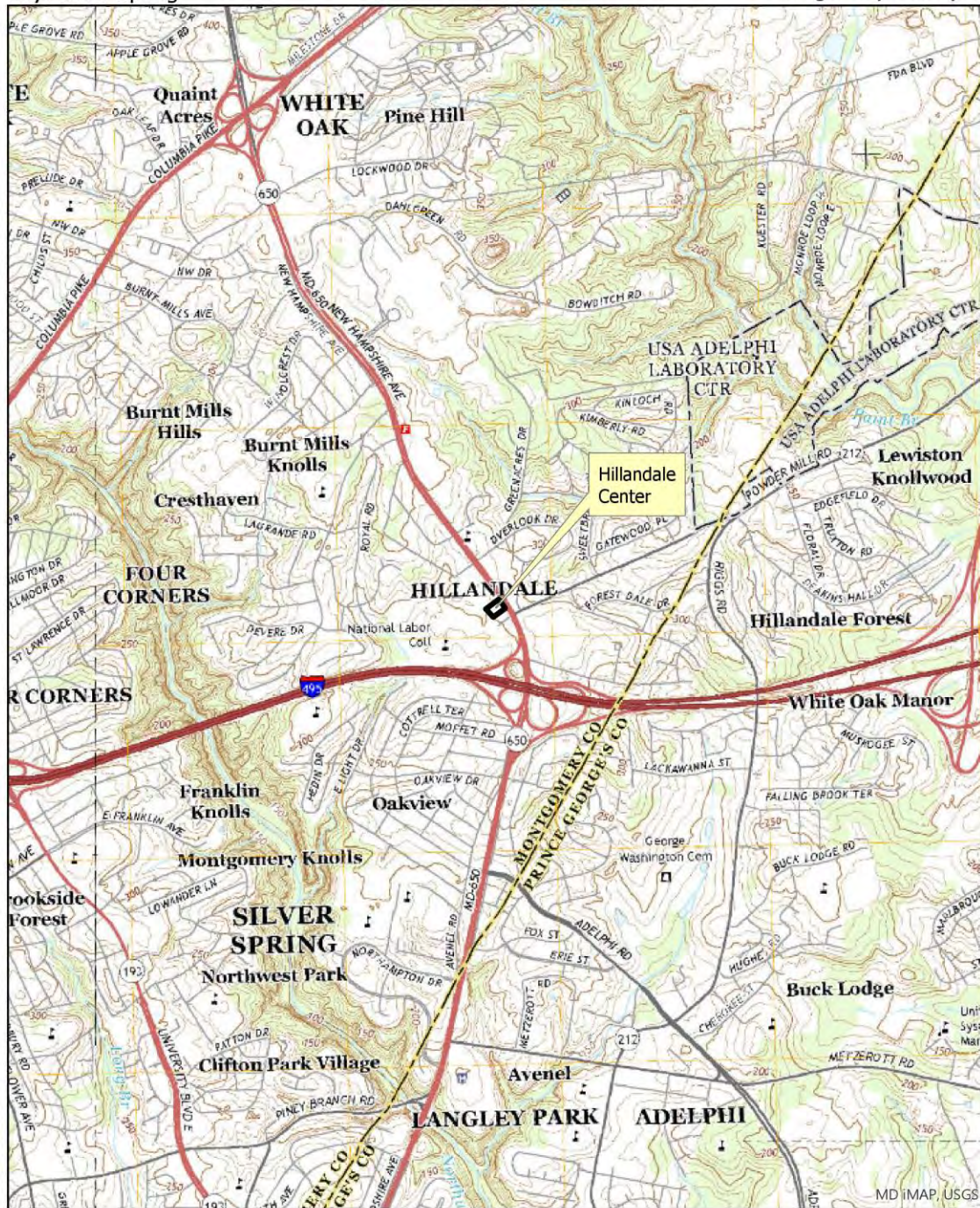
The property is located on three parcels that encompass 0.93 acres, and are found on Montgomery County Tax Map KP13, Parcel 0000 (2019).

Hillandale Center**Hillandale Center**

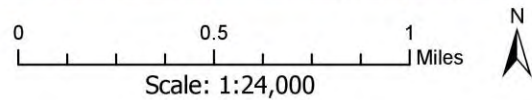
Location: 10210-10222 New Hampshire Avenue

City: Silver Spring

Montgomery County



USGS 7.5' Quadrangle - Beltsville





NR-ELIGIBILITY REVIEW FORM

Hillandale Center



Northeast facade, southeast storefronts



Northeast facade, northwest storefronts

Hillandale Center



Southwest elevation

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hillandale Forest

Inventory Number: M: 33-35 and PG:65-54

Address: North of I-495, West of Riggs Road

Historic District: Yes

City: Silver Spring

Zip Code: 20903

County: Montgomery County and Prince George's County

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0017 and KP23

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Hillandale Forest, a planned residential neighborhood, is bounded by Riggs Road on the east, I-495 to the south, Hillandale Shopping Center to the southwest, and residential and commercial development to the north and west. The neighborhood straddles the Montgomery County and Prince George's County line and is composed of single-family dwellings with lots that range between 0.20 acre and 0.35 acre, totaling about 70.4 acres. It is accessed via Riggs Road, Elton Road, and Powder Mill Road. Streets within Hillandale Forest are laid in a curvilinear pattern and are lined with concrete curb. Individual lots have slightly sloped grassy lawns, light tree coverage, bushes, and other ornamental foliage such as plant beds. Secondary buildings include sheds and all lots feature a concrete or asphalt driveway.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



**Description:**

Hillandale Forest is a planned residential neighborhood comprising approximately 200 single-family dwellings constructed between 1955 and 1963 during the Modern Period (1930-1960) and Suburban Diversification Period (1961-1980). Most of the houses are variations of the Colonial Revival and Contemporary styles in the Ranch, Split-Level, Two-Story Massed, and Split-Foyer forms.

Dwellings in Hillandale Forest are primarily three to six bays wide, and one to two stories tall. They rest on continuous foundations and are clad primarily in stretcher-bond brick veneer, stone veneer, and/or aluminum or vinyl siding. Roofs throughout Hillandale Forest vary and include hipped, pyramidal, side-, front-, and cross-gabled, and gable-on-hipped roofs sheathed in asphalt shingles. Many dwellings feature interior-slope, interior- and/or exterior-end, brick chimneys, some of which pierce the roof slope.

Primary entrances are typically centered or off-center on the primary elevation and are filled by single-leaf wood or composite doors. Occasionally, primary entrances are filled by double-leaf doors. These entrances are often accessed via a concrete or brick stoop or larger set of stairs where topography requires. Rarely, entrance bays are slightly recessed or sheltered by one-story, partial-width porches.

Additional fenestration includes double-hung sash vinyl windows with false muntins, as well as aluminum jalousie, bay, ribbon, and fixed windows. Paneled and/or louvered shutters are common throughout the subdivision. Many dwellings feature either attached, single-car garages or carports.

**Historic Context:**

Hillandale Forest was first platted in 1955 by Hillandale Forest, Inc. The construction of dwellings began soon after and was completed by 1963 (Nationwide Environmental Title Research [NETR] 1957, 1963). President of Hillandale Forest, Inc., Ralph J. Duffie, also served as realtor, but not builder or architect, for many of the houses within the subdivision (The Evening Star 1956a, 68). Advertisements for individually designed, single-family dwellings within Hillandale Forest indicate sale prices between \$22,950 and 35,000 (The Evening Star 1955, C-12). No information was found on the builders of these individually-designed houses.

Some dwellings were advertised as having full basements, built-in china cabinets, and kitchens with breakfast nooks (The Evening Star 1956b, 88). The community did not include any amenities as it is located in close proximity to the Hillandale Swim Club, opened in 1957 to serve the local area and not Hillandale Forest exclusively, and Hillandale Shopping Center. The location of the subdivision, straddling the Montgomery and Prince George's County line, has proven challenging for residents over the years. In 2000, local groups unsuccessfully petitioned the Maryland General Assembly to re-draw the Montgomery and Prince George's County line and grant the 88 dwellings currently located in Prince George's County the services and tax rates of their Montgomery County neighbors (The Washington Post 2000, electronic document). Their appeal was not successful, and the neighborhood remains divided.

**Evaluation:**

Hillandale Forest was evaluated as a planned residential neighborhood in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Hillandale Forest is a typical example of a planned residential neighborhood from the late 1950s and early 1960s. The development did not introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Hillandale Forest is not eligible under Criterion A.

The subdivision was platted by Hillandale Forest, Inc., with Ralph J. Duffie as the company president. Duffie was one of many mid-century real estate developers who developed moderate-scale subdivisions and is not recognized as having significant influence on suburbanization in Maryland. Research did not show that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Hillandale Forest is a basic example of a planned residential neighborhood. The development's houses include standard features typical of the period and demonstrate common materials, forms, and stylistic details. Furthermore, Hillandale Forest does not convey any distinctive characteristics or artistic value. The neighborhood is not eligible under Criterion C. This neighborhood was not evaluated under Criterion D.

This property encompasses 70.4 acres and is confined to the current property tax parcels, which can be found on Prince George County Tax Map 17, Grid 00E4, and Montgomery County Tax Map KP23 and also as seen in Prince George's County plat records 3987, 32-39, 2910, and Montgomery County plat records 4366, 4062.

#### References:

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed February 4, 2019. <http://www.msa.md.gov/>.

Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery, Maryland. <https://www.historicaerials.com/viewer>.

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The Evening Star. 1955. "Hillandale Forest." September 4, 1955, C-12.

--- 1956a. "Hillandale Forest." April 13, 1956, 68.

--- 1956b. "Hillandale Forest." April 11, 1956, 88.

The Washington Post. 2000. "Hillandale Forest at Center of Montgomery-Prince George's Turf Dispute." November 30, 2000. Electronic document.

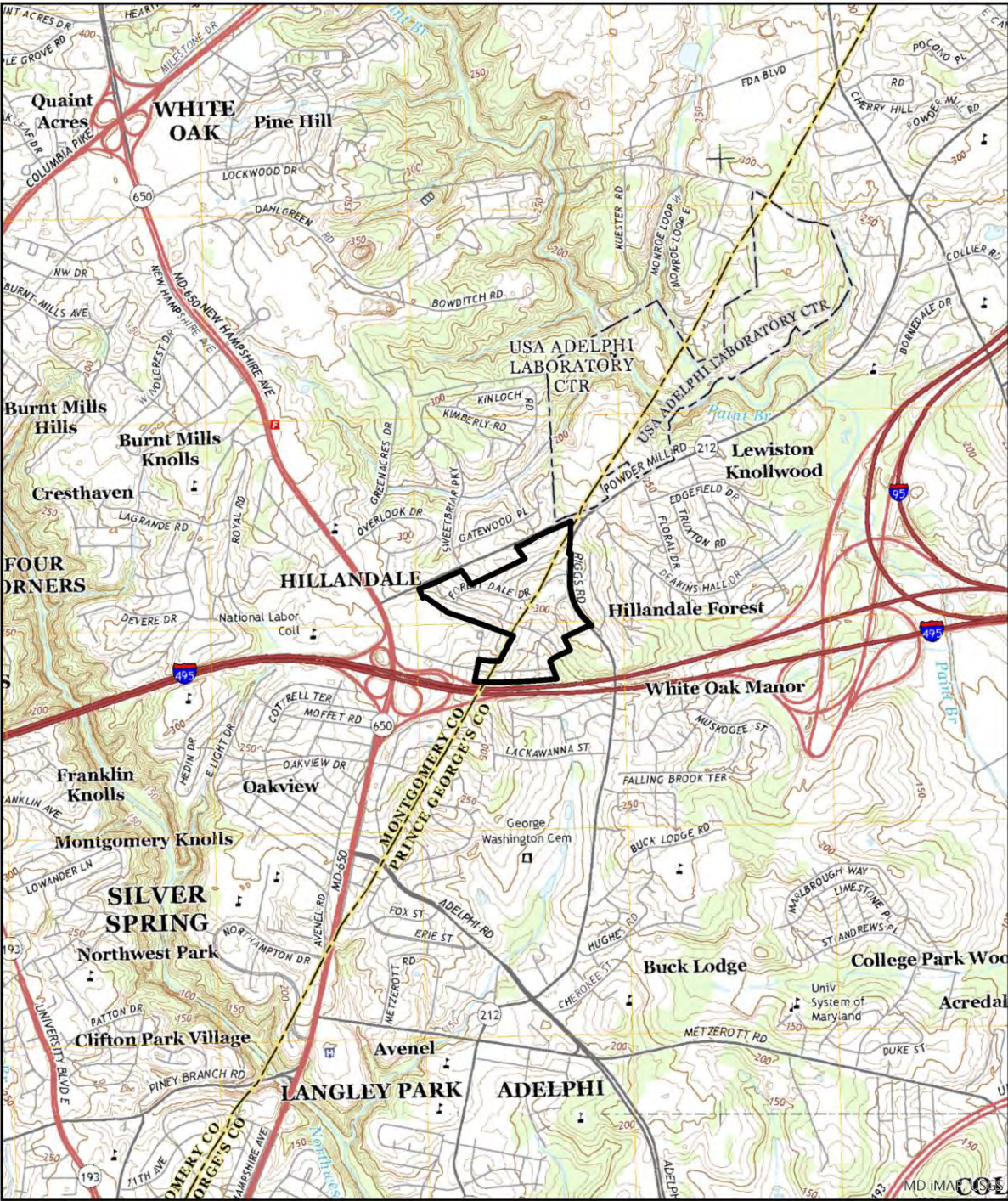


Hillendale Forest

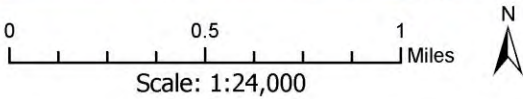
Montgomery County and Prince George's County

Location: North of I-495, West of Riggs Road

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville





Hillandale Forest

Montgomery County and Prince George's County

Location: North of I-495, West of Riggs Road

City: Silver Spring







North elevation of 1909 Forest Dale Drive.



Northwest elevation of 2005 Forest Hill Drive.





Streetscape showing 2017 and 2013 Powder Mill Road, looking southeast.



Northwest elevation of 2021 Powder Mill Road.





Northwest elevation of 2027 Forest Dale Drive.



Streetscape of Green Forest Court off of Green Forest Drive, facing north.





Northwest elevation of 2012 Forest Dale Drive.



North elevation of 1779 Elton Road.



**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 33-35\_PG:65-54\_2019-02-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

North elevation of 1909 Forest Dale Drive.

02.tif

Northwest elevation of 2005 Forest Hill Drive.

03.tif

Streetscape showing 2017 and 2013 Powder Mill Road, looking southeast.

04.tif

Northwest elevation of 2021 Powder Mill Road.

05.tif

Northwest elevation of 2027 Forest Dale Drive.

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Streetscape of Green Forest Court off of Green Forest Drive, facing north.

07.tif

Northwest elevation of 2012 Forest Dale Drive.

08.tif

North elevation of 1779 Elton Road.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hillandale Shopping Center Inventory Number: M: 33-32  
Address: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road Historic District: No  
City: Silver Spring Zip Code: 20903 County: Montgomery  
USGS Quadrangle(s): Beltsville  
Property Owner: Ralph J. Duffie Incorporated Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: Multiple  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: RK&K, LLP  
Preparer's Name: Jacob Bensen Date Prepared: Feb 4, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

The Hillandale Shopping Center is located in Silver Spring, Montgomery County, northeast of the Capital Beltway (I-495)/New Hampshire Avenue (MD 650) interchange. The 14.56-acre resource is in a densely developed area of the county, surrounded by apartment buildings, shopping centers and other commercial developments, single-family dwellings, office buildings, and industrial properties. The Hillandale Shopping Center is bordered to the north by the Hillandale Forest residential community and Powder Mill Road, to the south by Elton Road, to the west by New Hampshire Avenue, and to the east by the Washington Coca-Cola Bottling Plant (Silver Spring) (M: 33-31).

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

## Architectural Description

The Hillandale Shopping Center is a planned commercial development consisting of a 1963 strip center facing New Hampshire Avenue and a 1967 bank building facing Elton Road. The strip center, including three original buildings and a 1987 Safeway supermarket, was remodeled with unifying architectural features and ornament in the circa early 2000s with the Tower Discount Department Store building renovated in 2007. The bank, located at the southeast corner of the property, is a circa 1967 two-story, New Formalism-inspired building.

The property is accessed by two driveways located on Elton Road, three driveways on New Hampshire Avenue, and one driveway on Powder Mill Road. A three-sided sign, listing the names of tenant businesses, is located at the intersection of New Hampshire Avenue and Powder Mill Road. A tall, two-sided, back-lit sign, also listing tenant names, is located near the shopping center entrance on New Hampshire Avenue. A third, single-sided sign is located at the corner of New Hampshire Avenue and Elton Road. The property is bordered by lawns, planting beds, and trees. The buildings are surrounded by large asphalt parking lots that have lawns, trees, and planting beds. Tall light standards, some with replacement fixtures, are also present throughout the parking lots.

The three 1963 buildings have multiple storefronts and are located on the east and northwest sides of the property. The 1987 Safeway supermarket is at the southwest corner. All buildings have back-lit plastic tenant name signage. The buildings are concrete block, painted where exposed, and are likely on a concrete slab foundation. The buildings' shared architectural design can be seen in the covered pedestrian walkways, tan brick, synthetic stucco, and stone cladding. The buildings' roofs are flat and feature a tall parapet wall at the façades, concealing mechanical equipment from public view.

### Tower Discount Department Store (10121/10141 New Hampshire Avenue) (1963, 2007 façade renovation)

This large, rectangular plan, one-story building is located at the northeast portion of the property. A covered pedestrian walkway, identical to the one on other buildings in the center, was added to the façade in 2007. The west façade is partially clad in tan brick and partially in painted synthetic stucco. A covered pedestrian walkway, with standing seam metal shed roofing and tower projections, extends the length of the façade. The walkway is supported by round posts with stone-faced bases. The building's entrances consist of paired black metal and glass doors and a black metal automatic sliding glass door; the doors have transoms above. There are two-pane rectangular storefront windows with black metal sashes. Service entrances, such as loading docks, garage bays and single and paired metal doors, are located on the other three elevations.

### 10115-10117 New Hampshire Avenue/1600-1620 Elton Road (1963, 1970-1980 addition, ca. early 2000s façade renovation)

This irregular plan one-story building stands directly south of the Tower Discount Department Store. The two-story addition to the south was constructed some time between 1970 and 1980. Constructed in the circa early 2000s (Historic Aerials 2018), the covered pedestrian walkway at the west façade, with tower



projections, is an extension of the same architectural detail at the department store façade. Storefront entrances are located on both the west and south façades, and consist of single or paired black or silver-colored glass doors. Service entrances, consisting of single metal doors, are located on the east elevation. The windows at the façade are identical to that of the department store. The east elevation has single windows, including some that appear to be three-over-three hopper windows. On the addition, the first story features five single-pane octagonal windows on the west façade, and ribbon windows on the second story of the west and south façades.

Former Safeway (10151-10169 New Hampshire Avenue) (1963, circa 1970 northeast addition, 1988 southwest addition, ca. early 2000s renovation)

This square plan, one-story former Safeway is located on the northwest section of the property. Based on historic imagery and historic aerials, this building received an addition to its northeast elevation circa 1970, an addition to its southwest elevation in 1988, and was renovated in the circa early 2000s. The southwest and southeast elevations are currently the same as the façades of the other 1963 buildings, with synthetic stucco and tan brick cladding, and a covered pedestrian walkway with tower projections. The building's northwest and northeast elevations share common materials with the rest of the shopping center but lack a covered walkway. This former Safeway has tenant entrances on all four elevations, similar to those on the other buildings of the shopping center, and rectangular storefront windows with black metal sashes. There is also a brick and chain link fence trash enclosure at the northeast elevation.

Safeway (10101 New Hampshire Avenue) (1987, ca. early 2000s renovation)

According to state tax data, this rectangular plan, one-story building, located at the southwest corner of the property, was built in 1987. Renovated in the circa early 2000s, it shares a similar design language of the shopping center and includes a covered pedestrian walkway on its north façade. The main entrance at the façade consists of two sets of paired, black metal and glass automatic sliding doors. A loading dock is at the rear of the east elevation.

Central National Bank of Maryland Headquarters (1700 Elton Road) (1966-1967)

This New Formalism-influenced bank building is two stories tall and has two one-story wings at its northwest corner. The tan brick-clad building has a rectangular plan with a six-bay south façade, with the bays separated by brick pilasters. The building has a flat roof with mechanical equipment.

The building's main entrance, located within the fourth bay at the façade, consists of a single metal and tinted glass door topped with a tinted glass transom with the building's street number. Two tinted glass panels in a metal frame are located to the right of the door. A concrete ramp with metal handrails, flanked by small flower beds, leads from the door to the public sidewalk. A solid panel sign showing the building's current tenant, SunTrust, is affixed to the brick wall to the right of the door. There are drive thrus supported by brick square posts beneath the second floor of the two eastern bays. The first story windows are located within the three western bays, and consist of two horizontal rectangular tinted-glass panels separated by a mullion from four vertical rectangular panels of tinted-glass. On the second story, each bay features three dividers projecting from the second story between the four windows; the fenestration

consists of rectangular tinted-glass panels separated by a mullion from a vertical tinted-glass panel. Small cylindrical light fixtures project at each façade window from below the building's smooth cornice.

On the north elevation, a flat-roofed canopy projects from the building to shade the two lanes of the drive-thru banking area which consists of a bank teller window. A small, two sash window is present next to the drive thru, and a walk-up automated teller machine and awning is located on the west side of the north elevation. The second floor consists of the same windows as those at the façade. Facing onto the drive-thru at the east portion of the building, the east elevation has a single metal door with a concrete pedestrian walkway and metal handrail. The west elevation has two back-lit plastic signs, including one for SunTrust, but no fenestration.

#### Historic Context

The Hillandale Shopping Center was platted in 1957 by Ralph J. Duffie, Inc. and Safeway Supermarkets, Inc. Construction of the center was underway by 1962 and completed following year (Goodman 1962, B7/Historic Aerials 2018). Ralph J. Duffie, Inc. is a residential and commercial real estate, development, and property management firm founded in 1953 by Ralph J. Duffie and his wife, Violet P. Duffie (The Duffie Companies, 2018/Violet P. Duffie Obituary, 1988). In 1966, Duffie served as president of the District chapter of the Home Builders Association of Metropolitan Washington, later known as the Suburban Maryland Home Builders Association (Washington Post 1966, D16). Ralph J. Duffie, Inc. was involved in numerous residential developments in the Washington, D.C. suburbs, including serving as realtor for Hillandale Forest Section 5 (1958) located in Silver Spring near the Hillandale Shopping Center and as builder of Montgomery Paint Branch Section II (1988) in White Oak (Violet P. Duffie Obituary, 1988/Washington Post 1958, C9/Teeley 1982, E4). In 1977, Duffie built an office building at 1717 Elton Road, across the street from the Hillandale Shopping Center; the building included offices for the Suburban Maryland Home Builders Association (Willmann 1977, D22). As of 2018, the firm still exists as The Duffie Companies, owned by the Duffie family with offices in Silver Spring (The Duffie Companies, 2018).

The first Hillandale Shopping Center tenants included a Safeway supermarket, a Peoples Drug store, Tower Discount Department Store, and the headquarters for the First National Bank of Hillandale (HCA, undated/Goodman 1962, B7). Later tenants included Hillandale Hardware, the Grand Union supermarket, and the Food Barn supermarket (HCA, undated). In 1964, the final segment of the Capital Beltway opened adjacent to the shopping center, with a ribbon-cutting ceremony at the New Hampshire Avenue interchange (Kozel 2007). Between 1966 and 1967, the Central National Bank of Maryland constructed a two-story building, its new main office, at the southeastern corner of the planned commercial development (The Washington Post 1966, D5).

The building at the southwest end of the center was demolished in 1987 and replaced by a new Safeway building (Historic Aerials, 2018/state tax data). The two Safeway buildings (1963, 1987) and 10115-10117 New Hampshire Avenue/1600-1620 Elton Road (1963) were renovated in the circa early 2000s. The façade of the Tower Discount Department Store (1963) was remodeled in 2007 using the same design as the remodel a few years earlier (Historic Aerials, 2018). In 1989, Safeway sold its share of the property to Ralph J. Duffie, Inc. and, as of 2018, the property is still owned by the company (Montgomery County Land

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Records, Liber 8656, Folio 243, 1989). Safeway still occupies its 1987 building and the former Central National Bank of Maryland building is now a SunTrust bank branch.

### Eligibility Determination

The Hillandale Shopping Center was evaluated for significance in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It is an example of a planned commercial development. The property was not evaluated for eligibility under Criterion D.

The Hillandale Shopping Center does not demonstrate strong associations with social and demographic changes. This planned commercial development introduced no new commercial types, and research does not show that it served as an important community gathering place. Its tenant mix was not unique or influential; the discount department store, supermarket, and bank branch were common features of planned commercial developments during the Suburban Diversification Period. Therefore, the Hillandale Shopping Center is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore the Hillandale Shopping Center is not eligible under Criterion B.

The Hillandale Shopping Center does not embody the distinctive characteristics of a type, period, or method of construction. It is not the first example or one of the last intact examples of its type and has been significantly altered in the years following the Suburban Diversification Period. Changes include the demolition of original fabric and construction of major additions, diminishing its integrity. Hillandale Shopping Center is also not a good example of a planned commercial development, since the bank was a later addition to a stand-alone shopping center. Research has shown the shopping center has no known association with a master and does not possess high artistic value. Therefore, the Hillandale Shopping Center is not eligible under Criterion C.

The property encompasses 14.56 acres and is confined to the five current property tax parcels, which are found on Montgomery County Tax Map KP22 and KP23, Parcels N060, N114, N115, N969, and N970 (2017). Tax accounts include 05-00285624, 05-00260464, 05-00257978, 05-00257956, and 05-00257967.

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"Violet P. Duffie, Real Estate Executive (Obituary)." The Washington Post, November 19, 1988. Accessed March 5, 2019. [https://www.washingtonpost.com/archive/local/1988/11/19/sheilah-graham-dies/bb1954c9-250b-47d3-9a5e-257a537a5aa4/?utm\\_term=.26ecc33356a2](https://www.washingtonpost.com/archive/local/1988/11/19/sheilah-graham-dies/bb1954c9-250b-47d3-9a5e-257a537a5aa4/?utm_term=.26ecc33356a2).

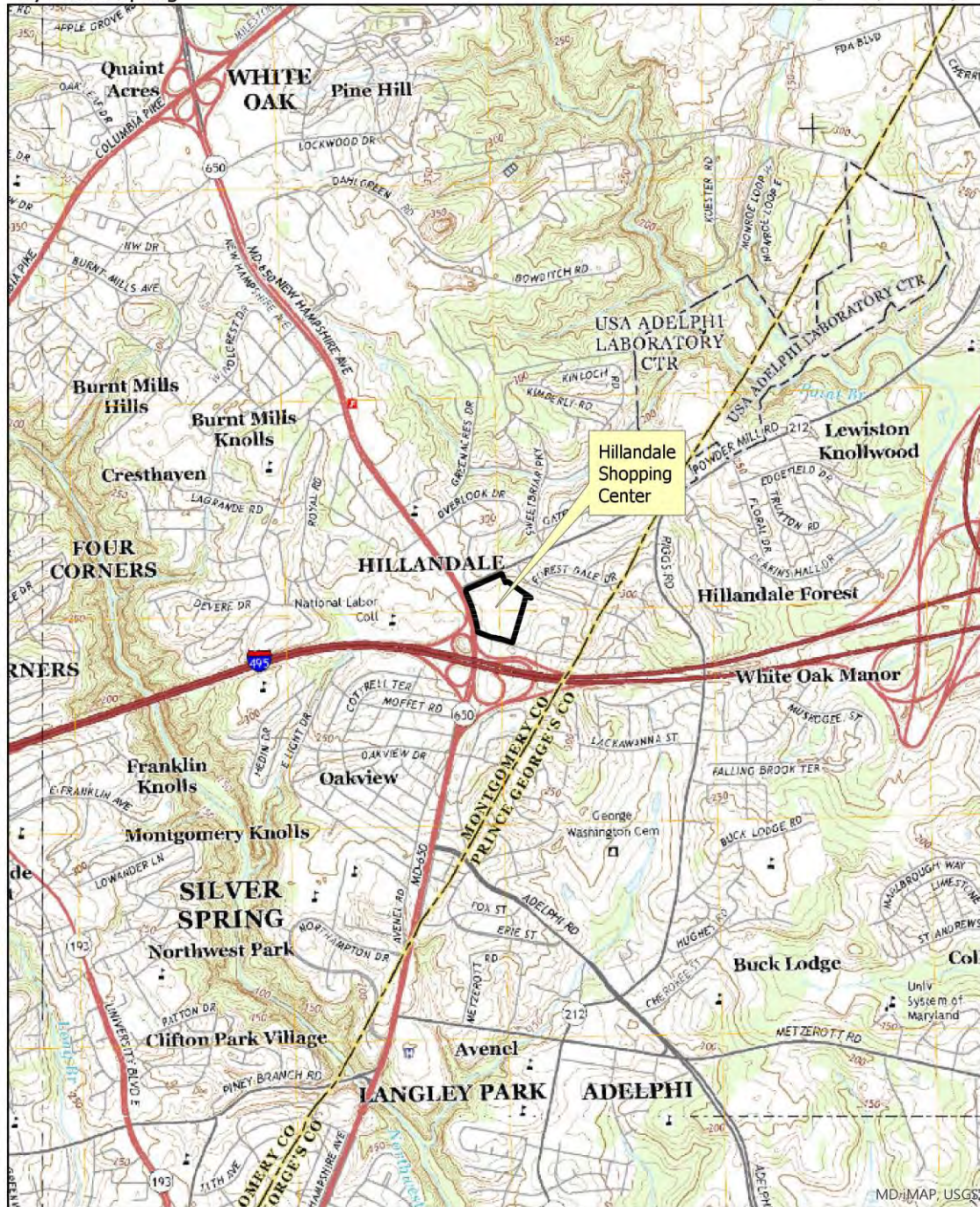
Willmann, John. "Realty Short Takes." The Washington Post, December 3, 1977, D22. ProQuest.

**Hillandale Shopping Center**

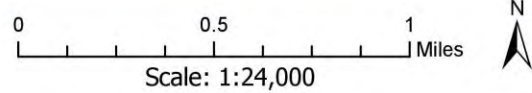
Location: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road

City: Silver Spring

Montgomery County



USGS 7.5' Quadrangle - Beltsville





Hillendale Shopping Center

Location: 10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road  
City: Silver Spring Montgomery County





**M: 33-32**

**Hillandale Shopping Center**

10101-10171 New Hampshire Avenue and 1600-1640/1700 Elton Road  
Silver Spring, Montgomery County, Maryland



Historic Image 1: Hillandale Shopping Center Safeway, circa early 1970s  
Image from *A Twenty Minute Look at Hillandale*, Hillandale Community Association



Tower Discount Department Store, north section of west facade, looking east.



Tower Discount Department Store, south section of west facade, looking east.



10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, addition, looking northeast.



10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, east elevation, looking northwest.





Former Safeway (1963), southeast facade, looking west.



Former Safeway (1963), northwest and northeast elevations, looking southwest.



Former Safeway (1963), detail of typical storefront looking southeast.



Safeway (1987), north facade, looking southeast.





Central National Bank of Maryland, south facade and east elevation, view from Elton Road looking northwest.



Central National Bank of Maryland, north and west elevations, looking southeast.



**PHOTO LOG**

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Number of Photos: **10**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-06**

Location of Original Digital File: **MD SHPO**

File Format: **M: 33-32\_2018-12-06\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Tower Discount Department Store, north section of west facade, looking east.

02.tif

Tower Discount Department Store, south section of west facade, looking east.

03.tif

10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, addition, looking northeast.

04.tif

10115-10117 New Hampshire Avenue and 1600-1620 Elton Road, east elevation, looking northwest.

05.tif

Former Safeway (1963), southeast facade, looking west.

06.tif

Former Safeway (1963), northwest and northeast elevations, looking southwest.

07.tif

Former Safeway (1963), detail of typical storefront looking southeast.

08.tif

Safeway (1987), north facade, looking southeast.

09.tif

Central National Bank of Maryland, south facade and east elevation, view from Elton Road looking northwest.

10.tif

Central National Bank of Maryland, north and west elevations, looking southeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hillandale Swim and Tennis Association

Inventory Number: M: 33-36

Address: 10116 Green Forest Drive

Historic District: No

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Hillandale Swimming Pool Association, Inc.

Tax Account ID: 00263035, 00263046

Tax Map Parcel(s): N092, N147

Tax Map: KP22

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Meghan P. White

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Location/Setting

The Hillandale Swim and Tennis Association is a member-owned, circa-1957 community swim and tennis club that sits on an irregularly shaped 4.95-acre lot north of I-495. Its west side borders Avenel Gardens Lane, and it is surrounded on the north, east, and south sides by single-family dwellings in the Hillandale Forest (M: 33-35, PG: 65-54) planned residential neighborhood. The property consists of two parcels straddling the Montgomery County-Prince George's County line. Accessed via an asphalt driveway off Green Forest Drive, the club is identified by a small wooden sign east of the driveway. A swing arm gate is near the end of the drive, which leads to an asphalt parking lot. East of the parking lot is a pool house, oriented on a north-south axis, an L-shaped swimming pool, and a circular wading pool, all surrounded by a concrete patio. Playground equipment is northeast of the pools. South of the pools is a volleyball court and basketball court. Two pavilions are located east of the basketball court. West of the volleyball and basketball courts are two lighted tennis courts. The rest of the property is wooded with mature trees. The club property is surrounded by a chain-link fence.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

## Architectural Description

### Pool House (1957)

The circa 1957 pool house is a one-story, rectangular, painted concrete-block building with a flat roof hidden by a circa late 1960s/early 1970s faux mansard parapet with deep eaves clad in wooden shingles. The façade faces west and contains the central entrance, which consists of a gated recessed breezeway leading through the pool house to the pool deck. The breezeway is accessed via a short flight of concrete stairs that descend from a concrete sidewalk along the parking lot. The eaves have exposed wooden beams. The section of the pool house north of the breezeway has rectangular louvered vents at the roofline. There appear to be rectangular windows at the pool house roofline south of the breezeway. The east elevation does not have a mansard parapet, but a flat roof with exposed beams that project several feet from the building. There are a series of rectangular windows at the roofline. The north and south elevations have no fenestration. There is an office area with large rectangular service windows south of the breezeway.

### Pools (1957)

The main swimming pool was constructed in 1957 and is roughly L-shaped. It has five lanes running northwest-southeast and a diving well on the northeast side. There are two diving boards of different heights supported by metal structures on the concrete patio northeast of the diving well. The round wading pool, also dating to 1957, is located north of the main pool and is surrounded by a concrete patio and chain-link fence.

### Basketball Court (ca. 1963)

The asphalt basketball court was constructed circa 1963 south of the swimming pool. It is oriented east-west.

### Tennis Court (ca. 1980)

West of the basketball court is a chain-link enclosure with two tennis courts, constructed between 1970 and 1980. The green hardcourts are oriented north-south.

### Volleyball Court (ca. 2002)

The sand volleyball court was constructed between 1988 and 2002 east of the tennis courts and south of the basketball court. It is oriented east-west.

### Pavilions (2013)

Two square wooden pavilions, built in 2013, are located east of the basketball court. They sit on a poured concrete foundation and have pyramidal roofs clad in asphalt shingles, supported by four wooden corner posts.

## Historic Context

The Hillandale Swim and Tennis Association property was platted on May 9, 1957, after being purchased by the Hillandale Swimming Pool Association from William and Katie Mayes that same year (Prince George's County Land Records, liber 2134, folio 222; Montgomery County Subdivision Plats, Plat 4919). The southern parcel of the property was purchased by 1959 (Montgomery County Land Records, liber 2579, folio 554). The pool, which opened in 1957, was built within the single-family residential neighborhood of Hillandale Forest, but the club served the wider Hillandale area and was not built exclusively for Hillandale Forest residents. The club soon became a popular summer destination for families in the area (Washington Post 1995, 88).

The establishment of the club coincided with a population boom in Maryland—between 1951 and 1961, the population doubled, and many people were moving into suburban areas (Suburbanization Historic Context Addendum, B-2). The need for community pools, both publicly and privately owned, had been identified in Montgomery County as early as 1954, and many



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private community pools, such as the Hillandale Swim and Tennis Association, opened throughout the growing suburban region (Washington Post 1954, 57). Many of these are found nestled within residential developments or in close proximity (Suburbanization Historic Context Addendum, F-60). Research did not reveal the club to have had a significant association with the desegregation of public and private recreational facilities, nor did it reveal whether the club was racially segregated.

The Hillandale Swim and Tennis Association expanded over time. Between 1957 and 1963, the basketball court was added to the pool complex. Two tennis courts followed between 1970 and 1980. A volleyball court was added circa 2002 and two pavilions were added in 2013 near the basketball court.

The Hillandale Swim and Tennis Association property is currently being used as a community swim and tennis club.

#### Eligibility Determination

The Hillandale Swim and Tennis Association was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Hillandale Swim and Tennis Association is one of many private swimming clubs constructed in the postwar period and has no significant association with historical trends such as demographic changes, or local and regional planning. For example, research did not reveal the club playing a role during 1960s efforts to desegregate swimming pools. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion B.

The Hillandale Swim and Tennis Association is a typical example of a suburban swim club. While the building retains its original circa 1957 footprint and concrete block walls, it appears the false mansard parapet was added during the circa late 1960s/early 1970s. The pools are original to circa 1957; other recreational amenities were later installed between the 1960s and into the 2000s. Regardless, the property does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Hillandale Swim and Tennis Association is not eligible under Criterion C.

The property encompasses 4.95 acres and is confined to two property tax parcels, which are found on Montgomery County Tax Map KP22, Parcels N092 (2018) and N147 (2018). Tax accounts are 00263035 and 00263046.

#### Resources

"The Greening of Hillandale," The Washington Post, October 7, 1995. ProQuest.

"Hillandale Forest Opens Section 5," The Washington Post, June 14, 1958. ProQuest.

Hillandale Pool. Accessed 31 May 2019. <https://www.hillandalepool.com>.

"Hillandale Pools." Hillandale Citizens Association. Accessed 31 May 2019. <http://www.hillandale-md.org/history.html>.

Maryland Department of Assessments & Taxation. Real Property Search. <https://sdat.dat.maryland.gov>.

MC Atlas Viewer. Accessed 31 May 2019. <https://mcatlas.org/viewer/>.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2019.

Montgomery County Land Record Indices. Montgomery County. Accessed 31 May 2019.

"Montgomery Wants Pools, Both Kinds," The Washington Post, July 9, 1954. ProQuest.

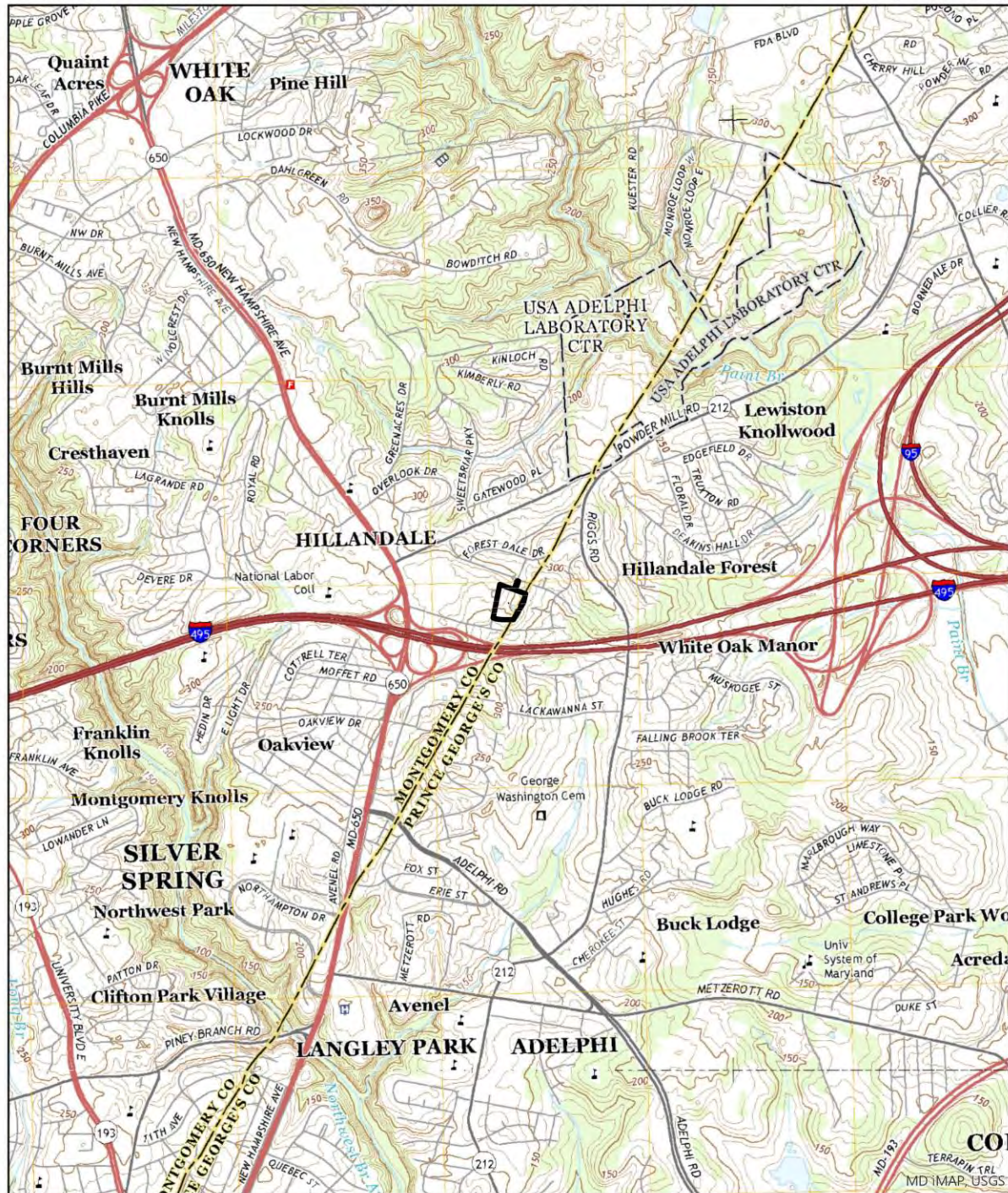
Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerials. Accessed 31 May 2019.  
<https://www.historicaerials.com/viewer>.

**Hillandale Swim and Tennis Association**

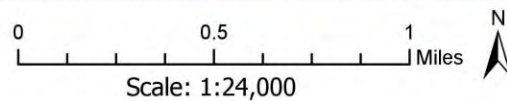
Location: 10116 Green Forest Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville





Hillandale Swim and Tennis Association

Location: 10116 Green Forest Drive

Montgomery County

City: Silver Spring







Facade of pool house, looking northeast.



North elevation of pool house, looking south.





Breezeway entrance, looking east.



**PHOTO LOG**

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Number of Photos: **3**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-08**

Location of Original Digital File: **MD SHPO**

File Format: **M: 33-36\_2019-01-08\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Facade of pool house, looking northeast.

02.tif

North elevation of pool house, looking south.

03.tif

Breezeway entrance, looking east.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Holiday Inn Washington College Park

**Address:** 10000 Baltimore Avenue

**City:** College Park

**Zip Code:** 20740

**County:** Prince Georges

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0018-00E4

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jean M. Cascardi, Nicole A. Diehlmann

**Date Prepared:** Jan 7, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961–1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Holiday Inn Washington-College Park is a 221-guest room, International Style-influenced highway hotel constructed in 1971, with the southwest guest room wing and part of the service area added in the 1980s. Located on two parcels totaling 4.3 acres, four driveways lead onto the property from Baltimore Avenue, IKEA Center Boulevard, and IKEA Way. Asphalt-paved parking surrounds the hotel, and an additional parking lot with landscaped islands occupies the north half of the parcel. Landscaped areas are also included at the edges of the property and immediately adjacent the hotel building.

The building has a U-shaped plan consisting of two parallel, multi-story sections of hotel rooms connected by a single-story section at the north end that includes the main entrance, a restaurant (currently vacant with ongoing work), and service areas. A small wing housing an indoor pool extends from this section, between the two parallel wings of guest rooms. A concrete patio surrounds the pool and faces a manicured courtyard

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Holiday Inn Washington College Park

formed by the two parallel wings of guest rooms. The exterior walls are clad with synthetic stucco. The building roof is flat with maintenance equipment.

The main entrance at the building's southeast-facing façade is marked by a porte-cochère with a curved metal roof and metal fretwork supported by two square synthetic stucco posts mounted on a concrete island. The entrance consists of paired sliding glass doors. The exterior wall to the northeast of the hotel entrance features a garrison-style overhang with pilasters that wrap around the overhanging fascia; a stepped parapet roof displays the remnants of restaurant signage. The parapet and most of the restaurant walls are clad with synthetic stucco, recently revealed after siding and restaurant signage were removed. The restaurant has a corner entrance with paired sliding glass doors shaded by a canopy in front of a standing-seam metal shed roof. The standing-seam metal roof continues over the remainder of the restaurant, along the northeast elevation.

The southeast guest room wing is four stories tall and 17 bays wide, while the southwest guest room wing is five stories tall and 11 bays wide. Both wings have horizontal bands of synthetic stucco between the floors and bands of fixed-sash windows. The southeast wing has projecting synthetic stucco vertical posts between groups of three vertical-light, fixed-sash windows. Within this overall design framework, variations to the pattern include additional entrances and signage. The 1980s southwest wing has a continuous horizontal band of windows on each level; it lacks the separating vertical posts but has opaque panels instead. The southwest elevation of this wing has a large projecting stair tower featuring with one large window on each floor.

A series of utility and maintenance areas and loading bays occupy the northwest section of the building, with several exterior walls devoid of openings or ornament. A secondary public entrance is northwest of the southwest guest room wing. The entrance consists of a paired glass sliding door with a large green awning, providing additional access to the lobby area. Above the awning is a band of vertical-rectangle, metal-framed, fixed-sash lights, one-story windows. The entry is flanked by two round posts.

The Holiday Inn Washington-College Park is an altered example of a mid-twentieth-century highway hotel common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has 1980s additions and has been remodeled. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 4.3 acres and is located on two current property tax parcels found on Prince George's County Tax Map 0018-00E4 (2018).

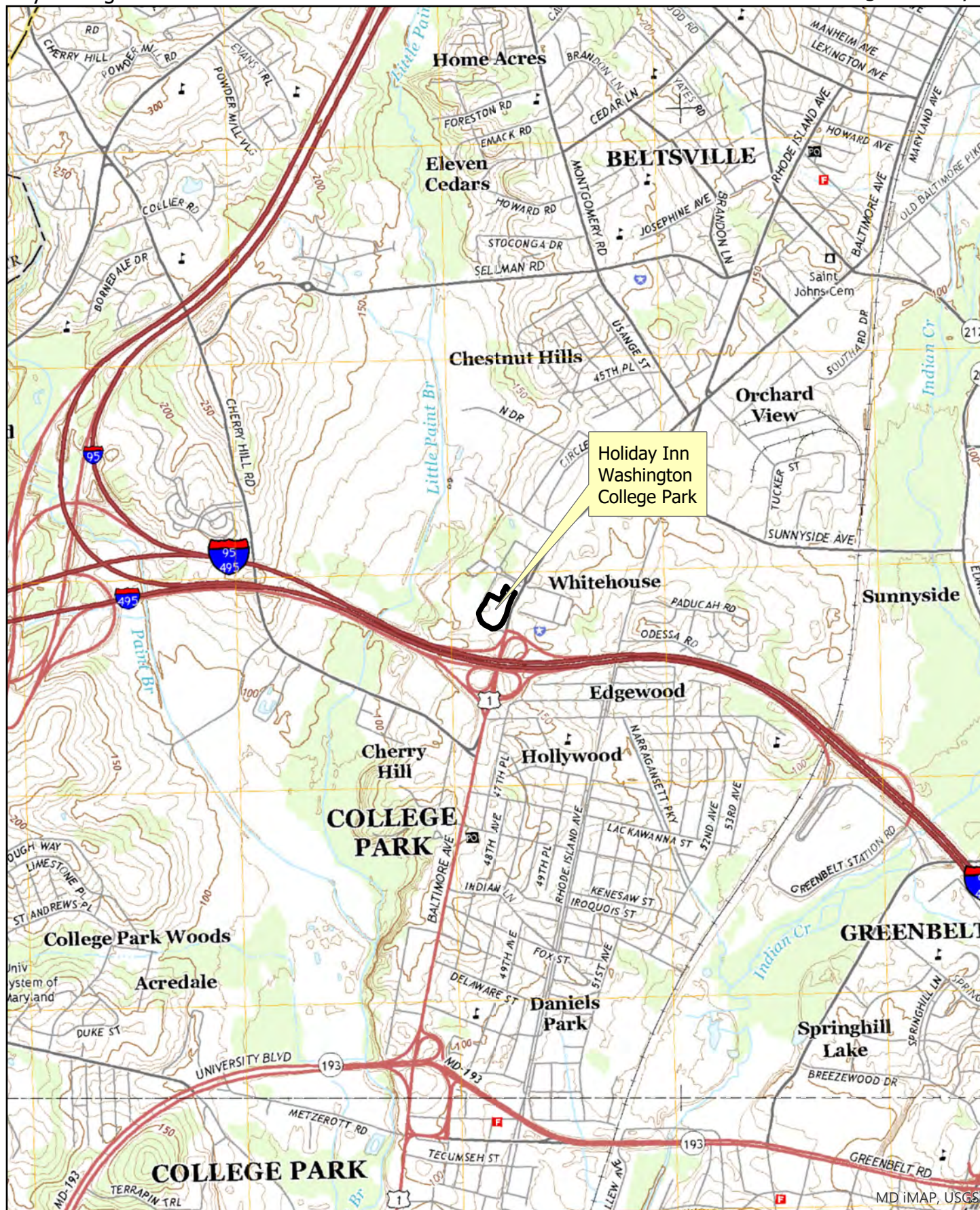


# Holiday Inn Washington College Park

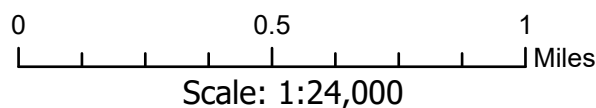
Location: 10000 Baltimore Avenue

City: College Park

Prince Georges County



USGS 7.5' Quadrangle - Beltsville





**I-495/I-270 Managed Lanes Study  
Short Form DOE Photographs**

Holiday Inn Washington College Park



Southeast façade



Southwest elevation

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Holly Hall Apartments

Inventory Number: M: 33-34

Address: North of I-495, west of Route 650

Historic District: No

City: Silver Spring

Zip Code: 20903

County: Montgomery

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: KP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Holly Hall Apartments is a small garden apartment complex located at 10110 New Hampshire Avenue on a 4.28-acre lot. It is bounded by I-495 to the south, the former Xaverian University Campus to the west, the U.S. Social Security Administration to the north, and Route 650 to the east. The apartment complex is composed of three buildings connected via open-air breezeways. The north side of the complex has a circular driveway with a grassy island with two trees and a flagpole. A driveway curves around the west side of the complex towards its south side (rear). A residential parking, a shed, and dumpsters are located to the south. Lampposts are scattered on the north and south sides of the complex. Concrete sidewalks line the perimeter of each building and connect to the driveways and parking lot. The lot has grassy lawns and moderate tree coverage.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



**Description:**

Holly Hall Apartments is a low- to medium-income apartment complex constructed between 1964 and 1965 during the Suburban Diversification Period (1961-1980). The three buildings reflect the Colonial-Revival style and contain a total of 96 units. The I-shaped complex features a central building flanked by two identical perpendicular buildings to the east and west. All three buildings are covered in brick veneer with a decorative water table. Each of the buildings has 19 bays and four stories (only three are visible from the front) with a centered, five-bay projection with three front-gabled dormers on the front and rear elevations. The buildings have six-over-six, double-hung-sash vinyl windows. Jack arches and keystones embellish the second-story windows located at the front and rear elevations. Roofs are side gabled and feature a central, brick, interior-slope chimney and small, cylindrical metal flues.

Primary entrances are at the center of each building. The central apartment building's north-facing façade is distinguished by round-arched window bays at the second story and a cantilevered canopy above the main entrance. The entrance, approached from the front by steps and from the sides by concrete ramps, comprises a metal-framed, single-leaf door with a glazed top and bottom and matching single sidelight. The south elevation includes a service area screened by brick walls; secondary entrances on the south elevation are single-leaf and metal with one small glazed window on each door.

From the central building, two covered, open air walkways lead to the east and west buildings. The wooden-frame walkways are seven bays wide, with side gabled roofs. The main entrances into the east and west buildings are under these walkways. There are no entrances on the west elevation of the west building or the east elevation of the east building.

The only secondary structure on the property is a one-story, one-bay brick shed with a slate hipped roof. A single-leaf, metal door is the only fenestration.

**Historic Context:**

In 1963, William and Peter Calomiris purchased a 4.3-acre property from the American Province of the Xaverian Brothers, Inc (Montgomery County Deed Book [MCDB] 3172, 507). A plat was submitted for the property in July of 1964 and construction on the three apartment buildings was completed in late 1965 (Montgomery County Plats [MCP] 7509; The Washington Post 1965, H10).

William Calomiris, and his brothers Peter, James, and Donald, ran the William Calomiris Investment Corporation, a real estate brokerage, development, investment and management firm (The Washington Post 2000, B7). Founded in 1940, the company was involved in both commercial and residential ventures in the greater Washington, D.C. area (The Washington Post 2000, B7). By 1964, the corporation was in control of 5,000 low and medium-rent units in the District – this model spread to real estate in the greater metropolitan area as well (Willmann 1964, D1). The son of Greek immigrants, each brother had a specific role within the company: William was the founder and President, James was in charge of construction, Peter handled sales, and Donald was the property manager (Willmann 1964, D1). Many of the Calomiris properties catered to tenants in the low-income bracket. In a 1964 article, William noted “there was little

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competition because nobody else seemed to be as interested as ourselves in fixing up and maintaining properties for low-income tenants” (Willmann 1964, D1).

Holly Hall appears to have been one of the brothers’ medium-rent apartment complexes. Advertisements for Holly Hall in late 1965 noted the “automatic elevators, carpeted halls, laundry and incinerator rooms on every floor, oodles of parking space, beautiful grounds, disposals, huge refrigerators, plastered walls, unlimited storage space, and individually controlled heating and air conditioning” (The Washington Post 1965, H10). In 1965, rental prices were \$129.00 for a one-bedroom unit and \$155.00 for a two-bedroom unit (The Washington Post 1965, H10). Other advertisements noted a swimming pool, a no-pet policy, and adults-only (The Washington Post 1966, E18). By 1968, rental prices increased to \$141.50 for a one-bedroom apartment and \$167.00 for a two bedroom (The Washington Post 1968, D37).

In November 1969, the Calormiris brothers sold the Holly Hall Apartments to the Montgomery County Housing Authority for \$1.2 million (Coble 1970, B4). The purchase, funded by the Department of Housing and Urban Development, was controversial since many of the apartment’s existing tenants did not qualify for lower-income housing benefits (Coble 1970, B4). Despite the controversy, the sale went forward and approximately three-fourths of the tenants were displaced to make way for low-income elderly residents and people with disabilities (The Evening Star 1969, B2). Residents who were over 63 and no longer qualified for housing at Holly Hall were given a year to move out (The Washington Post 1969, B2).

Holly Hall had a few programs to assist residents in the apartments. One was called the Holly Hall Eating Club which provided “nutritional balanced hot meals” to members of the community; meals cost 75 or 85 cents, could be purchased with food stamps, or were free to those who could not afford them (Beck 1975, C2). The neighboring American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) center provided one acre for the residents to create a garden; produce was distributed to the members of the community (Valente 1977, C2). The effort was organized by several residents who had been farmers and had been displaced by suburban development (Valente 1977, C2).

The Montgomery County Housing Authority, whose name changed to the Housing Opportunities Commission in 1974, (continues to operate the Holly Hall Apartments (The Evening Star 1980, D7; Housing Opportunities Commission, n.d.). Today, the Housing Opportunities Commission owns 7,000 properties including Holly Hall Apartments (The Evening Star 1980, D7; Housing Opportunities Commission, n.d.).

#### Evaluation:

Holly Hall was evaluated as a low-to-middle income apartment complex in the Suburban Diversification Period (1961-1980) in accordance the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Holly Hall was originally used as a traditional medium-income apartment complex and was later converted to public housing. The complex is not an early example of low-income housing in Montgomery County, and the complex is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. As a result, the resource is not eligible under Criterion A.

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The William Calomiris Investment Corporation worked throughout the area, but research has not indicated that their efforts had a significant influence on suburban development in Maryland. Furthermore, research has not shown that the apartment complex is associated with the lives of other people significant in the past. Therefore, the resource is recommended not eligible under Criterion B.

As a garden apartment complex, Holly Hall Apartments resembles apartment complexes of earlier eras and does not demonstrate features characteristic of a garden apartment complex of the Suburban Diversification Period; the buildings do not respond to the existing topography, lack natural landscaping, and private outdoor patios or balconies are absent. The apartments include standard features typical of earlier periods and demonstrate common Colonial Revival stylistic details. Holly Hall Apartments is not a good example of a garden apartment complex of the period and conveys no distinctive characteristics or artistic value. The complex is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The property encompasses 4.28 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Maps KP12 and also as seen in Montgomery County plat record 7509.

#### References:

Beck Jody. 1975. "They'll Run it Minus U.S. Money." The Evening Star. September 28, 1975, C2.

Coble, Marvin. 1970. "County Council's Plea on Holly Hall Rejected." January 9, 1970, B4.

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--- 1980. "Housing Opportunities Commission: Annual Report 1979 – 1980." October 9, 1980, D7.

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Valente, Judith. 1977. "The Aged Return to Farming." The Washington Post. September 13, 1977, C2.

The Washington Post. 1965. Classified Ad 89. October 21, 1965, H10.



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--- 1966. Classified Ad 129. August 13, 1966, E18.

--- 1968. Classified Ad 296. August 18, 1968, D37.

--- 1969. "Public Housing Charges Fly in Council Debate." November 8, 1969, B2.

--- 2000. "William Calomiris; Past President of Trade Panel, Active in Charity Work." December 15, 2000, B7.

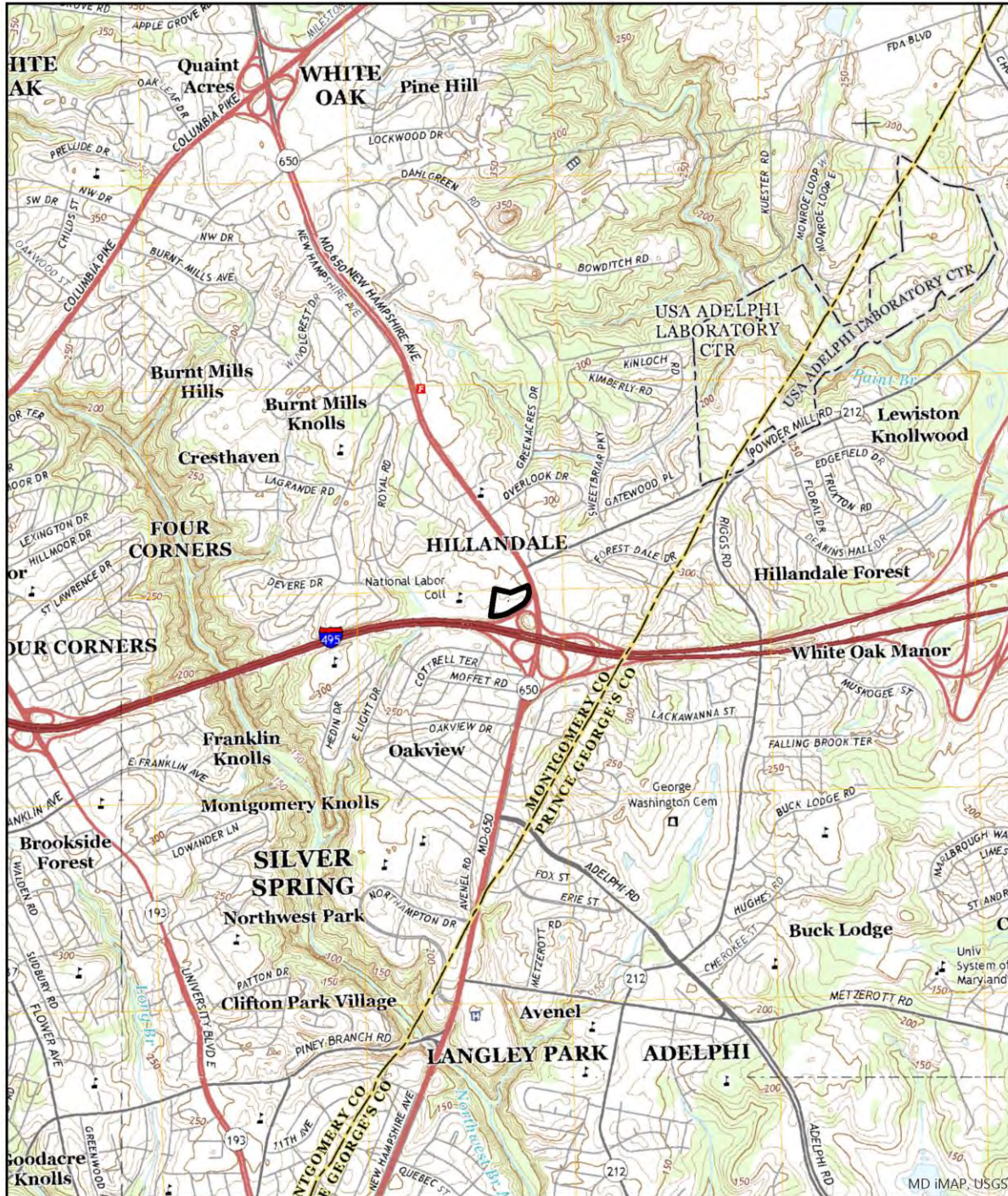
Willmann, John B. "Four Brothers Pull Together in Varied Realty Enterprises." February 1, 1964, D1.

**Holly Hall Apartments**

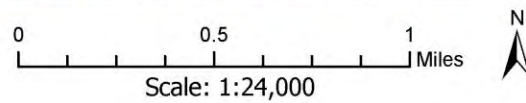
Location: North of I-495, west of Route 650

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville



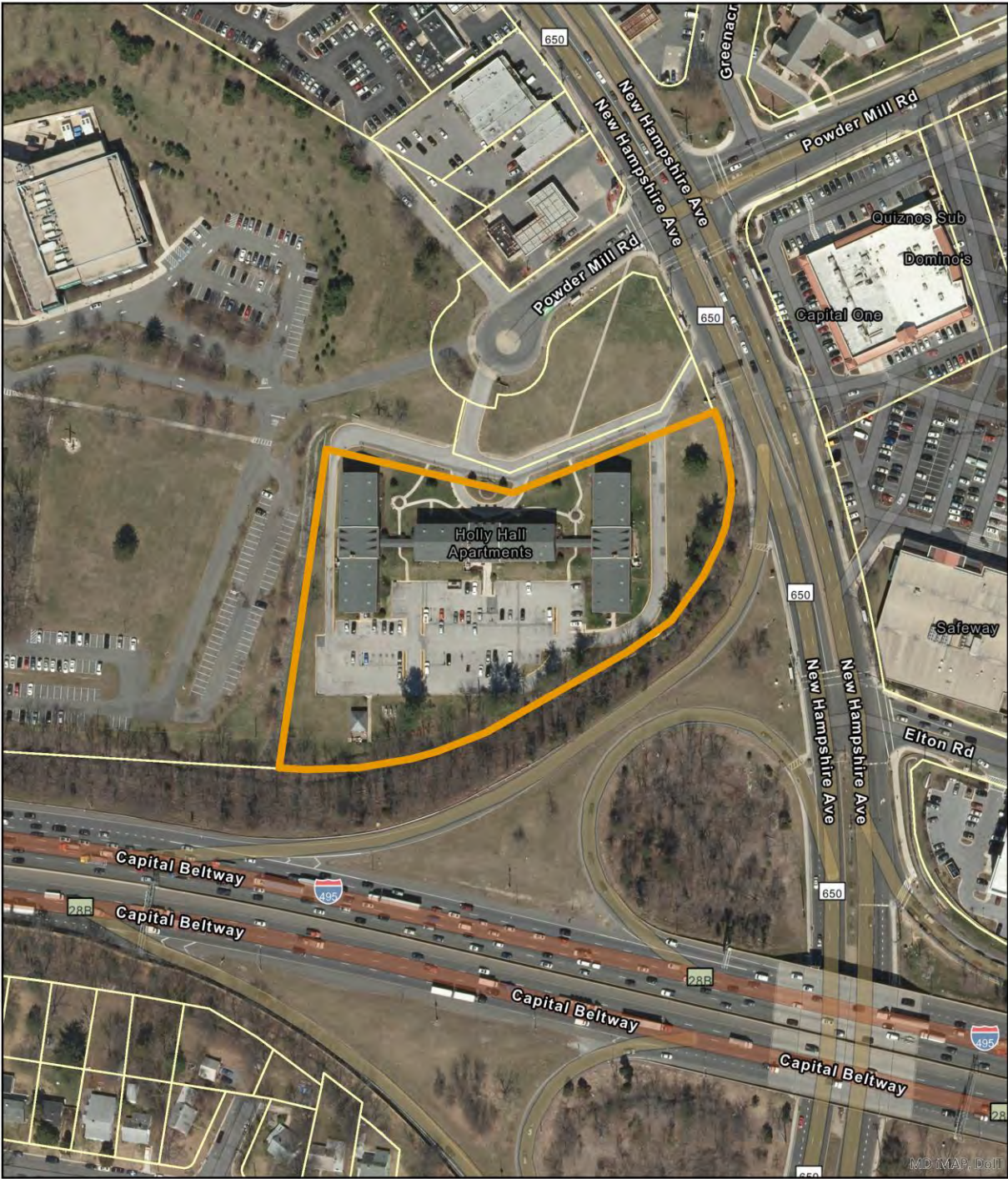


**Holly Hall Apartments**

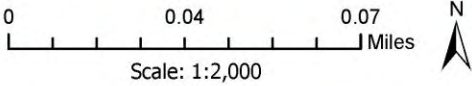
Location: North of I-495, west of Route 650

Montgomery County

City: Silver Spring



Parcel Boundaries







View of Holly Hall Apartments, looking southeast.



View of Holly Hall sign on New Hampshire Avenue, looking southeast.



View of main entrance to Holly Hall Apartments, looking south.



View of main door and concrete stoop, looking south.





View south elevation of central apartment building, looking north.



View of east apartment building and walkway connecting it to central building, looking northeast.





View of shed on south side of apartment, looking southeast.

**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 33-34\_2018-12-05\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of Holly Hall Apartments, looking southeast.

02.tif

View of Holly Hall sign on New Hampshire Avenue, looking southeast.

03.tif

View of main entrance to Holly Hall Apartments, looking south.

04.tif

View of main door and concrete stoop, looking south.

05.tif

View south elevation of central apartment building, looking north.

06.tif

View of east apartment building and walkway connecting it to central building, looking northeast.

07.tif

View of shed on south side of apartment, looking southeast.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Holly Hill Manor Inventory Number: PG:65-51  
Address: Southeast of Intersection of I-495 and New Hampshire Avenue Historic District: Yes  
City: Hyattsville Zip Code: 20783 County: Prince George's  
USGS Quadrangle(s): Beltsville  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: 0024  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Adriana Moss Date Prepared: Feb 18, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Holly Hill Manor is a planned residential neighborhood located on the south side of I-495 and west of Riggs Road (Route 212) in Hyattsville. The neighborhood is bound on the north by I-495, on the east by Riggs Road, on the south by the George Washington Cemetery, and on the west by the Holly Hill Terrace subdivision. The community is approximately 46.06 acres and contains 96 single-family dwellings on lots averaging between 0.24 and 0.81 acre. There are eight streets (Laconia Drive, Lackawanna Street, Riggs Road, Mistletoe Place, Muskogee Street, 24th Avenue, 23rd Avenue, and 22nd Avenue) laid out in a curvilinear pattern. A concrete curb lines Mistletoe Place and 24th Avenue while a drainage ditch, sometimes lined with poured concrete and featuring culverts to run beneath driveways, lines 22nd Avenue, 23rd Avenue, Muskogee Street, Lackawanna Street, and Laconia Drive. The individual lots are

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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mostly evenly graded with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. Secondary buildings include sheds, and all lots feature a concrete or paved-asphalt driveway. A stone and metal entrance sign is located at the southwest corner of the intersection of Riggs Road and Lackawanna Street.

#### Description:

Holly Hill Manor is a planned residential neighborhood with single-family dwellings constructed between 1951 and 1988 during the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. Most of the houses were constructed during the 1950s and 1960s in variations of the Two-Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles.

Dwellings in Holly Hill Manor are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in a brick veneer. Cladding also includes stretcher-bond brick veneer and vinyl or aluminum siding, commonly in combination, or simulated masonry. Roofs within Holly Hill Manor include side or cross gables, as well as hipped, all of which are sheathed in asphalt shingles with closed or open eaves. Most dwellings have a single brick or stone chimney set along a side elevation or piercing the roof.

Primary façade entrances are typically off-center with a single-leaf wood or fiberglass door and storm door, often with a single or pair of wood or vinyl sidelights. Most entrances feature a wood or vinyl door surround, sometimes with Colonial Revival characteristics such as a flat pediment or fluted pilasters. Entrances are accessed by a concrete or brick stoop or partial-width porches. Original windows are single wood-frame, double-hung-sash units in eight-over-eight, six-over-six, four-over-four, or two-over-two (horizontal) configuration; however, many windows were replaced by one-over-one, vinyl-framed, double-hung-sash units with faux muntins. Tripartite and bay windows are common throughout the neighborhood. Many houses also have fixed, louvered or paneled shutters composed of vinyl or wood flanking windows on the façade. Most dwellings have attached or inset garages and carports for a single vehicle or an attached sunroom. Additions are typically at the rear or side elevation and in scale with the building's core. However, several have additions that are larger in scale than the core of the dwelling (9707 24th Avenue, 9704 24th Avenue, and 2406 Lackawanna Street).

One Colonial Revival-style dwelling, at 9804 Riggs Road, was constructed in 1923 prior to the subdivision of Holly Hill Manor. The house is two stories in height and five bays wide, clad in six-to-one common-bond brick, covered in a side-gabled roof with boxed eaves, and has flanking exterior-end brick chimneys.

#### Historic Context:

The Holly Hill Manor community is located on what was once several larger residential lots. The subdivision was formally platted by Bird H. Dolby and Francis and Effie Browne, David S. and Lillian J. Damazo, Leonard V. Springmann, Vernon L. and Shirley A. Hoff, Hill Construction Company, Inc., and Guildcraft Home Builders, Inc. between 1951 and 1967.

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Between August 1945 and April 1948, through three separate transactions, Francis S. and Effie B. Browne purchased a total of 58.1 acres in Hyattsville (Prince George's County Deed Book [PGCDB] 796, 383, 978, 327, 882, 174). In September 1950 and again in 1957, Bird H. Dolby, granted power-of-attorney by the Brownes, submitted plats of a 26.87-acre portion of the Browne's land to create Holly Hill Manor (Prince George's County Plat Book [PGCPB] 19, 29, 31, 55). In 1955, Leonard V. and Florence A. Springmann purchased a 5.68-acre tract from sisters Mabel E. Chase, Adessa Ehrhardt, and Mina W. Clough. The Springmanns subdivided the 5.68-acre tract, which included a 1923 dwelling located at 9804 Riggs Road, in 1962 and 1965 as "Springmann's Addition to Holly Hill Manor" (PGCPB 44, 60; 58, 10). The dwelling was likely constructed by Wilbur C. and Ermina J. Ehrhardt who owned an approximately 32-acre plot that encompassed Springmann's Addition to Holly Hill Manor (PGCDB 208, 442). In September of 1965, the Springmanns sold the remainder of the original 5.68-acre tract to Wendell L. and Ruth L. Hill, owners of Hill Construction Company, Inc., who subdivided it that same year in partnership with Guildcraft Home Builders, Inc. as part of the Holly Hill Manor neighborhood (PGCDB 3228, 111; 3416, 137; PGCPB 58, 10; 62, 51).

Initial advertisements for Holly Hill Manor began in 1950 boasting proximity to new schools, a shopping center and many churches (The Evening Star 1950, 26). It also noted that the community was filled with "wooded [half-acre] homesites" sold by Mount Rainier Realty Co. with "unique plans to suit your budget" (The Evening Star 1950, 26). In 1951, Robert M. Dolby, Bird Dolby's son, advertised large half-acre building sites within the neighborhood for \$350 down and \$15 per month for an unspecified amount of time (The Evening Star 1951, 97; United States Federal Population Census 1940). Construction was slow to begin but by 1960, approximately half of the lots had houses. Housing prices for "custom-built homes" and "darling bungalow[s]" ranged from \$12,730 to \$27,750 and were sold by a variety of realtors (PGCDB 2257, 1541; The Washington Post and Times Herald 1958, B11, 1959, C7). In the 1960s, prices for dwellings rose to between \$25,000 and \$45,000 (The Evening Star 1967, 88; 1969, 118).

Francis S. Browne was originally a bookkeeper for the Lincoln National and First National Banks who then later became a real estate broker (The Evening Star 1963, 29). Bird Dolby, who worked with the Brownes, was an active lawyer from 1924 to 1953 and he was appointed by President Franklin D. Roosevelt to serve on the Selective advisory board during World War II (The Washington Post and Times Herald 1970, C3). Guildcraft Home Builders, Inc. worked in residential development in the metropolitan area and were particularly known for their work in Lake Barcroft, Virginia in the 1950s (The Washington Post and Times Herald 1955, G1). Wendell Hill, owner of the Hill Construction Company, Inc., was an architect who worked in both Maryland and Washington, D.C. (The Evening Star 1955, 36).

#### Evaluation:

Holly Hill Manor was evaluated in accordance with Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places (NRHP) Criteria A, B, and C.

Holly Hill Manor is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have

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made a significant contribution to the broad patterns of history. Therefore, Holly Hill Manor is not eligible under Criterion A.

The Ehrhardts, Brownes, Springmanns, Hill Construction Company, Inc., and Guildcraft Home Builders, Inc. had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Holly Hill Manor was not the first planned residential neighborhood in this area of Prince George's County or Hyattsville. The community is not an exemplary or unique example of a planned residential neighborhood. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. Furthermore, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

The neighborhood is southeast of the intersection of I-495 and New Hampshire Avenue and encompasses 46.06 acres. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0024 and also as seen in Prince George's County plat records 19, 29; 19, 93; 27, 37; 31, 55; 33, 34; 44, 60; 44, 92; 58, 10; and 62, 51.

#### References:

- The Evening Star. 1950. "Holly Hill Manor." March 4, 1950, 26.  
---1951. "Holly Hill Manor." June 24, 1951, 97.  
---1955. "Montgomery Okays School and Stores." November 5, 1955, 36.  
---1963. "Francis Browne, Real Estate Man, Ex-Bookkeeper." December 18, 1963, 29.  
---1967. Holly Hill Manor Advertisement. July 30, 1967, 88.  
---1969. Open House Advertisement. May 4, 1969, 118.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.



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United States Federal Population Census. 1940. Sixteenth Census of the United States, 1940. National Archives and Records Administration, Washington, D.C. Accessed February 13, 2019.  
<https://www.ancestry.com>.

The Washington Post and Times Herald. 1955. "Area's Biggest Home Show Opens Doors Next Sunday." September 4, 1955, G1.

---1958. Holly Hill Manor Advertisement. October 11, 1958. B11.

---1959. Holly Hill Advertisement. November 14, 1959, C7.

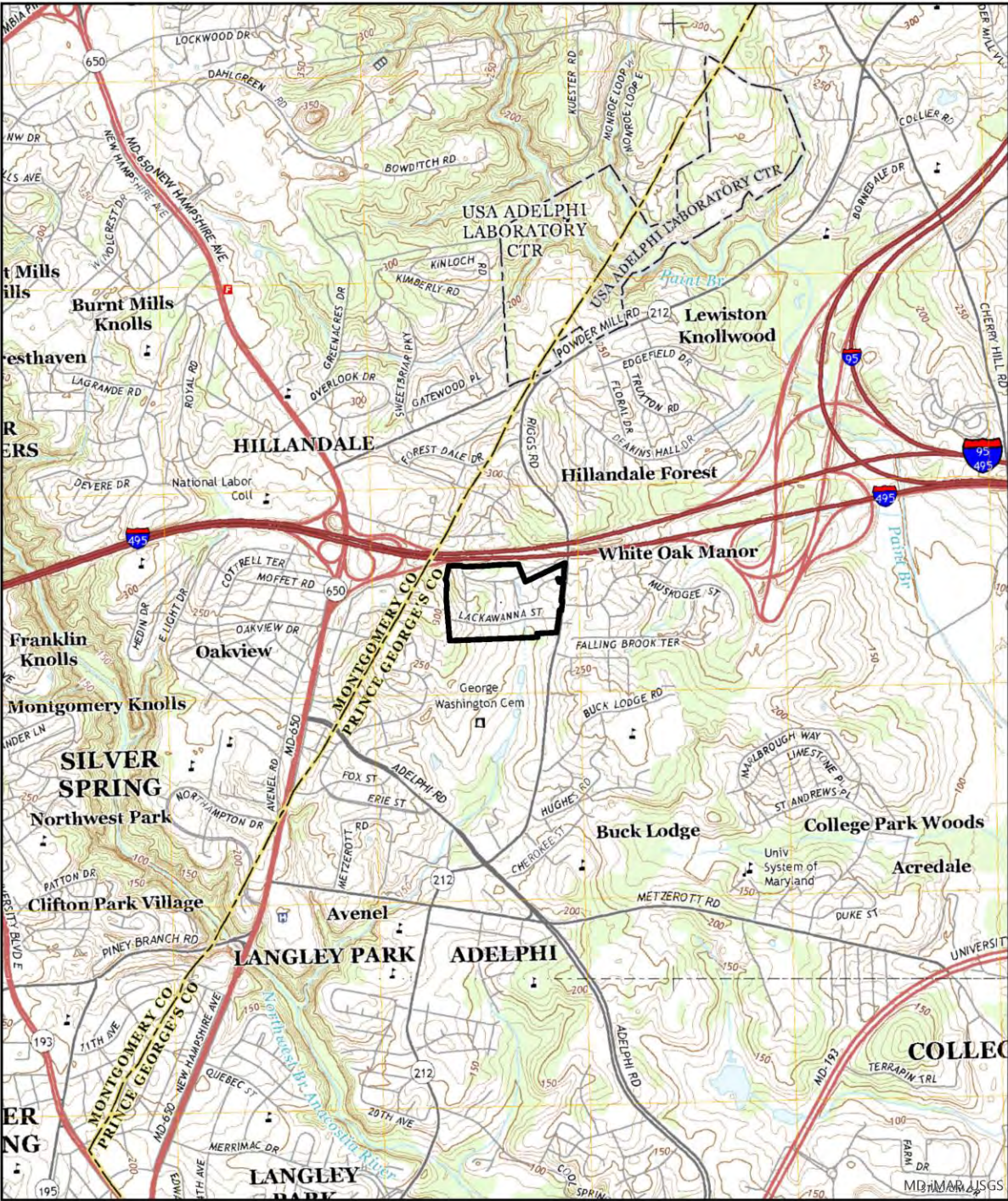
---1970. "Bird Dolby, 76, Lawyer, Executive." August 31, 1970, C3.

Holly Hill Manor

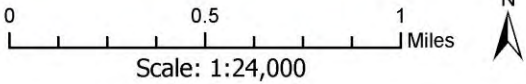
Location: Southeast of Intersection of I-495 and New Hampshire Avenue

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville



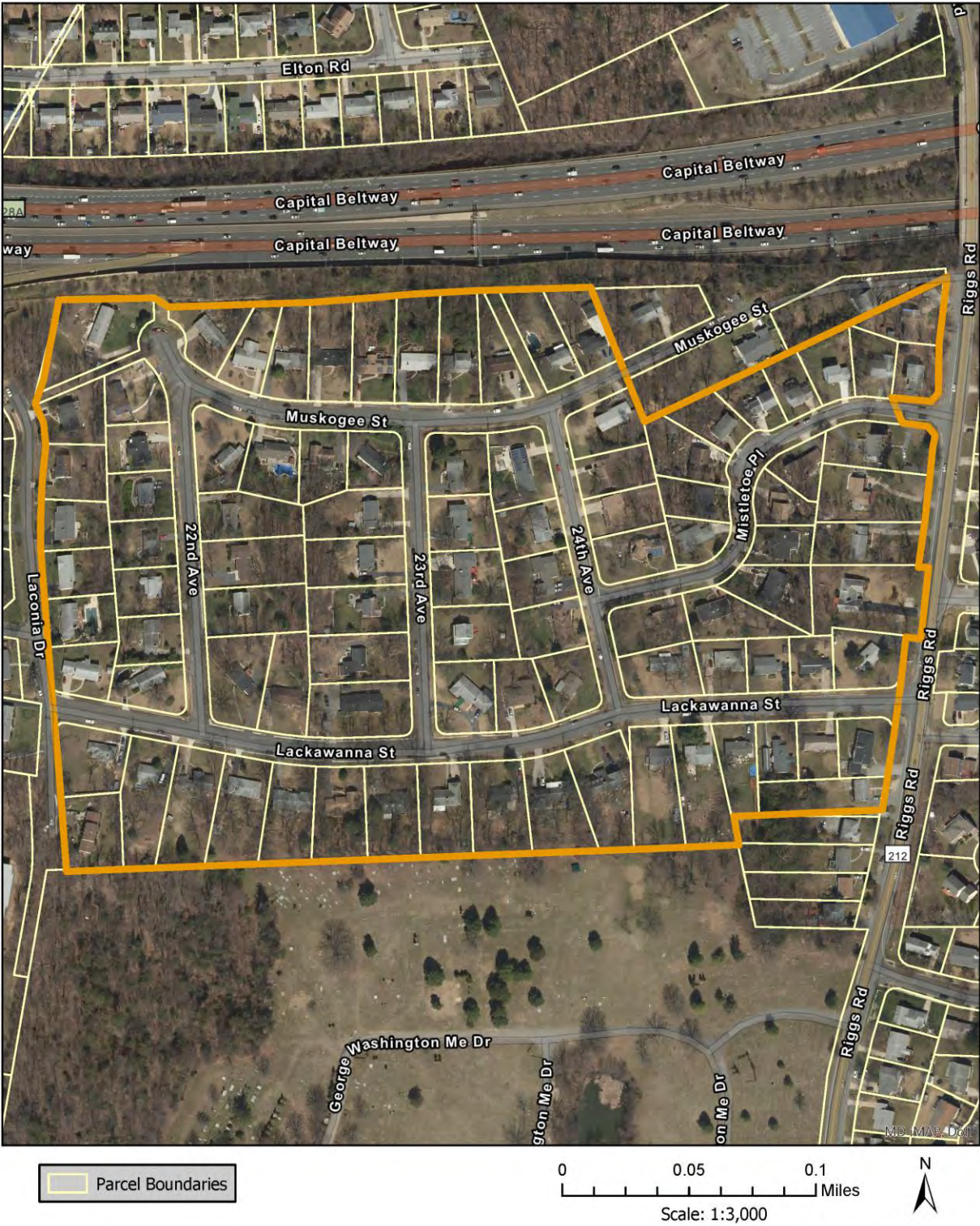


Holly Hill Manor

Location: Southeast of Intersection of I-495 and New Hampshire Avenue

Prince George's County

City: Hyattsville







2302 Muskogee Street, south elevation.



2307 Lackawanna Street, north elevation.





9703 22nd Avenue, west elevation.



9708 24th Avenue, looking northwest.





9708 24th Avenue, east elevation looking southwest.



9709 Laconia Avenue, northwest oblique.





Streetscape Muskogee Street from 22nd Avenue, looking west.



Neighborhood entrance signage at Riggs Road and Lackawanna Avenue, looking west.

**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:65-51\_2019-01-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

2302 Muskogee Street, south elevation.

02.tif

2307 Lackawanna Street, north elevation.

03.tif

9703 22nd Avenue, west elevation.

04.tif

9708 24th Avenue, looking northwest.

05.tif

9708 24th Avenue, east elevation looking southwest.

06.tif

9709 Laconia Avenue, northwest oblique.

07.tif

Streetscape Muskogee Street from 22nd Avenue, looking west.

08.tif

Neighborhood entrance signage at Riggs Road and Lackawanna Avenue, looking west.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Holly Hill Terrace

Inventory Number: PG:65-52

Address: Southeast of I-495 and Route 650 Interchange

Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0024

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss

Date Prepared: Feb 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A   B   C   D

Considerations: A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

The Holly Hill Terrace community is a small planned residential neighborhood located on the southeast corner of the intersection of I-495 and New Hampshire Avenue (Route 650) in Hyattsville. The neighborhood is bounded on the north by I-495, on the west by a multi-family development called The Chateau, on the east by another single-family residential community called Holly Hill Manor, and on the south by the Avery Park (Greenwich Woods) garden apartment complex. Holly Hill Terrace comprises two streets (Avenel Road and Laconia Drive) laid out in a cross pattern; streets lack curbs and sidewalks. The 14 residential lots average between 0.23 and 0.40 acre totaling approximately 4.6 acres. The individual lots are slightly sloped with moderate tree coverage, plant beds, and bushes and occasionally have fenced-in

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A   ____ B   ____ C   ____ D	Considerations: ____ A   ____ B   ____ C   ____ D   ____ E   ____ F   ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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rear and front yards. Secondary buildings include sheds, and all lots feature a concrete driveway. The west side of Laconia Drive is lined with a stream requiring culverts for driveways to cross over to individual lots.

#### Description:

The Holly Hill Terrace community is a planned residential neighborhood with single-family dwellings constructed between 1953 and 1975 during the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods; one exception is a house that dates to 2006. Most of the single-family dwellings were constructed in Split-Level and Ranch forms.

Dwellings in Holly Hill Terrace are primarily four to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement, primarily clad in a brick veneer. Most dwellings are clad in a combination of stretcher-bond brick veneer and vinyl or aluminum siding; however, several houses feature only siding or brick veneer. Split-Level forms commonly feature an overhanging second story. Roofs are primarily side or cross gabled sheathed in asphalt shingles; most feature an open eave. Most dwellings feature a single brick chimney set along a side elevation.

Primary entrances are off-center on the façade and comprise a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop. Most entrances feature a wood or vinyl door surround with very little ornamentation. Windows are single one-over-one, vinyl-framed, double-hung-sash units, occasionally with faux muntins. Although uncommon, several houses feature casement or sliding windows or original wood units. Tripartite, bay, and bow windows are common throughout the neighborhood. Many houses also feature fixed, vinyl, louvered shutters flanking windows or primary entrances. Most dwellings have attached garages or carports for a single vehicle. Additions are typically found at the rear or side elevation in scale with the building's core.

Two dwellings were constructed prior to the platting of the larger neighborhood (2001 Avenel Road and 9700 Laconia Drive); however, they are similar in style, form, and materials as the remainder of the dwellings in Holly Hill Terrace.

#### Historic Context:

Holly Hill Terrace is located on what was once a single-family residential and agricultural property, the Washington Sanitarium's Dairy Farm, also known as Hilly Hill Farm. The subdivision was formally platted in three parts between 1958 and 1966 by three different owners.

Holly Hill Terrace was platted in three separate sections by various owners. In 1956, Edgar T. and Lillian L. Johnson and A. Dwight and Mabel R. Kester submitted a plat of subdivision for Holly Hill Terrace that included seven lots, approximately 0.25 acre each, on 2.1 acres along the south side of Avenel Road (Prince George's County Plat Book [PGCPB] 32, 81). The second portion of Holly Hill Terrace, platted in 1960 by Alan I. Kay, Inc., included three 0.3-acre lots on 1.21 acres along the north side of Avenel Road (PGCDB 3258, 327; PGCPB 60, 87). The third and final part of the community was created from a 1.24-acre tract purchased by Thomas B. and Louise E. Ricker in 1966 from Alan I. Kay, Inc. (PGCDB 3275, 110). The following year, the Rickers submitted a plat of subdivision for the community that included four lots ranging from 0.25 to 0.4 acre (PGCPB 65, 83; 73, 47).

Alan I. Kay, Inc., was owned by developer Alan Ivan Kay. Kay worked primarily for Rozansky + Kay Construction Co. at the time of development of Holly Hill Terrace (The Washington Post 1989, 72). Rozansky + Kay Construction Co., founded in 1959, was operated by Allan E. Rozansky and Kay and in 1987, Kay took over as sole proprietor and Rozansky retired (The Washington Post 1989, 72). After their separation, the company's name changed to Alan I. Kay Construction and expanded their business nationally. The company is responsible for commercial projects such as Ballston Common Office Center and Tysons Dulles Plaza in Arlington and McLean, Virginia, respectively, but also developed residential communities such as the Greenbrier apartment complex in Prince George's County (The Washington Post 1989, 72).

Two dwellings were constructed prior to the platting of the neighborhood (2001 Avenel Road [1953] and 9700 Laconia Drive [1957]). The Minimal Traditional house at 2001 Avenel Road was likely constructed by prior owners Thomas and Ann Blanche before the property was subdivided by the Johnsons and Kesters as part of Lot 7 in the 1958 plat of Holly Hill Terrace (PGCDB 2184, 86; PGCPB 32, 81). Historic topographic mapping suggests that the house was constructed as part of further residential subdivision of what was previously an extension of Avenel Road to the west (Nationwide Environmental Title Research, LLC [NETR] 1954). This area, however, was completely altered in the 1970s and is now occupied by The Chateau (NETR 1972). The second dwelling, a Ranch house similar to those on the south side of Avenel Road, was likely constructed by the Johnsons in anticipation of the larger neighborhood just before filing a plat of subdivision of Holly Hill Terrace with the Kesters (PGCDB 2184, 86).

Limited advertisements for individual houses in Holly Hill Terrace first appeared in 1960. Separate ads, one for a "new custom rambler" at \$21,500, and another for a "new contemporary" at \$19,500, boasted nice lots, gas heat, modern kitchens, carports, two full baths, and proximity to St. Camillus church parish (The Evening Star 1960, 29; The Washington Post and Times Herald 1960c, B12). The advertisements did not include information about developers, architects, or builders, but the timeline suggests they were for houses constructed on the Johnson-Kester plat on the south side of Avenel Road. The next houses to be constructed were the Split-Levels along Laconia Drive in 1971. Later infill included the two Ranch dwellings on the north side of Avenel Road (1975) and the 2006 dwelling at 2002 Avenel Road.

#### Evaluation:

Holly Hill Terrace was evaluated in accordance with Maryland's Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Holly Hill Terrace is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a late example from the Modern Period. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Holly Hill Terrace is not eligible under Criterion A.

Although Alan I. Kay worked as a developer and neighborhood planner throughout Prince George's and Montgomery Counties, he had no significant influence on suburbanization in Maryland. Research has not

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shown that the property is associated with the lives of other persons significant in the past. Therefore, Holly Hill Terrace is not eligible under Criterion B.

Holly Hill Terrace was constructed as an addition to an earlier, adjacent subdivision, and the community is not an exemplary or unique example of a planned residential neighborhood of the Modern Period or the Suburban Diversification Period. While the buildings within Holly Hill Terrace retain most of the character-defining features of their property types, they represent common styles and forms. Furthermore, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

This property encompasses 4.6 acres and is bounded by I-495 on the north, on the west by a multi-family residential property called The Chateau, on the east by another single-family residential community called Holly Hill Manor, and on the south by the Avery Park garden apartment complex. It can be found on Prince George's County Tax Map 0024 and also as seen in Prince George's County plat records 32, 81; 60, 87; 65, 83; and 73, 47.

#### References:

The Evening Star. 1960. "Holly Hill Terrace New Custom Rambler." July 2, 1960, 29.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

The Washington Post. 1989. "Alan I. Kay Cos." April 17, 1989, 72.

The Washington Post and Times Herald. 1960a. "Takoma Park--\$14,500 Brick Bungalow." October 28, 1960, C15.

---1960b. "Langley Park SemiDet. Rambler." April 22, 1960, C18.

---1960c. "Holly Hill Terrace Brand New Rambler." June 6, 1960, B12.

---1961. "Holly Hill Terrace New Contemporary." September 7, 1961, B12.

---1976. "Hugh T. Peck Dies, Realty Firm Head." June 20, 1976, B6.

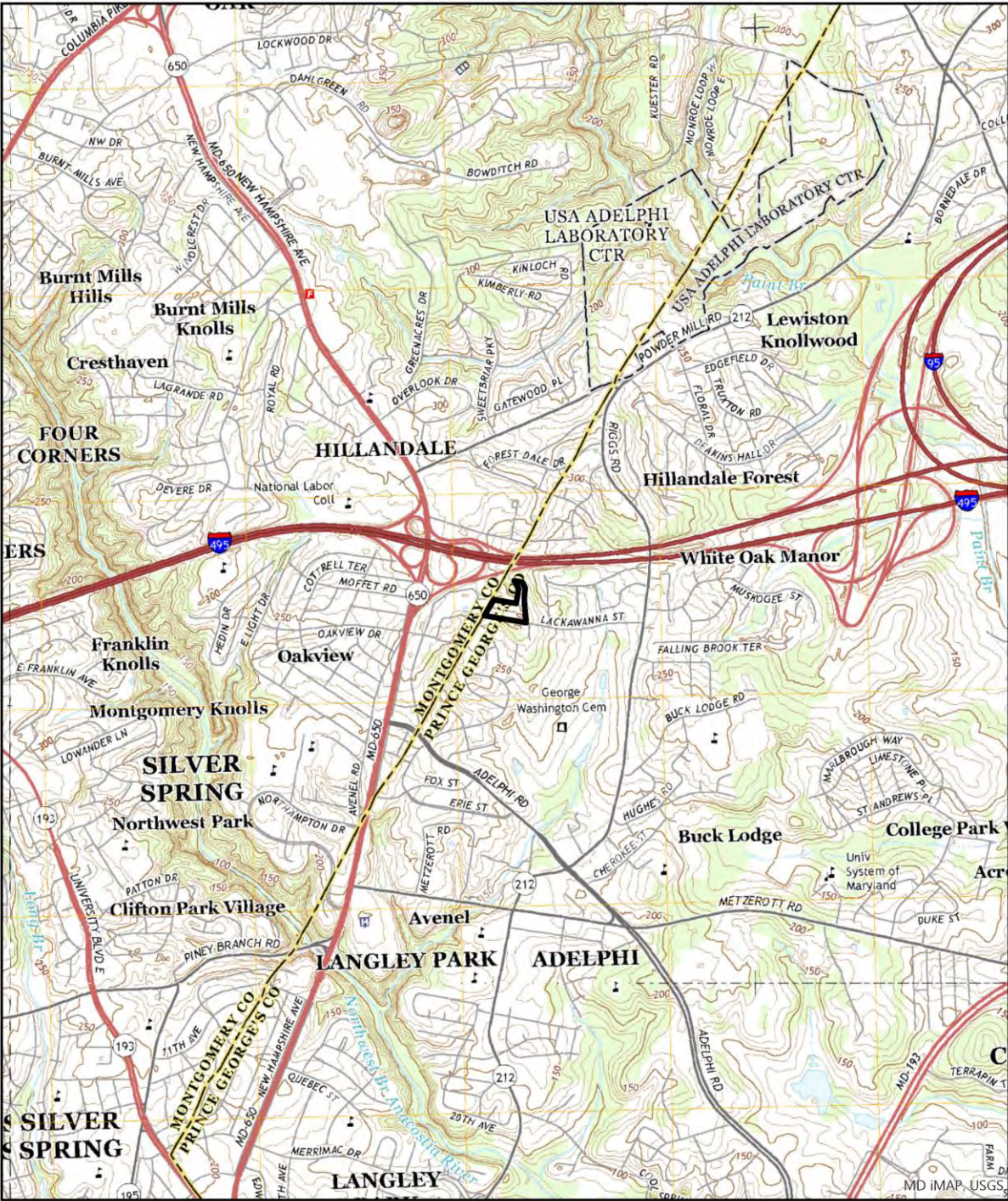


Holly Hill Terrace

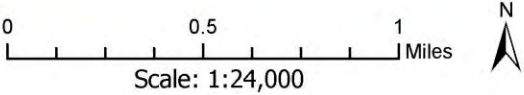
Location: Southeast of I-495 and Route 650 Interchange

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville



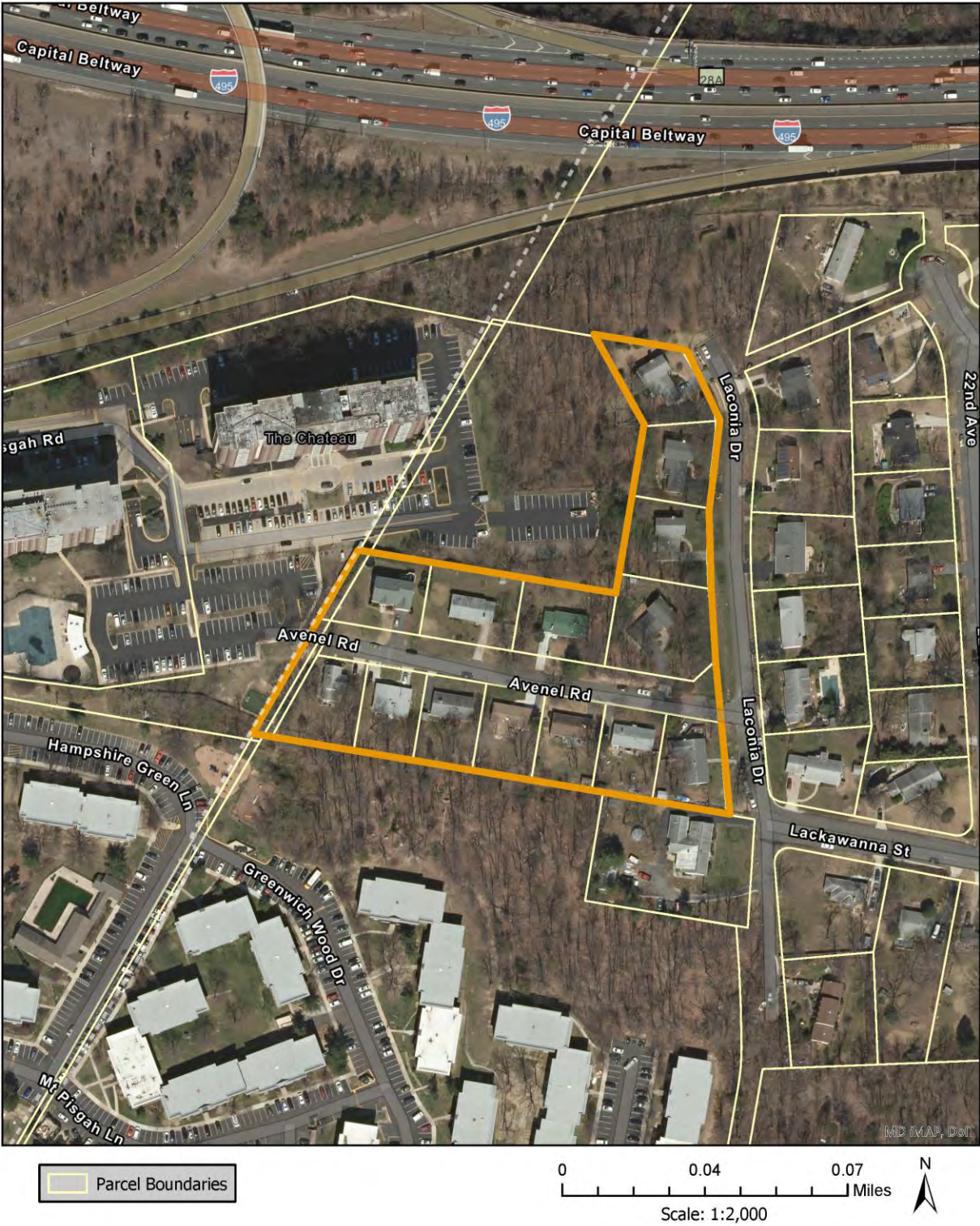


Holly Hill Terrace

Location: Southeast of I-495 and Route 650 Interchange

Prince George's County

City: Hyattsville







9001 Avenel Road, looking south.



9706 and 9708 Laconia Drive, looking northwest.





2007 and 2005 Avenel Road, looking southwest.



2008 Avenel Road, looking north.





2003 Avenel Road, looking southwest.



2002 Avenel Road, looking north.

**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:65-52\_2019-01-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

9001 Avenel Road, looking south.

02.tif

9706 and 9708 Laconia Drive, looking northwest.

03.tif

2007 and 2005 Avenel Road, looking southwest.

04.tif

2008 Avenel Road, looking north.

05.tif

2003 Avenel Road, looking southwest.

06.tif

2002 Avenel Road, looking north.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Holly View Apartments

**Address:** 9700-9710 Mount Pisgah Road

**City:** Silver Spring

**Zip Code:** 20903

**County:** Montgomery

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** KP22

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Morgan Fries

**Date Prepared:** Feb 18, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

Holly View Apartments is a four-story, multi-family Mansard-style residence that occupies a 1.9-acre parcel south of I-495 in Montgomery County. According to historic aerials, this building was constructed circa 1965. The apartment building is oriented on an approximate north-south axis on a sloped lot with some grass and few trees. Most trees are on the perimeter of the parcel along New Hampshire Avenue. A paved parking lot is located just east of the apartment building and is accessed from Mount Pisgah Road. Several poured-concrete sidewalks provide access from the parking lot to the building. Structures designated for trash bins have a concrete foundation and are partially lined with wood fencing.

The apartment building has an irregular plan composed of six square, adjoining sections, with alternating recessed sections. It rests on a continuous foundation and the structural system is clad with stretcher-bond brick veneer. Each section is identical, with a five-bay façade (east elevation) containing a recessed entrance set below a cloth awning. Each entrance has a metal-framed, double-leaf door and, above it, six fixed sash windows rising to the top of the third story. The entrance is accessed by a poured-concrete stoop lined with a metal rail. Windows flanking the entrance and at the edges of the façade form vertical bands; the windows on each story are separated by a concrete spandrel panel. Windows appear to be vinyl replacements, most of

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Holly View Apartments

which are one-over-one, double-hung-sash units. Each section of the rear (west elevation) is also identical, with five bays. The center four bays are covered by a gable-front four-story porch accessed via metal-framed, sliding glass doors, one for each apartment unit. The mansard roof is clad with asphalt-composition shingles and has a pediment over the three center bays of each section.

In 1999, Greenwich Woods Associates, owners of the larger Greenwich Woods complex to the east, purchased Holly View Apartments. The apartment buildings, with similar design features, are now collectively known as Avery Park. Greenwich Woods Associates maintained ownership of the property until 2000, when they sold both the Holly View and Greenwich Woods apartments (Montgomery County Deed Book [MCDB] 18402, 427). The current property management company, Morgan Properties, also known as Avery Park Owner LLC, purchased Holly View And Greenwich Woods in 2016 (MCDB 52737, 146).

9700-9710 Mount Pisgah Road is an altered example of a mid-twentieth-century, multi-family residence common throughout Maryland. It is not associated with events or persons that have made a significant contribution to the broad patterns of history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with new windows and doors, it has lost its integrity of materials. It does not represent the work of a master nor does it possess high artistic value, and is not eligible under Criterion C. The resource was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.9 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map KP22, Parcel 0000 (2019).

References:

Montgomery County Deed Book (MCDB). Misc. years. Montgomery County Land Records, Archives of Maryland Online. Accessed February 19, 2019. <http://www.mdlandrec.net/>

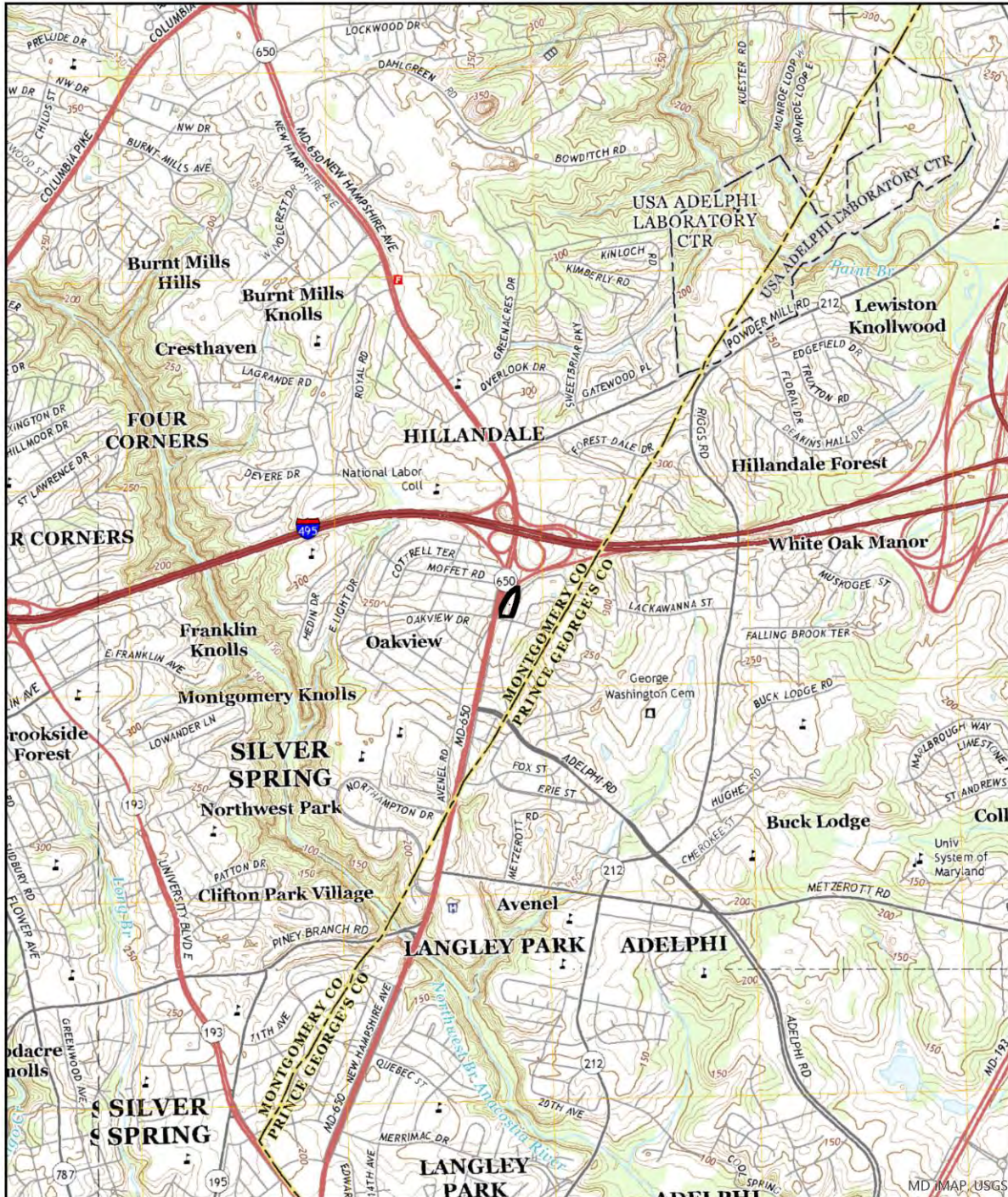
Holly View Apartments

**Holly View Apartments**

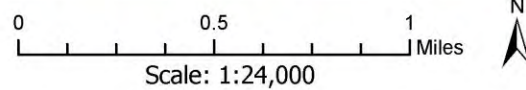
Location: 9700-9710 Mount Pisgah Road

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville





Holly View Apartments



Signage and southwest oblique, looking northeast.



West elevation, looking northwest.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Hollywood

Inventory Number: PG:66-39

Address: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station Historic District: Yes

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0025

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number: PG:66-39

Eligible: No

Listed: No

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Hollywood is a planned residential development located on the south side of I-495 and east of Baltimore Avenue (Route 1) in College Park. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2001. At that time, the boundaries of the approximately 112-acre Hollywood development were defined as Edgewood Road to the north, 52nd Place, 53d Avenue, 52nd Avenue to the west, Kenesaw Street, to the south, and 50th Avenue, 51st Avenue, Rhode Island Avenue, and Narragansett Parkway to the west. Research and fieldwork suggest that the boundaries for this resource should be expanded to include an additional 175 houses and the Hollywood Shopping Center to the west, the Hollywood Park and Al-Huda School on the east, College Park Wesleyan Church along Edgewood Road, and the College Park Church of the Nazarene on Rhode Island Avenue. The 175 single-family dwellings sit on modest lots ranging between 0.10 and 0.20 acre. The expanded resource is bounded on the north by Edgewood Road, on the east by Greenbelt Station Road, on the south by Kenesaw Street, and on the west Baltimore Avenue (Route 1). The expansion to Hollywood is approximately 105 acres, resulting in approximately 217 total acres. The expansion includes seven additional streets (Lackawanna Street, Laguna

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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Road, 48th Place, 47th Place, Muskogee Street, Magnum Road, and 49th Avenue) laid out in a curvilinear pattern. Asphalt parking areas are associated with College Park Wesleyan Church, College Park Church of the Nazarene, Hollywood Elementary School, Al-Huda School, and Hollywood Shopping Center. The two schools also have associated grass lawns and playgrounds. A channelized stream with concrete culverts runs northwest-southeast within the median of Narragansett Parkway, from Muskogee Street to 52nd Avenue. Overall, lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced rear yards. Most streets are lined with a concrete curb and sidewalks. Lighting includes lamps attached to utility posts. Secondary resources include sheds and pools.

Description:

Like the previously surveyed section of Hollywood, the expanded boundaries contain Minimal Traditional, Cape Cod, and Two-Story Massed single-family dwellings in the Colonial Revival style constructed between 1949 and 1958 during the Modern Period (1930-1960). In addition, the expanded area includes Transitional Ranch and Split-Level forms and houses demonstrating the Contemporary style.

Dwellings in the expansion of Hollywood are primarily two to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl siding, aluminum siding, stucco, flat-bottomed asbestos shingles, and wood shingles. Many dwellings have two different materials cladding the exterior. Roofs are side, front, or cross gabled, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior end and interior slope.

Primary entrances are typically located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are metal-framed, one-over-one, double-hung-sash (horizontal muntins); six-over-six, double-hung-sash, wood-framed bay; or metal-framed sliding units. Many houses in the development have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses, some of which are enclosed to create single-car garages.

Non-residential development within the expansion of Hollywood was constructed from the early 1950s to the early 1970s (Nationwide Environmental Title Research [NETR] 1957, 1963, 1964, 1970, 1980). The Hollywood Shopping Center, constructed circa 1967, is an L-shaped commercial center at 9801 Rhode Island Avenue. The shopping center sits on a continuous concrete foundation, which supports a concrete block structure clad in brick veneer. A combined sidewalk canopy and signage fascia along the facade, supported on paired, square steel columns, obscures the building's flat parapet roof. The center has been heavily modified in the late-twentieth and early-twenty-first centuries by the re-surfacing of the signage fascia with synthetic stucco, installation of new windows and doors, and placement of split-face concrete block at the base of the paired steel columns.

Hollywood Elementary School, at 9811 49th Avenue, was constructed circa 1952 in the Contemporary style. The multi-wing complex includes gabled roofed cafeteria and classroom wings at the west facade and a flat-roofed wing to the north with 1970s flat-roofed additions. The primary school building has a metal roof with multiple elevations. The building rests on a continuous concrete foundation, which supports a structure system clad in brick veneer. The school includes a one-story, one-bay, trailer that functions as a classroom or office, playgrounds and fields, and an asphalt parking lot along 49th Avenue.

Al-Huda School at 5301 Edgewood Road, constructed as Holly Park School in circa 1964, is a one-story, flat-roofed, brick school building with a central courtyard. The building sits on a continuous concrete foundation which supports a structural system clad in stretcher-bond brick veneer. The primary entry, located on a glass-walled central section of the northwest elevation, is filled by a double-leaf glass and metal door. Additional fenestration includes double-hung-sash vinyl and aluminum windows, and banks of ribbon windows mark classroom areas. The southwest elevation provides access to an exposed basement level. The school includes asphalt parking on all sides and a playground to the south.

College Park United Wesleyan Church was constructed circa 1956 at 4911 Edgewood Road. It is a one-story, front-gabled church that sits on a continuous concrete foundation. The structural system is clad in stretcher-bond brick veneer, and the roof is sheathed in asphalt shingles. The primary entry, located at a gabled wing at the west elevation's south end, has double-leaf



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metal and glass doors. Additional fenestration includes six-over-six, double-hung-sash windows along the building's east and west elevations. There is an asphalt parking lot to the west and a wood sign along the road.

The Church of the Nazarene, constructed circa 1956 at 9704 Rhode Island Avenue, is U-shaped, with a projecting front-gabled sanctuary forming the south wing and a smaller front-gabled section forming the wing to the north. The northern wing, the original sanctuary, has Colonial Revival-style features, and the south wing, a ca. 1970 addition, reflects the Contemporary style.

Hollywood Park, an approximately 15.6-acre recreation area, is located on the eastern boundary of the development. It contains a baseball diamond with lights and bleachers, basketball court, playground, soccer field, tennis court, and asphalt parking areas. Park amenities also include picnic tables and a picnic shelter with barbeque grills. The park is bound on the north by the Al-Huda School, on the east by the Greenbelt Metro Station, on the west by 53rd Avenue, and on the south by Lackawanna Street.

Muskogee Playground, a tree-shaded playground with pedestrian access only, is located at 9725 Narragansett Parkway.

#### Historic Context:

Hollywood was platted in 1941 by Edward Daniels, developer of Daniels Park immediately south of the subdivision, and dwellings were constructed from 1941 through the early 1950s. Both Hollywood and the Hollywood expansion were constructed on land originally platted as "Hollywood-on-the-Hill," platted in 1913 (Prince George's County Deed Book [PGCDB] 1358; 127). The Hollywood expansion was platted in phases between 1941 and 1953 by William S. Middleworth (1941); Burch Properties, under president T. Raymond Burch (1949, 1953); and Albert W. Turner (1949, 1950). In 1941, William S. Middleworth re-subdivided a portion of Hollywood-on-the-Hill (Block II and parts of blocks 1, 2, 3, 7, 8, 9, 10, and 12) (Prince George's County Plat [PGCP] A-1688). However, construction did not begin until after the end of World War II. Burch Properties, Inc., sold 25.2 acres to Albert W. Turner in 1949, which he subdivided into 54 residential lots. Additional portions of Hollywood on the east and west sides of Rhode Island Avenue were acquired by T. Raymond Burch through several transactions. These transactions resulted in two additional plats; 31.4 acres containing 206 lots were added to the subdivision in 1950 and 12.15 acres containing 82 lots were added in 1953 (PGCP 17, 58; A-9250). Construction of dwellings on these lots began immediately after being platted.

The houses in the Hollywood expansion, constructed by a variety of builders including the Tovell Construction Company, were laid out in a similar fashion to the original Hollywood houses. Tovell Houses are Minimal Traditional, pre-fabricated dwellings made at the Tovell Construction Company Plant in Greenville, Georgia (The Washington Post 1947a, R7; The Washington Post. 1947b, R3). These one-story, side-gable Cape Cod houses sold for \$10,200 (The Washington Post 1947a, R7). It is unclear which houses extant today are Tovell Houses, though newspaper advertisements reference dwellings on 49th Avenue, in the southern portion of Hollywood. Other advertisements boasted Two-Story Massed houses with full basements, from \$13,500, that were conveniently located near downtown transportation (The Washington Post 1948, R3). New two- and three-bedroom ramblers sold for \$11,500 in 1952, by which time almost 600 houses in Hollywood had been sold and occupied (The Evening Star 1952, 18).

To keep pace with the needs of a growing student population in Prince George's County, Burch Properties offered 12 acres for an elementary school to the Prince George's County School Board in September of 1950 (The Washington Post 1950, 20). The Prince George's County Board of Education opened two schools within Hollywood, Hollywood Elementary School circa 1952 and Holly Park School (presently known as Al-Huda School) circa 1964.

Research does not suggest that William S. Middleworth was involved with real estate development beyond the initial re-subdivision of Hollywood-on-the-Hill in 1941. T. Raymond Burch and Albert Turner simultaneously were responsible for a majority of development in Hollywood in the late 1940s and early 1950s. Burch was a realtor and member of the Maryland House of Delegates, who was heavily involved with the incorporation of College Park and its development (The Washington Star 1978, B-5). Turner was involved in the development of Prince George's and Montgomery County from the 1940s to the 1970s, as he served as the president of two building groups, Maryland Community Developers, Inc., and Suburban Homes, Inc. (The Washington Post, Times Herald 1970, E8). Turner was well-known as a real estate developer and builder with principal work New Carrollton, in New Carrollton, Prince George's County (PG:69-000), and additional residential development including Cherrywood of Olney, Calverton, and Carrollton Terrace (The Washington Post, Times Herald 1967, E10).

## Evaluation:

The expanded version of Hollywood was evaluated as a planned residential development in the Modern (1930-1960), in accordance with the Suburbanization Historic Context and NRHP Criteria A, B, and C. In 2000, MHT staff determined the original portion of Hollywood was not eligible for listing in the NRHP. The expansion of the Hollywood boundary does not change the prior eligibility determination.

Hollywood reflects common trends in planned residential developments in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. However, it is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Hollywood is not eligible under Criterion A.

Although Albert W. Turner, president Maryland Community Developers, Inc., and Suburban Homes, Inc., was an active developer in the Washington, D.C., metropolitan area during the mid-twentieth century, Hollywood is not a good representation of his work. Likewise, Edward Daniels, original developer of Hollywood, was an active developer in the Washington, D.C., metropolitan area in the early- to mid-twentieth century, but is better known for his Daniels Park community south of Hollywood. Furthermore, William S. Middleworth and T. Raymond Burch are not known to be particularly innovative or prolific in their work or in suburban development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hollywood was not the first planned residential development in this area of Prince George's County or College Park. The buildings within the community retain most of the character-defining features of their resource types; however, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. The development's Transitional Ranch, Split-Level, Two-Story Massed, Minimal Traditional, or Cape Cod forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Hollywood is a modest and basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Hollywood was not evaluated under Criterion D.

Hollywood is south of I-495 and east of Baltimore Avenue and encompasses is approximately 217 acres. It is bounded on the north by Edgewood Road, on the east by Greenbelt Station Road, on the south by Kenesaw Street, and on the west Baltimore Avenue (Route 1). Hollywood is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0025 and the expansion of the resource is also as seen in Prince George's County plat records A-0650, A-2232, A-1469, A-1688, and A-1689.

## References:

The Evening Star. 1952. "Compare the Value." June 21, 1952, 18.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

Kermes, Becky. 2001. Maryland Historical Trust Determination of Eligibility Form: Hollywood (PG:66-39). Copy on file with Maryland Historical Trust, Crownsville, Maryland.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed March 20, 2019. <http://www.mdlandrec.net>.

Prince George's County Plat (PGCP). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed March 20, 2019.

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

National Environmental Title Research. Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland.  
<https://www.historicaerials.com/viewer>.

The Washington Post. 1947a. "Tovell Home Makes Debut." October 7, 1947, R7.

---1947b. "College Park Pre-cut Homes Expected to Sell for \$10,000." August 24, 1947, R3.

---1948. "Your New Home in Hollywood-on-the-Hill." September 19, 1948, R3.

---1950. "Prince Georges Board Offered School Site." September 14, 1950, 20.

The Washington Post, Times Herald. 1967. "Turner Recording 3 New Projects." January 21, 1967, E10.

---1970. "Turner Firms Total 519 House Sales." October 10, 1970, E8.

The Washington Star. 1978. "Raymond Burch Dies; Former MD. Legislator." July 12, 1978, B-5.

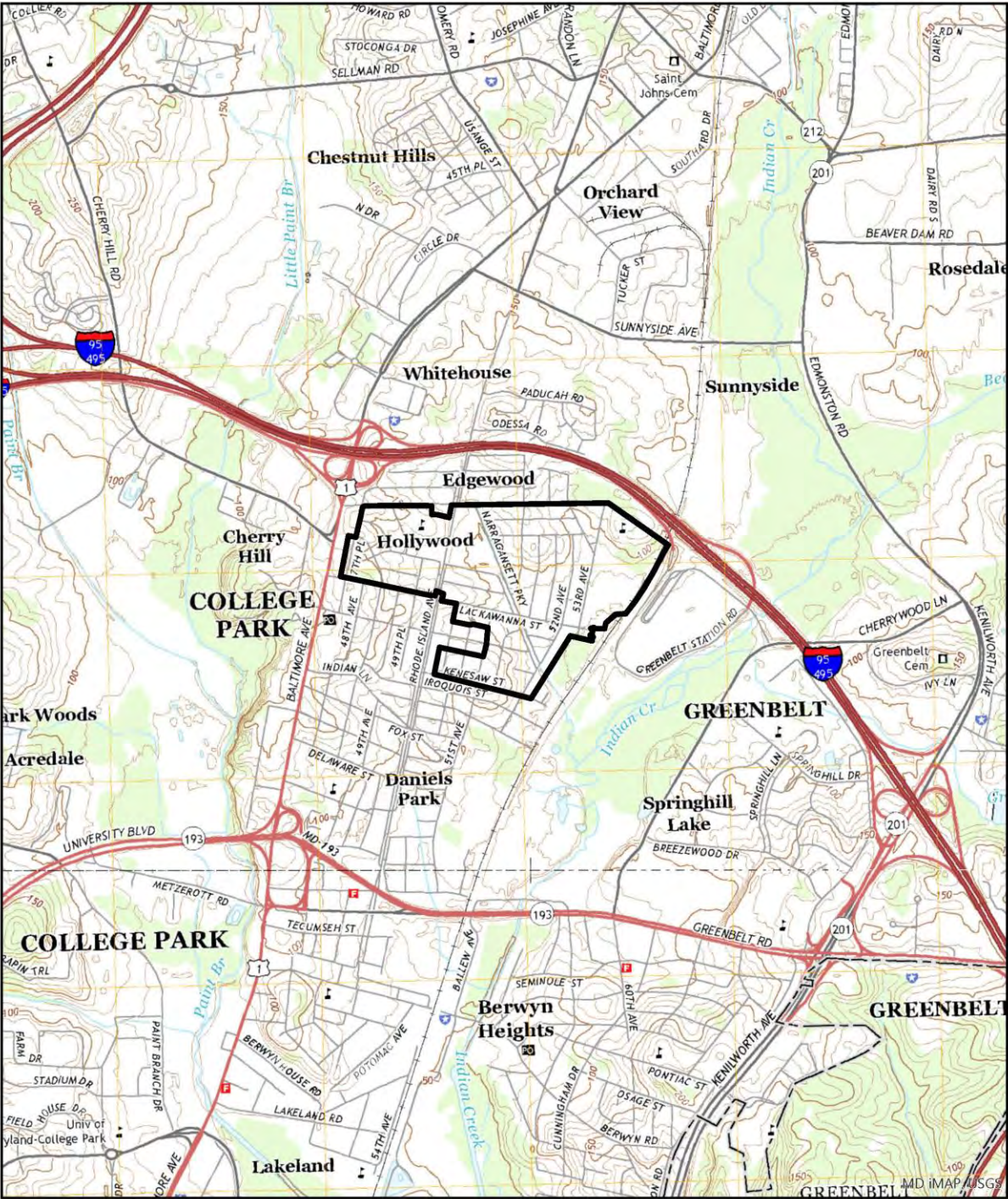


Hollywood

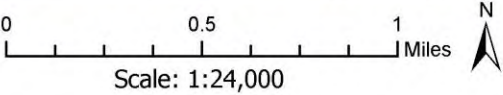
Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station

City: College Park



USGS 7.5' Quadrangle - Beltsville



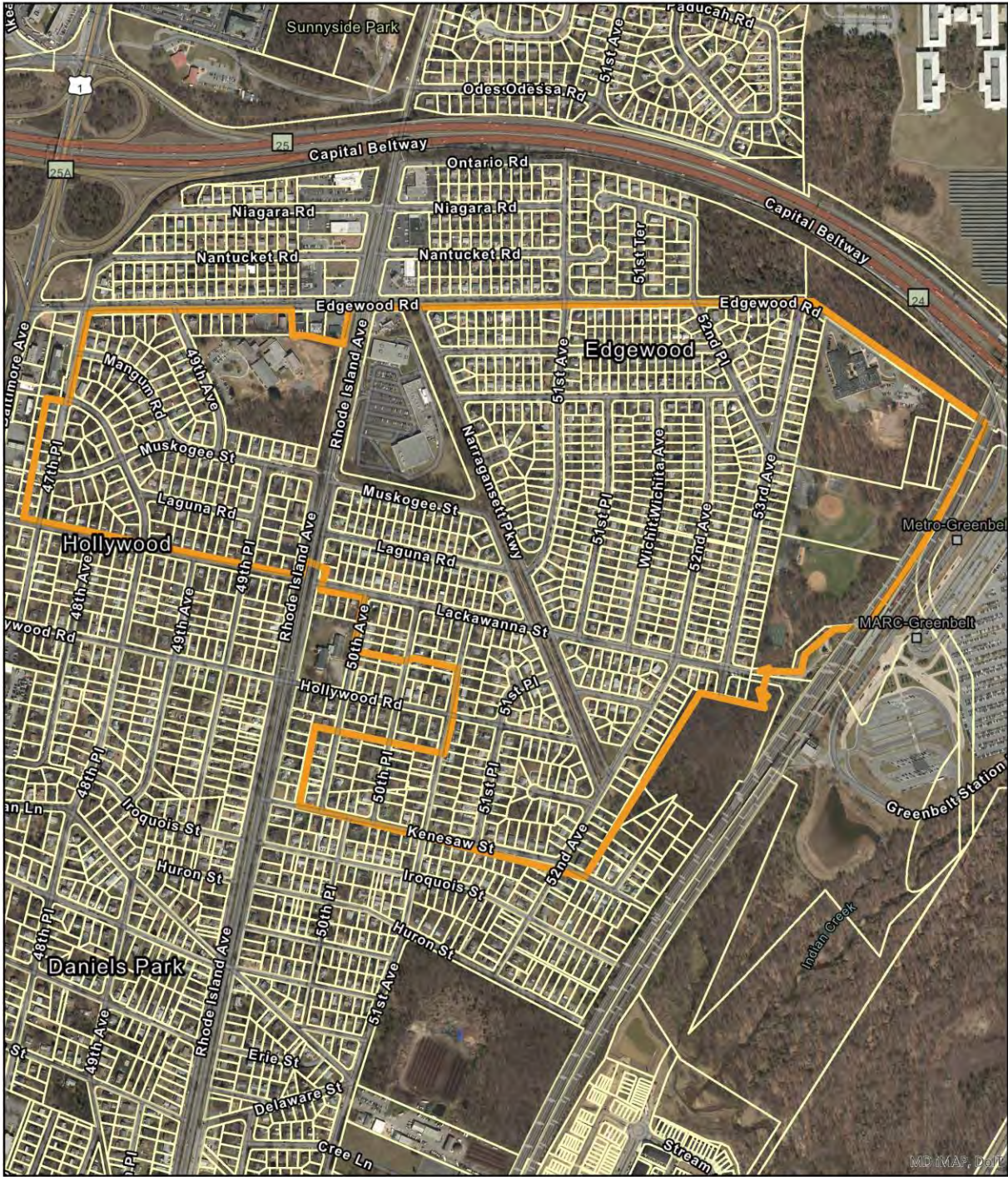


Hollywood

Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Greenbelt Metro Station

City: College Park



Parcel Boundaries

0 0.15 0.3 Miles  
Scale: 1:8,000





9714 48th Place, looking southwest.



4718 Muskogee Street, facing northeast.





4713 Muskogee Street, looking south.



4713 Edgewood Drive, looking south.





4710 Muskogee Street, looking northeast.



Streetscape of 47th Place, looking north.





9800 and 9802 47th Place, looking west.



Church of the Nazarene at 9704 Rhode Island Avenue, facing west.





Hollywood Elementary School, facing northeast.



Al-Huda School, facing south.





9718 48th Place, facing southwest.



Hollywood Shopping Center, facing east.





Mom's Organic Market, anchor store of Hollywood Shopping Center, facing south.



Stream, ditch, and culvert by Muskogee Playground.





Hollywood Park, facing north.

**PHOTO LOG**

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Number of Photos: **15**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-23**

Location of Original Digital File: **MD SHPO**

File Format: **PG:66-39\_2018-10-23\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

9714 48th Place, looking southwest.

02.tif

4718 Muskogee Street, facing northeast.

03.tif

4713 Muskogee Street, looking south.

04.tif

4713 Edgewood Drive, looking south.

05.tif

4710 Muskogee Street, looking northeast.

06.tif

Streetscape of 47th Place, looking north.

07.tif

9800 and 9802 47th Place, looking west.

08.tif

Church of the Nazarene at 9704 Rhode Island Avenue, facing west.

09.tif

Hollywood Elementary School, facing northeast.

10.tif

Al-Huda School, facing south.

11.tif

9718 48th Place, facing southwest.

12.tif

Hollywood Shopping Center, facing east.

13.tif

Mom's Organic Market, anchor store of Hollywood Shopping Center, facing south.

14.tif

Stream, ditch, and culvert by Muskogee Playground.

15.tif

Hollywood Park, facing north.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Hollywood Addition

Inventory Number: PG:66-38

Address: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

Historic District: Yes

City: College Park

Zip Code: 20740

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0025

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Melissa Butler

Date Prepared: Apr 19, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number: PG:66-38

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Hollywood Addition is a planned residential development south of I-495 and east of Baltimore Avenue (Route 1) in College Park. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2001. At that time, the boundaries of the approximately 18-acre Hollywood Addition development, containing 75 single-family dwellings, included Rhode Island Avenue on the west, Edgewood Road on the south, I-495 on the north, and 51st Avenue on the east. Research and fieldwork suggest that the boundaries for this resource should be expanded to the west to include an additional 77 houses and several commercial buildings along the west side of Rhode Island Avenue. All 152 residential lots range from 0.10 to 0.30 acre and commercial lots are between 0.40 and 1.44 acres. The expanded resource is bounded on the north by I-495, on the east by Rhode Island Avenue,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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on the south by Edgewood Road, and on the west by Baltimore Avenue. The expansion to Hollywood Addition is approximately 20 acres, resulting in approximately 38 total acres. The expansion includes three linear streets: Edgewood Road, Nantucket Road, and Niagara Road. Streets are lined with a concrete curb, and Edgewood Road has a sidewalk. Asphalt parking lots are associated with the commercial properties along Rhode Island Avenue. Lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in front and rear yards. Lighting includes lamps attached to utility posts. Secondary resources include sheds and pools.

#### Description:

Whereas the previously surveyed section of the development included Minimal Traditional houses constructed in 1948, most houses in the expanded Hollywood Addition are Contemporary or Colonial Revival-style Transitional Ranch and Split-Level forms constructed between 1951 and 1957 (National Environmental Title Research [NETR] 1957).

Dwellings are primarily two to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl or aluminum siding, or a combination of these materials. Roofs include side, front, and cross gable examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single exterior-end brick chimney.

Primary entrances are typically located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are metal-framed, two-over-two, double-hung-sash units with horizontal muntins. Many houses have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses.

Three commercial lots are located along the west side of Rhode Island Avenue, containing three commercial buildings, three office buildings, and associated asphalt parking lots. The commercial building at 9922 Rhode Island Avenue is the previously surveyed (short form) CIESBD Thrift Store and Office Building constructed circa 1965. The CIESBD Thrift Store and Office Building is a one-story, three-bay building, which rests on a continuous foundation that supports a structure system clad in brick veneer. A small commercial building at 9900 Rhode Island Avenue was built circa 1953. This one-story, four-bay, flat-roof building currently contains a dry-cleaning business, but has three garage-bays to the north of the primary entrance, suggesting it was once an automotive service building or gas station. It has an associated asphalt parking area on the southeast of the building. The commercial building at 4936 Edgewood Road is a one-story, multi-bay strip center with seven businesses. An associated asphalt parking area is located on the east side of the building.

The three office buildings include: the Sterling Building at 4920 Niagara Road, a four-story, brick-clad, flat-roof office building constructed circa 1981; the College Park Youth and Family Services Building at 4912 Nantucket Road, a Postmodernist-influenced, one-and-one-half story, gable and hipped roof social services building built circa 1991; and 4907 Niagara Road, a two-story, Colonial Revival-style office building clad in brick veneer and built circa 1991.

**Historic Context:**

The original portion of Hollywood Addition, built from the late 1940s to the 1950s, featured Minimal Traditional dwellings (Kermes 2001). In February 1950, Albert W. Turner (incorrectly referenced as Albert H. Turner on the plat) and Hiram L. Hannum, purchased approximately 19.5 acres from Clea L. Heal (Prince George's County Deed Book [PGCDB] 1358, 127). The land was originally part of a larger tract known as "Hollywood-on-the-Hill" (PGCDB 1358, 127). In February 1951, Turner and Hannum platted Hollywood Addition with 84 lots along two new roads: Nantucket Road and Niagara Road. The houses in the Hollywood Addition expansion, constructed by the Garland Engineering Corporation and then sold to individual home buyers, were laid out in a similar fashion to the original Hollywood Addition houses (The Washington Post 1952, R14). Construction of dwellings in this platted section began shortly after platting and was mostly completed by 1957 (NETR 1957).

The houses were advertised as ramblers and were priced starting at \$12,495 (The Washington Post 1952, R14). Newspaper advertisements touted three- bedroom, economical "Honeymoon Cottages" with modern facilities, colored bathroom fixtures, metal kitchen cabinets, and low velocity heating in a convenient location near transportation (The Evening Star 1952, B-15; The Washington Post 1952, R14).

Albert Turner was active in the development of Prince George's and Montgomery counties from the 1940s to the 1970s, as he served as the president of two building groups, Maryland Community Developers, Inc., and Suburban Homes Inc. (The Washington Post, Times Herald 1970, E8; Willman 1961, B1). Turner was well-known as a real estate developer and builder with principal work in New Carrollton (PG:69-000), and residential subdivisions including Cherrywood of Olney in Montgomery County, Calverton, and Carrollton Terrace in Prince George's County (The Washington Post, Times Herald 1967, E10).

To serve the growing population in the Hollywood section of north College Park, including the Hollywood Addition, the developers of Hollywood Addition d platted three lots on each side of Rhode Island Avenue and set them aside for commercial development. Commercial and service buildings were constructed by different entities, unrelated to the developers of Hollywood, between 1953 and 1991.

**Evaluation:**

The expanded version of Hollywood Addition was evaluated as a planned residential development in the Modern Period (1930-1960) and in accordance with the Suburbanization Historic Context, and NRHP Criteria A, B, and C. In 2001, MHT staff determined the original portion of Hollywood Addition was not eligible for listing in the NRHP. The expansion of the Hollywood Addition boundary does not change the prior eligibility determination.

Hollywood Addition is a basic example of the type of planned residential developments commonly built in Prince George's County and the region in the Modern Period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, the community is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

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Although Albert Turner and Hiram L. Hannum were responsible for many residential developments in the region, and especially in Prince George's County; they did not initiate the trend, nor does Hollywood Addition include any innovative features. Research does not indicate that the development is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Hollywood Addition is one of many developments constructed by Albert Turner. The development's Transitional Ranch and Split-Level forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Hollywood Addition is a modest example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Hollywood Addition was not evaluated under Criterion D.

Hollywood Addition, including the existing MIHP-listed resource and the expansion described above, encompasses is approximately 38 acres south of I-495, east of Baltimore Avenue, and west of the Greenbelt Metro Station. Hollywood Addition is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0025 and the expansion of the resource is also as seen in Prince George's County plat record A-1836.

#### References:

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<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

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The Washington Post, Times Herald. 1967. "Turner Recording 3 New Projects." January 21, 1967, E10  
---1970. "Turner Firms Total 519 House Sales." October 10, 1970, E8.



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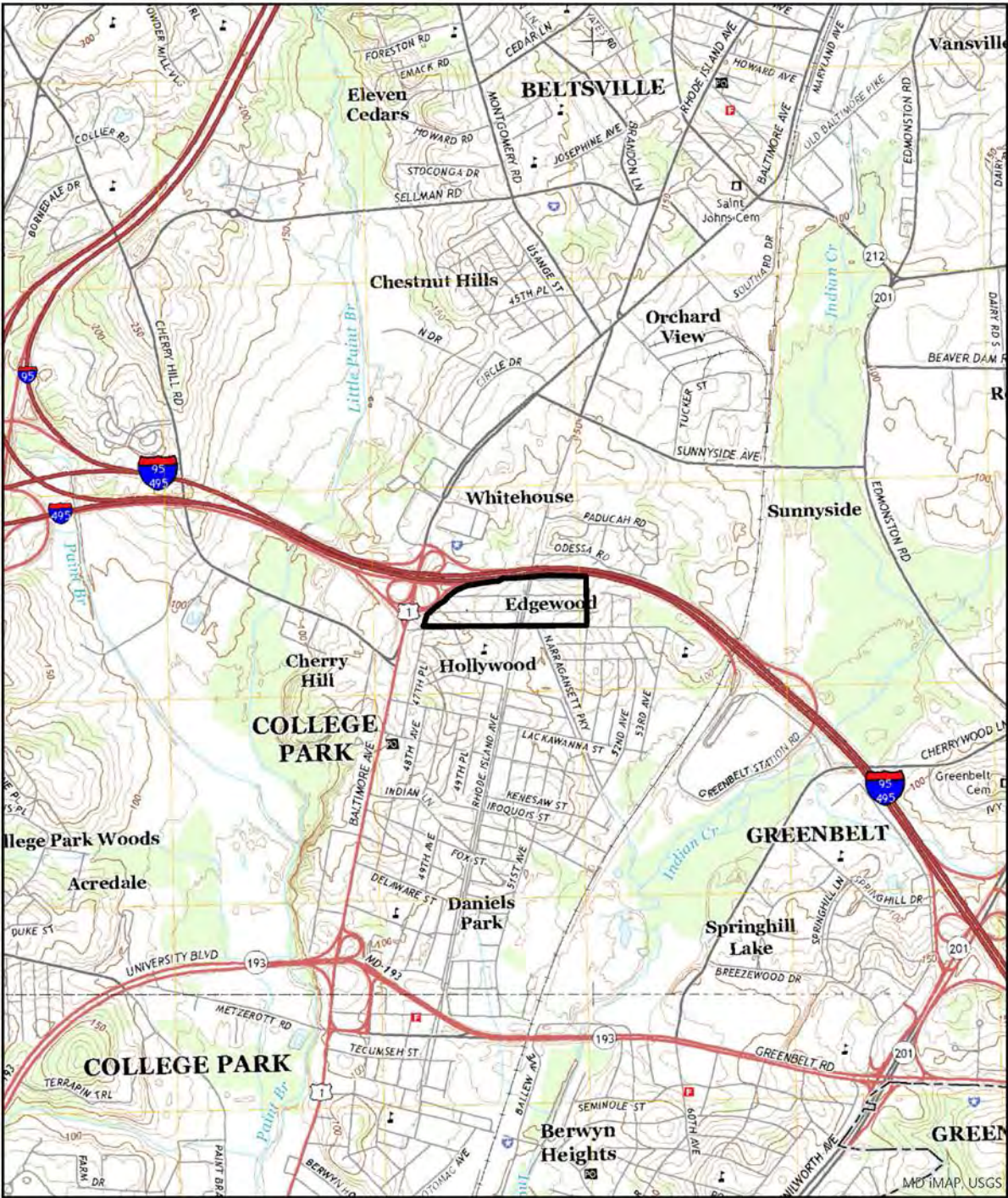
Willman, John B. 1961. "A Builder Who Started on Top." The Washington Post, Times Herald. October 28, 1961, B1.

**Hollywood Addition**

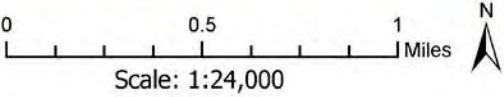
Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

City: College Park



USGS 7.5' Quadrangle - Beltsville





**Hollywood Addition**

Prince George's County

Location: South of I-495, east of Baltimore Avenue, west of Rhode Island Avenue

City: College Park







North elevation of 4716 Nantucket Road.



North elevation of 4806 Nantucket Road.





Streetscape facing east on Nantucket Road.



North elevation of 4714 Nantucket Road.





South elevation of 4905 Niagara Road.



Streetscape facing southwest on Niagara Road.



**PHOTOGRAPHS**

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Northeast oblique of 4719 Niagara Road.

**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-23**

Location of Original Digital File: **MD SHPO**

File Format: **PG:66-38\_2018-10-23\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

North elevation of 4716 Nantucket Road.

02.tif

North elevation of 4806 Nantucket Road.

03.tif

Streetscape facing east on Nantucket Road.

04.tif

North elevation of 4714 Nantucket Road.

05.tif

South elevation of 4905 Niagara Road.

06.tif

Streetscape facing southwest on Niagara Road.

07.tif

Northeast oblique of 4719 Niagara Road.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Hollywood Square

**Address:** 9931 Rhode Island Avenue

**City:** College Park

**Zip Code:** 20740

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0025

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

Hollywood Square is located at the west end of the boundary for Hollywood Addition (PG:66-38), a 1948 single-family residential district found to be not eligible for the National Register of Historic Places (NRHP) in 2001. However, this strip center, first constructed in 1957 with subsequent additions, was not included as part of this previous evaluation.

The two southern-most bays of this one-story strip center was constructed in 1957, according to state tax data, with the northern-most bay constructed by 1963. The third bay from the south was built in the 1970s, and the remaining three bays at the center constructed some time between 1989 and 2002. The building has no architectural style. Commercial developments exist to the north, south, and west of the 0.92-acre parcel; east of the property is the Hollywood Addition neighborhood. This strip center is located on the east side of Rhode Island Road, a service road for Rhode Island Avenue, and between Niagara and Nantucket Roads. There is a driveway off each of these two side roads. The building is located at the east end of the parcel, which otherwise has asphalt surface parking lots with islands of lawns and mature trees to the west and east. The islands of the larger lot to the west also has light standards. A metal-framed backlit plastic sign, supported by a metal round post, is located at the southwest corner of the parcel.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Hollywood Square

Hollywood Square has a rectangular plan and is constructed of concrete blocks, with brick cladding at the west façade, and north and south elevations. The seven-bay façade has seven storefronts, covered by a canopy clad with a standing seam metal roof. Backlit plastic signs are mounted on the roof. A concrete pedestrian walkway extends the entire width of the façade. The entrances consist of single or paired metal and glass doors with a metal-framed transom above. Surrounding the entrances are vertically oriented, single-light display windows with metal sashes.

There are seven secondary entrances on the east elevation. Except for the store at the north end, each single metal door is covered by a shallow metal roof and faces onto a concrete pad. The north end store secondary entrance faces onto a concrete pedestrian walkway and is flanked by a double-hung sash window and a boarded-up window. The north and south elevations have no fenestration. The roof is flat with parapets and houses mechanical systems.

Hollywood Square is an example of a mid-twentieth-century strip center found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible under for the NRHP under Criteria A or B. The resource has been heavily altered with multiple additions, including one that is three bays wide at the center of the building, built some time between 1989 and 2002. The building does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.92 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0025, Parcel 0000 (2019).

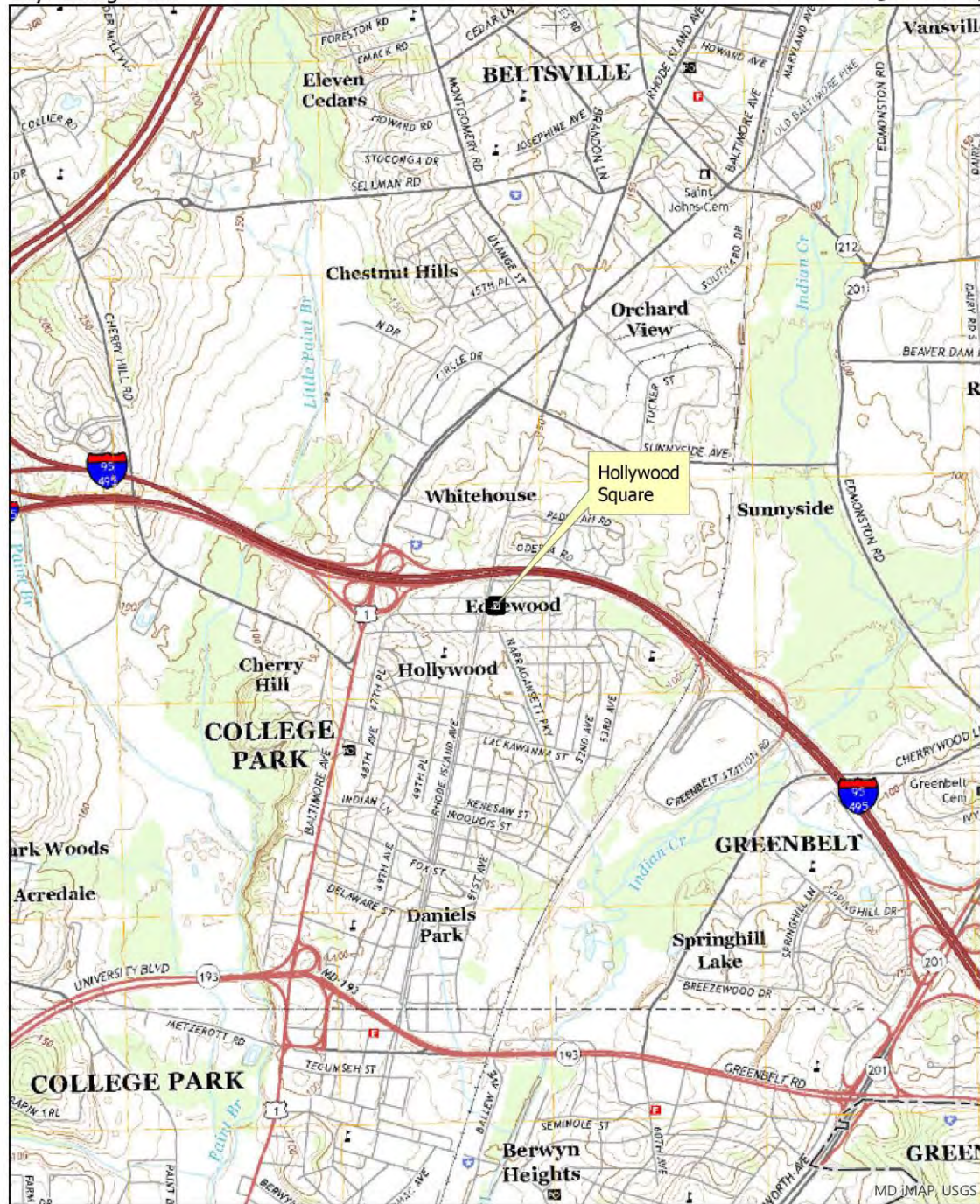
Hollywood Square

**Hollywood Square**

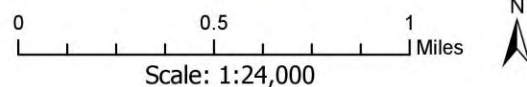
Location: 9931 Rhode Island Avenue

City: College Park

Prince George's County



USGS 7.5' Quadrangle - Beltsville





Hollywood Square



**West facade**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Holy Cross Hospital

**Address:** 1500 Forest Glen Road

**City:** Silver Spring

**Zip Code:** 20910

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** JP22

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Holy Cross Hospital is a suburban hospital complex that includes an original New Formalism-influenced building constructed in 1963. The original building is at the southwest end of the complex; except for its west and a small portion of the south elevation, it is surrounded by several multi-story glass, metal, and concrete additions. The addition to the east of the original building is circa 1970s, the other additions were constructed post 2002. The parcel is bound to the north by Forest Glen Road, to the south by the Capital Beltway (I-495), to the west by Dameron Drive, and to the east by Sligo Creek Parkway (M: 32-15).

Facing Forest Glen Road, the hospital building is at the south side of the 14.21-acre tax parcel. The property is accessed by two driveways on Forest Glen Road and one driveway on Dameron Drive; both driveways have islands. The Forest Glen Road entrances are marked with signage directing visitors to parking areas, the hospital entrance, and the emergency room. A sign in the island of the driveway to the west reads "HOLY CROSS HOSPITAL" and lists the property's address. The Dameron Drive entrance is marked with a small sign

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Holy Cross Hospital

reading "Welcome to the Kevin J. Sexton Campus of Holy Cross Health" and a statue of Saint Joseph. Asphalt surface parking lots with landscaped islands, including a statue of the Virgin Mary, are located at the northwest and southeast corners of the property. Two four-level concrete parking garages, constructed sometime between 1988 and 2002, are located at the southwest and northeast corners of the property. Trees surround the property, with small lawns and planting beds, including a landscaped plaza, surrounding the hospital complex. There is a concrete block and chain link fence liquid oxygen enclosure at the south end of the property.

The hospital's main entrance is located on an addition to the northeast of the 1963 hospital building's north façade and faces the northwest surface parking lot. The entrance is shaded by a metal and glass canopy, consisting of a tinted-glass and metal central automated sliding door. A transom window above the door has reads "HOLY CROSS HOSPITAL" along with the hospital's address and logo in white lettering. The doors are flanked by a tinted glass panel wall in metal frames that, on the west end, terminates in a single metal and glass door. An identical emergency entrance is located on the addition to the east of the 1963 building. Secondary entrances are located throughout the complex, including access to the west side of the 1963 building and the various additions. A loading dock area is located on the west elevation of the south tower addition.

The 1963 hospital building consists of a one-story concrete-panel clad base with a seven-story concrete-panel clad tower rising above it. The façade and south elevation have sixteen bays of windows covering the full elevation. The west elevation has four bays of windows located at the center of the wall, flanked by blind walls made of concrete panels. The east elevation is nearly identical, except for the two outer window bays covered by sky bridges. The building's windows are four or six-light fixed glass panes in metal frames. Each window is shaded by a metal awning projecting above the window. Metal frames project from the building elevations, surrounding each vertical bay of windows. To the south, directly adjacent to the tower is an original two-story concrete-clad wing with blue-tinted glass ribbon windows with metal frames. An addition extends the wing further south and adds a third story above the base.

To the east is the circa 1970s addition, which consists of a one-story concrete panel-clad base with a five-story concrete panel-clad tower. The north façade and south elevation each have seventeen bays of windows, covering the full elevation. The windows are six-light fixed panes in metal frames, with metal awnings projecting above the window on the third and fourth stories. Metal frames project from these stories and surround each vertical bay of windows. A concrete-panel clad windowless tower, likely containing staircases and elevators, connects the 1963 building and sky bridge to the circa 1970s addition. A large metal cross is affixed to the east elevation of this tower. The 1963 hospital building has a flat roof with a set-back attic story clad in concrete panels. All additions also have flat roofs.

Holy Cross Hospital is an altered example of a mid-twentieth-century suburban hospital. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by the construction of multiple additions on all sides of the original building. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

NR-ELIGIBILITY REVIEW FORM

Holy Cross Hospital

The boundary for the property encompasses 14.21 acres and is confined to the current property tax parcel found on Montgomery County Tax Map JP22, parcel 0000 (2019).



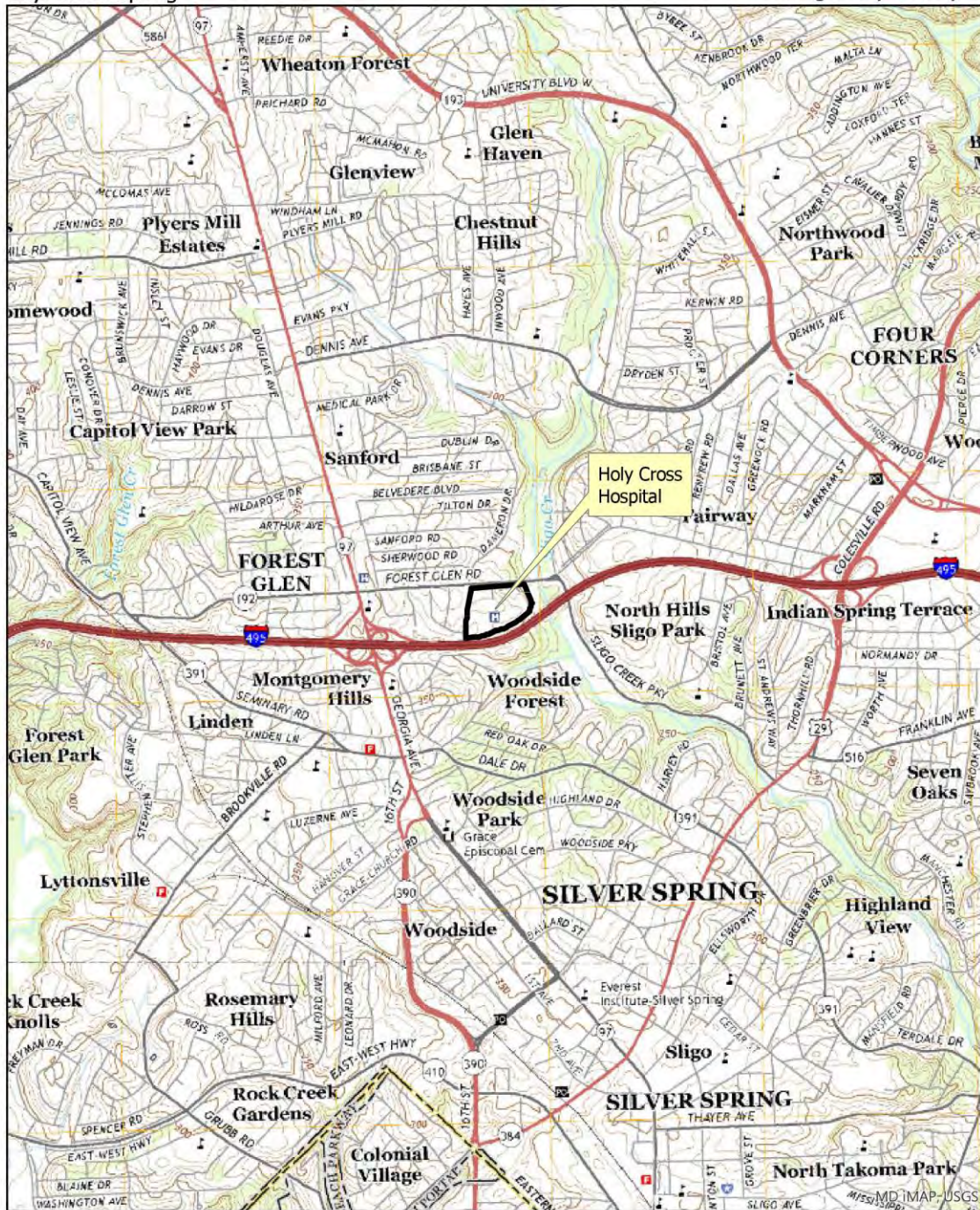
Holy Cross Hospital

**Holy Cross Hospital**

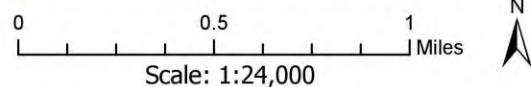
Location: 1500 Forest Glen Road

City: Silver Spring

Montgomery County



USGS 7.5' Quadrangle - Kensington





Holy Cross Hospital



1963 building, facade and east elevation



Main entrance on addition projecting from facade, 1963 building visible at background right

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Holy Cross Lutheran Church

**Address:** 6905 Greenbelt Road

**City:** Greenbelt

**Zip Code:** 20770

**County:** Prince George's

**USGS Quadrangle(s):** Washington East

**Tax Map Parcel Number(s):** 0036, 0004, 0000

**Tax Map Number:** 0034

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Caitlin Sylvester

**Date Prepared:** Apr 19, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The Holy Cross Lutheran Church at 6905 Greenbelt Road in Greenbelt is a one-story, gabled building with elements of the Contemporary style. The building occupies an 11.329-acre parcel south of Greenbelt Road and north of the I-495 and Baltimore Washington Parkway interchange in Prince George's County. According to the cornerstone on the building, the church was constructed in 1969. The church is oriented on an approximately east-west axis and the façade faces west. It is set back from the road on a primarily wooded lot, with a paved parking lot to the west. The parking lot is accessed by a driveway that leads south from Greenbelt Road. Landscape elements include a small pond lined with concrete block to the west of the church and a wood sign with brick posts located along the road.

The original core of the building has a linear form with a one-story gabled addition on the south elevation. The original core has a continuous foundation and structural system, both clad in a stretcher-bond brick veneer. The resource is covered by a steeply-pitched, front-gabled roof with wide-overhanging eaves and flanking roof extensions sheathed in asphalt shingles that tapers to the rear (east elevation). The façade (west elevation) includes two recessed entrances, one near the north corner and one near the south corner, both filled with double-leaf, wood doors and decorative panels surrounded by single-light side lights and topped by a transom.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Holy Cross Lutheran Church

A rounded ribbon of fixed wood-sash windows extends between the two entrances. Additional fenestration includes a ribbon of fixed metal-sash windows beneath the eave on the non-gabled sides. Secondary entrances with single- and double-leaf flush metal doors are located at multiple locations around the buildings perimeter. An exterior-end brick chimney is located on the rear while a conical steeple is located along the roof ridge. The one-story, multi-bay, flat-roofed addition with a gabled extension stretches from the south elevation. It was constructed in 1992 and built with the same materials as the main block to blend in with the original core.

The Holy Cross Lutheran Church is an altered example of a mid-twentieth-century church common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. Because the building has been modified with the construction of a large addition, it has lost its integrity of materials, workmanship, feeling, and association. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 11.329 acres and is confined to the current property tax parcels which is found on Prince George's County Tax Map 0034, Parcels 0036, 0004, and 0000 (2019).

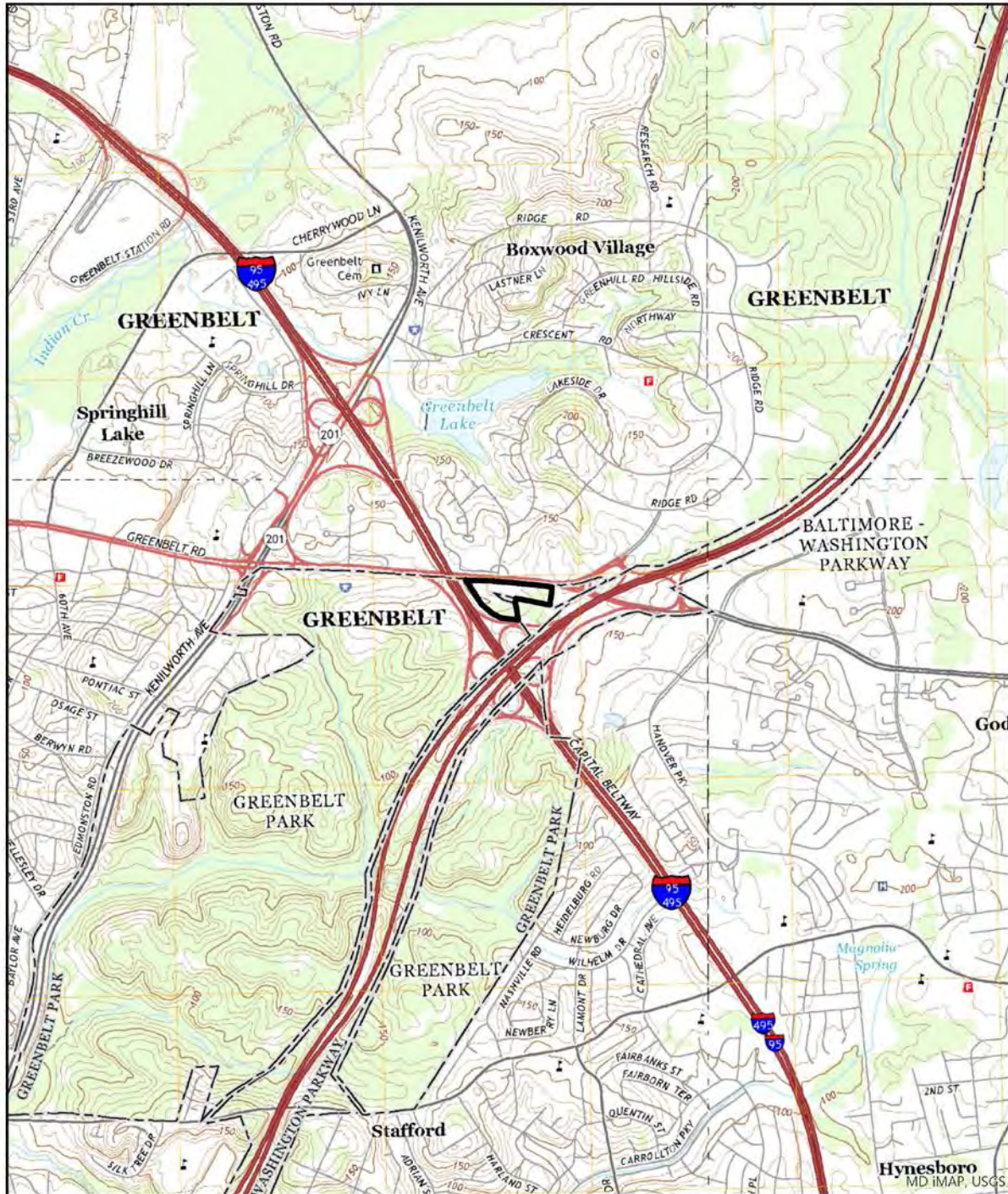
Holy Cross Lutheran Church

**Holy Cross Lutheran Church**

Location: 6905 Greenbelt Road

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East

0 0.5 1 Miles  
Scale: 1:24,000



Holy Cross Lutheran Church



West elevation.



East elevation.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Hunting Ridge

Inventory Number: PG:67-73

Address: East of I-495 and west of Hanover Parkway

Historic District: No

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: May 3, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Hunting Ridge is a garden apartment complex in Greenbelt. The development is set on an irregularly shaped, 16.453-acre lot bounded by I-495 to the west, the Hanover Apartments to the north, Hanover Parkway and the Schrom Hills Recreation Center to the east, and the Greenbelt Lake Village to the south. Primary access is obtained from Hanover Parkway. Landscaping consists of grassy lawns, mature trees, shrubs, and other ornamental foliage in a park-like setting. Poured-concrete sidewalks and unnamed access roads with parking alongside connect buildings and amenities. The complex features 11 condominium buildings as well as a club house with a pool, play area, and tennis court.

Description:

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

The condominium buildings are three stories tall, feature multiple bays, and are organized into linear clusters that contain a varying number of units. Each condominium is between one and three bedrooms, and units range from about 750 to 1,200 square feet (Prince George's County Plat Book [PGCPB] NPL 112, 1). The foundations and structural systems of the buildings are clad in running-bond brick veneer. The buildings are covered by flat roofs or moderately pitched, side-gabled roofs sheathed in shingles, both with metal exhaust vents. Each building has multiple entrances, which are covered by rounded, vinyl awnings over poured-concrete steps that lead to single-leaf, metal-framed, fully glazed doors surrounded by fixed, metal-framed windows. The doors open to interior shared stairwells that lead to the individual units. Window units are predominantly two-light, metal-framed sliding windows that feature metal spandrels between the floors. Many of the units feature hexagonal balconies with metal railing. Brick veneer walls between the balconies provide privacy.

A clubhouse with a pool is located near the complex's western boundary. It is composed of four hexagonal buildings connected through a series of flat-roofed hyphens. The clubhouse is clad in the same running-bond brick veneer as the condominium buildings and has an asphalt-sheathed roof. The primary entry is off-centered and filled with a double-leaf, metal-framed, fully glazed door covered by a rounded, vinyl awning. A tennis court, a wood playset, and a picnic area are located in the center of the complex.

#### Historic Context:

The Hunting Ridge property was originally part of a larger subdivision known as "Goddard Space Village" (PGCPB WWW 78, 77). Hunting Ridge Partnership, a development company formed by Anthony C. Koonen, who purchased the property from another developer around 1973, was responsible for the design as well as the construction of the project. Koonen was a local developer who owned the firm Anthony C. Koonen and Associates and was involved in other small-scale suburban developments such as the River Farms townhouses in Alexandria, Virginia (Washington Post 1979, D16). Construction was completed in early 1975 and advertisements in May of that year touted one-, two-, and three-bedroom garden apartment units that started at \$245/month (The Washington Post 1975, C11). The apartment complex offered a variety of amenities, such as a clubhouse, athletic courts (basketball and tennis), and a pool (The Washington Post 1975, C11). In 1981, the apartment complex was converted into condominiums, and additional plats were submitted at that time in a series of 13 phases (National Environmental Title Research 1979; PGCPB NPL112, 2). Hunting Ridge was created as a more affordable alternative to other housing throughout the Washington, D.C., suburbs. This is partially due to the sale of a tax-exempt mortgage bond, which allowed low-income buyers to obtain below-market, fixed rate mortgages (Washington Post 1981a, E6). By 1984, Hunting Ridge was annexed into the City of Greenbelt in order to qualify for city services (Washington Post 1984, MDA9). The Hunting Ridge Partnership currently owns the buildings and property while units are privately owned.

Following the conversion from apartment complex to condominiums, advertisements noted Hunting Ridge's affordability as well as its proximity to the Baltimore Washington Parkway, I-495, Greenbelt Park, and the Greenway Shopping Center (Washington Post 1981b, WK56). The development was advertised as having a park-like setting with swimming, tennis, and clubhouse amenities (Washington Post 1982 MR22). Condominiums were priced around \$50,000 and featured between one and three bedrooms.

## Evaluation:

Hunting Ridge was evaluated as a garden apartment complex in the Suburban Diversification Period (1961-1980) in accordance with Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

Hunting Ridge is typical of the ubiquitous garden apartment complexes in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County in the Suburban Diversification period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. The resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Hunting Ridge Partnership and Anthony. C. Koones had no significant influence on suburbanization in Maryland. Research has not shown that Hunting Ridge is associated with the lives of other persons significant in the past. Therefore, is not eligible under Criterion B.

Hunting Ridge is a basic example of a garden apartment complex of the Suburban Diversification Period; the development has standard features typical of the period and demonstrates common stylistic details. Because Hunting Ridge is a common example of a garden apartment complex and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. The resource was not evaluated under Criterion D.

This resource encompasses approximately 16.453 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0034 and contains numerous plats. The resource is bounded by I-495 to the west, the Hanover Apartments to the north, Hanover Parkway and the Schrom Hills Recreation Center to the east, and the Greenbelt Lake Village to the south. Primary access is obtained from Hanover Parkway.

## References:

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed April 19, 2019. <http://plats.net/pages/index.aspx>.

Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaic of Montgomery County, Maryland. Accessed April 19, 2019. <http://www.historicaerials.com/viewer>.

The Washington Post. 1975. Advertisement. May 29, 1965, C11.

---1979. "River Farms" advertisement. July 28, 1979, D16.

---1981a. "Hunting Ridge Offers Below-Market Rates". October 31, 1981, E6.

---1981b. "Hunting Ridge Condominiums" advertisement. November 20, 1981, WK56.



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---1982. "Hunting Ridge Condominiums" advertisement. September 8, 1982, MR22.

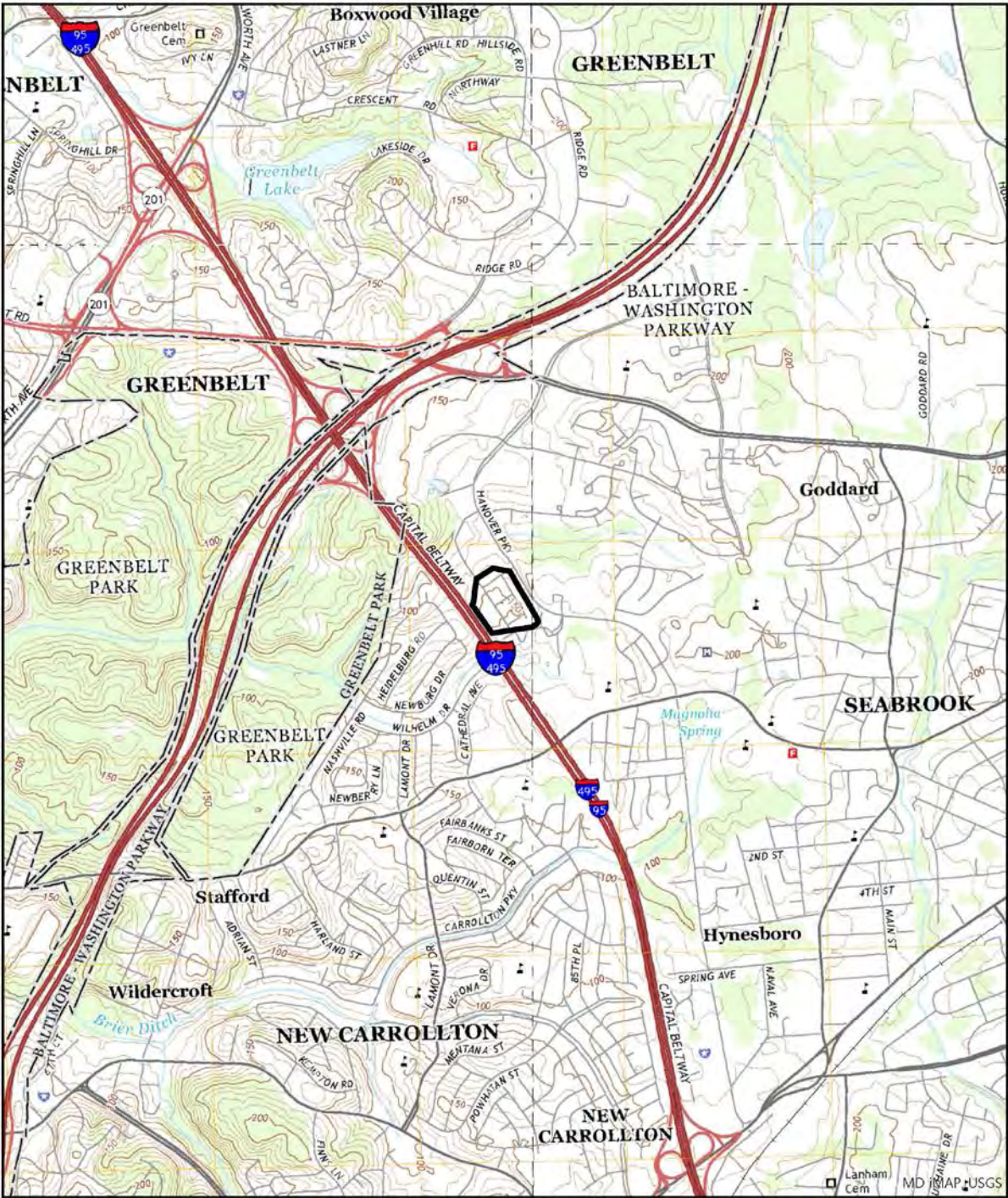
---1984. "Greenbelt Annexes Hunting Ridge". October 18, 1984, MDA9.

Hunting Ridge

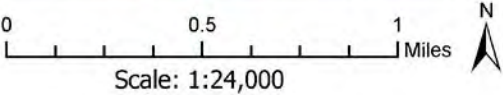
Prince George's County

Location: East of I-495 and west of Hanover Parkway

City: Greenbelt



USGS 7.5' Quadrangle - Washington East





Hunting Ridge

Location: East of I-495 and west of Hanover Parkway

Prince George's County

City: Greenbelt







View of 6990-6992 Hanover Parkway, looking southeast.



Clubhouse, looking southwest.



View of 6960-6966 Hanover Parkway, looking southeast.



View of 6970-6976 Hanover Parkway, looking north.





Tennis court, looking north.



Sidewalk example, looking northwest from an access road.





Playset and picnic tables, looking north.



Example of an entry, 6992 Hanover Parkway, looking northeast.

**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2018-10-26**

Location of Original Digital File: **MD SHPO**

File Format: **PG:67-73\_2018-10-26\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 6990-6992 Hanover Parkway, looking southeast.

02.tif

Clubhouse, looking southwest.

03.tif

View of 6960-6966 Hanover Parkway, looking southeast.

04.tif

View of 6970-6976 Hanover Parkway, looking north.

05.tif

Tennis court, looking north.

06.tif

Sidewalk example, looking northwest from an access road.

07.tif

Playset and picnic tables, looking north.

08.tif

Example of an entry, 6992 Hanover Parkway, looking northeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: In the Woods

Inventory Number: M: 35-38

Address: 8922 Spring Valley Road

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Chevy Chase Recreation Association, Inc

Tax Account ID: 00419988

Tax Map Parcel(s): P600

Tax Map: HP41

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Jun 3, 2019

Documentation is presented in:

Preparer's Eligibility Recommendation: Recommended

Criteria: A ☒ B ☒ C ☐ D

Considerations: A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

In the Woods/David Fairchild Estate was previously determined eligible for the National Register of Historic Places (NRHP) on September 11, 2000 under Criteria B and C. This form refines the property's NRHP-eligible boundary and provides additional information about its period of significance and character-defining features. There have been no significant changes to the house since the DOE completed in 2000.

Period of Significance

The period of significance for this property extends from 1906, when the Fairchilds purchased the property and began planting, to 1926 when the property was sold (Montgomery County Deed Book PBR 414:345, 1926). These dates relate to the previously documented significance of the property and represent the period during which David Fairchild was associated with the property, including the house's construction in

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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1910. Several extant plants introduced to the property in spring 1906 and identified in the original 1978 survey represent the earliest period of Fairchild's ownership.

#### Integrity/Character-Defining Features

Location: In the Woods retains integrity of location because it remains in its original location.

Design: The house and area immediately surrounding, as indicated on the boundary map, have integrity of design. To the south of this area, the original gardens planted by David Fairchild have been replaced by the Chevy Chase Recreation Association (CCRA). Only two buildings associated with the Fairchilds remain: the house, built in 1910, and the shed, constructed as part of the earlier ca. 1906 complex. The original ca. 1906 complex also included a cottage that was replaced by the 1910 house and a garage, nursery, lab, and caretaker's house. The circular driveway was constructed during the period of significance and contributes to the property's integrity of design. The house's immediate setting contains plants added by David Fairchild during his occupancy, as well as plants representative of the property's landscape design during the period of significance.

Setting: Only the area within the revised boundary retains integrity of setting. I-495 runs immediately north of the property. To the west, the Chevy Chase Local Park preserves some of areas original undeveloped character. Within the parcel, the CCRA buildings and infrastructure sit to the east and south. The house and its immediate ground have not been incorporated into the CCRA; they are divided from it and operate separately as the Outdoor Nursey School. This area has been somewhat altered by the circa 1980 parking area to the west and playground equipment south of the house, but retains spatial relationships between the two remaining buildings, vegetation, and features such as the driveway.

Materials: The property retains integrity of materials, particularly the house. It still has its stucco exterior, windows, doors, and other original materials that date from the period of significance. The shed has original windows, but its siding and concrete block piers are replacements.

Workmanship: In the Wood's integrity of workmanship is intact since the house's exterior retains original finishes.

Feeling and Association: The property retains integrity of feeling and association; although the property is no longer used as a residence, the extant buildings and landscape surrounding these buildings are sufficiently intact to convey its original character.

#### Boundary

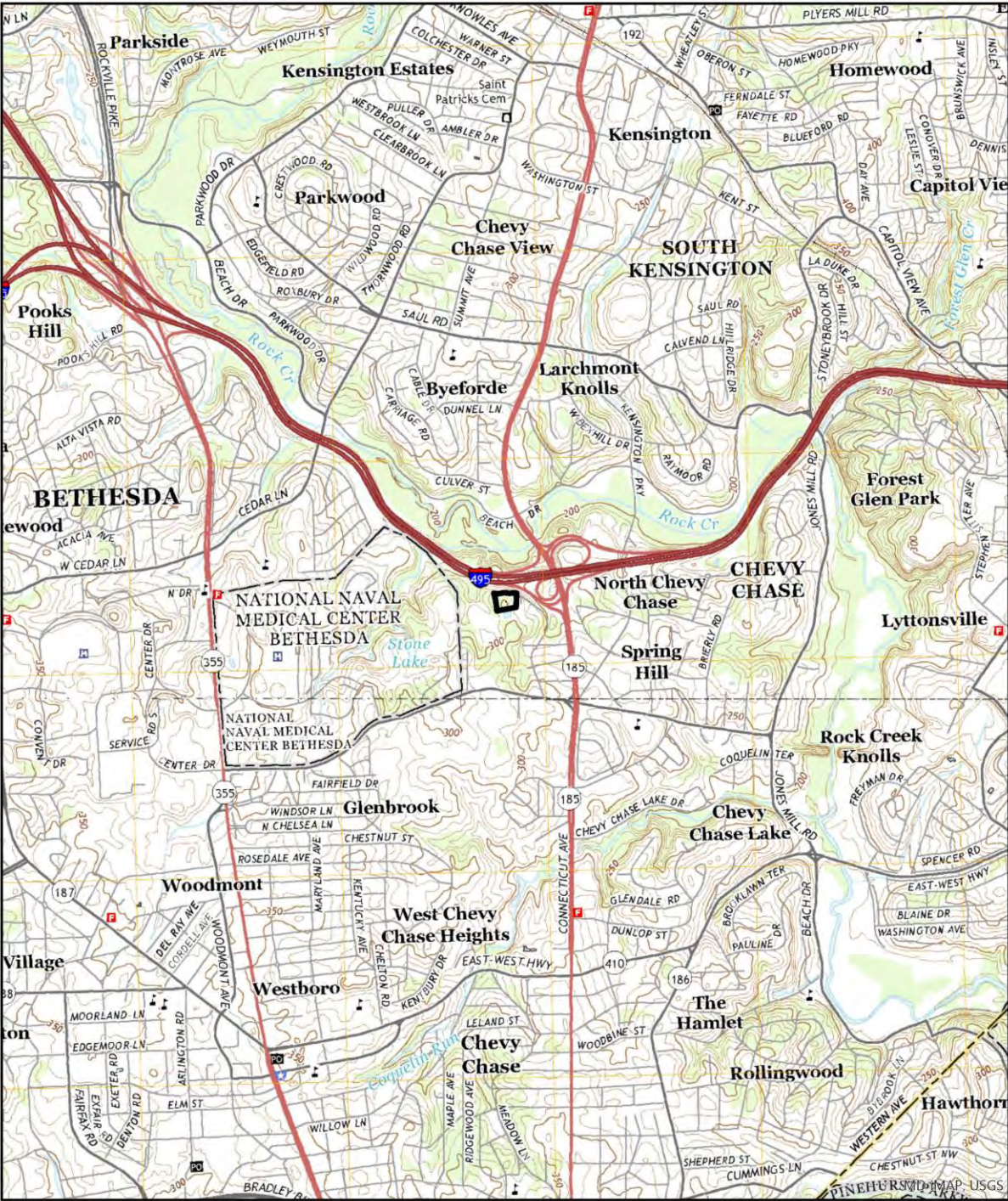
The 2000 In the Woods DOE defined the NRHP boundary as the entire parcel (P600), encompassing 4.95 acres. The southern and eastern portions of the parcel do not have integrity to convey their association with David Fairchild and In the Woods, since original features have been replaced by the CCRA. The boundary is being reduced to include only the house, shed, and surrounding landscape, which retain integrity to the period of significance. The NRHP boundary is defined as the parcel boundaries on the west and north, and the edge of the trees to the south and east, excluding CCRA facilities.

In the Woods

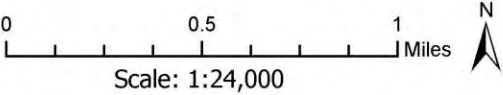
Location: 8922 Spring Valley Road

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington





In the Woods

Location: 8922 Spring Valley Road

Montgomery County

City: Chevy Chase







View Looking South at House



North Elevation of House Looking South





View of South Wing Looking East



View of East Elevation Looking West





View of East Elevation Looking Southwest



View of Shed's West Elevation Looking East



**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Alison Cramer and Melissa Butler**

Date of Photographs: **April 30, 2018**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-38\_2018-04-30\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

M;35-38\_2018-04-30\_1.jpg

View Looking South at House

M;35-38\_2018-04-30\_2.jpg

North Elevation of House Looking South

M;35-38\_2018-04-30\_3.jpg

View of South Wing Looking East

M;35-38\_2018-04-30\_4.jpg

View of East Elevation Looking West

M;35-38\_2018-04-30\_5.jpg

View of East Elevation Looking Southwest

M;35-38\_2018-04-30\_6.jpg

View of Shed's West Elevation Looking East

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Indian Spring Club Estates and Indian Spring Country Club Inventory Number: M: 32-34

Address: Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive

Historic District: Yes

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: Multiple

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Apr 16, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: ☒ A ☒ B ☒ C ☐ D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the "Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland" (November 1999).

**RESOURCE OVERVIEW**

Indian Spring Club Estates and Indian Spring Country Club is a 52-acre district comprising a 205-building planned suburban development and the former clubhouse and grounds for the Indian Spring Country Club. The district is roughly bounded by Colesville Road to the west, the on-ramp to I-495/Capital Beltway on the northwest, I-495/Capital Beltway to the north, Indian Spring Terrace Park to the northeast, and the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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southern property lines of the single-family dwellings on the south side of Normandy Drive, Lawndale Court, and Clearview Place. The primary access into the community is via Hastings Drive, which is a curving road with a grass- and tree-filled median. From Hastings Drive, one can continue north to the former clubhouse, now YMCA Silver Spring, or access the primary east-west streets that run through the development, Granville and Normandy Drives. The topography is generally level with a few gently rolling hills.

A previous Determination of Eligibility (DOE) Form (M: 32-12) for a larger area, including the former Indian Spring Country Club (YMCA Silver Spring), Indian Spring Club Estates, Indian Spring Terrace, and Indian Spring Manor, was completed in 2000 and the larger district was determined not eligible for the NRHP. This DOE Form evaluates a smaller portion of the previously surveyed area, focusing only on Indian Spring Club Estates and the former Indian Spring Country Club.

## RESOURCE DESCRIPTION

### Indian Spring Country Club

The Indian Spring Country Club is at the northwest corner of the district and contains multiple buildings and structures. At the center is a clubhouse complex constructed in phases between 1924 and 1962. To the west is a parking lot with landscaped islands. To the south are four tennis courts enclosed in a chain-link fence. The western two courts were constructed circa 1940 and the eastern two circa 1970. East of the tennis courts is a small garden. Between the clubhouse and the westernmost tennis court is a small circa 1924 stone building that formerly served as the golf professional's house. East of the stone building, between the eastern tennis courts and the clubhouse, is the 1993 YMCA daycare center. A playground area, enclosed by a chain-link fence, is northeast of the daycare center.

A large 1962 indoor pool building is located on the northeast side of the clubhouse. The indoor pool is connected to the clubhouse by a hyphen and small one-story building. East of the pool is an asphalt parking area connected to the primary parking lot by a curving road that runs south and east of the clubhouse. Northeast of the indoor pool, along the northern property boundary, is a tall cell phone tower, installed between 1988 and 2002, with two small buildings—one brick with a flat roof and one with prefabricated panels and a shallow-pitched gabled roof—that are enclosed by a chain-link fence topped with barbed wire. West of the indoor pool, surrounded by a concrete deck, is a rectangular outdoor pool that dates to the 1940s. Metal lifeguard platforms with seats are on the north and south sides of the deck. West of the outdoor pool is a small triangular wading pool for children that dates to the early 1960s. South of the pool is a sloping hill covered in grass. Three sets of stairs lead up the hill from the pool deck to a large concrete patio.

West of the clubhouse is a lawn with scattered trees. A gambrel-roof prefabricated shed, a metal shipping container, a metal trailer, and dumpsters are located northeast of the clubhouse and south of the indoor pool. Another prefabricated shed and two temporary trailers are located northwest of the clubhouse and south of the pool deck. These auxiliary buildings were added to the property in the late twentieth century. The eastern side of the property contains a circa 1960s grass ball field that abuts the baseball diamond associated with Indian Spring Terrace Park. Concrete noise walls, erected circa 1998, line the northwest and northern property boundaries near the beltway.



There are four major buildings on the property:

1. Clubhouse (ca. 1924, ca. 1933, ca. 1940, ca. 1960s). The clubhouse, oriented on an approximately north-south axis, is the main resource on the property and was constructed over several decades. The original building, constructed of stone, is surrounded by a series of stone and wood frame additions. Windows have been replaced over time, and horizontal siding covers most of the frame elements and serves as infill around smaller replacement windows. Replacement asphalt shingles cover the roofs.

The core, constructed circa 1924, consists of a rectangular one-and-a-half-story stone building with a side-gabled roof; three shed-roof dormers occupy the center of the roof on both the east and west elevations—two with a single fixed window, and a wider one with multiple fixed windows in the center. The original building's north end features a steeply pitched hipped roof with three hipped-roof dormers with flared eaves that are now covered in horizontal siding. This hipped roof section may have marked the original entrance. A tall stone chimney with beaded mortar joints pierces the ridgeline at the intersection of the hipped and gabled rooflines. The original 1924 building's north elevation is still partially visible. The exterior is uncoursed stone with beaded mortar joints. It has three openings with masonry sills and flat-arch lintels. The eastern two openings have 1/1 windows with horizontal siding below; the western opening has horizontal siding and a vent.

Circa 1933, two narrow, one-story stone additions with flat roofs were constructed on the east and west sides of the original clubhouse. A one-story, octagonal, stone porte cochere, now enclosed, and a vestibule, now stuccoed, were also added at the northwest corner. The additions are differentiated from the original by the type of stone used. The 1924 stone has cooler blue tones with beaded mortar joints, while the 1933 stone is warmer with yellow tones and does not have distinctive mortar joints. The enclosed porte cochere, set at a 45-degree angle to the rest of the west addition, is taller than the adjacent addition and features stacked stone pilasters at the corners. It contains the main entrance, which faces southwest, where a large arched opening with a prominent keystone and voisoirs has been filled in with paired aluminum-and-glass doors with a single sidelight, topped by an arched cloth awning. The porte cochere's northwest elevation originally had a Palladian opening with a prominent central arch and two smaller openings supported by stone columns. The central arch has been filled with horizontal siding and a smaller arched window; the flanking spaces are now occupied by glass block sidelights. The porte cochere's northeast elevation has been obscured by a later addition but appears to have an arch similar to that of the entrance on the opposite side.

The remainder of the six-bay west addition is similar to the porte cochere, with stacked stone pilasters between each bay and a stone parapet at the roof. The north bay, adjacent to the porte cochere, is also set at an angle and transitions to the west-facing bays comprising the rest of the addition. It contains replacement tripartite fixed windows over horizontal siding, flanked by stone pilasters. Above the window, on the face of the parapet, is a small square stone rosette panel. The remaining bays also have the same fixed windows and horizontal siding, but the stacked stone pilasters are topped by scrolled brackets.

The east 1933 addition, with a flat, overhanging roof, has six bays divided by uncoursed stone pillars. The third bay contains a large stone chimney and adjacent aluminum-framed glazed door; the remaining bays have stone with masonry sills in the bottom half and horizontal siding with bands of fixed windows in the

top half. A wood-framed, front-gabled pavilion, added after 1960, spans the second through fourth bays, covering a circa 1940 flagstone terrace with a poured concrete foundation raised slightly above the surrounding lawn. The addition's south elevation has a shed-roof addition covered in horizontal siding with a metal door accessed by a flight of concrete stairs. A window bay to the east matches those along the east elevation. A square stone chimney is visible along the roof behind the entrance. The addition's north elevation has a 1/1 window and a door accessed by a concrete ramp.

Circa 1940, a large two-story addition was constructed on the south side of the building, extending north over part of the 1924 clubhouse. The wood-frame addition, clad in simulated stone on the first floor and horizontal siding on the second, has a parged foundation and an asphalt-shingle hipped roof. At the west elevation, the first story includes four window openings with masonry sills. The central two openings have 1/1 windows; the north and south windows have been filled with horizontal siding. The second story has two 1/1 windows and a vent.

At the south elevation, the 1940 addition's first story has four openings with masonry sills—the westernmost is enclosed with horizontal siding; the three eastern openings have 1/1 windows. The second story has three 1/1 windows. At the east elevation, the first story has a single 1/1 window and a metal door accessed by concrete steps. The second story has a similar 1/1 window. North of the metal door, the addition abuts the original 1924 building, which extends to the east, and the horizontal-sided second floor of the addition continues over the original stone building. The south elevation of the combined original building and 1940 addition has an enclosed opening with a masonry sill and flat-arch lintel. The second story addition has a single 1/1 window. Its east elevation has a 1/1 window with a masonry sill and flat-arch lintel on the first story. The second story has two 1/1 windows.

At some point after 1962, the YMCA constructed a hyphen and new building northeast of the clubhouse, leading to the indoor pool, described below. The one-story new building and hyphen, likely constructed after the indoor pool, has an irregular plan, a flat roof and is covered in horizontal siding. It has a poured concrete foundation, but at the northeast corner remnants of an earlier uncoursed stone foundation, associated with another early clubhouse building, are visible. The new building has a variety of fixed and sliding windows.

The interior of the clubhouse has been altered, but portions of the original 1924 building are visible. The original east and west elevation stone walls with beaded mortar joints are exposed, but in some locations have been painted. The original common room, now used as a gymnasium, has painted stone walls and exposed wooden roof framing, lighted by the original shed-roof dormers. The original exterior openings within the gymnasium have masonry flat-arch lintels. A partition wall was erected on the south end of the gymnasium to create a storage room. Within that storage room, the original stone fireplace is still visible on the south wall. Stone walls from the 1933 addition are exposed on the interior, but in some cases have been painted. The ceilings of the 1933 additions have exposed wood beams in some places. Drop ceilings, vinyl floors and wall board has been added throughout the interior.

2. Golf Professional's House (ca. 1924). The golf professional's house is a small, rectangular one-story, side-gabled stone building oriented approximately north-south. The uncoursed stonework has beaded mortar joints. The gable ends of the asphalt-shingle roof are covered in horizontal siding. The façade faces east and has an incised, full-length porch supported by four square stone pillars. There is a short band of

vertical siding along the eave. It has three bays with a central metal door flanked by paired windows. The porch floor is poured concrete. The north elevation has a tall sliding window on the east side and a fixed window on the west. The west elevation has a tall sliding window in the center and a short band of vertical siding along the eave. A flat-roofed, painted concrete-block storage structure, with a row of metal doors, projects below the windows on the north side of the elevation. The south elevation has two tall sliding windows.

3. Indoor Pool (1962). The one-story, rectangular Modernist YMCA indoor pool is a large brick building connected to the clubhouse from the porte cochere via a hyphen and a small one-story building. The pool building, oriented north-south, has an asymmetrical, side-gabled, rubber membrane roof. The façade faces west toward the outdoor pool and has five bays separated by projecting brick pillars. The three central bays have asymmetrical glass-and-metal paired doors flanked by full-height aluminum posts; the rest of the bay is glass block. The north bay is all brick; the south is partially built into the hill and contains a metal and glass door with a sidelight, accessed via a set of exterior stairs that lead to a small deck in front of the door. The north elevation has two louvered metal vents, two windows, a metal door, and a former opening filled with concrete block. A metal shed with a corrugated-metal shed roof projects from the northeast corner. The east elevation has five bays separated by projecting brick pillars. The three central bays have two small, rectangular window openings with glass block; the northern and southern bays have one glass-block opening. The south elevation is obscured by additions. Inside, the north end of the building consists of a large open area with a six-lane pool surrounded by a tile deck. The ceiling has exposed wood beams. First-story offices and a balcony area occupy the southern end of the pool area. Locker rooms are along the eastern side of the building.

4. Daycare Center (1993). The daycare center is a one-story rectangular brick building with no architectural style that is oriented east-west. It has an asphalt-shingle hipped roof. The west façade has central paired doors and windows on all elevations are paired fixed single pane.

### Indian Spring Club Estates

Indian Spring Club Estates is a planned suburban development with 205 single-family dwellings constructed between 1940 and 1941. Laid out south and southeast of YMCA Silver Spring, streets at the west side, near Colesville Road, have a grid pattern, while streets on the east side are curvilinear. One-and-a-half and two-story brick dwellings have one of three standardized floor plans and are faced in a variety of Colonial Revival or Tudor Revival-inspired façades. Building types include Cape Cod, two-story side hall, and two-story massed plan.

The landscaping is defined by mature trees, lawns, and planting beds. The narrow streets have concrete curbs and no sidewalks. Wooden electrical poles line the streets. Cobra-head light fixtures have been added to these poles. Houses have concrete or asphalt driveways leading to the garage or to the side of the house for properties without garages. Concrete walkways generally lead straight from the front doors to the street, although some houses have curving walkways. A variety of fencing types encloses most rear yards. Some rear yards contain sheds.

The smallest of the housing types is the one-and-a-half-story brick Cape Cod dwelling with a symmetrical façade. Two gabled-front dormers with 6/6 windows are generally found in the side-gabled, asphalt-



shingle roof. Some doorways have a simple classically inspired surrounds, while others have a front-gabled portico or a small front-gabled vestibule. These examples generally have a central entrance flanked by 8/8 wood or vinyl windows with shutters, but some have bay windows instead. Some examples have a partially engaged brick chimney on the exterior end. Examples of this type are at 118 Granville Drive and 213 Normandy Drive.

The second model type has a two-story, side-hall plan with two-bays and a side-gabled, asphalt-shingle roof. Most models are all brick, but others have a brick first story and frame second story. The main entry features a door with architectural detailing, either Colonial Revival-inspired surrounds or stone quoins evoking the Tudor Revival style. Some have simple front-gabled porticos with no detailing, as seen at 301 Normandy Drive. Some models have a rounded entry portico with a standing-seam metal roof supported by Tuscan columns, like the dwelling at 9621 Lawndale Drive. Others have a shed-roof porch or enclosed sunporch to the side opposite the door, as seen at 9613 Hastings Drive. Windows are typically wood 6/6 or vinyl replacement flanked by shutters.

The largest, and most common, model is a two-story, brick, massed-plan house similar to the model above with an additional recessed bay containing a garage on the first story and living space above, as seen at 115 and 204 Granville Drive. The wooden garage doors are paneled with lights along the top row, and the recessed bays often have frame sections. There are two different types of rooflines for these models—one with a side-gable, and one with a side-gable and large front cross gable over the projecting two bays. Many feature a wall dormer in the recessed bay, but a few of these models, generally those with Colonial Revival detailing, do not have a recessed bay, like the ones at 9700 Marshall Avenue and 120 Granville Drive. A partially engaged brick chimney rises from a side elevation. The most elaborate of this model feature Tudor Revival detailing such as stone quoins around the entry door, half-timbering in the cross-gable, half-timbering above the garage, and front-gabled porticos with stucco in the gable end, like the houses at 211 Granville Drive and 219 Normandy Drive. Modest examples have only quoins around the entry door, like the house at 212 Granville Drive. Some houses have an asphalt-shingle pent roof that runs between the first and second stories, as seen at 308 Normandy Drive. Some of these models also feature a Colonial Revival style rounded portico, like the one at 222 Granville Drive. First-story windows are typically 8/8, and second story windows 6/6. Windows are typically wood, but some have vinyl replacements.

The Hastings Neighborhood Conservation Area, owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), is a small, nearly triangular area of protected open space, at the west end of the district, bounded by Colesville Road to the west, Granville Drive to the north and Hastings Drive to the south and east. A small, asphalt-paved cul-de-sac with parking spaces is at the northwest corner and a cluster of mostly evergreen trees is at the southwest corner. The remainder of the property is grass with a mix of randomly spaced evergreen and deciduous trees.

## HISTORIC CONTEXT

### Indian Spring Country Club

The Indian Spring Country Club was established in the early 1920s by Fayette Thomas “Tom” Moore, a local movie theater magnate (Kelly 2011, 8.3). Moore appears to have assembled the land over several years in the early twentieth century. By February 1922, the first nine holes of the course, designed by

noted golf-course architect Donald J. Ross and likely located south and southeast of the clubhouse, were under construction. A modern water system was installed to supply both the buildings and the greens. The course also included houses for the golf professional and greenskeeper (Washington Post, February 7, 1922, 12). Ross described the course as “one of the best in the country,” but inexpensive to build because of the ideal topography (Washington Post, March 8, 1922, 16).

By 1923, Tom Moore and William L. Moore were president and secretary-treasurer of the club. Tom Moore was quoted in a Washington Post article as stating, “the club was now on a paying basis, that the course had been placed in the hands of competent keepers and that the prospects for the future were most encouraging” (Washington Post, May 1, 1923, 21). Moore further noted that construction of a clubhouse would commence when the limit of 300 members was achieved.

Tom Moore originally hired John J. Zink, a noted theater architect who had designed Moore’s Rialto Theater in Washington, DC, to design the clubhouse for the Indian Spring Golf Club; however, after a dispute with Moore, Zink left the project while it was in progress (Kelly 2011, 8.25). A 1924 Washington Post article refers to G. E. Beaumont as architect of the “new clubhouse” (Washington Post, February 3, 1924); therefore, it is unknown if the clubhouse reflects Zink’s or Beaumont’s design.

Construction of nine additional holes, likely north and northeast of the clubhouse, began in 1925. According to the Washington Post, the new course had “an abundant water supply, besides a sixteen-room house which will be refitted and adapted to the convenience of members” (Washington Post, April 19, 1925). By 1926, Moore had signed an agreement with the Indian Spring Golf Club to lease the property to the club for twenty-five years (Washington Post, July 29, 1933, 14). The club managed the property and invested in improvements, including the installation of a central heating plant and kitchen equipment, and construction of an artificial lake (Washington Post, February 16, 1933, 15). A pool was proposed to be added to the site in 1926, between the clubhouse and the professional’s house, but it is unclear if this pool was ever constructed (Washington Post, July 11, 1926; Emerson). The golf course was considered one of the finest in the country and hosted many tournaments (Washington Post, January 14, 1955, 32). According to 1937 aerial photos, the club was accessed via a tree-lined drive from the east side of Colesville Road that ended in a loop near the clubhouse (Emerson).

Like other clubs in Montgomery County, the Depression caused financial problems. In the early 1930s, many club members resigned, leaving the club treasury depleted. In early 1933, the officers of the club attempted to reorganize with a new, lower dues structure and asked Moore to revise the terms of the lease. Moore counteroffered to take over club management and ultimately filed legal action to regain the property, “alleging the club had violated terms of an agreement made in 1926 by failure to pay taxes on the property for 1932 and the failure to pay rent under the terms of the agreement” in early 1933. By July 1933, the club voted to dissolve and surrendered the property to Moore (Washington Post, July 29, 1933).

Moore immediately began planning extensive changes to the property, including “fireproof” 110-foot-long additions to the building, a porte cochere, a “storm lobby” (likely the vestibule visible on the north elevation), a waiting room, the manager’s office, card and guest rooms, an extension of the “wing housing,” and a miniature bar for quick service. The ladies’ lockers were to include a lounge and rest room. Plans for the men’s building included new lockers, showers, furnishing, and facilities for a card room and buffet lunch (August 6, 1933, 21). Moore also wanted to include broadcasting and sound motion picture

facilities. Moore expanded the club membership and 87 new members were admitted, including influential Silver Spring developer E. Brooke Lee (Washington Post, August 20, 1933, 19). Moore also granted memberships to single women, which was unusual at the time (Washington Post, August 6, 1933, 21).

By 1939, Moore had moved to California. In November 1939, noted local developer Abraham S. Kay and his wife Minnie purchased the 150-acre, 18-hole golf course property with their business partners Louis and Cecelia Grossberg (liber 759, folio 277). Kay kept the original club name, but planned a residential development on the site, keeping only the back nine holes of the original course and the clubhouse as an amenity for the new development. The seventh and eighth holes were relocated so houses could be constructed on the land (Washington Post, November 16, 1939). Kay added a swimming pool northwest of the clubhouse and a terrace for summer dancing on the east side of the clubhouse. Kay also resurfaced the main approach, installed new showers and a cocktail lounge, added a new golf shop, and completed "other modernizing projects" (Washington Post, March 17, 1940, R6; Washington Post, April 7, 1940). Some of these facilities were incorporated into the large two-story, hipped-roof addition Kay constructed on the south side of the clubhouse; the addition also extended north over part of the 1924 clubhouse. Kay is also likely responsible for the construction of two tennis courts south of the clubhouse.

Due to the loss of one of its courses, the Washington Post lamented that "Washington's favorite tournament golf course" would no longer be the center of the local tournament scene, leading many members to resign to join clubs with 18 holes (Washington Post, December 2, 1939, 20). In 1942, Kay added three holes to the golf course by using two holes of the old first nine and building a new par three eighteenth hole on the practice grounds facing Colesville Road. Prior to this, golfers played the same nine holes twice (Washington Post, May 7, 1942). Kay had planned a new \$250,000 clubhouse for the property in 1947, but the project was shelved because of high costs and postwar construction restrictions (Washington Post, May 18, 1947, S4).

When he bought the club, Kay opened membership to Jewish people, making it one of two clubs in the region where Jewish members were accepted (Kelly 2011, 8.3, 8.16). Woodmont Country Club (M: 26-20), founded in 1913 and moved to its current Rockville location in 1950, was the only alternative for Jewish golfers. Indian Spring Country Club continued to be a social center for the surrounding Jewish community until the late 1950s when it was announced the Capital Beltway would bisect the course. In 1954, when Kay learned the State Roads Commission planned to build the beltway and widen the surrounding roads, he bought a 750-acre tract at 13501 Layhill Road (M: 31-39) to build a new \$1 million country club with two 18-hole courses and extensive recreational facilities (Washington Post, September 11, 1954). William H. Gordon, a nationally known Philadelphia architect, designed the courses (Washington Post, November 28, 1954). The new club opened in summer 1957 (Washington Post, May 26, 1957).

When the country club moved to the new facility, Kay leased the old clubhouse and approximately nine acres of land to the YMCA who operated the course as a public fee course until the beltway was constructed (Washington Post, May 26, 1957). The YMCA did not get approval to use the club property as a family center until they obtained an exemption to the residential zoning in 1960. Kay then donated the property to the YMCA. In 1962, the YMCA constructed a Modernist-style indoor swimming pool designed by architect Ted Englehardt (Washington Post, March 12, 1962, A3; Washington Post, March 26, 1960). Before 1970, the organization constructed two additional tennis courts east of the original two courts. In 1993, the organization built a daycare center and associated playgrounds. Throughout the years, the YMCA



made various minor alterations to meet their programming needs, including the construction of a pavilion over the eastern terrace. The YMCA continues to own and operate this property today.

M-NCPPC operates a baseball field, recreation center, a playground and basketball and tennis courts at Indian Spring Terrace Park on former golf course land east of the YMCA. Kay and his son Jack owned the 43-acre golf course tract north of the beltway until the late twentieth century. In 1961, Abraham Kay attempted to construct a high-rise apartment building on the site, but neighbors objected, and the project was not approved. Jack Kay made a similar proposal two years later, but again was denied (Washington Post, August 26, 1963). Ultimately, Montgomery Blair High School, which opened in 1998, was constructed on the remaining Indian Spring Golf Course property (Washington Post, July 15, 2000).

#### Abraham S. Kay

Abraham S. Kay was a Russian Jewish immigrant grocery store owner who organized the District Grocery Society in Washington, DC, in the 1920s. In 1936, he formed the Kay Construction Company to develop residential properties. Kay started out with smaller apartment projects in Washington, DC, such as the five-story apartment building he constructed at 200 Rhode Island Avenue in 1936 (Washington Post, February 23, 1936, R4). Kay saw the potential in the growing Washington, DC, suburbs, and by early 1939, he had moved on to smaller single-family suburban developments such as Saratoga Village at Gist Avenue and Piney Branch Road in Silver Spring. From this smaller project, in 1940, Kay moved to his much larger Indian Spring Club Estates development east of Colesville Road, which featured the Indian Spring Country Club as a major community amenity. Indian Spring Club Estates was his first entree into large-scale developments, refining his niche in marketing mass-produced houses with architectural distinction for the middle class.

During World War II, Kay experimented with apartment complexes with his Kaywood Gardens project in Mt. Ranier in Prince George's County. The first section of Kaywood Gardens opened in November 1941. These were the first 20 buildings of a complex that was part of a 1,000-unit community that also included the Kaywood Theater and Shopping Center (PG:68-117). The well-landscaped garden apartment complex, just across the Washington, DC line along Eastern Avenue, featured two- and three-story buildings designed by Alan B. Mills (Washington Post, March 28, 1943; Washington Post, November 16, 1941, R2).

After the war, Kay took advantage of the postwar housing boom to initiate even larger suburban projects using the skills he honed creating Indian Spring Club Estates. Kay is credited with extending sewer lines to Wheaton, which opened the area to development (Kelly 2009, 187). In circa 1950, Kay began a large development in Wheaton called Connecticut Avenue Estates (M: 31-55) that included single-family and duplex houses. Circa 1959, Kay began developing Kemp Mill Estates, near Wheaton, which featured approximately 600 modest Modernist brick and frame houses. Kay was also a philanthropist, donating funds to projects such as the Abraham S. Kay Spiritual Life Center at American University (Kelly 2009, 209, 187). Kay died in 1963, but his son Jack Kay took over the business and finished development of Kemp Mill Estates. Kay's Washington Post obituary notes he was "a major factor in the residential development of nearby Maryland" and that he was "among the first to realize the development potential of the Capital's Maryland suburbs" (Washington Post, July 11, 1963).

#### Indian Spring Club Estates

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When Abraham S. Kay bought the Indian Spring Country Club property in November 1939 (Montgomery County Land Records, liber 759, folio 277, mdlandrec.net), it contained an 18-hole golf course with rolling fairways sweeping around the clubhouse on all sides. The course extended south to near Indian Spring Drive, and north to the intersection of Colesville Road and University Boulevard. Kay reduced the golf course to the northern nine holes, then proceeded to develop the property into a development of single-family dwellings called Indian Spring Club Estates. Kay said his objective was to “create fine homes for modest income brackets” (Washington Post, April 28, 1940, R5). He achieved this by utilizing mass production techniques while still constructing houses that appeared to be unique within the development. The Indian Spring site allowed Kay to create affordable “charming homes of authentic architectural character in the select environment of a fine country club” (Washington Post, April 28, 1940, R5).

To keep construction simple, there were three basic house plans, with a variety of exterior design options, including Colonial Revival and Tudor Revival. The lowest-priced option was a one-and-a-half-story, two bedroom and one bath, Cape Cod house with an unfinished second story that could support two additional bedrooms and a bath. There were two two-story models with three bedrooms, one of which had a built-in garage. These masonry houses all came with air conditioning and gas or oil-fueled automatic furnaces, and minimum lot frontages were 55 feet (Washington Post, January 28, 1940, R1; Washington Post, April 28, 1940, R5).

Construction costs were kept low by applying mass production principles. According to the Washington Post: “It is the theory of the builder, A. S. Kay, that only through mass purchasing, multiple building and assembly line construction can essential economies be attained, enabling the building of better homes in the \$6,000 price class.” The three basic floor plans enabled standard-cut lumber lengths and other savings. He also purchased materials in bulk to save money (Washington Post, May 12, 1940).

In the early 1930s, there were calls to create greater efficiency in housing through mass production, but efforts mostly focused on providing low-cost housing by creating small prefabricated modular homes. Few prewar housing developments touted mass production techniques in the Washington Post, and the only one in Montgomery County was Indian Spring Club Estates. A small group of homes by William M. Throckmorton in 1936 in the 5100 block of Third Street, NW, was “made possible by mass production, group building” according to the Washington Post, but these were standardized rowhouses (Washington Post, February 23, 1936, R3). Similar methods to Kay’s, such as bulk purchasing, appear to have been used by Mace Properties in 1940 for Westover Hills in Arlington, Virginia, but the single-family and duplex homes had limited architectural designs and were sold at a lower price point. West Lanham Hills (PG:69-54) in Prince George’s County touted mass production, but these homes were predominately small, two-bedroom Cape Cods with no architectural distinction marketed to homeowners of modest means.

The systems used in building Indian Spring do not seem to be widely applied until after World War II. Nationally, Levittown in New York, which opened to families in 1947, is recognized as one of the first mass-produced suburban communities. Locally, it was also not until 1947 that Clarence W. Gosnell Inc. was using a similar system for Monroe Development Corporation at Jefferson Manor in Alexandria, Virginia. This was a large, 600-dwelling community with a cutting mill on site where component parts were made and then brought to the individual home site (Washington Post, February 9, 1947, B8). Harundale, in Glen Burnie, south of Baltimore City, was another postwar development that touted mass production (Harness, B8).

There were several other developments in Silver Spring constructed between the late 1920s and early 1950s, including Argyle Park (M: 32-7), North Hills of Sligo Park (M: 32-11), and Indian Spring Manor and Indian Spring Terrace (M: 32-12). Frank Hewitt, the developer of Argyle Park, filed the first plat in 1926 and sold lots to investors, speculators and individuals to construct their own homes. This model was not successful as no houses were constructed by 1931, and by 1948, only half the lots were developed. Houses in the neighborhood include Cape Cods and Minimal Traditional (Tamburrino, 7.1, 8.1-2). North Hills of Sligo Park was platted by E. Brooke Lee's North Washington Realty Company in 1931, but the expensive houses were hard to sell in the Depression, and less than half the lots were developed by 1941 (Tamburrino, 2000, 7.1, 8.1). Houses were predominately constructed in the Colonial Revival style, mostly two-story, center-hall, but there are some one-story examples. Indian Spring Terrace was platted beginning in 1926, but no houses were built by 1941. Indian Spring Manor was not subdivided until after World War II. These two neighborhoods south of Indian Spring Club Estates contain a typical assortment of Colonial Revival style houses, including two-story, center-hall models and some Cape Cods (Leach, 7.1-2, 8.1-3). Of these Silver Spring developments, only Indian Spring Club Estates was built as a cohesive unit within a short amount time, resulting in an architecturally distinct neighborhood.

Kay tirelessly promoted Indian Spring Club Estates, using frequent advertisements in the Washington Post. An early February 1940 advertisement called the development the "most important home building project in Washington building history" (Washington Post, February 4, 1940). To entice early buyers, the Kay Development Company offered free membership in the club and facilities to a limited number of purchasers (Washington Post, January 14, 1940, R3). Advertisements also noted the development was on a main bus line of the Capital Transit Company, which offered regular and frequent schedules. It was only 20 minutes to downtown Washington, DC, by car, and two local shopping centers were nearby--Four Corners and the Silver Spring Shopping Center (M: 36-7-1), which opened in 1938 (Washington Post, November 3, 1940). The houses were approved for financing under the Federal Housing Administration (Washington Post, March 17, 1940, R6).

Potential house purchasers were initially directed to view a model house at 701 Richmond Avenue in Kay's previous development project, Saratoga Village. By April, three exhibit houses opened in Indian Spring Club Estates (Washington Post, March 17, 1940, R6). A "Washington Post Display Home" opened in December 1940 at 228 Shorey Road, right across from the club entrance. The house was described as "an attractive brick dwelling of colonial design containing three bedrooms and two baths, with a built-in garage, breakfast nook and porch complementing a first-floor arrangement that includes a large living room with fireplace, dining room and spacious kitchen" (Washington Post, January 5, 1941, R1). The second story had a master bedroom with private bath, two additional bedrooms, and a fully tiled hall bath with shower. The attached garage opened to the street and had "an overhead door that functions with fingertip control." The dwellings had full basements that could be outfitted with a "spacious recreation room, should the owner desire it." Laundry facilities were also located in the basement (Washington Post, December 15, 1940, R1).

Construction began quickly after Kay purchased the property and continued at a breakneck pace throughout 1940. Work on houses began in February (Washington Post, November 16, 1939) and in April, water and sewer work and street grading and surfacing began (Washington Post, March 17, 1940, R6). Kay sold 50 houses by May 1940, before construction was completed, and the first families moved in later that



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month (Washington Post, April 7, 1940). A landscaped entrance to the development along Hastings Drive at Colesville Road was also completed in the spring. The Washington Post noted this was a remarkable feat by a Washington builder (Washington Post, May 12, 1940). By the end of June 1940, Kay had sold 50 more houses. By the second half of the year, Indian Spring Club Estates advertisements began noting that the government's "defense program" was bringing many people to Washington and the housing supply was short. They urged people to buy now before prices rose in an effort to sell houses even faster (Washington Post, June 30, 1940, R7). Within ten months, 158 houses had been sold (Washington Post, November 3, 1940). Sales continued into 1941, and an April 1941 advertisement noted "complete 9-hole links remain intact, together with the club house and all other facilities" (Washington Post, April 13, 1941, R5). Initial advertisements noted that Kay planned 400 moderately priced houses, but only a little over 200 houses were actually constructed. It is unclear where these additional home sites were and what stopped their development (Washington Post, April 31, 1941, R2).

The Kay Company left a triangular area with three lots on the west side of Hastings Drive as open space for the community. M-NCPPC purchased the property in 1976 and now maintains it as the Hastings Neighborhood Conservation Area (liber 4883, folio 197).

In the early twentieth century, many suburban residential developments prohibited Jewish people from homeownership through restrictive deeds. The lack of such restrictions in Kay's development made it particularly appealing to Jewish homebuyers. Proximity to the country club and the affordability of Kay's houses attracted many young Jewish families from Washington, DC, and Indian Spring Club Estates became one of Silver Spring's first largely Jewish communities (Kelly 2011, 8.3). Approximately one-third of Indian Spring Club Estate residents were Jewish. Jewish residents also moved into other residential developments constructed near the golf course, all of which touted the country club as a community amenity. Other Jewish developers followed Kay's lead and initiated additional projects in Silver Spring, such as Fred S. Kogod's 1950 Flower Theater and Shopping Center (M: 37-25). Despite the availability of housing to Jewish people, the houses in Indian Spring Club Estates came with covenants prohibiting sales to African Americans.

Jewish families from Indian Spring Club Estates formed the Montgomery Lodge of B'nai B'rith, the first organized Jewish group in the Silver Spring area. The group later merged with the neighboring Bethesda-Chevy Chase Community to form the Montgomery County Jewish Community. After years of using rented space, including the Flower Theater, the group, now known as Ohr Kodesh, opened a community center with an auditorium, classrooms, a library, and a kitchen in 1950, on East-West Highway in Silver Spring. In 1957, the community broke ground on a new synagogue on the property (Kelly 2011, 8.16-7; Kelly 2015, 83). By 1957, there were more Jewish people in lower Montgomery County than anywhere else in the metropolitan region (Kelly 2011, 8.16).

#### ELIGIBILITY DETERMINATION

Indian Spring Club Estates and Indian Spring Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated under Criterion D.

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Indian Spring Club Estates and Indian Spring Country Club is eligible for the NRHP under Criterion A for its significant association with planned suburban developments undertaken by Jewish developers in the Silver Spring area. While other notable Jewish developers in Silver Spring, like Albert Small and Fred S. Kogod, were focused on commercial development such as the Silver Spring Shopping Center (M: 36-7-1) and the Flower Theater and Shopping Center (M: 37-25), Abraham Kay developed residential properties. Indian Spring Club Estates was Kay's first large-scale, single-family residential development, and the Indian Spring Country Club was a key asset of the community and the greater Silver Spring area. Kay obtained the country club and opened it to Jewish members, who were barred from joining most other local country clubs. At this time, many residential developments also prohibited Jewish people from homeownership through restrictive deeds. By opening the club to Jewish members and creating a housing development open to Jewish residents, Kay spurred the movement of middle-class Jewish people from Washington, DC, to the suburbs. Indian Spring Club Estates became one of Silver Spring's first largely Jewish communities, and, by 1957, lower Montgomery County had more Jewish residents than anywhere else in the region. This concentration of Jewish residents in Silver Spring would likely not have occurred without Kay's purchase and development of the country club property.

Abraham Kay is a significant person in the development of greater Silver Spring. He was responsible for several substantial developments in the Silver Spring and Wheaton areas that marketed attractive homes to middle-class buyers, with Indian Spring Club Estates as his first large-scale, mass-produced development. By opening up the country club to Jewish members and selling properties to Jewish buyers, Kay spurred a migration of Jewish families to the greater Silver Spring area, which eventually housed the largest concentration of Jewish residents in the metropolitan region. This resource is representative of his significance as a local developer, as well as his role in the growth of the Jewish population in the region. Therefore, Indian Spring Club Estates and Indian Spring Country Club is eligible for the NRHP under Criterion B.

Indian Spring Club Estates and Indian Spring Country Club is eligible for listing in the NRHP under Criterion C. The area is typical of planned suburban developments created by a single developer who was responsible for the construction of roads, utilities, and housing. The development followed naturalistic design principals by including a curvilinear street plan and included standardized floor plans with exterior variations. What makes the development unique is that the approximately 200 houses were constructed quickly between 1940 and 1941 and marketed to middle-class homeowners. By using mass production techniques, Kay was able to keep costs low, while still creating architecturally distinctive housing. There were three basic floor plans, which kept lumber sizes standard, but houses were faced with a variety of Tudor or Colonial Revival-style details, making the houses appear unique. In contrast, other middle-class housing developers were creating standardized houses with limited variations that looked nearly identical. While such mass production became commonplace in the post-World War II era, before the war these techniques were unusual in large housing developments. At a time when many country club housing developments were marketed to higher-income individuals, Indian Spring Club Estates provided country club living in an architecturally diverse environment for middle class homeowners.

Based on the evaluated Criteria, Indian Spring Club Estates and the Indian Spring Country Club are significant locally for their association with Abraham Kay and planned suburban development by Jewish developers in Silver Spring, as well as for the use of mass-production techniques that enabled the

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construction of architecturally distinctive houses affordable to the middle class. Therefore, Indian Spring Club Estates and the Indian Spring Country Club are eligible for the NRHP under Criteria A, B, and C.

#### Period of Significance

The period of significance for Indian Spring Club Estates and Indian Spring Country Club begins with Abraham Kay's purchase of the Indian Spring Country Club in 1939 and continues until 1957 when he first leased the clubhouse to the YMCA.

#### Integrity

Indian Spring Club Estates and the Indian Spring Country Club retain integrity of feeling, location, setting, design, materials, workmanship and association. While there have been multiple post-1957 additions to the clubhouse, the overall character of the 1939-1957 period of the country club, including the pool and tennis courts, has been preserved. The YMCA constructed an open gable-roof pavilion over the terrace, enclosed the porte cochere, added a pool house, enclosed or altered some window and door openings, and made alterations to the clubhouse interior and grounds; however, these changes do not obscure the club's earlier appearance, and many are reversible. Additionally, the club retains its original location and function as a community gathering and recreational space.

The original plan and street layout of the subdivision, including the Hastings Neighborhood Conservation Area, is intact. The dwellings within Indian Spring Club Estates retain their original location and function, and most alterations have been minor. The majority of buildings retain original design characteristics and materials. The house at 9702 Lawson Place had a third story added to the main block of the house, and the houses at 227 Granville Drive and 9621 Lawndale Drive have large side additions, but the original house designs are still visible. More typical modifications have been minor: rear additions, small side additions, enclosures of garages or side porches, and replacement of original wood windows with vinyl. Overall, the houses within Indian Spring Club Estates maintain their historic integrity.

#### Contributing Resources

Contributing resources include: the historic core of the clubhouse, which consists of the original circa 1924 building and circa 1933 and circa 1940 additions; the circa 1924 golf professional's house; the two western tennis courts that date to the 1940s; the circa 1940 rectangular outdoor swimming pool; 204 residential properties within Indian Spring Club Estates, indicated on the attached contributing/noncontributing properties list; and the Hastings Neighborhood Conservation Area. The development lacks sidewalks, but their absence is not a character-defining feature of the resource.

Non-contributing resources include: post-1957 additions to the clubhouse, including the 1962 indoor swimming pool and the hyphen and building that links the pool to the porte cochere; the early 1960s triangular wading pool; the two circa 1970 eastern tennis courts; the gable-roof pavilion over the terrace; the 1993 daycare center and associated playgrounds; the circa 1960s ball field; the garden east of the tennis courts; the cell tower and associated structures; and all freestanding trailers and sheds installed by the YMCA. The house at 200 Granville Drive is non-contributing as it has been altered in a way that no longer conveys its historic appearance.



## Boundary

The district is roughly bounded by Colesville Road to the west, the on-ramp to I-495 on the northwest, I-495 to the north, Indian Spring Terrace Park to the northeast, and the southern property lines of the single-family dwellings on the south side of Normandy Drive, Lawndale Court, and Clearview Place. The eligible resource encompasses 52 acres, including 205 dwellings and the Indian Spring clubhouse and associated contributing resources.

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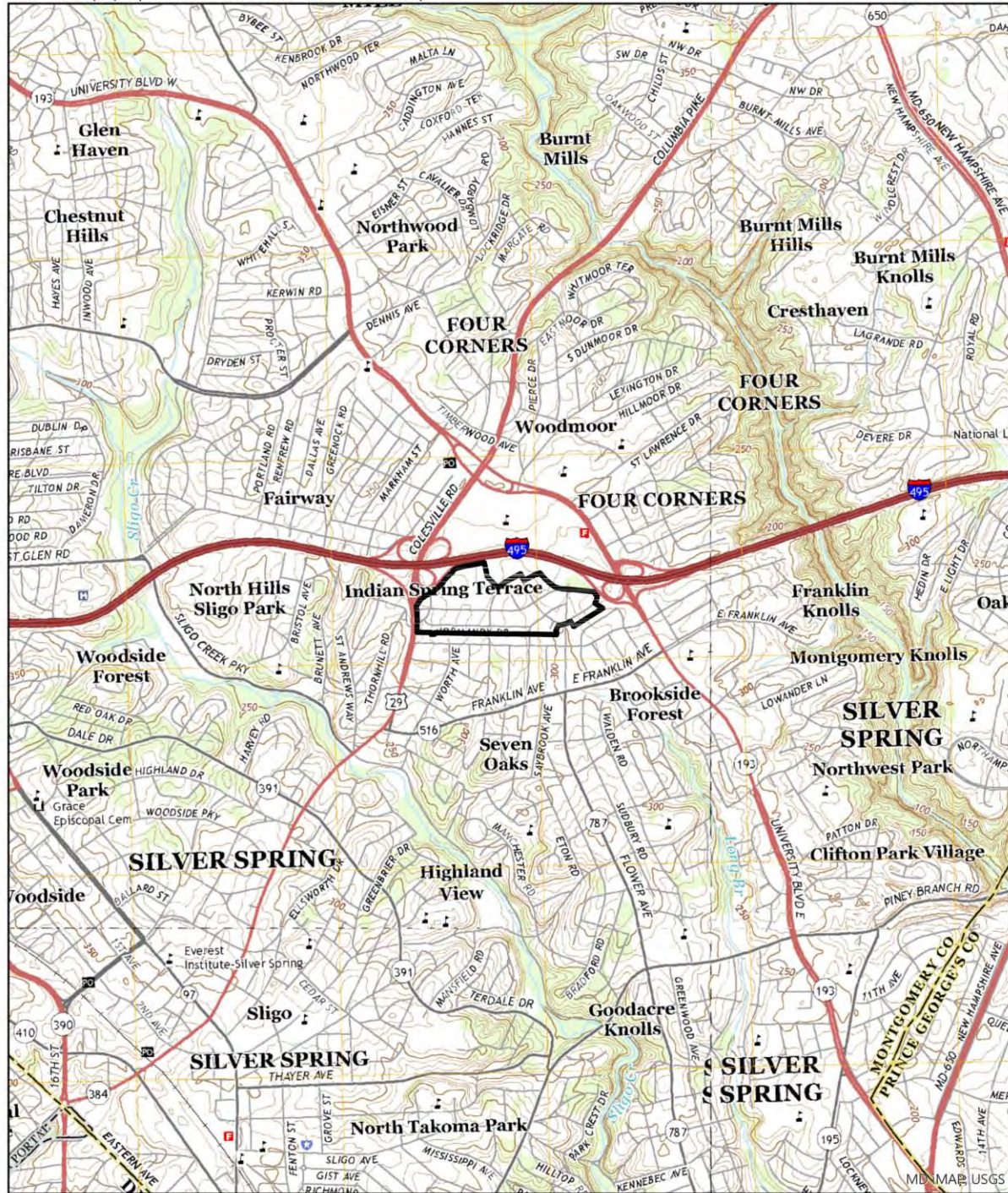
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**Indian Spring Club Estates and Indian Spring Country Club**

Montgomery County

Location: Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000

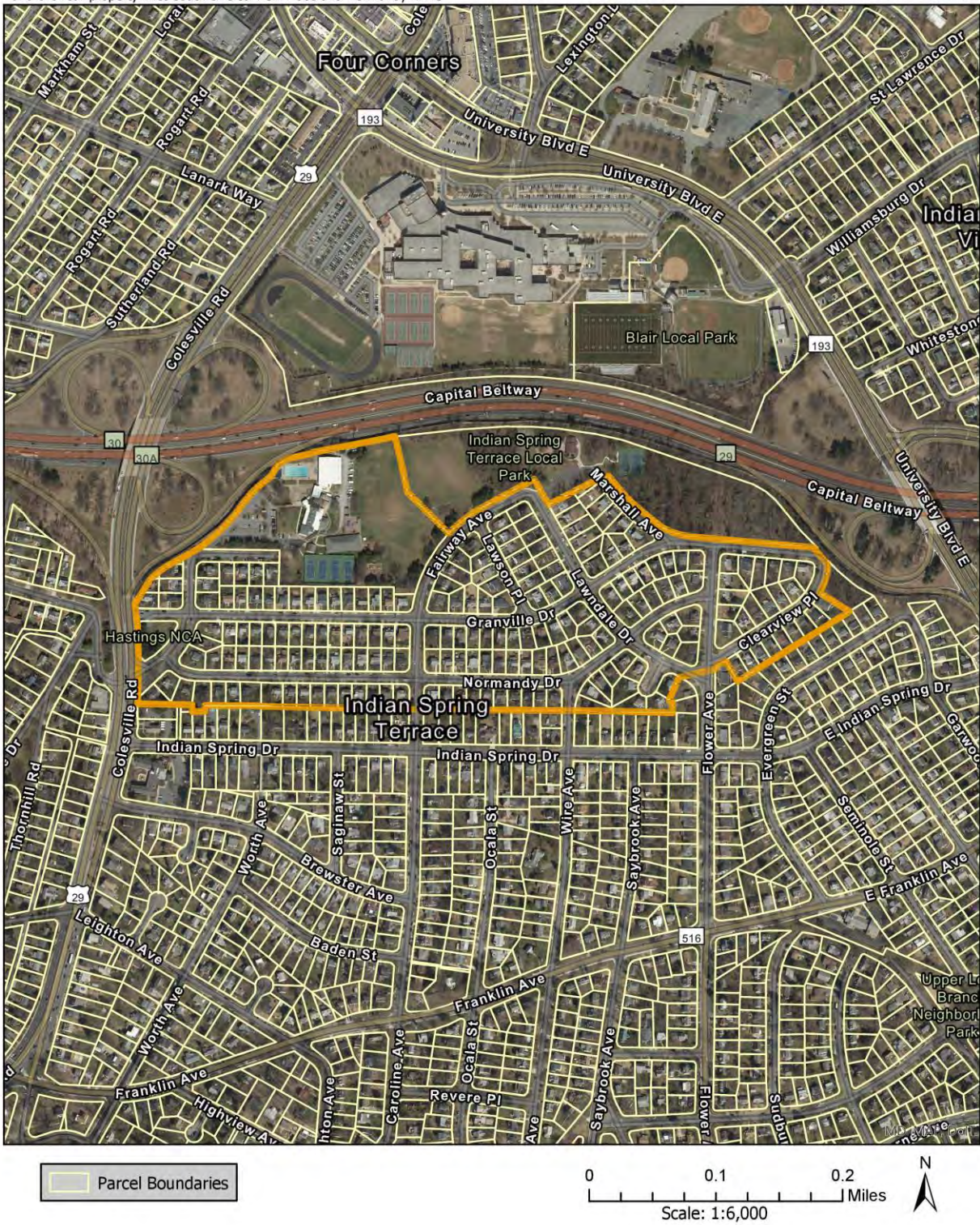


**Indian Spring Club Estates and Indian Spring Country Club**

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Montgomery County

City: Silver Spring





**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Contributing/Non-Contributing Property List for residential properties within Indian Spring Club Estates  
(does not include Indian Spring Country Club buildings or Hastings Neighborhood Conservation Area):

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9603 Clearview Place	1940	C	
House	9604 Clearview Place	1940	C	
House	9605 Clearview Place	1940	C	
House	9606 Clearview Place	1940	C	
House	9607 Clearview Place	1940	C	
House	9608 Clearview Place	1940	C	
House	9609 Clearview Place	1940	C	
House	9610 Clearview Place	1940	C	
House	9611 Clearview Place	1940	C	
House	9612 Clearview Place	1940	C	
House	9613 Clearview Place	1940	C	
House	9615 Clearview Place	1940	C	
House	9617 Clearview Place	1940	C	
House	9619 Clearview Place	1940	C	
House	9701 Fairway Avenue	1940	C	
House	9703 Fairway Avenue	1940	C	
House	9705 Fairway Avenue	1940	C	
House	9707 Fairway Avenue	1940	C	
House	9711 Fairway Avenue	1940	C	
House	9713 Fairway Avenue	1940	C	
House	9715 Fairway Avenue	1940	C	
House	9615 Flower Avenue	1940	C	
House	9616 Flower Avenue	1940	C	
House	9618 Flower Avenue	1940	C	
House	9619 Flower Avenue	1940	C	
House	9620 Flower Avenue	1940	C	
House	9621 Flower Avenue	1940	C	
House	9622 Flower Avenue	1940	C	
House	9623 Flower Avenue	1940	C	
House	9624 Flower Avenue	1940	C	
House	9625 Flower Avenue	1940	C	
House	4 East Granville Drive	1940	C	
House	6 East Granville Drive	1940	C	
House	8 East Granville Drive	1940	C	

**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	10 East Granville Drive	1940	C	
House	12 East Granville Drive	1940	C	
House	4 Granville Drive	1940	C	
House	6 Granville Drive	1940	C	
House	8 Granville Drive	1940	C	
House	10 Granville Drive	1940	C	
House	11 Granville Drive	1940	C	
House	12 Granville Drive	1940	C	
House	13 Granville Drive	1940	C	
House	14 Granville Drive	1940	C	
House	102 Granville Drive	1940	C	
House	103 Granville Drive	1940	C	
House	104 Granville Drive	1940	C	
House	106 Granville Drive	1940	C	
House	108 Granville Drive	1940	C	
House	109 Granville Drive	1940	C	
House	110 Granville Drive	1940	C	
House	112 Granville Drive	1940	C	
House	113 Granville Drive	1940	C	
House	114 Granville Drive	1940	C	
House	115 Granville Drive	1940	C	
House	116 Granville Drive	1940	C	
House	117 Granville Drive	1940	C	
House	118 Granville Drive	1940	C	
House	120 Granville Drive	1940	C	
House	122 Granville Drive	1940	C	
House	200 Granville Drive	1940	NC	Property dramatically altered
House	201 Granville Drive	1940	C	
House	202 Granville Drive	1940	C	
House	203 Granville Drive	1940	C	
House	204 Granville Drive	1940	C	
House	205 Granville Drive	1940	C	
House	206 Granville Drive	1940	C	
House	207 Granville Drive	1940	C	
House	208 Granville Drive	1940	C	
House	209 Granville Drive	1940	C	
House	210 Granville Drive	1940	C	

**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	211 Granville Drive	1940	C	
House	212 Granville Drive	1940	C	
House	213 Granville Drive	1940	C	
House	214 Granville Drive	1940	C	
House	215 Granville Drive	1940	C	
House	216 Granville Drive	1940	C	
House	217 Granville Drive	1940	C	
House	218 Granville Drive	1940	C	
House	219 Granville Drive	1940	C	
House	220 Granville Drive	1940	C	
House	221 Granville Drive	1940	C	
House	222 Granville Drive	1940	C	
House	223 Granville Drive	1940	C	
House	224 Granville Drive	1940	C	
House	225 Granville Drive	1940	C	
House	226 Granville Drive	1940	C	
House	227 Granville Drive	1940	C	
House	228 Granville Drive	1940	C	
House	229 Granville Drive	1940	C	
House	301 Granville Drive	1940	C	
House	303 Granville Drive	1940	C	
House	9607 Hastings Drive	1940	C	
House	9609 Hastings Drive	1940	C	
House	9613 Hastings Drive	1940	C	
House	9702 Hastings Drive	1940	C	
House	9703 Hastings Drive	1940	C	
House	9704 Hastings Drive	1940	C	
House	9614 Lawndale Court	1940	C	
House	9616 Lawndale Court	1940	C	
House	9618 Lawndale Court	1940	C	
House	9620 Lawndale Court	1940	C	
House	9622 Lawndale Court	1940	C	
House	9619 Lawndale Drive	1940	C	
House	9621 Lawndale Drive	1940	C	
House	9625 Lawndale Drive	1940	C	
House	9626 Lawndale Drive	1940	C	
House	9627 Lawndale Drive	1940	C	



**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	9628 Lawndale Drive	1940	C	
House	9630 Lawndale Drive	1940	C	
House	9700 Lawndale Drive	1940	C	
House	9701 Lawndale Drive	1940	C	
House	9702 Lawndale Drive	1940	C	
House	9703 Lawndale Drive	1940	C	
House	9704 Lawndale Drive	1940	C	
House	9705 Lawndale Drive	1940	C	
House	9706 Lawndale Drive	1940	C	
House	9707 Lawndale Drive	1940	C	
House	9708 Lawndale Drive	1940	C	
House	9709 Lawndale Drive	1940	C	
House	9710 Lawndale Drive	1940	C	
House	9711 Lawndale Drive	1940	C	
House	9701 Lawson Place	1940	C	
House	9702 Lawson Place	1940	C	
House	9703 Lawson Place	1940	C	
House	9704 Lawson Place	1940	C	
House	9705 Lawson Place	1940	C	
House	9706 Lawson Place	1940	C	
House	9707 Lawson Place	1940	C	
House	9709 Lawson Place	1940	C	
House	9711 Lawson Place	1940	C	
House	9700 Marshall Avenue	1940	C	
House	9704 Marshall Avenue	1940	C	
House	9706 Marshall Avenue	1940	C	
House	9708 Marshall Avenue	1940	C	
House	9710 Marshall Avenue	1940	C	
House	3 Normandy Drive	1940	C	
House	5 Normandy Drive	1940	C	
House	6 Normandy Drive	1940	C	
House	7 Normandy Drive	1940	C	
House	9 Normandy Drive	1940	C	
House	100 Normandy Drive	1940	C	
House	102 Normandy Drive	1940	C	
House	103 Normandy Drive	1940	C	
House	104 Normandy Drive	1940	C	

**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	105 Normandy Drive	1940	C	
House	107 Normandy Drive	1940	C	
House	108 Normandy Drive	1940	C	
House	109 Normandy Drive	1940	C	
House	110 Normandy Drive	1940	C	
House	111 Normandy Drive	1940	C	
House	112 Normandy Drive	1940	C	
House	113 Normandy Drive	1940	C	
House	114 Normandy Drive	1940	C	
House	115 Normandy Drive	1940	C	
House	116 Normandy Drive	1940	C	
House	117 Normandy Drive	1940	C	
House	118 Normandy Drive	1940	C	
House	119 Normandy Drive	1940	C	
House	120 Normandy Drive	1940	C	
House	121 Normandy Drive	1940	C	
House	122 Normandy Drive	1940	C	
House	123 Normandy Drive	1940	C	
House	124 Normandy Drive	1940	C	
House	125 Normandy Drive	1940	C	
House	126 Normandy Drive	1940	C	
House	127 Normandy Drive	1940	C	
House	200 Normandy Drive	1940	C	
House	201 Normandy Drive	1940	C	
House	202 Normandy Drive	1940	C	
House	203 Normandy Drive	1940	C	
House	204 Normandy Drive	1940	C	
House	205 Normandy Drive	1940	C	
House	206 Normandy Drive	1940	C	
House	207 Normandy Drive	1940	C	
House	208 Normandy Drive	1940	C	
House	209 Normandy Drive	1940	C	
House	210 Normandy Drive	1940	C	
House	211 Normandy Drive	1940	C	
House	212 Normandy Drive	1940	C	
House	213 Normandy Drive	1940	C	
House	214 Normandy Drive	1940	C	

**Indian Spring Club Estates and Indian Spring Country Club**

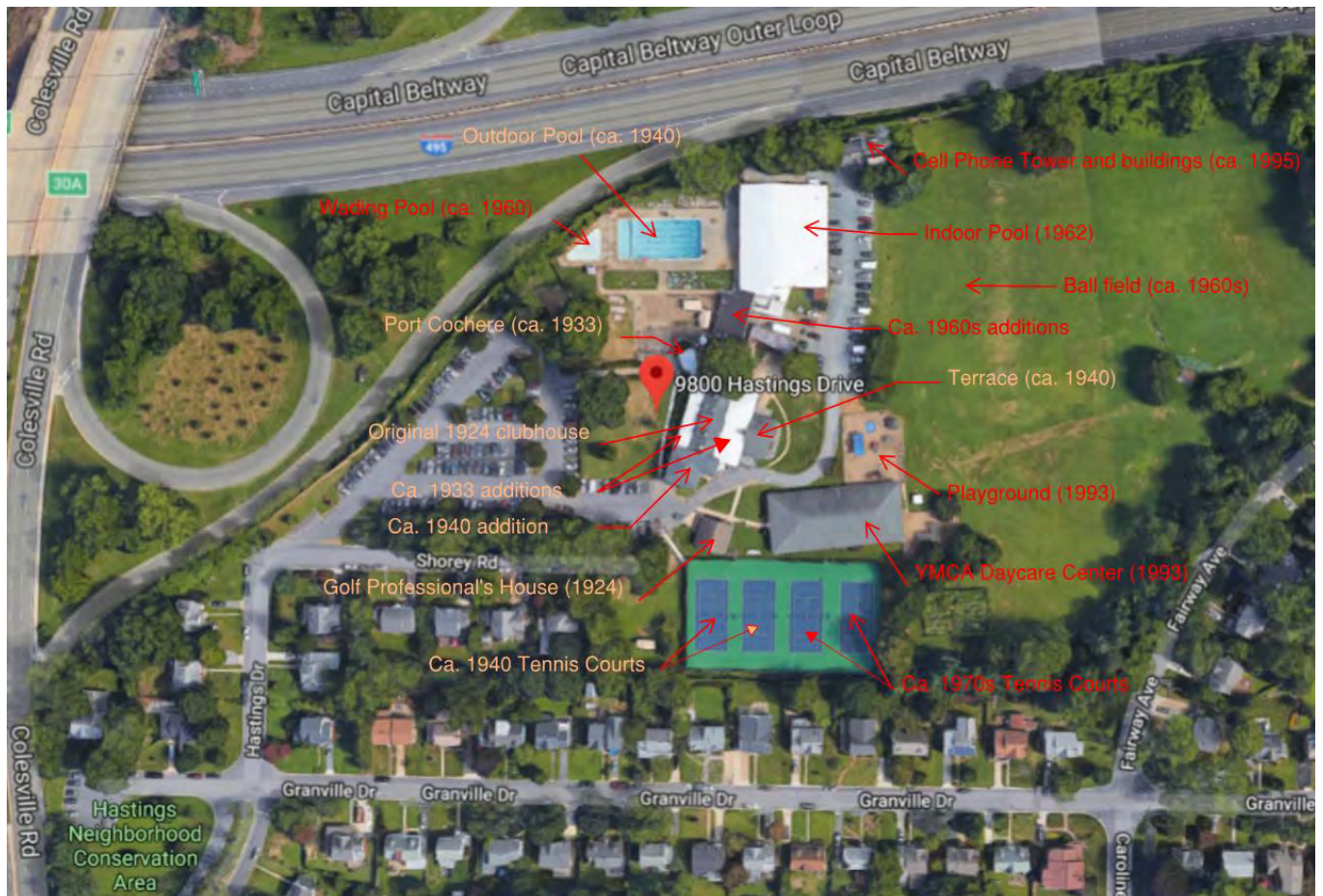
Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

Function	Address	Date of Construction	Contributing Status (C/NC)	Reasoning
House	215 Normandy Drive	1940	C	
House	216 Normandy Drive	1940	C	
House	217 Normandy Drive	1940	C	
House	218 Normandy Drive	1940	C	
House	219 Normandy Drive	1940	C	
House	221 Normandy Drive	1940	C	
House	300 Normandy Drive	1940	C	
House	301 Normandy Drive	1940	C	
House	302 Normandy Drive	1940	C	
House	303 Normandy Drive	1940	C	
House	304 Normandy Drive	1940	C	
House	305 Normandy Drive	1940	C	
House	306 Normandy Drive	1940	C	
House	307 Normandy Drive	1940	C	
House	308 Normandy Drive	1940	C	
House	311 Normandy Drive	1940	C	
House	220 Shorey Road	1940	C	
House	222 Shorey Road	1940	C	
House	224 Shorey Road	1940	C	
House	226 Shorey Road	1940	C	
House	228 Shorey Road	1940	C	
House	9610 Wire Avenue	1940	C	
House	9612 Wire Avenue	1940	C	



**Indian Spring Club Estates and Indian Spring Country Club**

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland



Circa 2019 aerial photo of the Indian Spring Country Club clubhouse with construction dates indicated.  
Map from Google.

# Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

by the rolling fairways of Indian Spring Club

**\$6500**  
others from \$5500



*T*HIS home can be  
YOUR home—a  
home of charm and character, in the select environment of a beautiful country club, overlooking picturesque greens and fairways and yet it will cost you only \$6,500. It's a three-bedroom and bath dwelling, with built-in garage, completely air-conditioned with automatic heat. Such a sensational home value is made possible only because of the gigantic undertaking that is Indian Spring Club Estates, a community that will comprise more than 400 detached homes.

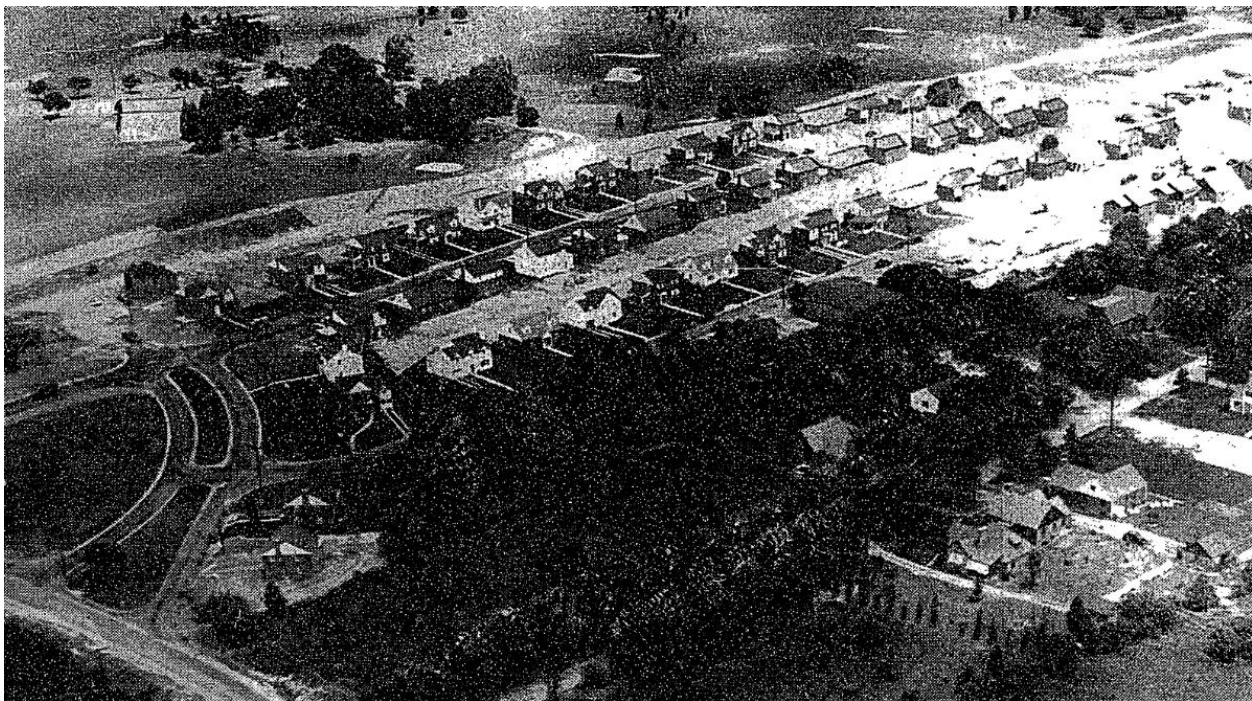
**INDIAN SPRING**  
*Club Estates*

Kay Development Co., Builders

SHepherd 6622

*VISIT* exhibit home, furnished by the Hecht Co., at 701 Richmond Ave., Saratoga Village. Drive out Georgia Ave. to Faulkland Drive, in Silver Spring (animal hospital), turn right across railroad overpass to Richmond Ave., right two blocks to home.

Indian Spring Club Estates Advertisement, Washington Post, March 31, 1940.



Indian Spring Club Estates, Aerial Photo, Washington Post, July 21, 1940.

## Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

# INDIAN SPRING Club Estates

KAY DEVELOPMENT CO. • BUILDERS • Shephard 6622

## UNTIL FURTHER NOTICE—\$6000 to \$6500

With vast resources at our disposal before building prices began to rise, we made tremendous purchases and stored them in our huge warehouses—just to make sure that we could carry out our program of giving Washington the greatest home value it had ever known. But the great volume of sales we have made in Indian Spring Club Estates is fast depleting our supply of materials. Soon we shall have to replenish, possibly at higher prices.

So, if you are contemplating the purchase of a detached home, overlooking the rolling fairways of Indian Spring Club, we earnestly urge you to act now, while you can still take advantage of these sensationally low prices. Never before could you acquire an air conditioned, three bedroom and bath home in such an environment for so low a price. Nor will the opportunity soon come again. Don't be penalized by delay! Act quickly!

*Underselling anything else in Washington....*



### TO REACH:

Drive out Georgia Ave. or  
16th St. to Colesville Road,  
right to Indian Spring Club.

Indian Spring Club Estates Advertisement, Washington Post, July 21, 1940.



## Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

PLAY SANTA CLAUS TO THE ENTIRE FAMILY  
TAKE THEM TO SEE

## The Washington Post Christmas Display Home

**T**HIS CHRISTMAS, be a real Santa Claus—give the family the greatest of all Christmas presents: A home!

No other gift can give them the thrill comparable to owning a magnificent, large, fine home adjoining the rolling fairways of Indian Spring Country Club . . . and here, in this Washington Post Christmas Display Home, is a dwelling more luxurious than any we've ever built here. No other present will bring your family the lasting joy they'll get from a smart, new home, completely air conditioned with automatic oil heat, in this beautiful community. Take them out today—then decide to reside in Indian Spring Club Estates.

### 3 BEDROOMS AND 2 BATHS

FHA INSPECTED AND APPROVED

# \$8500

(on inside lot)

Other 3-Bedroom HOMES FROM

## \$6990

POST DISPLAY HOME FURNISHED BY HOUSE & HERRMANN

TO INSPECT  
Drive out 16th Street to Georgia Avenue to Colesville Road in Silver Spring, turn right to Indian Spring Club.



## INDIAN SPRING Club Estates

Kay Development Co., Builders    SHepherd 6622

Indian Spring Club Estates Advertisement, Washington Post, December 22, 1940.

## Indian Spring Club Estates and Indian Spring Country Club

A black and white photograph of a two-story brick house. The house features a steep gabled roof with a small circular dormer in the center. A tall, dark chimney rises from the right side of the roof. The front facade has a large multi-paned window on the left, a smaller window in the center, and a white door with a small porch roof. To the right, there is a larger porch with a flat roof supported by columns. The house is set on a lawn with some shrubbery in the background.

Floor plan of the second floor. The layout includes three bedrooms, a bathroom, and a shower. The dimensions for each room are as follows:

- Top Right Bedroom: 31'-4" x 14'-3"
- Bottom Right Bedroom: 16'-1" x 15'-2"
- Left Bedroom: 9'-0" x 13'-8"
- Top Left Bathroom: 5'-0" x 7'-0"
- Bottom Center Shower: 5'-0" x 7'-0"

The plan also shows a central staircase and various closets and storage areas.

**SECOND FLOOR**

228 Shorey Road, Second Floor Plan, Washington Post, December 15, 1940.

# Indian Spring Club Estates and Indian Spring Country Club

Roughly bounded by Colesville Road, I-495, Fairway Avenue, Marshall Avenue, E. Granville Drive, and the rear property lines south of Clearview Place and Normandy Drive  
Silver Spring, Maryland

*And may we remind*  
**YOU**



**THAT THIS  
IS STILL THE  
BEST BUY ON  
THE LOCAL  
MARKET!**

Changing economic conditions notwithstanding, Indian Spring Club Estates is still the best buy on the Washington market today. All we ask is that you shop around and compare. See if the others can give you all these things: Modern, detached homes in distinctive Colonial designs, sturdily built on wide, deep lots, surrounding the rolling fairways of this famous old country club. A complete 9-hole links remain intact, together with the club house and all other facilities.

TO REACH: Drive out 16th Street or Georgia Avenue to Colesville Road in Silver Spring, turn right to Indian Spring Club Estates.

**\$6000  
TO  
\$8750**

**KAY DEVELOPMENT CO.**  
BUILDERS  
SHEPHERD 6922

**INDIAN SPRING**  
*Club Estates*





Clubhouse facade, looking northeast from parking lot.



Clubhouse facade, detail of north side and porte cochere.



Clubhouse facade, detail of south side.



Clubhouse, south and east elevations, looking northwest.





Clubhouse, east elevation, looking southwest.



Clubhouse, north elevation, looking southwest, showing 1924 building.





Clubhouse northwest elevation with pool connector, port cochere, and facade in background, looking southeast.



1924 clubhouse common room (now gymnasium), looking southwest.





1924 stone fireplace in clubhouse, looking southeast.



Golf Professional's House, east facade and north elevation.





Tennis courts, looking southeast.



Outdoor pool and indoor pool west facade.





Indoor pool, looking northeast.



Streetscape, Normandy Drive at Hastings Drive, looking southwest.





Streetscape, Lawndale Drive at Granville Drive, looking northeast.



Typical two-story house with garage (9307 Lawson Place).





Typical Tudor Revival house (110 Granville Drive).



Typical two-story, no-garage house (9613 Hastings Drive).





Typical Cape Cod-type house (210 Granville Drive).



Hastings Neighborhood Conservation Area, looking southwest.

**PHOTO LOG**

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Number of Photos: **32**

Name of Photographer: **Nicole A. Diehlmann**

Date of Photographs: **2019-03-27**

Location of Original Digital File:

File Format: **M: 32-34\_2019-03-27\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Clubhouse facade, looking northeast from parking lot.

02.tif

Clubhouse facade, detail of north side and porte cochere.

03.tif

Clubhouse facade, detail of south side.

04.tif

Clubhouse, south and east elevations, looking northwest.

05.tif

Clubhouse, east elevation, looking southwest.

06.tif

Clubhouse, north elevation, looking southwest, showing 1924 building.

07.tif

Clubhouse northwest elevation with pool connector, port cochere, and facade in background, looking southeast.

08.tif

1924 clubhouse common room (now gymnasium), looking southwest.

09.tif

1924 stone fireplace in clubhouse, looking southeast.

10.tif

Golf Professional's House, east facade and north elevation.

11.tif

Tennis courts, looking southeast.

12.tif

Outdoor pool and indoor pool west facade.

13.tif

Indoor pool, looking northeast.

14.tif

Streetscape, Normandy Drive at Hastings Drive, looking southwest.

15.tif

Streetscape, Lawndale Drive at Granville Drive, looking northeast.

16.tif

Typical two-story house with garage (9307 Lawson Place).

**PHOTO LOG**

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17.tif

Typical Tudor Revival house (110 Granville Drive).

18.tif

Typical two-story, no-garage house (9613 Hastings Drive).

19.tif

Typical Cape Cod-type house (210 Granville Drive).

20.tif

Hastings Neighborhood Conservation Area, looking southwest.

21.tif

Clubhouse entrance and parking lot, looking northeast.

22.tif

East elevation and terrace, looking southwest.

23.tif

Original exterior wall of 1924 clubhouse, looking north.

24.tif

Interior of 1933 east addition, looking north.

25.tif

Clubhouse, interior of porte cochere, looking northwest.

26.tif

Golf Professional's House, west and south elevations.

27.tif

Circa 1940 outdoor pool, wading pool, and noise wall, looking northwest.

28.tif

Indoor pool south and east elevations.

29.tif

Ballfield, looking southeast.

30.tif

YMCA daycare center, west facade and north elevation.

31.tif

Streetscape, Lawndale Court, looking west.

32.tif

228 Shorey Drive, "Washington Post Display Home," looking south.



# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Indian Spring Park

Inventory Number: M: 32-38

Address: Southwest of the interchange of I-495 and University Boulevard East

Historic District: Yes

City: Silver Spring

Zip Code: 20901

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP51, JP52

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Oct 21, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Indian Spring Park is a planned residential development situated south of I-495 on the west side of East University Boulevard in Silver Spring. The irregular-shaped subdivision is bounded on the east by East University Boulevard, on the north by the Indian Park Manor subdivision (M: 32-12), and on the west and south by other residential subdivisions and portions of Flower Avenue, East Melbourne and Mintwood streets. The 39.7-acre development includes 188 single-family dwellings with consistent setbacks on lots ranging between 0.11 and 0.25 acre. Individual lots are landscaped with grassy lawns, shrubs, ornamental plantings, trees of varying size, and some fencing. North-south streets within the subdivision follow a gridded pattern and are 50 feet wide, while the east-west streets are 60 feet wide. Indian Spring Park is largely devoid of public sidewalks; however, narrow poured-concrete sidewalks along the south side of East Franklin Avenue and concrete curbs were added to the development sometime after initial construction. Streetlights consist of standard lamp arms attached to telephone poles. Secondary buildings such as small storage sheds and detached garages are associated with less than half of the houses in this subdivision. This development includes the 1.3-acre Upper Long Branch Neighborhood Park, purchased by the Maryland-National Capital Park

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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and Planning Commission (M-NCPPC) in the 1930s (M-NCPPC 2019).

Description:

Indian Spring Park contains 188 single-family dwellings largely constructed between 1928 and 1957. One circa-1918 house (212 Dearborn Avenue) predates the subdivision, while nine dwellings date between 1961 and 1967, and just four were post-1980, infilling open lots. Dwellings are predominantly Two-Story Massed and Minimal Traditional forms with some Bungalow, Four Square, Transitional Ranch, and a few Split-Level types. Houses in the subdivision commonly feature elements of the Colonial Revival, Craftsman, Prairie, and Tudor Revival styles, while a few houses built post-1960 have Contemporary, Mansard, or New Traditional styling. One outlier is the circa-1947, one-story Modernist dwelling at 9514 Seminole Street with an asymmetrical façade marked by a coursed stone veneer and stepped parapet roof.

Houses in Indian Spring Park are one to two-and-a-half stories tall and two to five bays wide. Depending on the slope of the terrain, dwellings may include partial basements with foundations commonly clad in a brick veneer. Exterior walls are clad in stretcher-bond, American-bond, or painted brick veneer; stone or simulated-stone veneer; stucco, aluminum, or vinyl siding; or some combination of these materials. Rooflines vary widely, including side and front gables or a combination thereof, as well as hipped and gambrel varieties. Most are sheathed in asphalt shingles and feature a single brick chimney at the interior of the house, near the center of the façade, or set along a side elevation. Many houses in this subdivision have one or more dormers at the façade or side elevations.

Primary entrances to dwellings are typically at or near the center of the façade and have a single-leaf or double-leaf wood or metal door. Many of these doors appear to be original, while window types in the neighborhood vary greatly with an abundance of replacement units. Original units include double-hung, four-over-one, six-over-one, six-over-six, or eight-over-eight wood-framed sashes; wood-framed picture windows; or paired, steel-framed, casement sashes. At the façade, some windows are flanked by fixed, louvered or paneled shutters composed of wood, aluminum, or vinyl. Less than half of dwellings include a garage, either incorporated into the main massing or as a detached free-standing building.

Additions and modifications to houses are common. When present, additions are typically at side or rear elevations and often keep with the scale and materials of the original houses. However, some modifications are incompatible with the design and character of the older building. Examples of these additions include the large two-and-a-half story, three-bay, rear expansion of a circa-1948 Minimal Traditional dwelling at 323 East University Boulevard and the one-story, four-bay, flat-roof addition that extends across the rear elevation of the circa-1952 Minimal Traditional house at 317 East University Boulevard. Other common modifications include additional dormers and enclosure of side porches, as seen in the circa-1948 Minimal Traditional dwelling at 416 East Melbourne Avenue.

The 1.3-acre Upper Long Branch Neighborhood Park largely consists of open space with mature trees along Long Branch stream and lining surrounding streets. Concrete sidewalks and two small twenty-first-century pedestrian bridges crisscross the park and waterway. Recreational facilities include two playground areas, a basketball court, and several park benches that are all concentrated at the northwest end of the park between Wilmer and Seminole streets.

Historic Context:

The area that is now Silver Spring remained undeveloped farmland until the late-nineteenth and early-twentieth centuries. Indian Spring Park was one of several residential developments to emerge around the Indian Spring Golf Club and Argyle Golf courses in the 1920s. In a 1927 advertisement, it was touted along with Indian Spring Terrace and Four Corners by the Silver Spring Chamber of Commerce as being one of the new charming communities near the proposed Sligo Valley Park (The Evening Star 1927, 9).

In 1926, during a period of significant government expansion and population growth in Silver Spring, real estate agent, Noah R. Robinson, and his wife, Lois, purchased approximately 40 acres of agricultural land to develop Indian Spring Park (Montgomery County Deed Book [MCDB] 412, 312). In partnership with the family business, N. R. Robinson & Sons, the couple divided the property into two sections, the first of which was platted in December 1926 and the second in October 1930 (Montgomery County Plat Book [MCPB] WWW 4, 345; 5, 420). As platted, Section Two of Indian Spring Park included a small linear strip of

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land identified as “Long Branch Park,” which M-NCPPC later purchased (M-NCPPC 2019). The parkland followed the waterway after which it is named and was used by the Washington Suburban Sanitation Commission during sewer and water work in the Anacostia River Valley to prevent sewage from Indian Spring Park and surrounding development from polluting the stream (The Evening Star 1939, 19). Concrete curbs and gutters were also added in the late 1940s to manage storm water drainage in the development (The Evening Star 1949, 21).

No single firm constructed or marketed houses for sale in Indian Spring Park, and no architect or other design professionals were identified in advertisements. Noah Robinson and members of his family sold most residential lots in the development over the next three decades to individuals, many of whom arranged for the construction of their own house, some by obtaining construction loans from local building and loan associations. Other buyers appear to have held onto their property as an investment. In the early 1950s, the Robinsons sold small groupings of less than a dozen lots to small homebuilding companies. N. R. Robinson & Sons briefly advertised two different house models in 1938, but did not maintain their marketing effort. The two types discussed at this time included a Cape Cod with a mansard roof (9505 Seminole Street) and a one-and-a-half-story “smart bungalow” (205 Dearborn Avenue), both priced at \$7,950 (The Washington Post 1938a, R3, 1938b, R8). A June 1940 article attributed builder Benjamin Barbe to the one-and-a-half-story bungalows at 9404 and 9406 Garwood Street (The Washington Post 1940, R2). A couple of house types within this development are the same as models in the neighboring subdivisions of Indian Spring Club Estates (M: 32-34), platted by businessman-turned-homebuilder, Abraham S. Kay, and Indian Spring Village (M: 32-13) subdivided by J.D. Sheffield with builders, A. H. Ryan and Edson W. Briggs—both of which date from the late 1930s (Diehlmann 2019; Leach 2000).

Typical of residential subdivisions from the Industrial/Urban Dominance and Modern periods, restrictive covenants placed on the property by Noah and Lois Robinson limited its development to dwellings whose design met with their approval. Later deeds required the value of any house built in Section Two of Indian Spring Park to be greater than \$5,000 and less than \$7,500 (MCDB 528, 228). Another clause in Indian Spring Park deeds permitted the Robinsons to allow commercial uses in the development from time to time. Common for the time period, these restrictions also limited property ownership and occupation to Caucasians with the exception of domestic servants (MCDB 422, 23).

Indian Spring Park was the only development that Noah Robinson and his family created, though they worked as real estate agents to facilitate the sale of other residential properties in the area. Robinson moved to Washington, D.C., in 1909 and maintained an office for N. R. Robinson & Sons there throughout the mid-twentieth century until his death in 1958 (The Washington Post 1958, D2). The family built and briefly resided in an early dwelling in Indian Spring Park. Noah Robinson also served as secretary of the Indian Spring Park Citizens Association from the time it was founded in June 1927 by residents of “Avenel, Seek’s Corner, Clifton Park, Four Corners and Indian Spring Park” into the 1930s, as the organization lobbied local leaders on development issues like sewer, roads, and schools in the area (The Washington Post 1927, 16).

The 1.3-acre Upper Long Branch Neighborhood Park is currently part of Long Branch Stream Valley Unit 2 that also includes the 6.1-acre Long Branch-Wayne Local Park, Long Branch-Arliss Neighborhood Park, and the 14-acre Long Branch Local Park. No deeds or legal contracts were uncovered between the Robinsons and MNCPPC, its representatives, or another organization to detail the park’s acquisition, but it appears to have been an early addition to M-NCPPC’s holdings that has been routinely impacted by storm and sewer water management activities in the area.

#### Evaluation:

Indian Spring Park was evaluated as a planned residential development in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

Marketed as a suburban retreat for the growing middle class alongside other residential enclaves in Silver Spring like Woodside, Woodside Park, Seven Oaks, and Indian Spring Terrace, Indian Spring Park was one of many developments that sought to capitalize on the affordability of the automobile and the appeal of suburban living after World War I. With a gridded street network, consistent setbacks, and restrictive clauses, Indian Spring Park was similar to other developments from the early-to-mid twentieth century. An example of the most common type of suburban construction in Montgomery County, this subdivision saw substantial growth throughout the 1940s and 1950s with continued infill development during the Suburban Diversification Period (1961-1980) up to the present. It did not introduce design innovations influential to later developments and does not



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demonstrate significant associations with suburban residential development. Furthermore, the development is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in its development are not known to have made significant contributions to suburbanization or the homebuilding industry in Montgomery County. Research has not shown the development to be associated with the lives of other persons significant in the past. Therefore, this resource is not eligible under Criterion B.

Indian Spring Park represents a ubiquitous property type in Montgomery County and retains many of the character-defining elements of planned residential communities from the Industrial/Urban Dominance and Modern periods. However, most houses have been modified through the introduction of replacement materials and additions that have diminished the development's historic integrity of design, materials, workmanship, feeling, and association. Although they are few in number, four recently constructed dwellings have introduced new forms and styles which further diminish the historic character of the development. Because it is not an outstanding example of its resource type and does not convey high artistic value as the work of a master, Indian Spring Park is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Indian Spring Park encompasses 39.7 acres and is defined by East University Boulevard to the east, East Melbourne Avenue to the south, Mintwood Street and Flower Avenue to the west, and Indian Spring Manor subdivision to the north. It includes multiple parcels found on Montgomery County Tax Map JP51 and JP52 (2019).

#### References:

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The Evening Star. 1927. Silver Spring Chamber of Commerce advertisement. October 15, 1927, 9.

--- 1939. "Counties Begin Record Water, Sewer Work." January 16, 1939, 19.

--- 1949. "Curb Work Approved." October 12, 1949, 21.

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Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Maryland-National Capitol Park and Planning Commission (M-NCPPC). 2019. Upper Long Branch Neighborhood Park. October 1, 2019. <https://www.montgomeryparks.org/parks-and-trails/upper-long-branch-neighborhood-park/>.

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Montgomery County Plat Book (MCPB). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed October 15, 2019. <http://www.msa.md.gov>.

State Department of Assessments and Taxation (SDAT). 2019. Assorted Montgomery County Tax Records. Accessed March 12, 2019. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

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--- 1938a. "Exhibit Homes Are Opened at Indian Spring." February 27, 1938, R3.

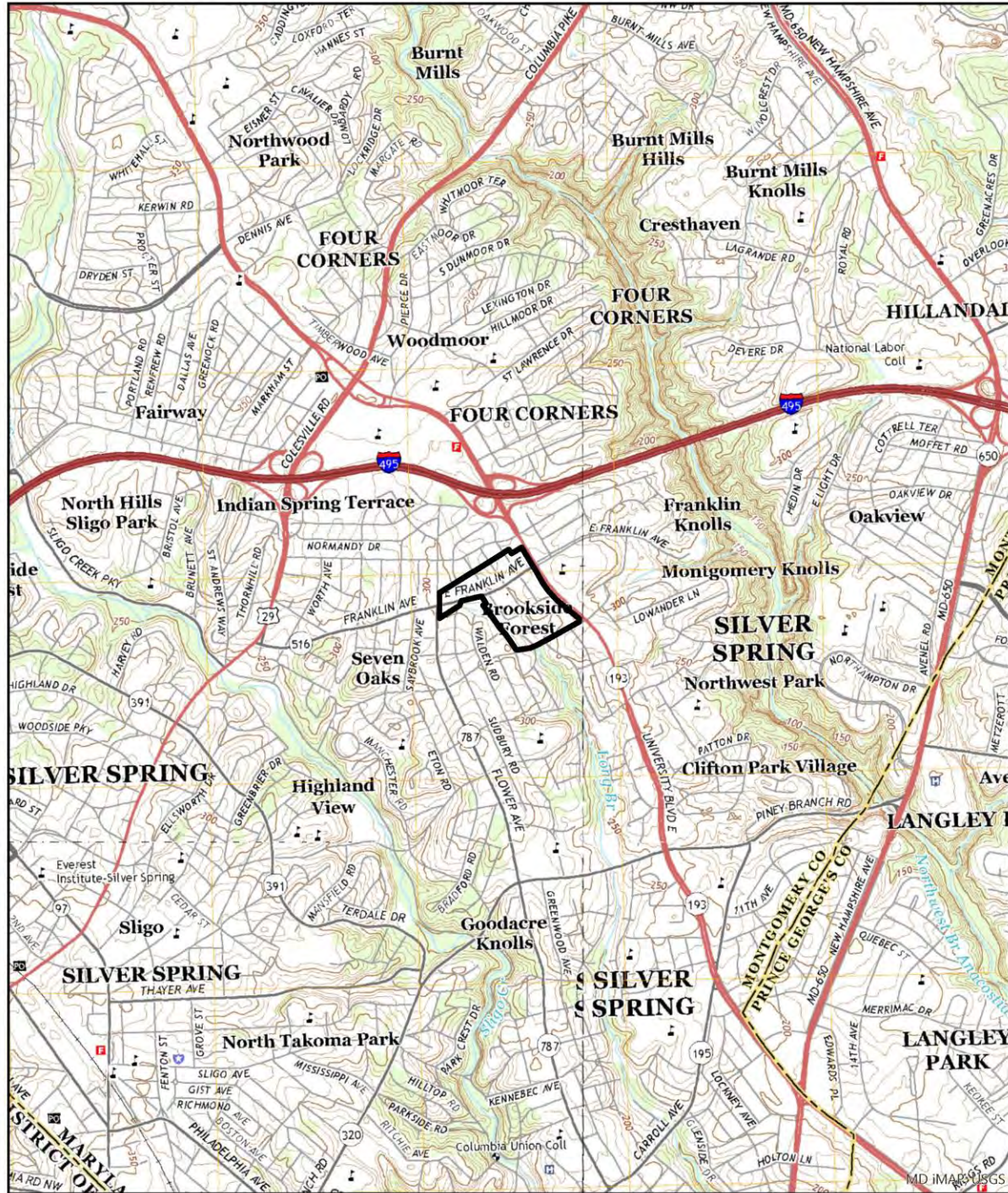
- 
- 1938b. Advertisement for Indian Spring Park by N. R. Robinson & Sons. February 27, 1938, R8.
  - 1940. "New Modern Bungalows Now Shown at Indian Spring Park." June 23, 1940, R2.
  - 1958. "Robinson, Lay Leader, Businessman." December 4, 1958, D2.

**Indian Spring Park**

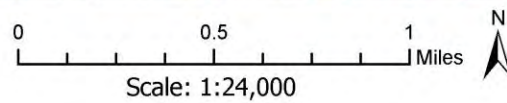
Location: Southwest of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



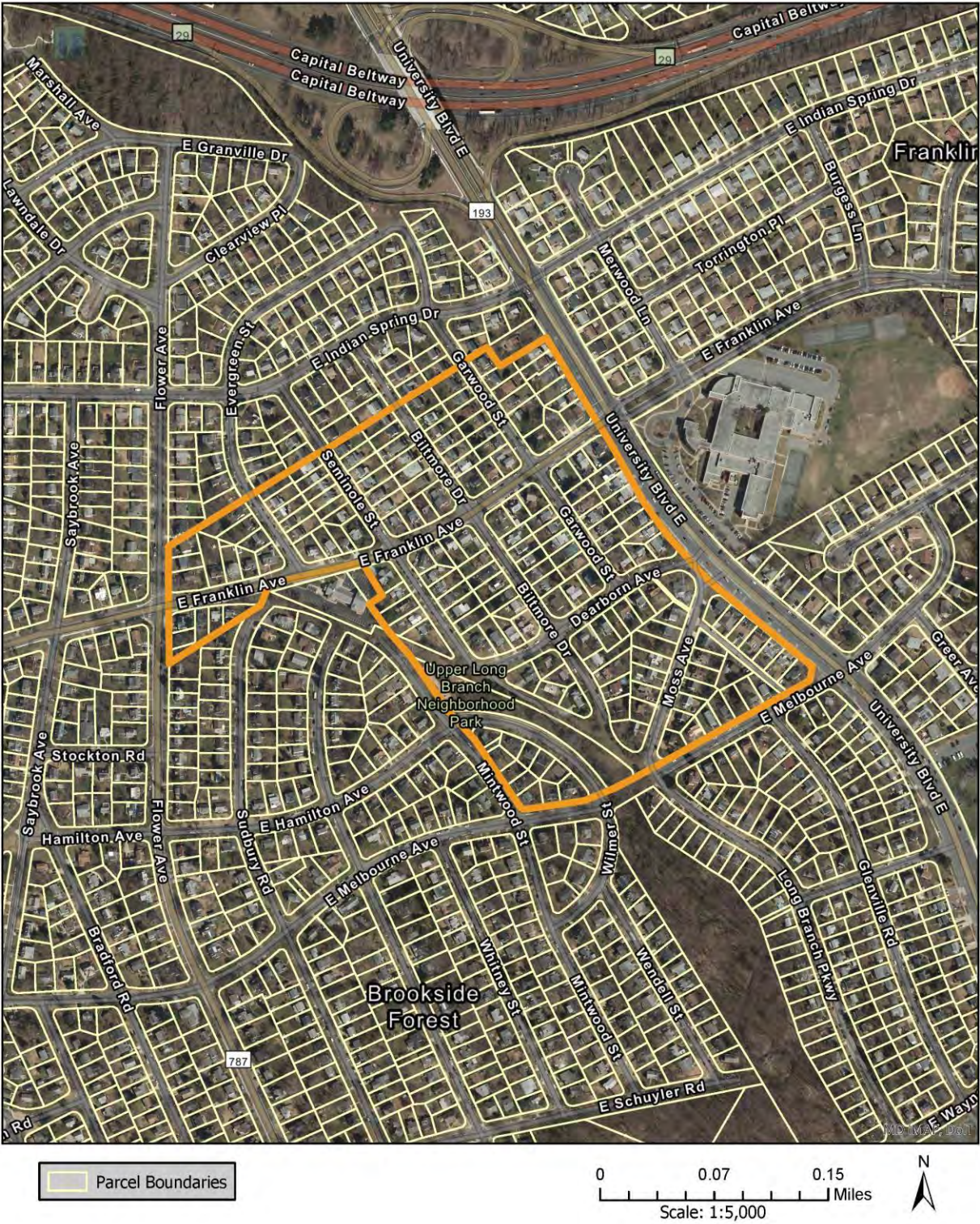


Indian Spring Park

Location: Southwest of the interchange of I-495 and University Boulevard East

Montgomery County

City: Silver Spring







View of houses at 9405 to 9411 Seminole Street, looking north.



203 and 205 Dearborn Avenue, southeast elevations





View of houses at 9510 to 9514 Biltmore Drive, looking southeast.



View of houses at 9330 and 9332 Wilmer Street, looking west.





212 Dearborn Avenue, west oblique.



214 East Franklin Avenue, west oblique.





Northwest corner of Dearborn Avenue and Biltmore Drive.



9514 Seminole Street, northeast elevation.





9506 and 9508 Seminole Street, northeast elevations.



Upper Long Branch Neighborhood Park, looking north.



**PHOTO LOG**

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Number of Photos: **10**

Name of Photographer: **Mical Tawney**

Date of Photographs: **10/09/2019**

Location of Original Digital File: **MHT**

File Format: **M: 32-38\_10/09/2019\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of houses at 9405 to 9411 Seminole Street, looking north.

02.tif

203 and 205 Dearborn Avenue, southeast elevations

03.tif

View of houses at 9510 to 9514 Biltmore Drive, looking southeast.

04.tif

View of houses at 9330 and 9332 Wilmer Street, looking west.

05.tif

212 Dearborn Avenue, west oblique.

06.tif

214 East Franklin Avenue, west oblique.

07.tif

Northwest corner of Dearborn Avenue and Biltmore Drive.

08.tif

9514 Seminole Street, northeast elevation.

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9506 and 9508 Seminole Street, northeast elevations.

10.tif

Upper Long Branch Neighborhood Park, looking north.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Indian Spring Terrace Park

**Address:** 9717 Lawndale Drive

**City:** Silver Spring

**Zip Code:** 20901

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Tax Map Parcel Number(s):** P562

**Tax Map Number:** JP42

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Nicole A. Diehlmann

**Date Prepared:** Apr 9, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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**Description of Property and Justification:** (Please attach map and photo)

This resource is within the boundary of Indian Spring Club Estates/Indian Spring Terrace/Indian Spring Manor (M: 32-12) determined not eligible for the National Register of Historic Places (NRHP) in 2000. Indian Spring Terrace Park is being evaluated separately because it was constructed outside the M: 32-12 period of study, ranging from the 1920s to 1940s.

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Indian Spring Terrace Park is a 11.4-acre public park in a residential area bounded by the Capital Beltway (I-495) to the north and east, by Fairway Avenue and Marshall Avenue to the south and southwest, and by the YMCA Silver Spring to the west.

Indian Spring Terrace Park contains a recreation center and several recreational structures on gently rolling land with mature trees. Located north of Fairway Avenue near the center of the parcel, the one-story,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Indian Spring Terrace Park

gambrel-roofed, recreation center is air-conditioned and contains bathrooms and a kitchen with a refrigerator and warming oven.

The one-story recreation center runs on a north-south axis and likely sits on a concrete slab foundation. According to M-NCPPC, the building dimensions are 34" x 64" (M-NCPPC). The painted concrete-block building has an overhanging asphalt-shingle gambrel roof with vertical-board paneling in the south gambrel end. A one-story, painted concrete-block wing with a gable roof extends from the north elevation. There is a fenced area east of the wing that appears to hide mechanical equipment.

The building façade faces west and consists of three recessed bays separated by projecting pillars. The entrance, located in the north bay and approached via a concrete patio, contains a metal door. The two south bays feature bands of three large fixed windows covered in metal security screens. The south elevation has three bays divided by concrete pillars, but no fenestration. The east elevation appears to mirror the west façade, with two bands of windows to the south and a metal door to the north. The north elevation was not visible for survey.

West of the recreation center is a large playground with wood, metal, and plastic equipment on mulch contained by a low wall of wooden railroad ties. Benches and picnic tables surround the playground. West of the playground is a full-sized asphalt basketball court, and two lighted tennis courts, enclosed by a chain-link fence, stand to the east. Most of the areas surrounding the tennis courts are wooded. On the west side of the property, adjacent to the YMCA Silver Spring property, is a baseball/softball field with a chain link backstop at the southwest corner. Between the ballfield and the basketball court is a wooded area with a stream. A concrete path surrounds the recreation center, and additional concrete paths, constructed circa 2018, connect the recreation center to the tennis courts, playground, basketball court and baseball/softball field. Fairway Avenue runs through an asphalt parking lot located south of the recreation center. Several concrete storm drains and benches are on the property. Rustic wood-board park signs with incised lettering are south of the recreation center, at the southeast corner of the ball field, and at the intersection of Lawndale Drive and Fairway Avenue. The park is bordered to the north and east by concrete noise walls.

The land now used for the park was originally part of Indian Spring Country Club's golf course, but the course closed in the early 1960s when the beltway was constructed through club property. The Maryland-National Capital Park and Planning Commission (M-NCPPC) acquired the property from the heirs of the former club owner, Abraham Kay, in 1971 (liber 4144, folio 374). By 1973, M-NCPPC was soliciting bids for a variety of work in the park including the construction of an athletic field, paved parking area, multi-use court, tennis courts, and recreation center (Washington Post, October 20, 1973). The recreation center was to be identical to five other recreation centers constructed for local parks in Montgomery County at the same time (Washington Post, August 4, 1973). The work likely commenced shortly thereafter, as the tennis courts were in use by March 1978 according to the Washington Post (Washington Post, March 31, 1978).

Indian Spring Terrace Park is an example of a mid-twentieth-century local and neighborhood park common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the NRHP under Criteria A or B. While the property retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.



NR-ELIGIBILITY REVIEW FORM

Indian Spring Terrace Park

The property encompasses 11.4 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map JP42-0000, Parcel P562 (2018). Tax account is 00965244.

References

"25 Bids & Proposals," The Washington Post, August 4, 1973, C1.

"125 Bids & Proposals," The Washington Post, October 20, 1973, B4.

M-NCPPC, "Indian Springs Terrace Local Park," <https://www.montgomeryparks.org/parks-and-trails/indian-springs-terrace-local-park/>, accessed April 9, 2019.

Montgomery County Land Records, [mdlandrec.net](http://mdlandrec.net), accessed April 9, 2019.

Whitehead, Pamela, "Tennis Around the Beltway: A Matter of Courts," The Washington Post, March 31, 1978, W27.

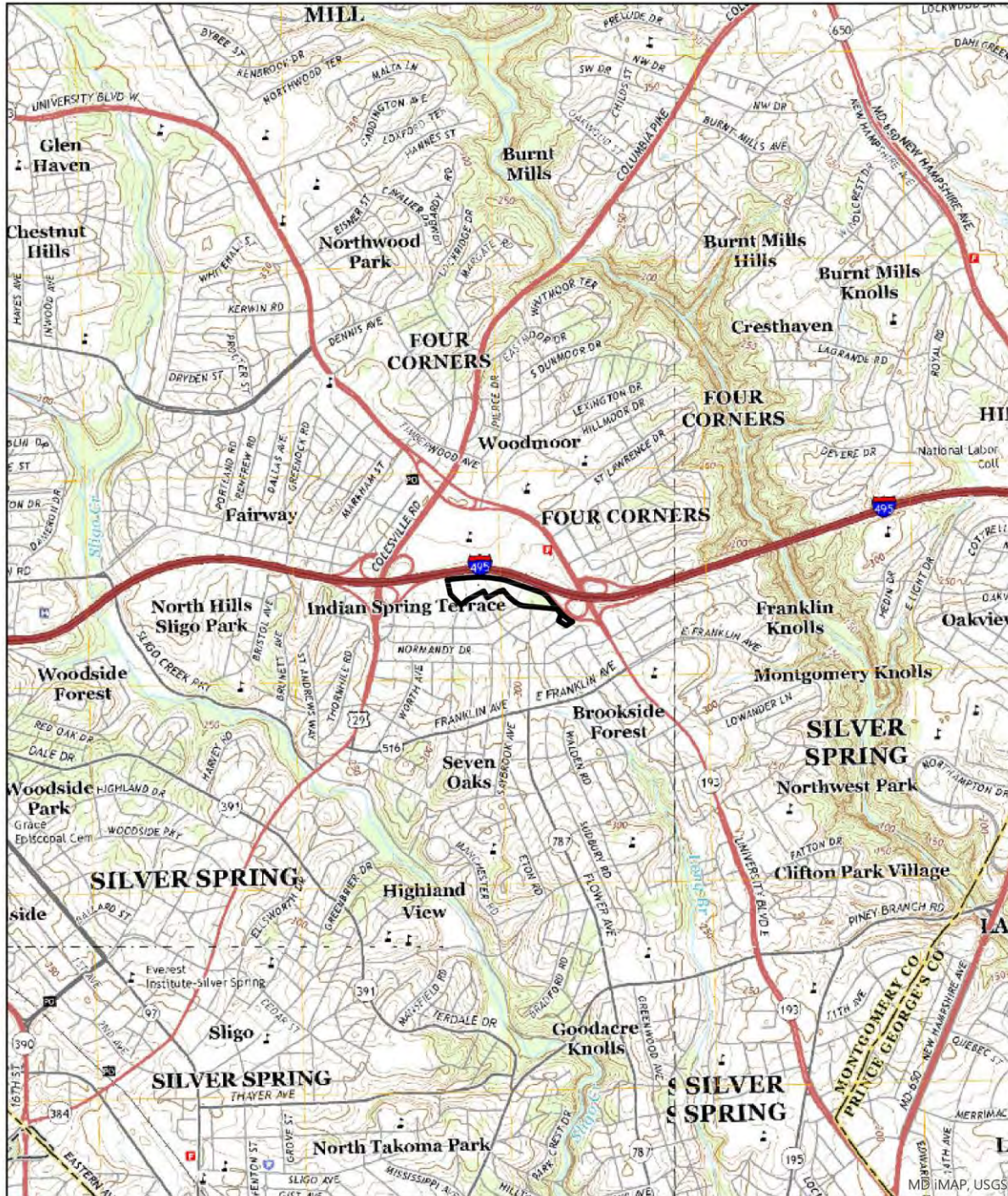
Indian Spring Terrace Park

**Indian Spring Terrace Park**

Location: 9717 Lawndale Drive

Montgomery County

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000



Indian Spring Terrace Park



Recreation center, facade and south elevation, looking northeast



Playground and basketball court, looking northwest



Indian Spring Terrace Park



Path and tennis courts, looking east

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Industrial Bank

**Address:** 7610 Pennsylvania Avenue/3408 and 3410 Forestville Place

**City:** District Heights

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0089

**Tax Map Number:** 0000, 0030

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 14, 2019

**Preparer's Eligibility Recommendation:**

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Industrial Bank is an office building occupying 1.59 acres bounded by Forestville Road, Pennsylvania Avenue and Forestville Place. The property is surrounded by single-family dwellings and commercial buildings, including a large shopping center to the northeast. The three-story New Formalist-influenced building, according to state tax data, was constructed in 1975; it is oriented on an approximately northeast-southwest axis and the curved southeast façade faces toward Forestville Road. Two driveways connect Forestville Place with the asphalt parking lots that surround the building. The office building occupies the center of the south parcel, separated from the road by grass, trees, bushes, and sidewalks. A one-story, partially underground, concrete and metal parking deck, with brick cladding at the façade, is located directly northwest of the building. The property includes planting beds and bushes at the façade, light standards around the parking lots, and a metal and plastic monument sign with tenant names along Forestville Road.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Industrial Bank

The seven-bay curved rectangular-plan office building is clad in tan brick in a running bond on the northeast, northwest, and southwest elevations. At the façade, the building is clad in exposed aggregate concrete and tan brick at the first story; the second story extends over the first story to create a covered walkway along the façade, supported by exposed aggregate concrete piers. The recessed main entrance is located at the center of the façade and consists of paired glass doors with black metal-framed sidelights and transom. The first story features six storefronts flanking the main entrance, each consisting of single or paired metal and glass doors topped with a transom and flanked by storefront windows set on tan spandrel panels. Above the first story, each façade bay is divided into four vertical areas separated by narrow, projecting pillars. Each vertical bay features alternating bands of single light, tinted-glass, fixed-sash windows and tan spandrel panels. The northeast and southwest elevations each feature two rows of four square metal grates that project slightly from the wall. Three-dimensional letters spelling "7610 PENNSYLVANIA AVE" are placed on the façade, northeast, and southwest elevations. The southwest elevation also features a backlit rectangular business sign and a two-bay, flat-roofed metal canopy shading a drive-up teller window, an ATM machine, and two banking lanes. At the first story of the northwest elevation is a recessed open area for vehicle parking that features four single pedestrian metal doors. A single metal door is also located just south of the recessed area. On the second and third stories, the northwest elevation features single-light, tinted-glass, fixed-sash windows with ventilation grates below. The building has a flat roof occupied by mechanical equipment.

Industrial Bank is an undistinguished example of a mid-twentieth-century office building commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the building retains integrity, it does not represent the work of a master or possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.59 acres and is confined to the current property tax parcels which are found on Prince George's County Tax Map 0089, Parcels 0000 and 0032 (2018).



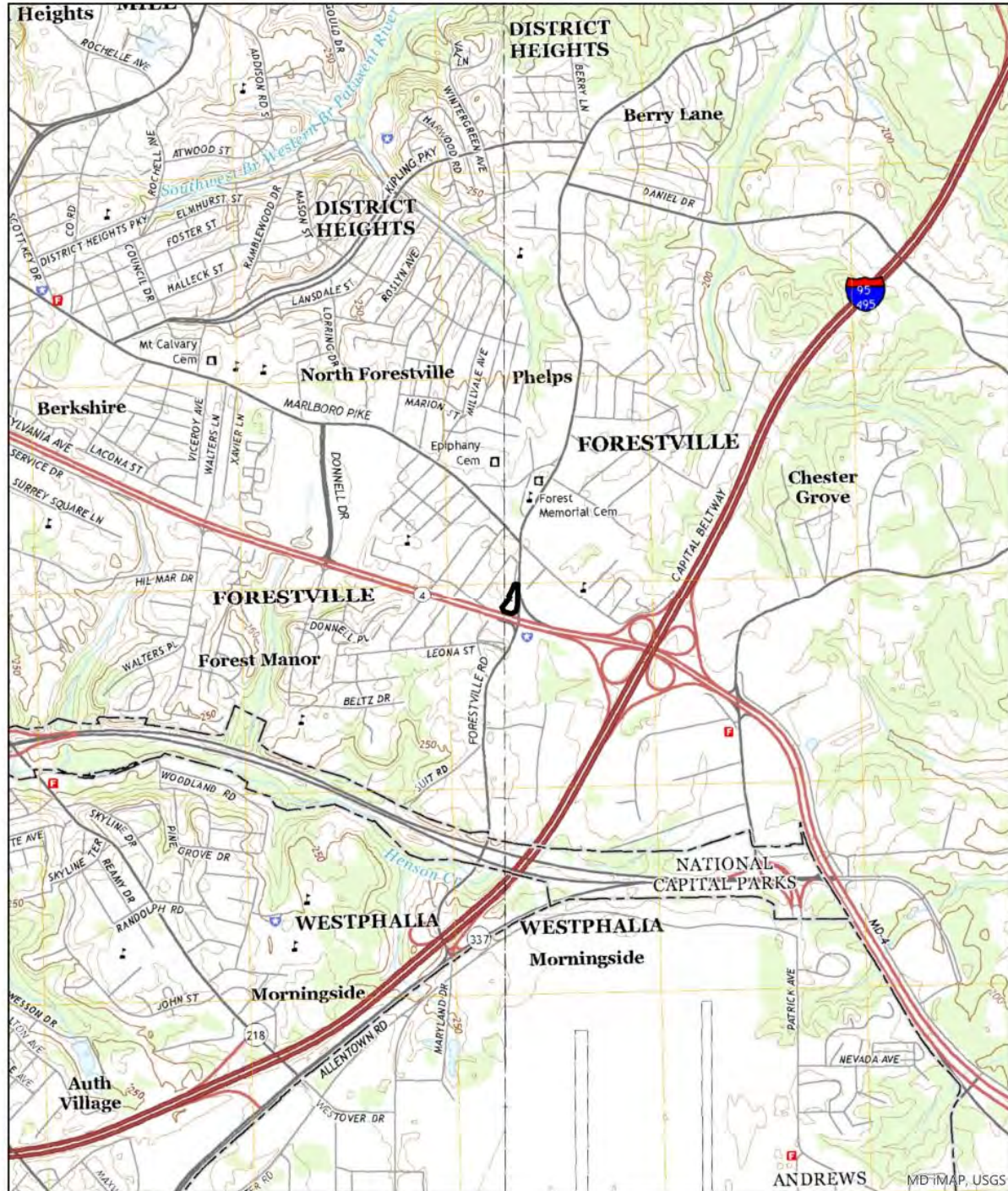
Industrial Bank

**Industrial Bank**

Location: 7610 Pennsylvania Avenue/3408 and 3410 Forestville Place

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles  
Scale: 1:24,000



Industrial Bank



Southeast facade and southwest elevation



Northwest elevation

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Interstate Corporation

**Address:** 16031 Industrial Drive

**City:** Gaithersburg

**Zip Code:** 20877

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** N970

**Tax Map Number:** FS63

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Rummel, Klepper & Kahl, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 4, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Interstate Corporation building is an International Style-influenced one-story warehouse constructed in 1966. The building occupies 4.73 acres and is located on the south side of the property, with a circa 2000s metal warehouse to the north that has a rectangular plan and front-gabled roof. North of the property is I-270, separated by an area of mature trees. The resource is otherwise surrounded by industrial and warehouse properties. Interstate Corporation is bordered by lawns and mature trees and the two buildings are surrounded by asphalt surface parking lots, accessed from two driveways at Industrial Drive. Each driveway has a wood business sign supported by wood posts. At the northeast corner of the property is a lawn with a gravel turnaround.

The warehouse has an irregular plan with an office portion to the west and warehouse portion to the east. The office is clad with brick and the warehouse is made of concrete blocks. The flat roof contains multiple mechanical building systems.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Interstate Corporation

The south section of the office's west façade is recessed, so that the main entrance faces south at a 90-degree angle from the façade. The entrance consists of paired metal and tinted glass doors and is surrounded by a tinted glass panel wall in metal frames. The entrance faces onto a concrete landing and steps with metal handrail that leads to a short pedestrian walkway connected to the west parking lot. The north section of the façade has a ribbon window consisting of tinted glass in metal frames. While the façade's south section and the north elevation have no fenestration, the bricks are laid to create a vertical pattern. The south elevation has six sets of three windows with spandrel panels above and below, together in metal frames.

The north elevation of the warehouse portion has a loading dock covered by a shed roof, supported by four slender metal posts, and accessed by a set of metal steps. There are three truck garage doors, one metal door pedestrian door, and a single window. The east elevation has a metal truck garage door and a metal pedestrian door. The west section of the warehouse's south elevation is recessed, so that a truck garage door and metal pedestrian door face west at a 90-degree angle from the façade. The west end of this south elevation has a truck garage door with a steel-sash window that appears to have a hopper sash with a steel security screen, and a fixed six-light sash above and below it. The rest of the elevation has no fenestration.

Interstate Corporation is a mid-twentieth-century International Style-influenced warehouse commonly found throughout Maryland. The property is not associated with events or person that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Although the property has retained historic integrity is not eligible under NRHP Criterion C as it does not represent the work of a master or possess high artistic value. This assessment did not consider the resource under Criterion D.

The boundary for the property encompasses an 4.73-acre portion of Montgomery County Tax Map FS63, Parcel N970 (2019).

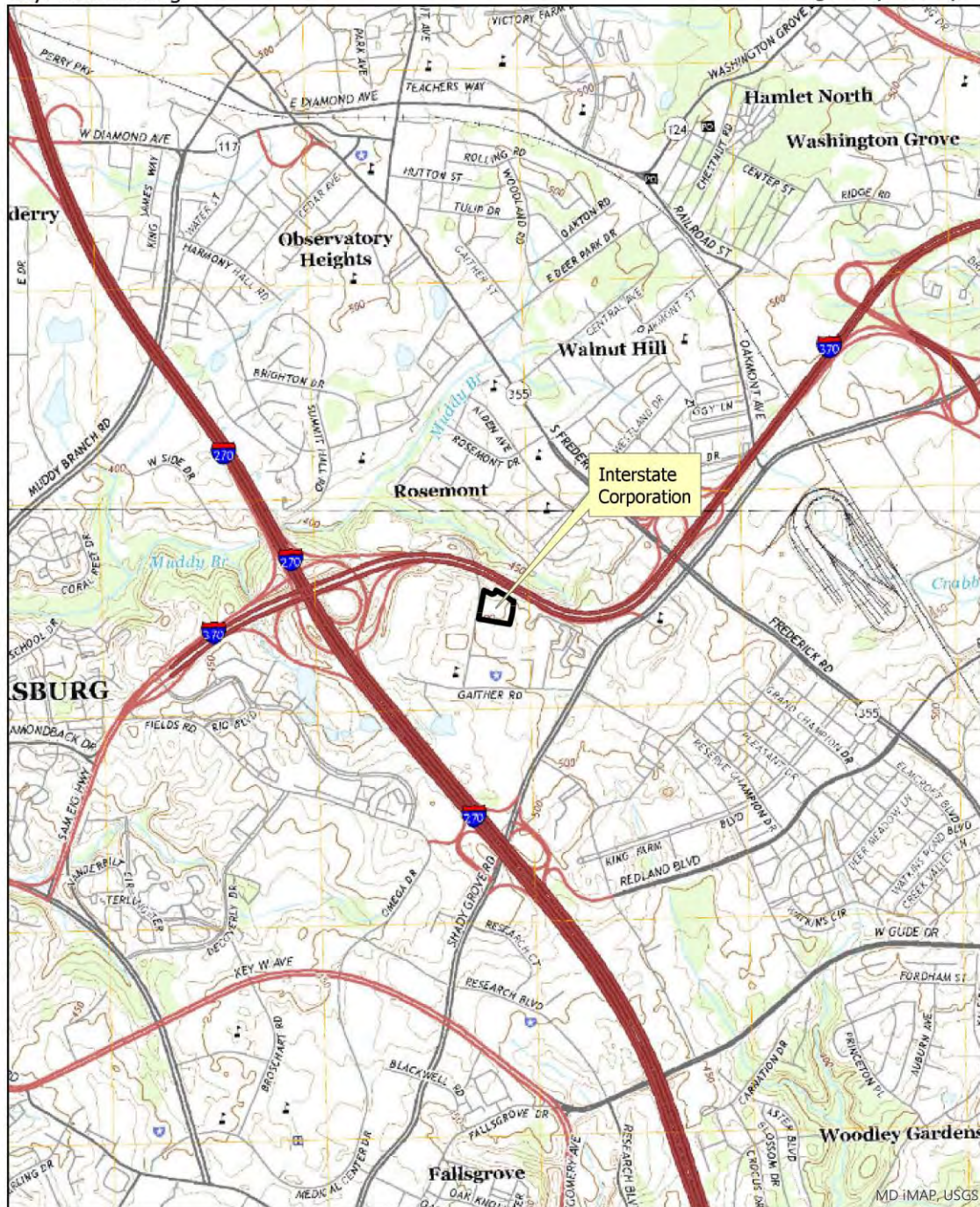
Interstate Corporation

**Interstate Corporation**

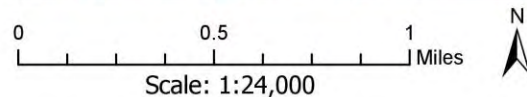
Location: 16031 Industrial Drive

City: Gaithersburg

Montgomery County



USGS 7.5' Quadrangle - Rockville





Interstate Corporation



West facade



South elevation



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** James E. Duckworth School

**Address:** 11201 Evans Trail

**City:** Beltsville

**Zip Code:** 20705

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 0150

**Tax Map Number:** 0012

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT State Highway Administration

**Preparer's Name:** Sarah Groesbeck

**Date Prepared:** Aug 13, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The 1978 James E. Duckworth School sits on a 9.9-acre parcel on the east side of Evans Trail and west of Interstate 95 in a residential area. The original school building sits near the front of the parcel, separated from the road by a driveway and parking area. Four one-story trailers north of the original elementary school building have been added, the first circa 2007 and three more placed circa 2012. A linear running track sits east of the school; beyond it is a large playing field.

The school is a roughly rectangular one-story flat-roofed building with a center courtyard. The south end of the building has two sections with higher rooflines. Tan stretcher-bond brick clads most of the façade, with projecting darker brick comprising approximately the top 15 courses. Windows are generally single-light fixed metal sash with either a lower or upper awning- or hopper-sash window. The main, double-leaf entrance is located near the south end of the building; the entrance and walkway leading to it are covered by a flat-roofed metal portico. North of the entrance, the façade has banks of two or three windows alternating with single-leaf flush metal doors with enclosed transoms.

The James E. Duckworth School is a common example of a twentieth-century elementary school building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

James E. Duckworth School

or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 9.9 acres and is defined as Parcel 150 on Prince George's County Tax Map 12.

NR-ELIGIBILITY REVIEW FORM

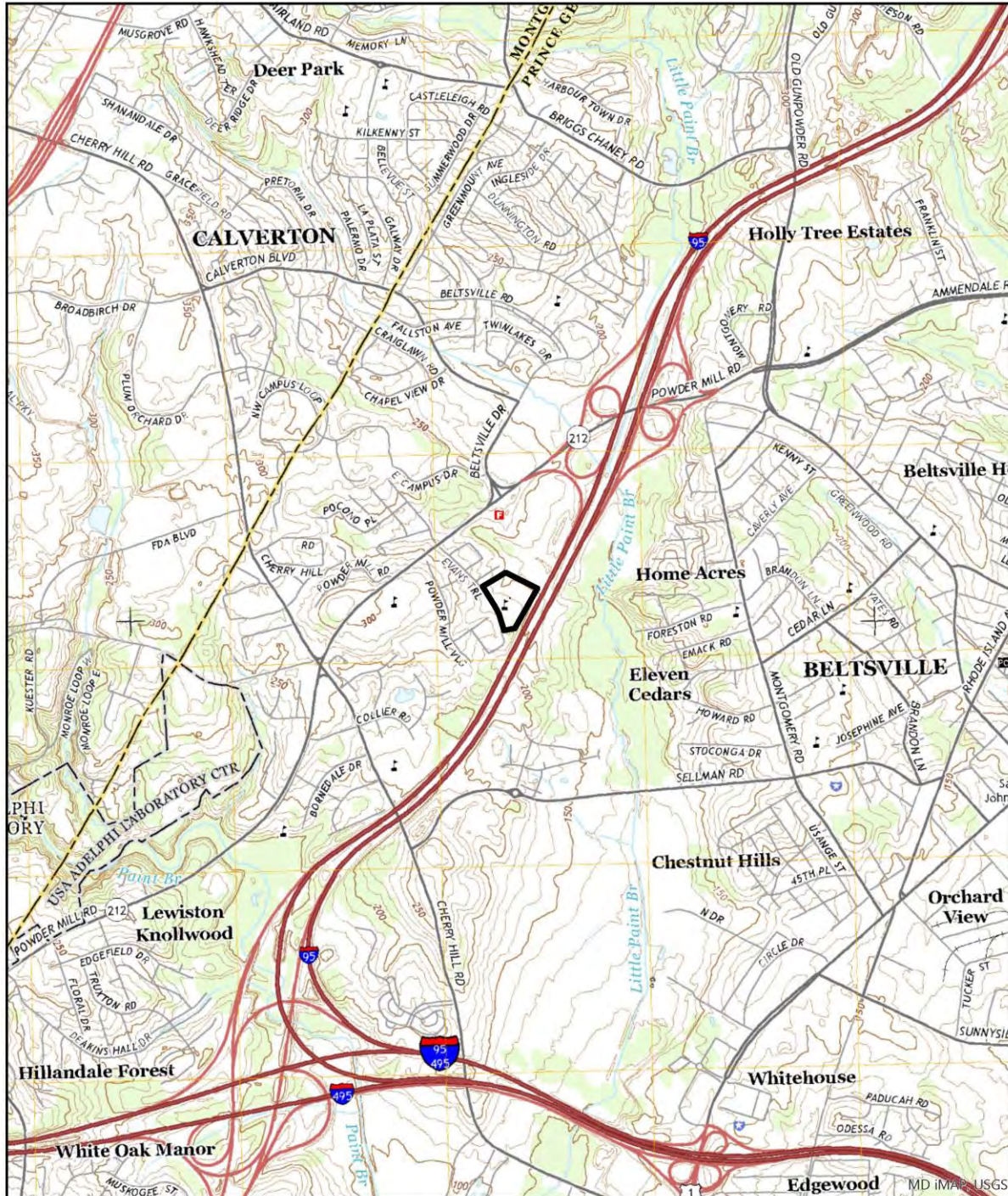
James E. Duckworth School

**James E. Duckworth School**

Location: 11201 Evans Trail

Prince George's County

City: Beltsville



USGS 7.5' Quadrangle - Beltsville

0 0.5 1 Miles  
Scale: 1:24,000



NR-ELIGIBILITY REVIEW FORM

James E. Duckworth School



**Main (west) Facade Looking North**



**Main (west) Facade Showing Entrance Looking Northeast**

NR-ELIGIBILITY REVIEW FORM

James E. Duckworth School



**East Elevation Looking Southwest**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: John & Marie Darcey Houses Inventory Number: PG:76A-31  
Address: 5129 Armand AVE 5112 Barto Avenue Historic district: ☐ yes ☒ no  
City: Suitland Zip Code: 20746 County: Prince Georges  
USGS Quadrangle(s): Anacostia  
Property Owner: Ignacio Navarro Tax Account ID Number: 0485664  
Tax Map Parcel Number(s): 0019 Tax Map Number: 0098  
Project: I-495/270 Managed Lane Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Setting:**

The resource known as the John and Marie Darcey Houses consist of two dwellings historically situated on the same parcel, the John Darcey House at 5129 Armand Avenue and the Marie Darcey House at 5112 Barto Avenue, located within the previously surveyed Auth Village (PG:76A-38) (Suffness 1997, 1). The parcels on which the dwellings stand are now two separate lots, and the house at 5129 Armand Avenue is situated immediately north of I-495 and faces southeast towards Armand Avenue. The property is an irregularly shaped parcel comprising 0.44 acre (State Department of Assessments and Taxations [SDAT] 2018). The boundaries contain a primary dwelling and unpaved driveway. It is currently owned by William and Ora Fitzpatrick (SDAT 2018). The house at 5112 Barto Avenue is situated between Armand Avenue and Barto Avenue and is set back on its lot from Barto Avenue. It is situated on a 0.43-acre lot with mature trees and current owned by Ignacio Navarro (Google 2018, SDAT 2018).

**Description:**

The John Darcey House at 5129 Armand Avenue is a one-story, three-bay, single-family dwelling constructed circa-1950 in the Transitional Ranch-style. It has a side-gabled roof with integrated shed-roofed carport on the primary (northeast) elevation. An interior-ridge, brick chimney pierces the roof ridge on the northwest side of the building. The continuous concrete foundation

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

**MHT Comments:**

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



supports a structural system clad in asbestos siding. The primary entry is located on the northeast elevation and is filled by a single-leaf, metal and glass door. Additional fenestration includes one-over-one, double-hung-sash, aluminum or vinyl windows and a fixed, single-light, square, aluminum or vinyl window on the northeast elevation. A carport with an asphalt-single-clad roof extends from the northeast elevation above the primary entry, and is supported by metal poles.

A one-story, one-bay addition is obscured from view from the public right of way, but is visible in aerial imagery attached to the northwest end of the building, and it appears to be clad in the same materials as the primary dwelling (Google 2018).

The Marie Darcey House at 5112 Barto Avenue is a one-story, three-bay single-family dwelling oriented with the original primary elevation facing southwest, away from Barto Avenue with a later addition to the rear (northeast). This circa-1930 house has a continuous poured-concrete foundation that supports the frame structural system, which is clad in replacement vinyl or aluminum siding (SDAT 2018). A moderately pitched, side-gabled roof sheathed in asphalt shingles covers the building. Fenestration on the original core includes a primary entrance centered on the southwest elevation, filled with a single-leaf, solid door as well as one-over-one, replacement windows. A set of concrete steps is located in front of the building's original primary entrance on the southwest elevation.

A gabled roof addition extends from the northeast (rear) elevation. It features an interior chimney situated near the northwest elevation, a single-leaf door that currently functions as the primary entrance, and fixed, rectangular windows near the roof's eave.

Aerial imagery indicates a one-story, one-bay, front-gabled shed is located east of the dwelling at 5112 Barto Avenue (Google 2018).

#### Historic Context:

Maryland's suburbanization through the nineteenth and twentieth centuries was influenced by the same national trends driving suburbanization elsewhere. The increasing availability of transportation routes such as rail and trolley lines, improvements to roadways, and early highway construction allowed for greater access to Baltimore and Washington from previously rural areas (KCI Technologies, Inc. [KCI] 1999, B-13). The pace of suburbanization in Prince George's County increased following World War II. New home construction was spurred by the passing of the Veterans Emergency Housing Act in 1946. The Suitland Government Center and Andrews Airforce Base opened in 1942, increasing the local demand for housing in Prince George's County (KCI 1999, B-40, B-41). Residences in the area consist of bungalow, American Foursquare, and Cape Cod forms and Tudor, Minimal Traditional, Transitional Ranch, and Colonial Revival-style dwellings with construction dates ranging from the 1930s to the early 1960s, part of Maryland's Modern Period, 1930 to 1960 outlined in the 1999 Suburban Historic Context (KCI 1999, B-13).

During the 2000 I-495/I-95 Capital Beltway Corridor Transportation Study Resources Survey and Documentation of Eligibility Report conducted by KCI Technologies, Inc., KCI stated, "Auth Village has some characteristics of a freeway suburb, including a loosely-gridded street pattern and houses placed with their longest elevation along the streets. However, the subdivision lacks landscaping and community amenities. Auth Village was largely complete by the time the Capital Beltway [I-495] was constructed in the mid-1960s. However, some properties along Armand Avenue were demolished to make way for the road" (KCI 2000, 4). Dwellings in Auth Village "include a variety of types, mostly constructed of brick. The three most common types are Minimal Traditional, Ranch and Split-Levels. The neighborhood has a loosely-gridded street plan with no sidewalks and few large trees" (KCI 2000, 1).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:      A      B      C      D Considerations:      A      B      C      D      E      F      G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

The John and Marie Darcey Houses were built for two siblings, belonging to a local family employed in the truck farming business (Ancestry 2018; Stuffness 1997, 11). The creation of I-495 altered the orientation of the buildings (Stuffness 1997, 11). Additionally, “the first wave of subdivision housing in the 1950's, Auth Village. Auth Village was, in part, developed by Robert Warren Ammann, a local brick builder and descendent of the original landowner Warren Darcey, who was a truck farmer” (Stuffness 1997, 11). Prior to the construction of I-495 and Auth Village, the land surrounding the John and Marie Darcey Houses was largely used for agriculture (Stuffness 1997, 11). Research did not reveal additional details about the Darcey family, nor did it reveal more information about earliest deed transfers. However, the John Darcey House and 1 acre of land were conveyed from Charles S. Sasscer to Michael and Marie Santantonio in 1950 (Prince George's County Deed Book [PGCDB] 1196, 337). In 1960, Michael and Marie Santantonio granted the property, now legally described as parcel C-1, Block “A” ‘by plat to be recorded,’ to William and Ora Fitzpatrick, the current owners (PGCDB WWW 2439, 412).

While secondary research indicates the Marie Darcey House is was built for and occupied by Marie Darcey circa 1950, primary research conducted during this survey could only trace the property back to 1986, when it was owned by Michael E. Dowler and Tracey A. Dowler, and Harold E. Dowler and Janet L. Dowler, who granted it to George A. Resta and Allan B. Bernstein, trustees, “being the ‘not included’ lot in block E as shown on a plat of subdivision Auth Village, section 2, blocks C, D, and E, recorded in plat book WWW at plat 21” (PGCDB 6489/25).

#### Evaluation:

The John Darcey House and the Marie Darcey House are two single-family dwellings constructed circa 1950 and 1930, respectively. The two buildings that make up this resource are located within Auth Village (PG:76A-38), a survey district built between 1950 and 1970 and containing approximately 200 single-family houses that was determined not eligible for the National Register of Historic Places (NRHP) in 2000 (Maryland Historical Trust [MHT] 2000).

The John and Marie Darcey Houses at 5129 Armand Avenue and 5112 Barto Avenue are single family houses built in the second quarter of the twentieth century circa-1930 and circa-1950 in the Transitional Ranch style. They retain integrity of design, association, and location, but the development of I-495 and the installation of a sound barrier reduces integrity of setting and feeling, and modifications including replacement siding, roofing, and windows reduces integrity of design, materials, and workmanship.

The houses were last surveyed during the 2000 I-495/I-95 Capital Beltway Corridor Transportation Study Resources Survey and Documentation of Eligibility Report, and were recommended to be not individually eligible for the NRHP at that time.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the John and Marie Darcey Houses are not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the John and Marie Darcey Houses at 5129 Armand Avenue and 5112 Barto Avenue are not recognized to be particularly unique or excellent examples of the Transitional Ranch style, as many others exist throughout the area such as the multiple examples located within Auth Village. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The two resources encompass a total of 0.87 acres, and the historic boundaries for the Darcey Houses are confined to the tax parcel limits as shown on Prince George's County Tax Map 0098 for Parcels 0019 and 217 (SDAT 2018).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

## References:

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KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed August 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Maryland Historical Trust (MHT). 2000. Maryland Historical Trust Determination of Eligibility Form: Auth Village, PG:76A-38." Prepared by KCI Technologies, Inc. (KCI). Form on file at Maryland Historical Trust, Crownsville, Maryland.

Planning Department of Prince George's County, Maryland. 2018 "GIS Open Data Portal. 'Property\_Flattened\_Py.zip.'" <http://gisdata.pgplanning.org/opendata/>.

Prince George's County Deed Books (PGCDB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Prince George's County Tax Records. Accessed August 20, 2018. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

Suffness, Rita. 1997. Maryland Historical Trust Determination of Eligibility Form: John and Marie Darcey Houses (PG:76A-31). Form on file at Maryland Historical Trust, Crownsville, Maryland.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



**John & Marie Darcey Houses**

Location: 5129 Armand Avenue  
City: Suitland

MIHP#: PG:76A-31  
Prince George's County





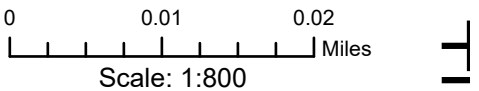
John & Marie Darcey Houses

Location: 5129 Armand Avenue  
City: Suitland

MIHP#: PG:76A-31  
Prince George's County



Parcel Boundaries





**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-31

Name: John & Marie Darcey Houses  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 2: View of I-495 Sound Barrier and John Darcey House at 5129 Armand Avenue from Armand Avenue Facing South**



**Photo 2 of 2: East Oblique from Armand Avenue Facing Southwest**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-31

Name: John & Marie Darcey Houses  
**Continuation Sheet**

Number Photos Page 2

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**PHOTO LOG**

**Name of Property:** John & Marie Darcey Houses  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** May 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 2:**  
**View of I-495 Sound Barrier and John Darcey House at 5129 Armand Avenue from Armand Avenue  
Facing South**  
**PG:76A-31\_2018-05-07\_01**

**Photo 2 of 2:**  
**East Oblique from Armand Avenue Facing Southwest**  
**PG:76A-31\_2018-05-07\_02**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: John Henry O'Neale House

Inventory Number: M: 30-47

Address: 11807 Dinwiddie Drive

Historic District: No

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Philip L. Cantelon and Eileen S. McGuckian

Tax Account ID: 04-00053703

Tax Map Parcel(s): P451

Tax Map: GQ32

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Morgan Fries

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

The John Henry O'Neale House at 11807 Dinwiddie Drive is located within the Montrose Woods residential subdivision in Rockville, Montgomery County. The property is set on an irregularly shaped, heavily wooded lot measuring approximately 1.1 acres that slightly slopes south and has a grass lawn and bushes. The resource is east of I-270 and the primary dwelling faces west towards Dinwiddie Drive. The trees on the parcel partially obscure the primary elevation of the resource from Dinwiddie Drive. An asphalt driveway extends north and then west, curving around surrounding properties, to Dinwiddie Drive.

Description:

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

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The John Henry O'Neale House is a modified two-story, single-family dwelling constructed circa 1918 in the Colonial Revival style. The dwelling has an original two-story core with one-story wings that extend north and south. The continuous foundation and structural system are clad in wooden shingles. A front-gabled roof sheathed in standing-seam metal covers the building's original core. There is a central stone, double-flue chimney on the south side of the central, two-story section.

The primary entrance is off-center on the original two-story section's west elevation and is filled with a single-leaf, four-paneled door with a four-light window along the top edge. It is approached via stone pavers and a stone stoop. Other fenestration includes wood-framed, six-over-six, double-hung-sash windows and two bay windows.

There are two additions flanking the central, original core both of which date to the late 1940s or early 1950s (Kittowea 1999, G2). The southern stone addition is covered by a moderately pitched, side-gabled roof clad with asphalt shingles (Nationwide Environmental Title Research, LLC [NETR] 1957). The roof's eaves are lined with a denticulated cornice, and fenestration includes six-over-six, double-hung-sash, wood-framed windows flanked by louvered shutters. The northern addition is clad in the same wooden shingles as the central, two-story core and is covered with a low-pitched, side-gabled roof clad with asphalt shingles.

This northern addition connects the two-story original core to a circa-1930, one-story, one-bay garage clad in stone and vertical wood board. The garage, facing west, features a segmental, metal garage door and a front-gabled roof with vertical wood siding at the gable ends. The north elevation holds fixed, four-light, wood windows and a wood-clad shed-roofed addition with wooden vents.

North of the dwelling is a circa-1985, one-and-a-half-story, two-bay greenhouse. It rests on a continuous concrete foundation and is covered by a metal front-gabled roof and its exterior is clad in unpainted wooden siding. A recessed primary entrance, consisting of a single-leaf, half-glass wooden door and single Doric order column are located on the west elevation. Other fenestration consists of one six-over-six, double-hung-sash window and one four-paned, fixed window in the gable on the west elevation. There are four sky lights resting on the southern slope of the roof and six, floor-to-ceiling, fixed four-pane windows span the south elevation.

A frame, shed-roofed cistern and metal well pump are located immediately north of the garage.

#### Historic Context:

The land on which the John Henry O'Neale House stands was once farmland known as Cabin John Creek. The 68.75-acre property called "I Will Not Yet I Will" and "Shub Hill" was purchased by husband and wife Isaac and Mary O'Neale (also seen as O'Neal) from Isaac's father, William, for \$500 in April 1863 (Montgomery County Deed Book [MCDB] JGH 9, 174). Historic mapping indicates other buildings were once extant on the property prior to the construction of the current dwelling in 1918; another dwelling was possibly once present on the 68.75-acre agricultural parcel (NETR 1908). According to local history, the current house "stands on the site of a log cabin built in 1857 as a wedding present for a Mrs. O'Neill" (Kittowea 1999, G2). After the death of Isaac and Mary, the property was bequeathed to their son, John Henry O'Neale, who is credited with the construction of the current circa-1918 dwelling. John, a farmer,



his wife, Nellie May, and their two sons, John L. and Stanley D., occupied the property for several decades (United States Federal Census 1910, 1930). Nellie May and her sons remained on the property after John's death in 1938 until October 1946 when they conveyed the parcel to Mason C. Prichard and his wife, Ann (MCDB CKW 1041, 409).

During the Prichards' ownership, they added the two one-story wings and in 1959 subdivided portions of their land to the north, giving the name Montrose Woods to part of what would become a much larger single-family residential subdivision developed by others, such as the Cooley Construction Company and Norsab, Inc. (Kittower 1999, G2; Montgomery County Plat [MCP] 5711). The Prichards continued to sell pieces of their land for residential development until 1979, when they sold the last of the land surrounding the 1918 house. Prior to the late-1950s, the rural property was accessed by a long drive extending from the north with an entrance via Montrose Road. After the development of the original portion of Montrose Woods, the drive was shortened and accessed by Old Stage Court (NETR 1957, 1964). After Mason's death, Ann sold the remaining 1.1-acre property with the John Henry O'Neale dwelling to Philip L. Cantelon and Leslie J. Ward in June 1983 (MCDB HMS 6114, 787). In 1993, the property was transferred to Philip and his wife, Eileen S. McGuckian (MCDB BAS 12168, 764).

#### Evaluation:

The John Henry O'Neale House is an early-twentieth-century, single-family dwelling with modest Colonial Revival attributes. The loss of original acreage and encroachment by surrounding residential subdivisions has impacted the resource's historic integrity of setting, association, and feeling; the house's early association with Montgomery County's agricultural history is no longer evident. Furthermore, research did not identify significant associations with other historical events; therefore, John Henry O'Neale House is not eligible for the National Register of Historic Places under Criterion A.

The O'Neales and the Prichards are not known to be important to local, state, or national history; therefore, the resource is not eligible under Criterion B.

Although the John Henry O'Neale House is one of few dwellings still extant from the early-twentieth century in this area of Montgomery County, the property lacks farm-related outbuildings or agricultural fields and is not a good example of an early twentieth-century Montgomery County farmstead. Additions and replacement materials have extensively altered the house's original form, negatively impacting its historic integrity of materials, workmanship, and design. The John Henry O'Neale House is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D.

The property encompasses 1.1 acres and is confined to the current property tax parcel, which is found on the Montgomery County Tax Map GQ32, Parcel P451.

#### References:

History Associates, Inc. 2019. "Philip L. Cantelon." Accessed January 29, 2019.  
<https://www.historyassociates.com/our-people/our-team/philip-l-cantelon/>.

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Kittower, Diane R. 1999. "Name Reveals neighborhood's Past." The Washington Post. December 18, 1999, G2.

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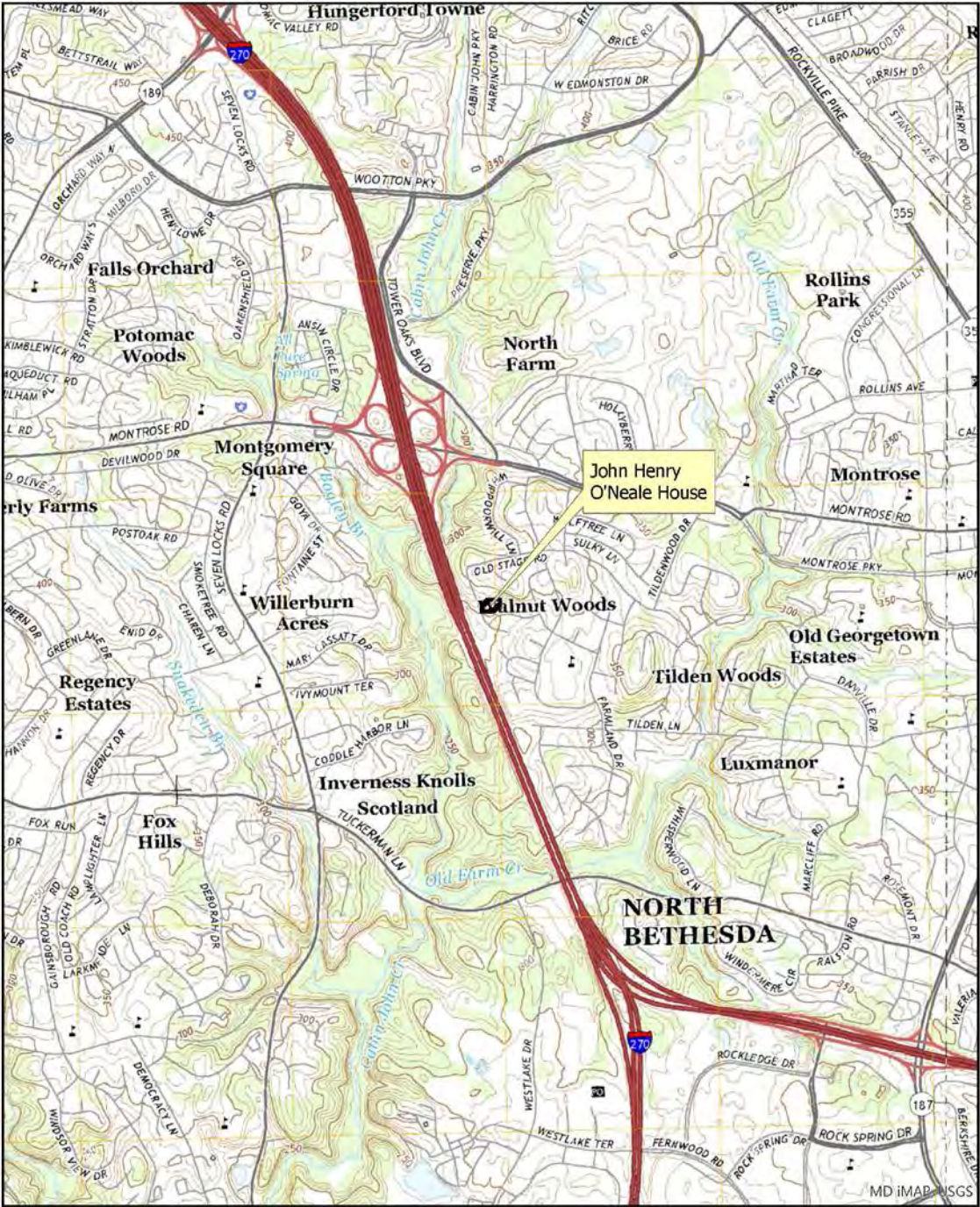
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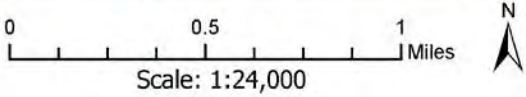
**John Henry O'Neale House**

Location: 11807 Dinwiddie Drive  
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville





John Henry O'Neale House

Location: 11807 Dinwiddie Drive  
City: Rockville

Montgomery County







View of west elevation (façade), looking southeast.



Detail of chimney, looking northeast.





View of resource from driveway, looking southeast.



Detail of primary entrance.



**PHOTOGRAPHS**

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View of east elevation of addition, looking north.



West elevation of greenhouse.

**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-47\_2018-12-05\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of west elevation (façade), looking southeast.

02.tif

Detail of chimney, looking northeast.

03.tif

View of resource from driveway, looking southeast.

04.tif

Detail of primary entrance.

05.tif

View of east elevation of addition, looking north.

06.tif

West elevation of greenhouse.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Joint Base Andrews Water Tower

**Address:** North Perimeter Road

**City:** Suitland

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 205

**Tax Map Number:** 98

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Sarah Groesbeck

**Date Prepared:** Jun 3, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

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**Description of Property and Justification:** (Please attach map and photo)

The Joint Base Andrews Water Tower, built ca. 1966, is located along the northwest perimeter of Joint Base Andrews, situated between Allentown Road to the west and North Perimeter Road to the east, north of Westover drive. The area surrounding the water tower is cleared of all vegetation, except grass, and enclosed by a chain link fence to the north, east, and south; the western fence is metal slat with intermittent brick posts, matching Joint Base Andrews perimeter fencing along this stretch of Allentown Road.

The 200-foot steel water tower is a multi-column (leg) spheroid water storage tank. Its storage tank is supported by two concentric circles of columns, eight on the inside and eighteen along the outer rim. The top of the storage tank is painted with the words "Navy" "Air Force" and "Marine Corps."

The Joint Base Andrews Water Tower is a typical example of a twentieth century multi-column water storage tank. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The water tower's design is a common across the United States and not represent the work of a master or possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



NR-ELIGIBILITY REVIEW FORM

Joint Base Andrews Water Tower

The boundary for the property includes the water tower, encompassing approximately 1.25 acres of Parcel 205 on Prince George's County Tax Map 98.

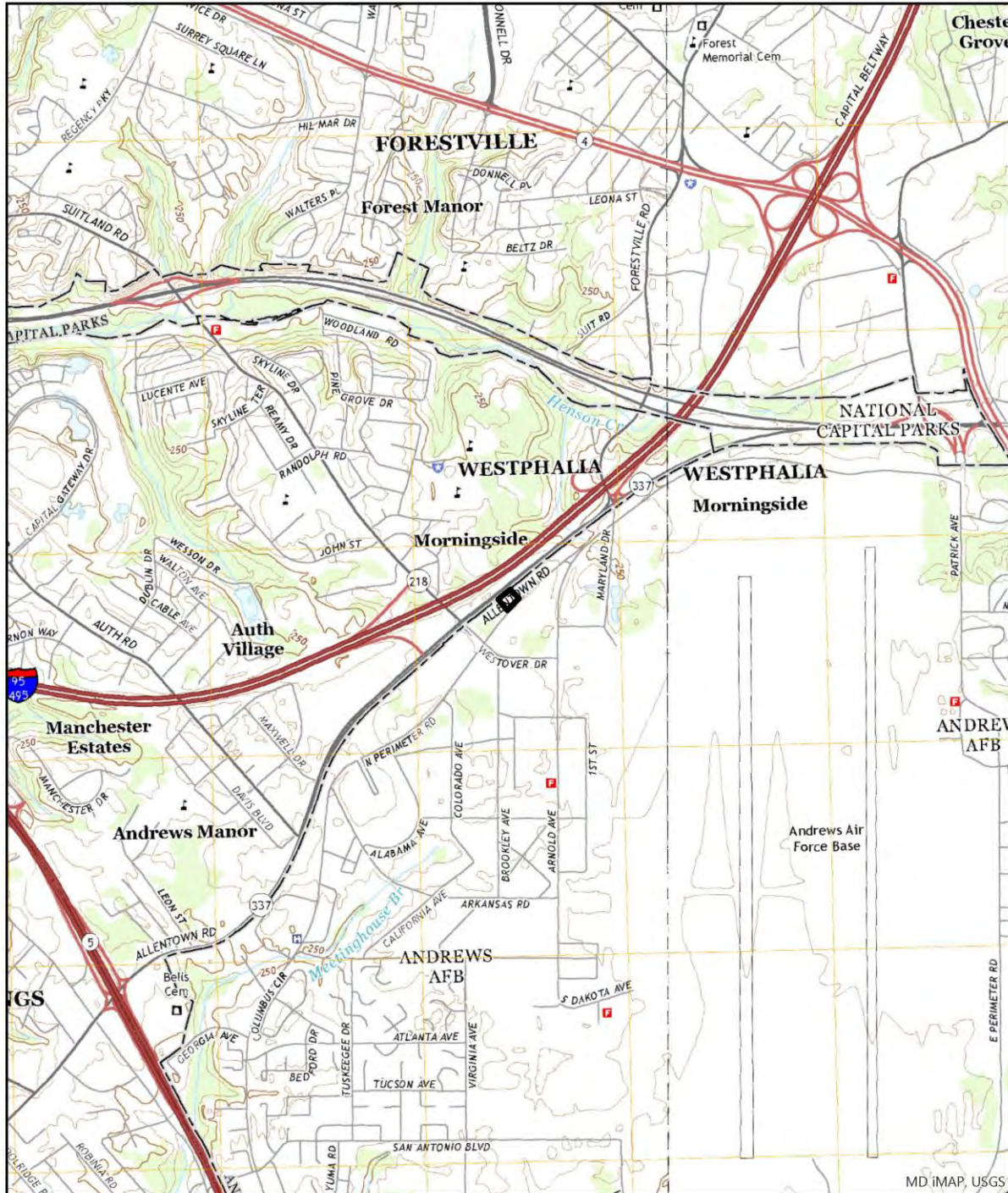
Joint Base Andrews Water Tower

**Joint Base Andrews Water Tower**

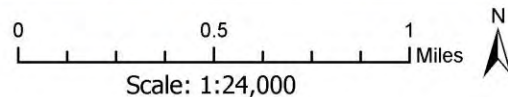
Prince George's County

Location: North Perimeter Rd

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Joint Base Andrews Water Tower



Water Tower Looking North



View of Water Tower Looking Northeast



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Julius West Junior High School (Julius West Middle School) Inventory Number: M: 26-84

Address: 651 Great Falls Road

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Board of Education of Montgomery County

Tax Account ID: Multiple

Tax Map Parcel(s): P060, P965

Tax Map: GR21, GR22

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: May 9, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

Julius West Junior High School (Julius West Middle School) is located in Rockville, Montgomery County, northeast of Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270). The 21.65-acre property is in a densely developed suburban area surrounded by residential single-family dwelling and townhome developments. The school is bordered to the north by residential developments, to the west by I-270, and to the south and west by Falls and Great Falls Roads and residential developments. Trees buffer the property from the neighboring residential developments and from I-270.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

The junior high school is accessed by two sets of paired asphalt driveways from Great Falls Road. The north driveways lead to a primarily asphalt parking lot and student pick-up/drop-off loop with islands landscaped with trees and grass. The south driveway leads to an asphalt school bus pick-up/drop-off loop and parking lot. A chain-link fence tops a brick retaining wall just south of the north driveway, and an electronic sign with brick posts is located just north of the south driveway. Concrete and asphalt pedestrian walkways are located around the property, connecting the building to the sidewalk along Great Falls Road, parking lots, athletic fields and sport courts.

A small, rectangular-plan, brick-clad shed (built some time between 1970 and 1979), with a flat roof and metal roll-up garage door, stands adjacent northeast of the school building. A small, square-plan, brick-clad shed (built between 2014 and 2017), with a hipped standing-seam metal roof and paired metal doors, stands to the southwest. Large grass athletic fields, with metal baseball backstops and concrete pads with metal benches, are also located southwest of the building. Asphalt tennis and basketball courts, surrounded by chain link fences, are located to the northwest. Rain gardens surrounding storm drain grates, metal swing-arm gates, metal bicycle racks, metal light standards, metal bollards, metal-and-wood benches, and metal flag poles are also located on the property.

### Architectural Description

Julius West Junior High School (Julius West Middle School), is a two-story, Postmodernist-influenced, roughly square-plan school surrounding a landscaped central courtyard. Completed in 1961, the school has received multiple additions and a renovation. These include a classroom wing to the southeast circa 1964, an addition to the media center at the center of the building in 1976, small additions to the northeast and center along with a major renovation of the building in 1993, and a new wing to the southwest and a small addition to the northwest between 2014 and 2017. The school building sits on a concrete foundation and is clad in red brick set in a running bond pattern with projecting brick buttresses with blue-colored tiles. A belt course of black-colored tiles is located just below a brick parapet wall with blue tile accents and metal coping. The 2014-2017 southwest wing is also clad in red brick set in a running bond, surrounding gray bricks set in a running bond.

The building has two main entrances, both of which are replacements constructed in 1993. One is located on the southeast elevation and one on the northeast elevation. The entrance on the southeast elevation opens onto the concrete pedestrian walkway surrounding the school bus pick-up/drop-off loop and parking lot. This entrance consists of two sets of paired metal-and-glass doors sheltered by a red brick barrel-roofed canopy that runs parallel to the elevation. The canopy ends are accented by circular openings filled with red tiles, and its standing-seam metal roof is supported by brick piers with split-face concrete block bases and blue tiles suggesting capitals. On this elevation, just below the roofline, three-dimensional letters read "JULIUS WEST MIDDLE SCHOOL." The main entrance on the northeast elevation consists of two sets of paired metal-and-glass doors sheltered by a red brick barrel-roofed canopy similar to that at the southeast entrance but oriented perpendicular to the elevation. On the canopy, three-dimensional letters read "JULIUS WEST MIDDLE SCHOOL." Secondary entrances, located throughout the elevations, consist of paired metal-and-glass with sidelights. Service entrances and emergency exits consist of single and paired metal doors; the two doors at the second story on the northwest elevation are accessed by metal staircases sheltered by standing-seam metal canopies; concrete staircases and ramps

access entrances above ground level. A concrete loading dock platform is located at the northeast elevation.

The original building and ca. 1964 southeast wing have metal replacement windows: double hung-sash units flanked by fixed-sash units, fixed-sash ribbon units, and fixed-sash units flanked by awning units. The 2014-2017 southwest wing also has a variety of metal windows.

The entire building has a flat roof with mechanical equipment; metal railings are present at the roofline of the 2014-2017 southwest wing.

### Historic Context

In June of 1961, just a few months before Julius West Junior High School opened, the Washington Post declared Montgomery County to be the first school system in the Washington, DC, suburbs to complete its integration process. In contrast, public schools in the northern Virginia suburbs were only beginning desegregation in 1961 (Bowie 1961, B1). School desegregation in Montgomery County had been underway since 1955, when the Board of Education adopted its official policy: employment within the system was to be offered on a merit rather than racial basis and school boundaries were to be drawn without regard to race (Duffin and McGuckian, 1). Despite the official conclusion of the integration process in 1961, racial and socio-economic segregation continued due to population shifts and segregated housing patterns, leading to mandatory busing programs in the 1970s to racially balance the county schools (Gorney 1976, C1). A 1979 report by the school system showed the programs adopted in the 1970s were successful in desegregating the schools, with no change in student test scores at the desegregated schools and the school system concluded its programs were a success, although racial and socio-economic segregation continued to be an issue in Montgomery County Public Schools (Henry 1979, C3; St. George, 2018).

Julius West Junior High School, today known as Julius West Middle School, opened in the fall of 1961 as West Rockville Junior High School, an integrated school. In addition to regular classes, the new school was one of two locations for the "Rockville Project," an experimental program that allowed students to complete junior high school requirements in two rather than three years (Dessoff 1961, B5). The same year that it opened, the school was renamed Julius West Junior High School in honor of Julius West, a local farmer and supporter of education (SEI 2011, 5). At his death in the early nineteenth century, West bequeathed the funds to establish and provide scholarships to the Rockville Academy (Washington Post 1899, 4). Circa 1964, a 15-classroom addition was constructed to the southwest; an addition to the school's media center (library) was built in 1976 (SEI 2011, 4; Historic Aerials). In September of 1978, the school was converted from a junior high serving grades 7 to 9 into a middle school serving grades 6 through 8. Julius West was one of three schools converted for the 1978-1979 school year, joining the county's two existing middle schools (Hall 1977, MD1). The school was fully modernized in 1993, including small additions to the northeast and replacement of the northeast-facing main entrance (SEI 2011, 4). Another extensive renovation and expansion program began in 2014 and was completed in 2017, including construction on the southwest elevation of a new classroom addition, new gymnasium, and new school bus loop and entrance at the southeast elevation (The MoCo Student, 2014; City of Rockville, 2017). As of 2019, the building remains in operation as Julius West Middle School.

### Eligibility Determination



Julius West Junior High School (Julius West Middle School) was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Julius West Junior High School (Julius West Middle School) does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The school was one of many public schools built in response to the county's continued suburban growth. The school does not have a significant association with the county's desegregation, as the school opened as an integrated school in 1961. Montgomery County's initial integration program of the 1950s and 1960s was officially complete at the time of the school's opening, and the school was not part of the later integration programs of the 1970s. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. The building's namesake, Julius West, had no direct connection to the building. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion B.

Julius West Junior High School (Julius West Middle School) is not a notable first example or the last unaltered example of a junior high school or middle school building in Montgomery County. The building's additions and renovations, most notably the extensive renovations in the 1990s and 2010s, have diminished its integrity by completely obscuring the school's original design and materials. For example, all windows and doors in the original building appear to have been replaced during these renovations, and the building has the appearance of an early 1990s school building. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Julius West Junior High School (Julius West Middle School) is not eligible under Criterion C.

The evaluated property encompasses 21.65 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR21 and GR22, Parcels P060, P965 (2018).

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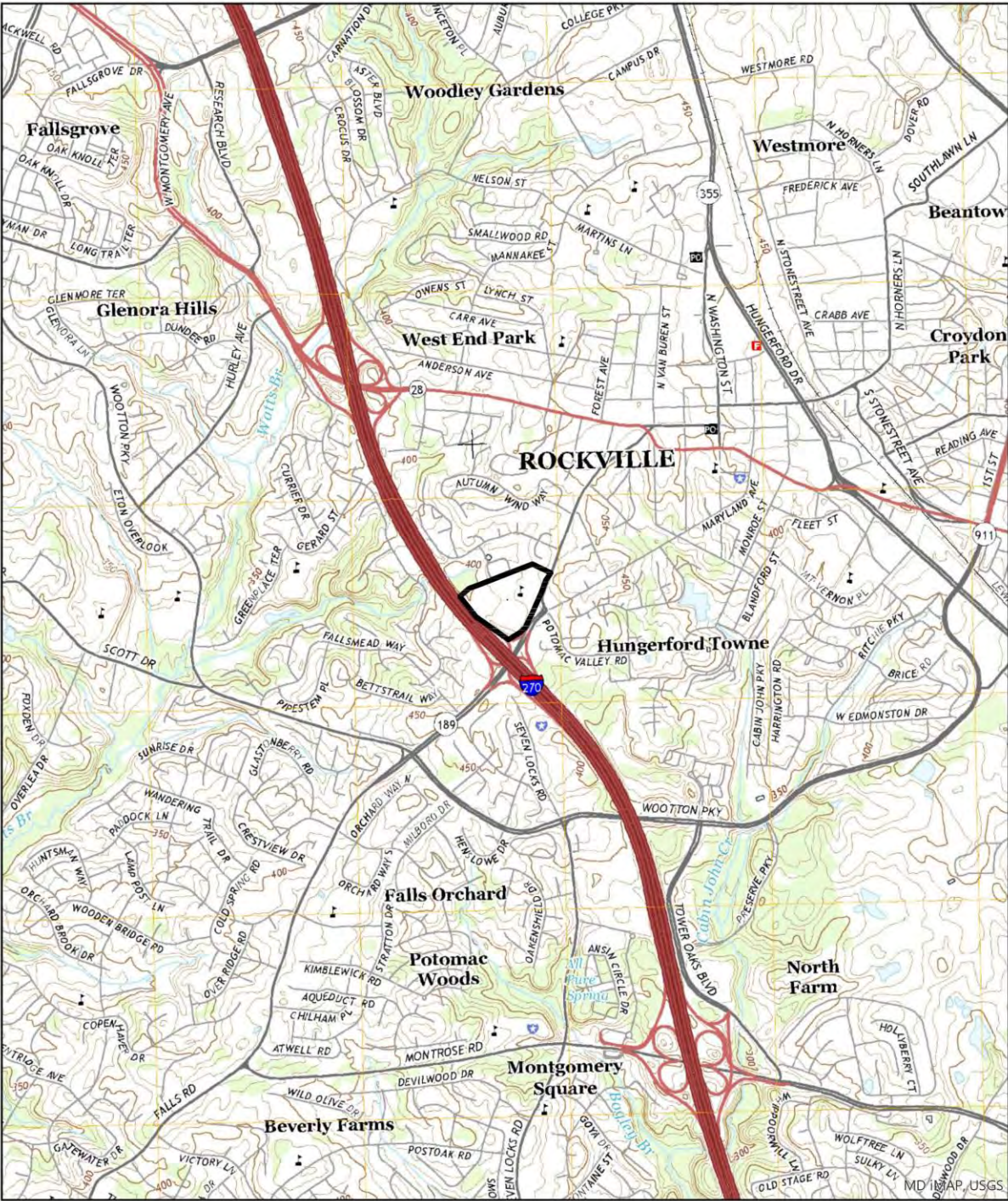
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**Julius West Junior High School (Julius West Middle School)**

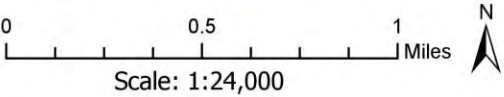
Montgomery County

Location: 651 Great Falls Road

City: Rockville



USGS 7.5' Quadrangle - Rockville





Julius West Junior High School (Julius West Middle School)

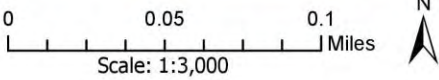
Location: 651 Great Falls Road

Montgomery County

City: Rockville



Parcel Boundaries





**M: 26-84**  
**Julius West Junior High School (Julius West Middle School)**  
651 Great Falls Road  
Rockville, Maryland



Circa 2019 aerial photo of Julius West Middle School with building dates indicated. Map from Google.

**M: 26-84**

**Julius West Junior High School (Julius West Middle School)**

651 Great Falls Road  
Rockville, Maryland



Southeast Entrance, 1984. Screen capture from video "A Day at Julius West."  
YouTube Video, uploaded by Brian Ellis, January 6, 2014.





Southeast elevation of 1961 building, circa 1964 wing to left, looking northwest.



Southwest elevation of circa 1964 wing; southwest and southeast elevations of 2014-2017 wing, looking northwest.



Southwest and southeast elevations of 2014-2017 wing, looking northwest.



First main entrance, southeast elevation, looking southwest.





Second main entrance, northeast elevation, looking southwest.



Secondary entrance, northeast elevation, looking southwest.





Athletic fields, looking southwest.



Tennis and basketball courts, looking west.



1970s small brick shed, looking northeast.

**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-84\_2018-12-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Southeast elevation of 1961 building, circa 1964 wing to left, looking northwest.

02.tif

Southwest elevation of circa 1964 wing; southwest and southeast elevations of 2014-2017 wing, looking northwest.

03.tif

Southwest and southeast elevations of 2014-2017 wing, looking northwest.

04.tif

First main entrance, southeast elevation, looking southwest.

05.tif

Second main entrance, northeast elevation, looking southwest.

06.tif

Secondary entrance, northeast elevation, looking southwest.

07.tif

Athletic fields, looking southwest.

08.tif

Tennis and basketball courts, looking west.

09.tif

1970s small brick shed, looking northeast.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Just Tires (Hyattsville)

**Address:** 8511 Annapolis Road

**City:** Hyattsville

**Zip Code:** 20784

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0044-00A4

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Just Tires (Hyattsville) is a one-story service station constructed in circa 1963 and has no architectural style; historic aerials show there were never gas pumps on this property (Historic Aerials 2018). The building stands at the east end of the 0.44-acre parcel located at the east corner of 85th Avenue and Annapolis Road. To the north, west, and south of the property are other commercial developments. To the east and southeast is an apartment complex with mature trees that border the service station. The service station parcel itself has planters, with trees, lawns and bushes, bordering the north and west ends. There are two access points to the asphalt surface parking lot, one to the west along 85th Avenue, the other to the north from the access road for the apartment complex. A low, painted concrete block retaining wall borders the south boundary.

The building has a rectangular plan, and concrete block construction with brick cladding at the façade, and north and south elevations. The building has a west façade with ten bays. The first three bays house the office and sales spaces. These are accessed by two single metal and glass doors surrounded by metal-sash display

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Just Tires (Hyattsville)

windows that wrap around to the north elevation. The remaining seven façade bays have garage doors that are either metal and glass or metal. A flat roof canopy, with standing seam metal border, extends over the façade and wraps around to the north elevation; most of the metal border surface has been covered by a business sign which also wraps around to the north elevation. The south elevation has a single bay concrete block addition that has a single opening with chain link fence gates at its west façade. The addition is sheltered by a flat roof with a faux mansard roof.

The north elevation has a plastic business sign mounted on a brick slab wall. While obscured by vegetation, the east elevation appears to have no fenestration. The roof is flat and has a backlit plastic sign supported by a metal frame located near the north elevation.

Just Tires (Hyattsville) is a mid-twentieth-century service station commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and there is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the resource generally retains integrity, it does not represent the work of a master or possess high artistic value and is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses approximately 0.44 acres and is confined to the current tax parcel which is found on Prince George's County Tax Map 0044-00A4, Parcel 0000 (2018).

Just Tires (Hyattsville)

**Just Tires (Hyattsville)**

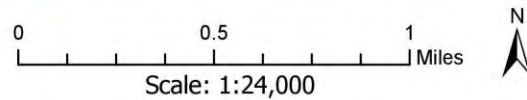
Location: 8511 Annapolis Road

City: Hyattsville

Prince George's County



USGS 7.5' Quadrangle - Lanham





NR-ELIGIBILITY REVIEW FORM

Just Tires (Hyattsville)



West facade

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Kingdom Square

**Address:** 9005 Central Avenue (MD 214)

**City:** Capitol Heights

**Zip Code:** 20743

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** Block H Lot 8 and Grid D4

**Tax Map Number:** 0067

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Jun 6, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

Kingdom Square, at 9005 Central Avenue in Capitol Heights (Prince George's County), is a typical suburban strip shopping center with pad sites. It is located west of I-495 and south of MD 214 (Central Avenue). It is surrounded by other commercial properties.

Kingdom Square, originally known as Hampton Mall, dates to ca. 1970. The primary building in Kingdom Square consists of a long rectangular form with flat roof measuring nearly two-tenths of a mile in length. It is set back from Central Avenue with ample parking between the road and the building. The stores are set in a straight line, unified by a canopied sidewalk across the front, supported by EIFS-clad square posts. Each store has a separate entrance; the typical entrance consists of multiple, metal-framed plate-glass doors. A series of decorative broken parapets adorns the north edge of the flat roof. Aerial photography indicates the building has distinct interior sections with varying rectangular roof shapes and heights. The largest section is at the west end. The three smallest sections are to the east of the the largest section, and the three west sections are relatively equal in size. However, the section located approximately in the middle of the façade is two-stories in height and slightly recessed; the two-story section has a decorative parapet that echoes the parapet on the first floor below it. A two-story pyramidal-roof clock tower is at the northeast corner of the strip center.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Kingdom Square

The strip center's side elevations are devoid of windows, and the rear part of the building is restricted for delivery use only.

The extant pad sites include three sites built contemporarily with the construction of the primary building and three sites constructed later. A one-story, three-bay-wide flat-roofed concrete masonry Enterprise rental car facility with a fenced enclosure for the rental cars is located north of the primary resource along the west side of the parcel. The entrance is on the east side of the building and consists of metal-framed, plate-glass doors. A flat-roofed bank (currently not in use) with flat-roofed canopied drive-through is north of the Enterprise facility. The bank building features large plate-glass windows and an overhanging flat roof supported by pilotis. The drive-through canopy has a lower roof than the bank roof and is on the west side of the bank. A flat-roofed brick building with a T-shaped footprint is at the east side of the parcel. The west side of this building is occupied by a martial arts studio and a Dunkin Donuts franchise while the east side of the building is a Goodyear tire store.

Later buildings include an IHOP restaurant to the northeast of the Dunkin Donuts/Goodyear; a Checkers drive-through restaurant northwest of the IHOP, and a Long John Silver's franchise opposite the main entrance to the center.

While Kingdom Square retains character-defining features of a strip center in the Suburban Diversification Period, the center has been extensively altered from its original appearance as Hampton Mall. It has been modified by the addition of decorative parapets along the roofline and the decorative tower. In addition, the construction of newer pad site businesses such as Long John Silver's, Checkers, and IHOP have detracted from the original setting and association.

Kingdom Square is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons, and therefore it is not eligible under Criteria A or B. It is a large but undistinguished example of a suburban strip center, altered over time so that it does not qualify for listing under Criterion C. Kingdom Square was not evaluated under Criterion D as part of this assessment.

The survey boundary consists of the 23.53-acre parcel from Prince George's County Tax Map 0067 Block H Lot 8 and the 0.89-acre parcel from Map 0065 Grid D4 that contains the ca. 2005 Long John Silver's franchise at 8909 Central Avenue, for a total of 24.42 acres.



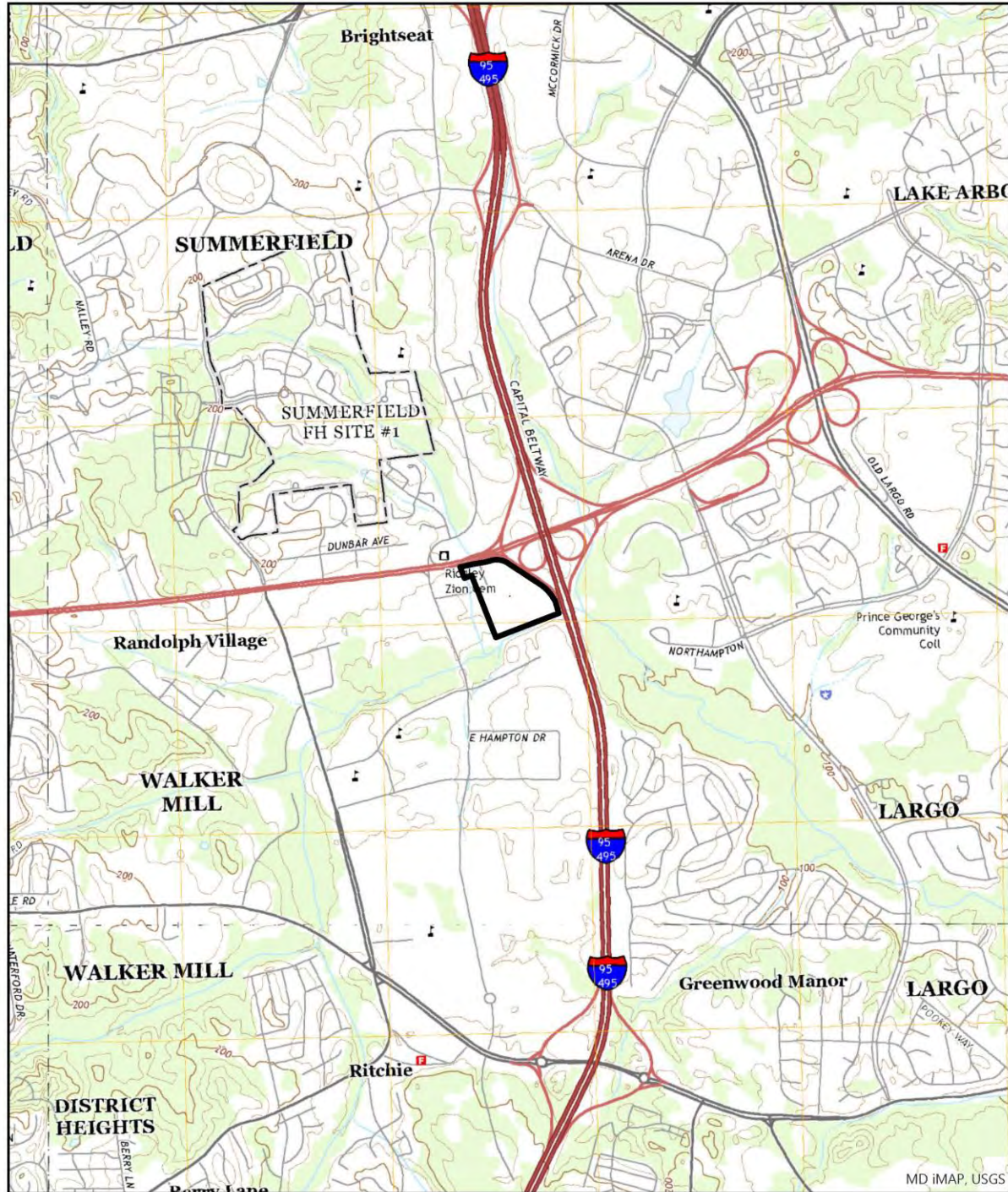
Kingdom Square

**Kingdom Square**

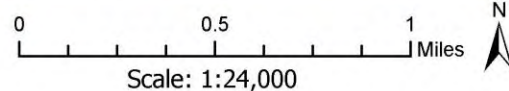
Location: 9005 Central Avenue

Prince George's County

City: Capitol Heights



USGS 7.5' Quadrangle - Lanham





Kingdom Square



View facing southwest towards Kingdom Square main building.



View facing southwest towards north end of Kingdom Square's main building.

Kingdom Square



View facing south towards tower at northeast corner of Kingdom Square's main building.



View facing southeast towards east side of Kingdom Square's main building.



Kingdom Square



**View facing northeast towards bank building.**



**Facing west towards rental car building.**

Kingdom Square



Facing north towards Goodyear tire store; partial view of attached Dunkin' Donuts franchise.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** K-Mart Plaza (Landover Crossing)

**Address:** 8503, 8511-8585 Landover Road

**City:** Landover

**Zip Code:** 20785

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0060

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 28, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

K-Mart Plaza is a strip center now called Landover Crossing. It consists of two one-story buildings on a 19.56-acre parcel surrounded by residential, commercial, and office developments. It is a roughly triangular parcel located just north of FedEx Field bounded by Landover Road to the north and Brightseat Road to the west and south. According to state tax data, the south strip center building (8511-8585 Landover Road) was constructed in 1975. Historic Aerials show that the north building (8503 Landover Road) was constructed sometime between 1988 and 1993 and that an original, small rectangular-plan building at the northwest corner was demolished between 1993 and 2002. The strip center buildings have been heavily modified by exterior changes during the twenty-first century. Three driveways from Brightseat Road access the property—two to the west and one to the south. 8503 Landover Road is at the parcel's northern border; 8511-8585 Landover Road is at the south. Asphalt parking lots with landscaped islands and light standards are between the two buildings and to the northwest. The parcel is bordered by mature trees and chain link fences on the north, south, and east sides of the property; areas of grass are on the northwest corner and at the southeast

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



K-Mart Plaza (Landover Crossing)

driveway. Although the parking lots are primarily asphalt, concrete pads are located at the west elevation of 8511-8585 Landover Road. A four-sided metal, synthetic stucco, and back-lit plastic "Landover Crossing" sign with a lattice-work pyramidal roof is in a grassy area at the northwest corner of the property. A freestanding one-sided metal and plastic business sign is located north of 8503 Landover Road, facing Landover Road. Smaller signs on two short metal posts are at the southeast and southwest driveways. A low concrete block wall is west of 8511-8585 Landover Road; chain link fencing surrounds a playground at the southeast corner and a small area at the southwest corner. Raised concrete plinths, metal bollards, and electrical equipment are at the south end of the property behind 8511-8585 Landover Road.

**8511-8585 Landover Road**

8511-8585 Landover Road is oriented on an approximately east-west axis and the façade faces north towards the asphalt parking lot. The one-story building has an irregular plan and likely rests on a concrete slab. The building's façade is surfaced with scored synthetic stucco with a rusticated concrete block base. The building's east and west elevations are clad in deeply grooved concrete block and its south elevation is painted concrete block. The deeply grooved concrete block is also present in small places on the façade. A concrete pedestrian walkway sheltered by a discontinuous synthetic-stucco-surfaced projection with a standing-seam-metal roof, supported by round columns with rusticated concrete block bases, runs along the façade. Front-gabled standing-seam metal projections with a metal-and-plastic lattice design rise from the covered walkway over business entrances. Back-lit, metal-and-plastic, three-dimensional business signs are affixed to the front edge of the walkway canopy. A prominent square tower with a pyramidal metal lattice-work roof is located at the northwest corner of the building. The roof is flat with mechanical equipment.

The shopping center façade is broken into four sections, three of which have sections of covered walkways. The main entrances of the east section of the building consist of single and paired metal-and-glass doors with transoms, flanked by metal-and-glass window walls. The main entrance to the center section of the building consists of paired metal-and-glass doors with transoms, flanked by metal-and-glass window walls. Secondary façade entrances consist of paired and single metal doors. The western storefronts have two main entrances consisting of paired metal-and-glass sliding doors with transoms, flanked by metal-and-glass sidelights, and two secondary entrances consisting of paired metal doors and a single metal door. The northwestern corner of the façade does not have a covered walkway and contains the square tower and three bays, which are clad in deeply grooved concrete blocks, rusticated concrete blocks, and synthetic stucco and have no fenestration.

The west elevation has a single metal and three paired metal doors. A rectangular projection from the west elevation has a single metal door and five metal roll-up garage doors on its west elevation and a single metal door on its south elevation.

The south elevation is stepped and is a service area. The west section has paired metal doors and a single metal door. The single door is accessed by a concrete staircase with metal railings. West of the doors is an irregular-plan projection. On the projection's south elevation are two single metal doors and six metal roll-up garage doors. A single metal door is located on the projection's west elevation. At the center of the south elevation are five loading docks; paired metal doors, sheltered by a metal canopy, that open onto a concrete ramp with metal railings; a large rectangular projection on a concrete pad, clad in metal panels and surrounded by a metal framework; paired metal doors sheltered by a metal awning that opens onto a concrete loading dock with metal railings. A single metal door is on the east elevation of the center section.

K-Mart Plaza (Landover Crossing)

Secondary entrances located on the eastern section consist of a series of single metal doors. A fabric-and-metal awning projects at the southeast corner of the south elevation. The east elevation has a paired metal door.

8503 Landover Road

8503 Landover Road, a former Circuit City, is a roughly rectangular-plan building oriented on an approximately east-west axis; the façade faces south towards the asphalt parking lot. The building facade is clad in rusticated concrete block with synthetic stucco panels at the parapet and has a flat roof with mechanical equipment. The main entrance is located at the center of the façade within a two-story triangular projection and consists of paired metal-and-glass doors with transom and sidelights on the southwest side. A metal-and-glass window wall, likely a former entrance, is on the southeast side of the projection. Four single-light, metal-and-glass windows with roll-up metal shutters are west of the entrance. The west elevation is painted concrete block and has three metal roll-up garage doors, a single metal door, and a back-lit, three-dimensional metal-and-plastic business sign. The east elevation is painted concrete block and has no fenestration, except a small square-plan projection at the northwest corner that has a loading dock and a single metal door accessed by a concrete staircase with metal railings at its south elevation. The building's north elevation was not accessible during this survey.

K-Mart Plaza (Landover Crossing) is an undistinguished and altered example of a mid-twentieth-century strip center commonly found throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the buildings have been modified with changes to the façades and have therefore lost integrity of design, materials, and workmanship. 8503 Landover Road was added to the property between 1988 and 1993 and an original building at the northwest corner of the property was demolished between 1993 and 2002. The resource does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 19.56 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0060, Parcel 0000 (2018).

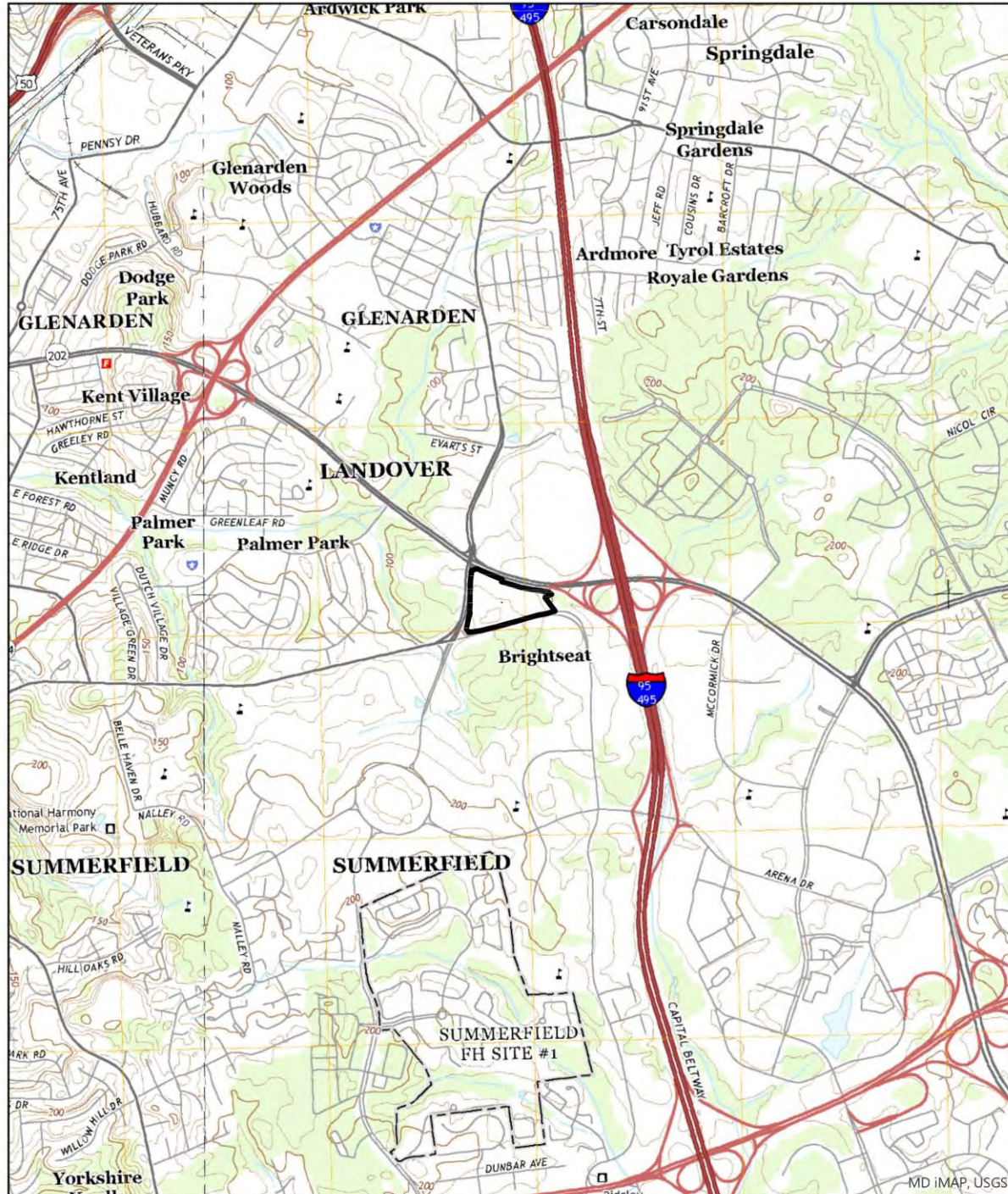
K-Mart Plaza (Landover Crossing)

**K-Mart Plaza (Landover Crossing)**

Location: 8503, 8511-8585 Landover Road

Prince George's County

City: Landover



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles  
Scale: 1:24,000



K-Mart Plaza (Landover Crossing)



8511-8585 Landover Road, north facade, west and center sections



8511-8585 Landover Road, north facade, east section

NR-ELIGIBILITY REVIEW FORM

K-Mart Plaza (Landover Crossing)



8503 Landover Road, south facade

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Knights of Columbus Prince George's Council

**Address:** 9450 Cherry Hill Road

**City:** College Park

**Zip Code:** 20740

**County:** Prince George's

**USGS Quadrangle(s):** Beltsville

**Tax Map Parcel Number(s):** 179 and Plat A-4775

**Tax Map Number:** 18

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Oct 17, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The Knights of Columbus Prince George's Council No. 2809, at 9450 Cherry Hill Road in College Park, is on two parcels on the west side of Cherry Hill Road, immediately south of I-495 in Prince George's County. The property consists of a swim club, social hall, and picnic grove. The northwestern end of the property is used for storing vehicles and shipping containers. Part of the Beltsville Agricultural Research Center is located to the west of the property.

The wooded picnic grove, at the southern end of the property, has a gable-roofed pavilion and a paved parking lot. The pavilion has a poured concrete foundation, wood frame, and asphalt shingles. To the north of the pavilion is a playground and volleyball net. A baseball diamond is northwest of the volleyball net.

The fenced pool area is in the center of the property. The main pool has a doglegged shape, with lap lanes in the longest central section, a square shallow section in the southeast corner, and a square diving well in the northwest corner. A poured concrete pool deck surrounds the main pool and a round wading pool to the northeast. A large, gable-roofed pool house lines the south side of the pool deck, with a smaller gable-roofed picnic pavilion located to the southwest of the pool house. A series of flat-roofed, connected sheds line the west side of the pool deck.

The social hall is north of the pool area, with direct access from a paved driveway leading northwest from Cherry Hill

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



## NR-ELIGIBILITY REVIEW FORM

### Knights of Columbus Prince George's Council

Road. The social hall, known as the manor hall, or Cherry Hill Manor, consists of six interlocking shed-roofed sections built around a one-story, flat-roofed center. The walls are clad in brick and vinyl, the exterior windows are irregularly placed, and the shed roofs are covered in asphalt shingles. The main entrance faces north and is recessed, sheltered by a shed-roofed vestibule. A secondary entrance faces east towards a sidewalk. The largest shed roof section, along the north side of the building, features south-facing clerestory windows. An elevated wood deck has been added to the southwest corner of the social hall.

The northwestern end of the property, a gravel lot with a ca. 2013 garage and temporary buildings, is utilized by a separate business entity.

#### History

Historic aerial photographs indicate that the swimming pool and pool house on the south side of the pool were built between 1957 and 1963. A second building was added to the pool area by 1970, and the large shed-style social hall was built between 1970 and 1980. The Knights of Columbus Prince George's Council No. 2809 was chartered in 1939, bringing together members from other existing councils within Prince George's County. The Knights of Columbus is a Catholic fraternal organization founded in 1882 as a mutual benefit society in honor of Christopher Columbus. The Knights of Columbus spread rapidly once its Maryland presence was established in 1897 in Baltimore, where they later built the Alcazar Hotel and Ballroom in 1924. The swimming pool in the basement of the Alcazar Hotel was home to a competitive youth swim team until 1955, when the Knights of Columbus opened the outdoors Orchards swimming pool on Joppa Road. Other Knights of Columbus councils in other states also built and operated swimming pools for their communities.

#### Significance Assessment

The Knights of Columbus Prince George's Council is not eligible for listing in the National Register of Historic Places. As a recreational resource, it is typical of those constructed in the Suburban Diversification Period, and it does not represent specific historic events or trends that would qualify it for eligibility under Criterion A. Research did not reveal associations with significant individuals, and the property is not eligible under Criterion B. The Knights of Columbus Prince George's Council blends elements of a local park, a community building, and private club through its main components: swimming pool, picnic grove, and social hall. The swimming pool is a typical design with utilitarian support buildings. The social hall is an example of a non-residential example of the Shed architectural style with multi-directional shed roofs, asymmetrical forms, clerestory windows, and an inconspicuous primary entrance. However, the Shed architectural style was a common style in the 1970s, and this example lacks distinguishing features that would make it eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the two parcels with the address 9450 Cherry Hill Road, encompassing Prince George's County Tax Map 18, Parcel 179 (5.62 acres) and Plat A-4775 (7.02 acres) for a total of 12.64 acres.

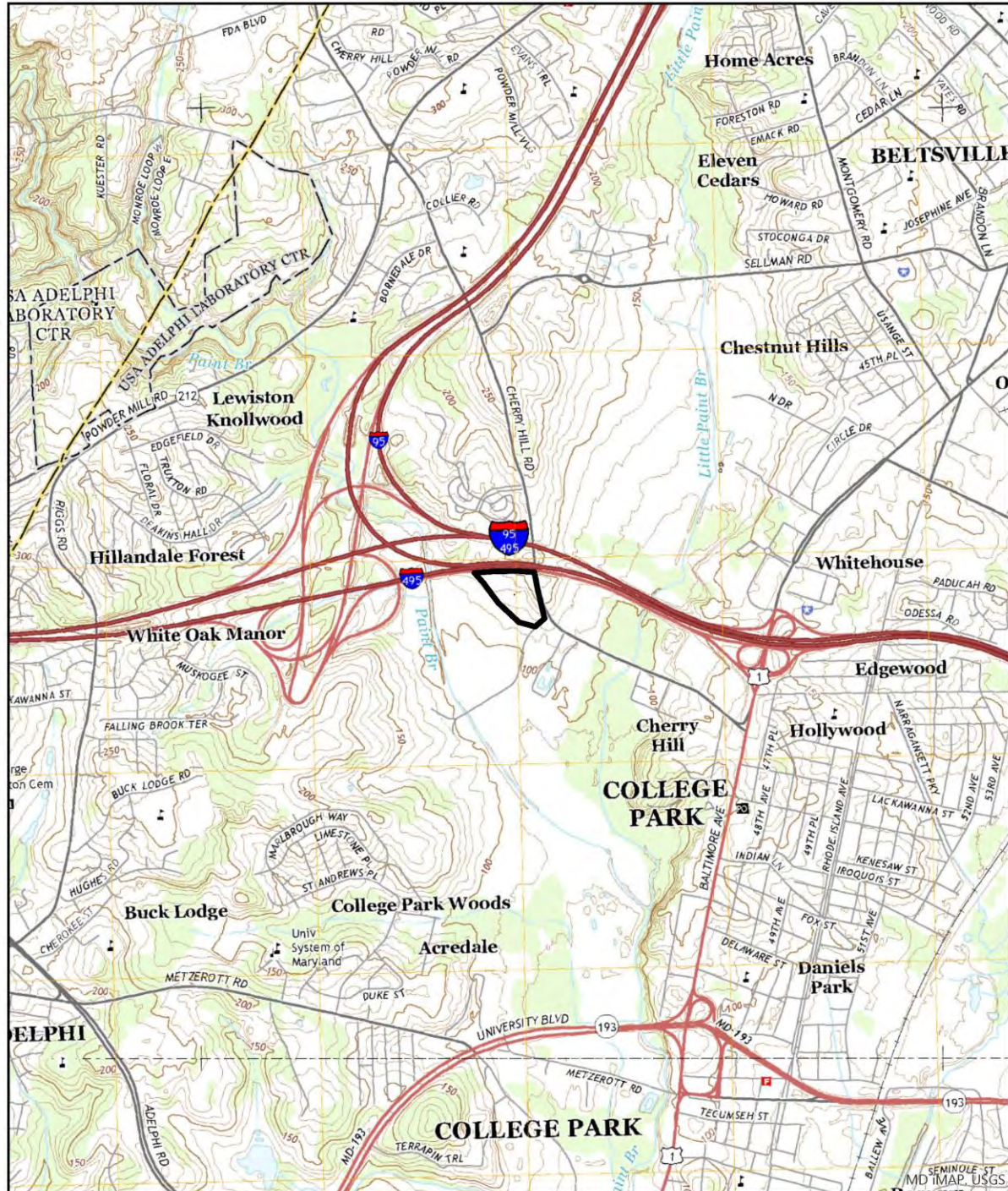
Knights of Columbus Prince George's Council

**Knights of Columbus Prince George's Council**

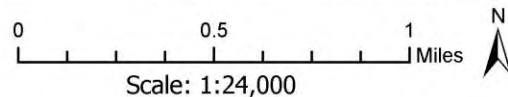
Prince George's County

Location: 9450 Cherry Hill Road

City: College Park



USGS 7.5' Quadrangle - Beltsville





Knights of Columbus Prince George's Council



View facing west towards pavilion in picnic grove.



View facing northwest towards playground and south elevation of pool house.



Knights of Columbus Prince George's Council



View facing southwest towards pools, pool house, and small picnic shelter.



View facing southeast towards pool house and storage sheds. The social hall's rear deck is visible at the left side of the image.



Knights of Columbus Prince George's Council



View facing northeast towards social hall.



View facing southwest towards north side of social hall.

Knights of Columbus Prince George's Council



Image showing vehicle and container storage area at northwest corner of the parcel.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Knollwood

Inventory Number: PG:65-53

Address: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0017, 0018

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Katherine Watts

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Knollwood is a planned residential development in Hyattsville and is bounded on the south by I-495, on the west by Knollwood Drive, on the north by Powder Mill Road, and on the east by I-95. The 63-acre development is made up of curvilinear streets and several cul-de-sacs. The 160 individual lots range between 0.2 and 0.38 acre with single-family dwellings and concrete driveways. The individual lots are often sloped and landscaped with grassy lawns, bushes at the façade, and moderate tree coverage in rear yards, some of which are fenced-in. Deakins Hall Drive is the only street that is divided by a grassy median, which includes bushes, trees and a concrete culvert. Secondary buildings in Knollwood include sheds.

Description:

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

Knollwood is a planned residential development comprising 160 single-family dwellings built between 1936 and 1989, with the majority of houses built in the 1950s. Several houses built prior to 1950 are very similar to the majority of houses in Knollwood with their Minimal Traditional and Cape Cod forms; it is possible that state tax data is incorrect. Two later houses, 10453 and 10439 Knollwood Drive, were built in 1979 and 1989, respectively, but their Ranch and Split-Foyer forms blend in with the rest of the neighborhood. Curvilinear streets connect with Powder Mill Road, a primary thoroughfare in this part of Prince George's County. The majority of the houses are built in the Minimal Traditional, Ranch, Split-Level, and Split-Foyer forms with minimal exterior decoration. A few Cape Cod dwellings are found along Duncan and Tullymore Drives. Due to the hilly nature of the neighborhood, basements are common and some houses have single-car basement-level garages.

Dwellings in Knollwood are between three and four bays wide and one to one-and-a-half-stories tall. They are clad in vinyl or aluminum siding, stone or brick veneer, wood shingles, or combinations of siding and brick veneer. Roofs are primarily asymmetrical side gabled, with some hipped and side-gabled roofs, all sheathed in asphalt shingles. The dwelling at 10520 Duncan Drive has a wood-shingled roof. Most dwellings have an exterior-end brick chimney.

Primary entrances are typically centrally located on the façade and contain a single-leaf, wood or fiberglass door. Storm doors are common. Split-Foyer forms often have a single sidelight and sometimes a transom surrounding the single-leaf door. Original windows are two-over-two, double-hung-sash, wood-frame units. Replacement windows are often single and paired one-over-one, double-hung-sash vinyl, sometimes with faux muntins. Some wood or vinyl bay windows, fixed windows, tripartite, and awning windows are also present. Vinyl louvered and paneled shutters are common on the façades. Modifications such as bump-outs or large dormers added to roofs are more common than additions, but when additions are present they are usually carports appended to a side elevation or one- or two-bay additions.

#### Historic Context:

Knollwood was first platted in 1937 for Carey P. and Alma W. Buchanan, with lots along Powder Mill Road and Tullymore, Edgefield, and Knollwood Drives (Prince George's County Plat Book [PGCPB] BB 6, 2). The Buchanans purchased the land in 1929 and 1935 (Prince George's County Deed Book [PGCDB] 331, 223; 430, 126). In 1939, Alma Buchanan, recently widowed, sold the land to the Knollwood Development Corporation with President Louis Cohen signing the deed in September (PGCDB 1286, 193). In 1955, the Knollwood Development Corporation purchased land along Edgemont Drive and Truxton Road from James W. and Mary E. Campbell, creating an addition to blocks G, H, and J of already platted Knollwood (PGCDB 1868, 331).

At 22 years old, Louis Cohen was one of the youngest builders in the Washington metropolitan area when he began construction in Knollwood in 1950. Cohen's "Modern Cape Cod" model was featured in The Washington Post's "Homes of '52" regional open house tour (The Washington Post 1952b, R5). In 1953, he engaged the assistance of his wife and two-year-old daughter to help with the advertising and selling of houses, targeting an audience of young families (The Washington Post 1953, R2). Advertisements emphasized the 0.25 to 0.33-acre wooded lots, the options of all brick, brick and frame, or all frame house (some with expandable attics), and the affordable price, starting at \$14,650, with larger four-bedroom,

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two-bath models starting at \$18,100 (The Evening Star 1952, B-4). Other advertisements emphasized the location near the Naval Ordnance Laboratory (The Washington Post 1952a, R12). Beginning in 1955, advertisements included Split-Level and Split-Foyer models and an emphasis on community amenities in the surrounding Adelphi area, such as swimming pools (The Washington Post 1955, 12).

Beginning around 1957, two other builders also began advertising houses for sale in Knollwood. Hawvermale Construction Company advertised brick and redwood Cape Cods and Yost Builders offered “a new group of truly Custom-Built homes priced from \$15,950” (The Evening Star 1957, B-8; The Washington Post 1957, C1). These later houses are very similar in form and style to those built by Cohen. Knollwood Development Corporation also continued construction of new houses through at least 1959 (The Evening Star 1959, B-10).

#### Evaluation:

Knollwood was evaluated as a planned residential development in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

Knollwood is typical of planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George’s County in the Modern Period. The neighborhood did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Louis Cohen developed real estate throughout the Washington, D.C., suburbs, he had no significant influence on suburbanization in Maryland. The subdivision is not associated with the lives of any persons significant in the past or who have made contributions to local history. Therefore, the resource is not eligible under Criterion B.

Knollwood is a planned residential development, created by a developer with a limited selection of house models. The development’s Minimal Traditional, Ranch, Split-Level, Split-Foyer, and Cape Cod forms were common during the Modern Period. There are some replacement windows and doors, modifications to rooflines, and additions that have diminished the historic integrity of materials, design, and workmanship. Because Knollwood is not an outstanding example of its type of planned residential development and does not convey any distinctive characteristics or artistic value as a development, the resource is not eligible under Criterion C. Knollwood was not evaluated for under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 63 acres and is roughly defined by Powder Mill Road to the north, I-95 to the east, I-495 to the south, and Knollwood Drive to the west. It includes multiple parcels found on Prince George’s County Tax Maps 0017 and 0018 (2019).

#### References:

The Evening Star. 1952. "Knollwood." Advertisement. August 30, 1952, B-4.



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---1957. "First Showing: Knollwood by Yost." Advertisement. August 2, 1957, B-8.

---1959. "Prince Georges Projects." March 21, 1959, B-10.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed February 21, 2019.

<http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, Archives of Maryland Online. Accessed February 21, 2019.

<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1952a. "Knollwood." Advertisement. September 21, 1952, R12.

---1952b. "Inside Story." August 17, 1952, R5.

---1953. "Dad Builds, Sondra Sells And the Cohens Love It." April 5, 1953, R2.

---1955. "Sneak Prevue: Picturesque Knollwood." Advertisement. November 24, 1955, 12.

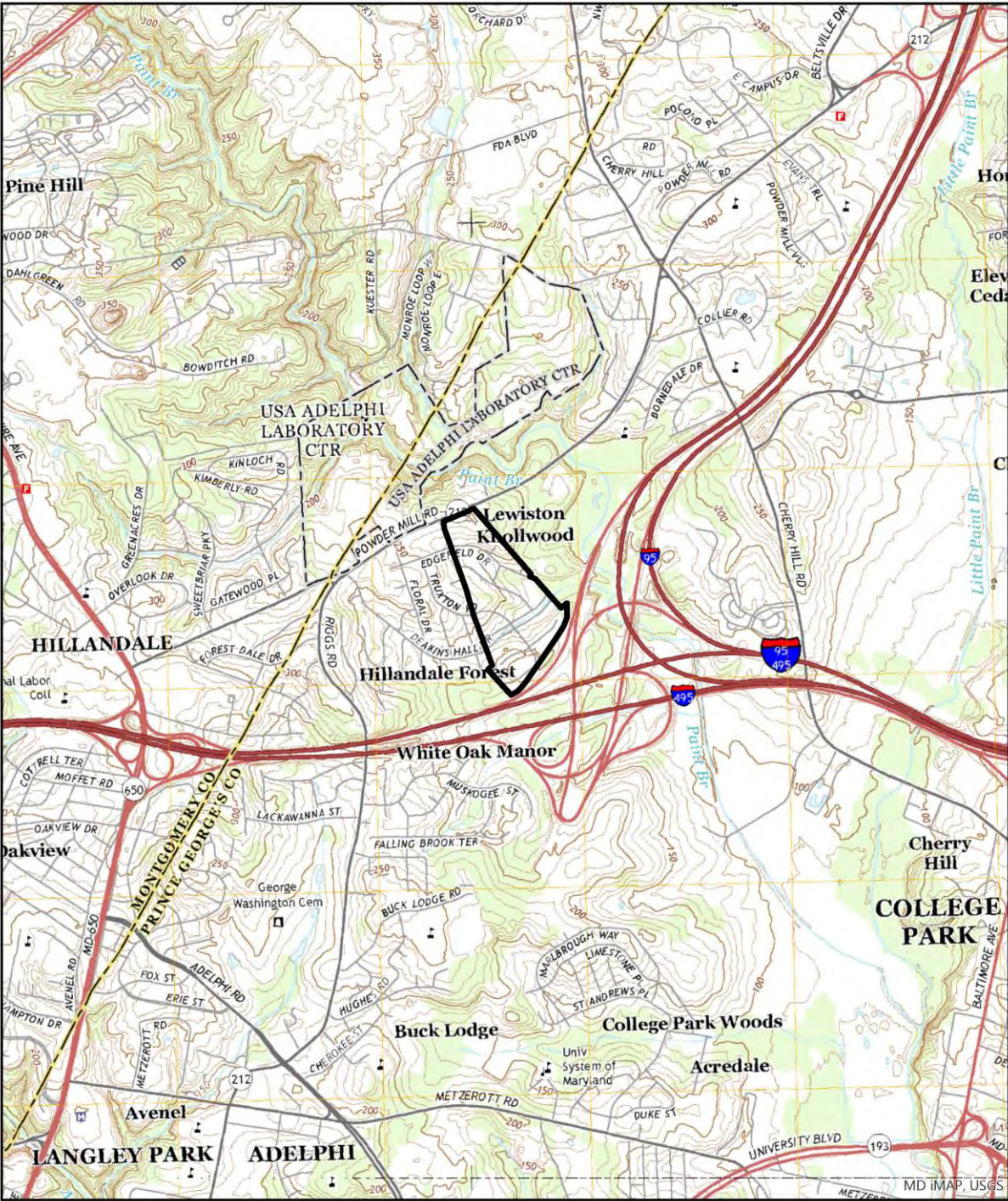
---1957. "Knollwood, MD." Advertisement. May 4, 1957, C1.

**Knollwood**

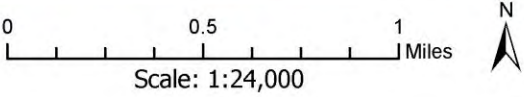
Prince George's County

Location: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville



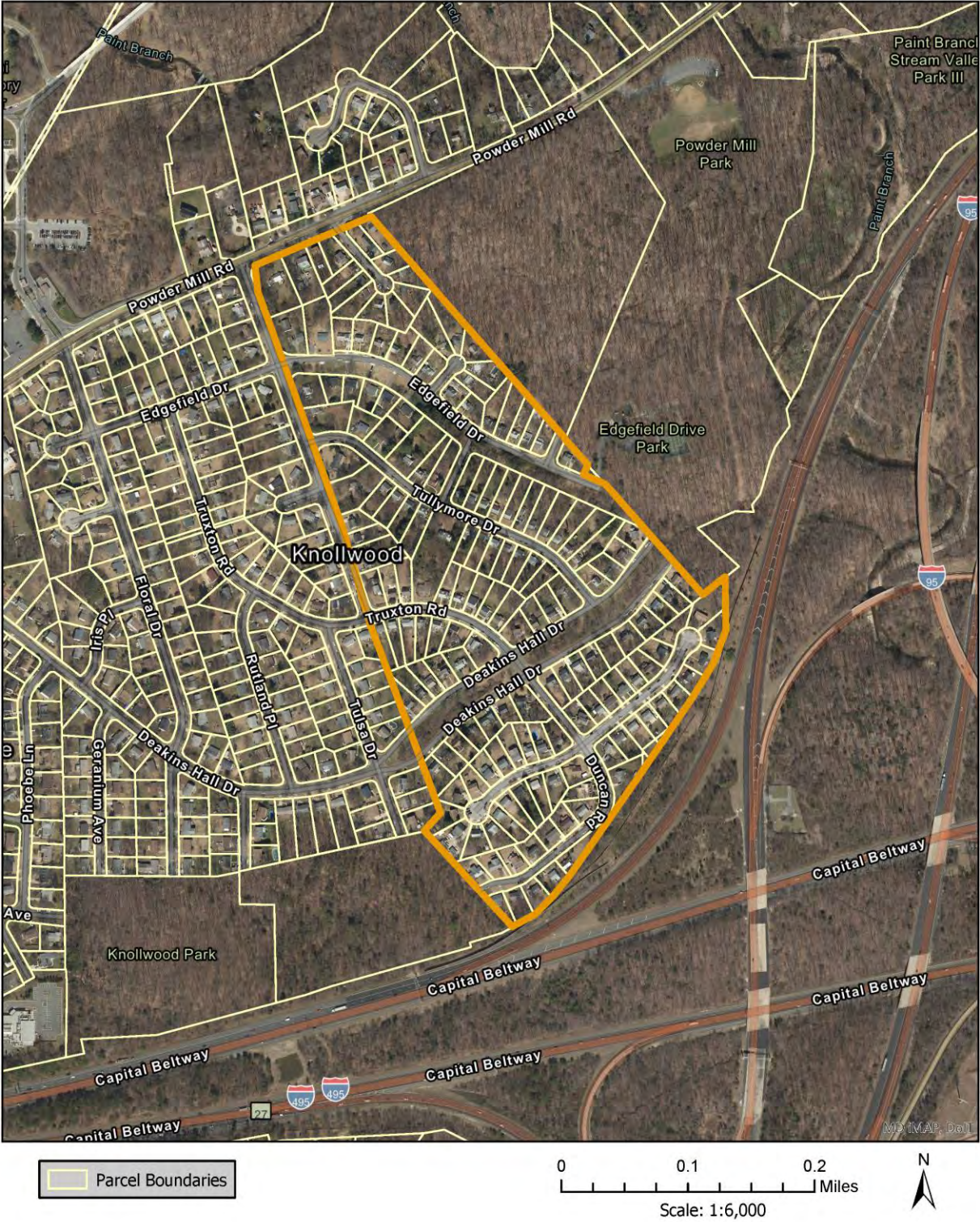


**Knollwood**

Prince George's County

Location: North of I-495, west of I-95, east of Knollwood Drive, south of Powder Mill Road

City: Hyattsville







Oblique of 3007 Duncan Drive, looking east.



View of 10531 Edgemont Drive, looking southeast.





View of 10453 Knollwood Drive, looking east.



Streetscape including 10529, 10531, 10533 Deakins Hall Drive, looking northeast.





View of 3006 Duncan Drive, looking north.



Streetscape including 10406 Tullymore Drive, looking northwest.





View of 10515 Deakins Hall Drive, looking southeast.



Median and culvert on Deakins Hall Road, looking north.





Oblique of 3001 Duncan Drive, looking southeast.



Streetscape including 10403, 10405, 10407, and 10409 Truxton Road, looking north.





View of 10449 Edgefield Drive, looking northwest.



View of 10407 and 10409 Tullymore Drive, looking north.



**PHOTO LOG**

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Number of Photos: **12**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-17**

Location of Original Digital File: **MD SHPO**

File Format: **PG:65-53\_2019-01-17\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Oblique of 3007 Duncan Drive, looking east.

02.tif

View of 10531 Edgemont Drive, looking southeast.

03.tif

View of 10453 Knollwood Drive, looking east.

04.tif

Streetscape including 10529, 10531, 10533 Deakins Hall Drive, looking northeast.

05.tif

View of 3006 Duncan Drive, looking north.

06.tif

Streetscape including 10406 Tullymore Drive, looking northwest.

07.tif

View of 10515 Deakins Hall Drive, looking southeast.

08.tif

Median and culvert on Deakins Hall Road, looking north.

09.tif

Oblique of 3001 Duncan Drive, looking southeast.

10.tif

Streetscape including 10403, 10405, 10407, and 10409 Truxton Road, looking north.

11.tif

View of 10449 Edgefield Drive, looking northwest.

12.tif

View of 10407 and 10409 Tullymore Drive, looking north.

# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

Inventory No. PG:76A-25

Page 1 of 1

**Name of Property:** L and R Lawnmower

**Location:** 4901 Old Branch Avenue, Temple Hills, MD (Prince George's County)

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The L and R Lawnmower building at 4901 Old Branch Avenue in Temple Hills, Maryland (Prince George's County) was demolished between October 2012 and October 2014, according to archival aerial photography. It was located at the northwest quadrant of the I-495 and Branch Avenue (MD 5), and west of Old Branch Avenue, south of Keppler Road.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

Property Name: Lakecrest

Inventory Number: PG:67-75

Address: 1-6 Lakecrest Circle

Historic District: Yes

City: Greenbelt

Zip Code: 20770

County: Prince George's

USGS Quadrangle(s): Washington East

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0034

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Jul 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Lakecrest is a planned residential development on the east side of I-495 in Greenbelt. It is bounded by I-495 on the west, multi-family residences (Charlestowne Village Condominiums and Lerner University Square Apartments) on the north, Greenbelt Road on the south, and an empty parcel on the east. The five single-family dwellings, arranged in a semicircle following the north side of Lakecrest Circle, sit on lots between 0.23 and 0.33 acre. Lakecrest Drive bisects the neighborhood and connects the multi-family residences to the north to Greenbelt Road. Individual lots are evenly graded with moderate tree coverage, plant beds, and bushes. All lots feature a concrete or paved-asphalt driveway and are occasionally fenced. Within the approximately 3.36-acre development, curbs and sidewalks line Lakecrest Circle; there is no street lighting. Secondary resources include sheds.

Description:

Lakecrest, constructed between 1957 and 1980, is a planned residential development first platted in 1957 and comprising five

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



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single-family dwellings. Four of the five houses were constructed in 1957 and the remaining house (2 Lakecrest Circle) was constructed in 1980. The houses were constructed in the Ranch, Split-Level, Transitional Ranch and Split Foyer forms.

Dwellings are primarily three to four bays wide and one to two stories tall. Foundations are either not visible or parged concrete and cladding on the remainder of the building often includes a combination of materials, such as stretcher-bond brick veneer and vertical wood, vinyl, aluminum, or asbestos siding. Roofs are side gable or side gable with a front-gabled projection and sheathed in asphalt shingles. Most dwellings feature a single brick chimney placed at a side elevation or metal flues that pierce the roof's slope.

Although placement of primary entrances on the façade varies, most houses have replacement, single-leaf doors with a storm door often accessed by a concrete or brick stoop or entry porch. Original windows include wood-framed fixed six-light and bay units. Four of the five houses in the development have replacement vinyl windows. Paneled or louvered shutters commonly flank windows on the primary elevation. Two of the five houses have attached, single-car garages/carports. Small additions on side and rear elevations are common.

#### Historic Context:

In June 1955, the Greenbelt Veteran Housing Corporation (GVHC), a non-profit cooperative established in the late 1940s, sold several parcels of land to the Greenbelt Land Improvement Corporation, a subsidiary company created for the purpose of developing over 700 acres that surrounded Greenbelt's original core (Greenbelt Homes, Inc. 2019; Lampl 1996, 46; Prince George's County Deed Book [PGCDB] 1739, 360; Prince George's County Plat Book [PGCPB] WWW 30, 31). Two years later, the Greenbelt Land Improvement Corporation, under president Joseph H. Kanter and secretary H. Cashvam, created a 3.36-acre plat for Lakecrest that contained two blocks and five lots intersected by Lakeside Drive (PGCPB WWW 30, 31). Both of these men, especially Kanter, through his firm Warner-Kanter, were heavily involved in the development of vacant land around Greenbelt in the late 1950s and 1960s (Lampl 1996, 46). In addition to creating the plat for Lakecrest, they remained involved in the subdivision beyond the creation of streets and extension of utilities; under the ownership of the Greenbelt Land Improvement Corporation, they constructed four houses (1, 3, 4, and 6 Lakecrest Circle) in the Ranch, Transitional Ranch, Split-Level, and Split-Foyer forms by 1957 (Nationwide Environmental Title Research [NETR] 1957). In November 1959, following the submission of the plat and completion of the houses, they sold all four parcels to the Continental Construction Company, Inc., who then sold the houses to individual homebuyers (PGCDB 2165, 492; PGCDB 2315, 283). Advertisements for the sale of the five houses within Lakecrest could not be identified.

Changes to the development's original design started as early as the 1960s with the construction of American Legion Drive at the southwestern edge of Lakecrest. Around 1963, Lakecrest Drive, which originally just divided the parcels and terminated at Lakecrest Circle, was extended to Greenbelt Road, completely bisecting the subdivision and creating two separate parts. All of these modifications drastically changed the appearance and circulation patterns of Lakecrest Circle, which once had two direct access points to Greenbelt Road but today is accessible only from Lakecrest Drive.

#### Evaluation:

Lakecrest was evaluated as a planned residential development in the Modern (1930-1960) period in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Lakecrest is a small and modest example of a planned residential development in Maryland and the Washington, D.C., suburbs. It did not shape future residential design and does not demonstrate significant associations with important suburban trends. Developed on surrounding land after the sale of Greenbelt to the GVHC, it is not associated with Greenbelt's establishment as an experimental, government-owned "green town." Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Lakecrest is not eligible under Criterion A.

Although Joseph H. Kanter was involved in real estate development around Greenbelt, Lakecrest is a small and modest example of his efforts. Research has not shown that the development is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Lakecrest was not the first planned residential development in this region of Prince George's County, nor is it an exemplary or unique example of its resource type. The development's buildings exhibit variations of the Ranch, Split-Level, Transitional Ranch and Split Foyer forms, which include standard features typical of the period and demonstrate no distinctive stylistic details. Several of the houses have undergone alterations, such as fenestration replacement and the construction of small additions. Because Lakecrest is a basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Lakecrest was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 3.36 acres and is bounded by I-495 on the west, multi-family residences (Charlestowne Village Condominiums and Lerner University Square Apartments) on the north, Greenbelt Road on the south, and an empty parcel on the east, as defined in Prince George's County Plat Book WWW 31 page 30. It includes multiple parcels found on Prince George's County Plat Tax Map 0034.

#### References:

Greenbelt Homes, Inc. 2019. GHI & Greenbelt History. Accessed August 1, 2019. <https://www.ghi.coop/content/ghi-greenbelt-history>.

Lampl, Elizabeth Jo. 1996. Greenbelt Historic District National Historic Landmark Nomination. Accessed July 15, 2019. [https://npgallery.nps.gov/NRHP/GetAsset/NHLS/80004331\\_text](https://npgallery.nps.gov/NRHP/GetAsset/NHLS/80004331_text).

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Nationwide Environmental Title Research (NETR). Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 1, 2019. <http://www.mdlandrec.net/>.

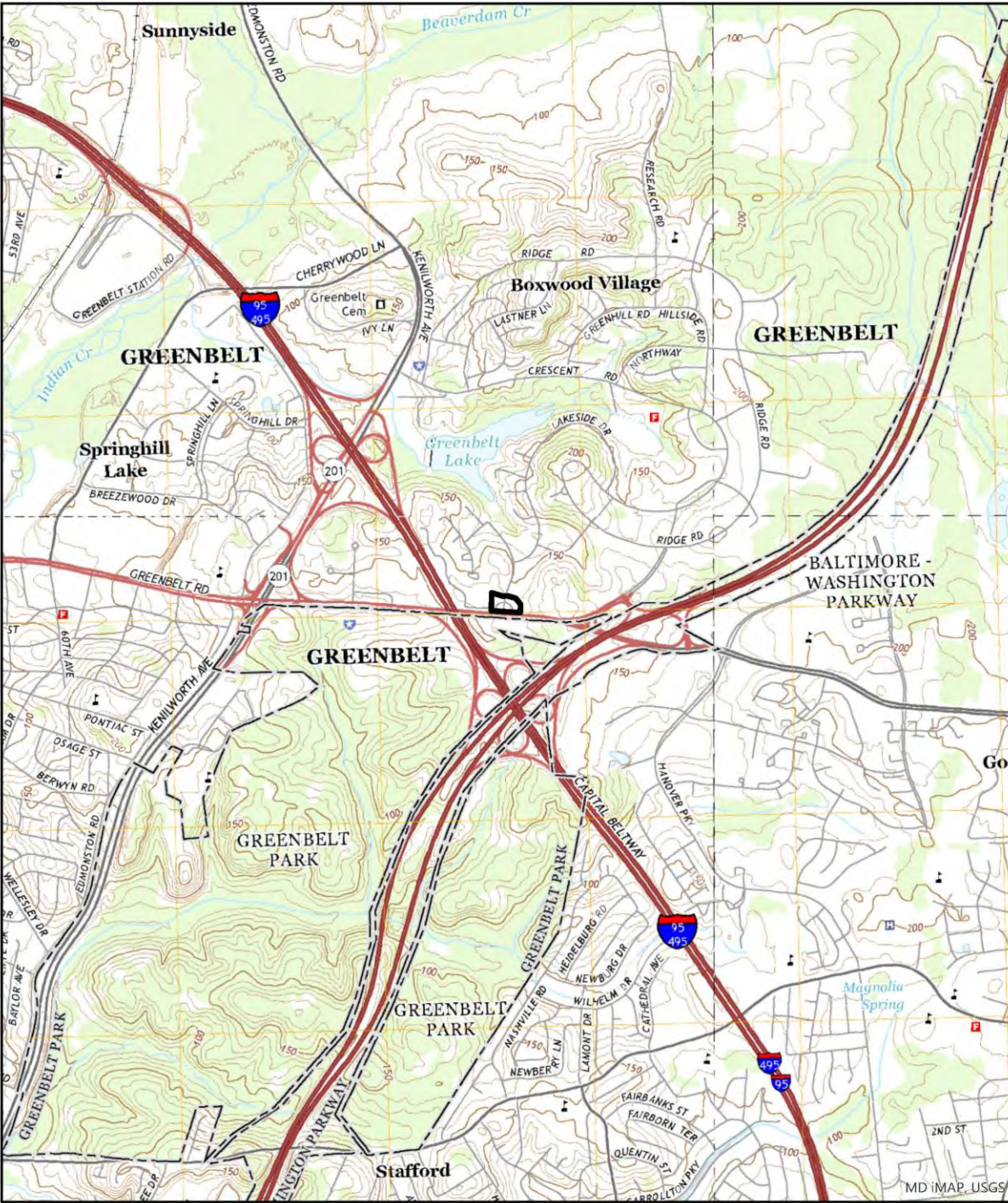
Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed July 1 2019. <http://www.mdlandrec.net/>.

Lakecrest

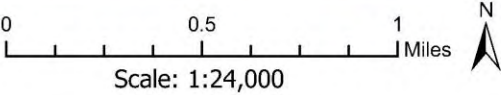
Prince George's County

Location: 1-6 Lakecrest Circle

City: Greenbelt



USGS 7.5' Quadrangle - Washington East



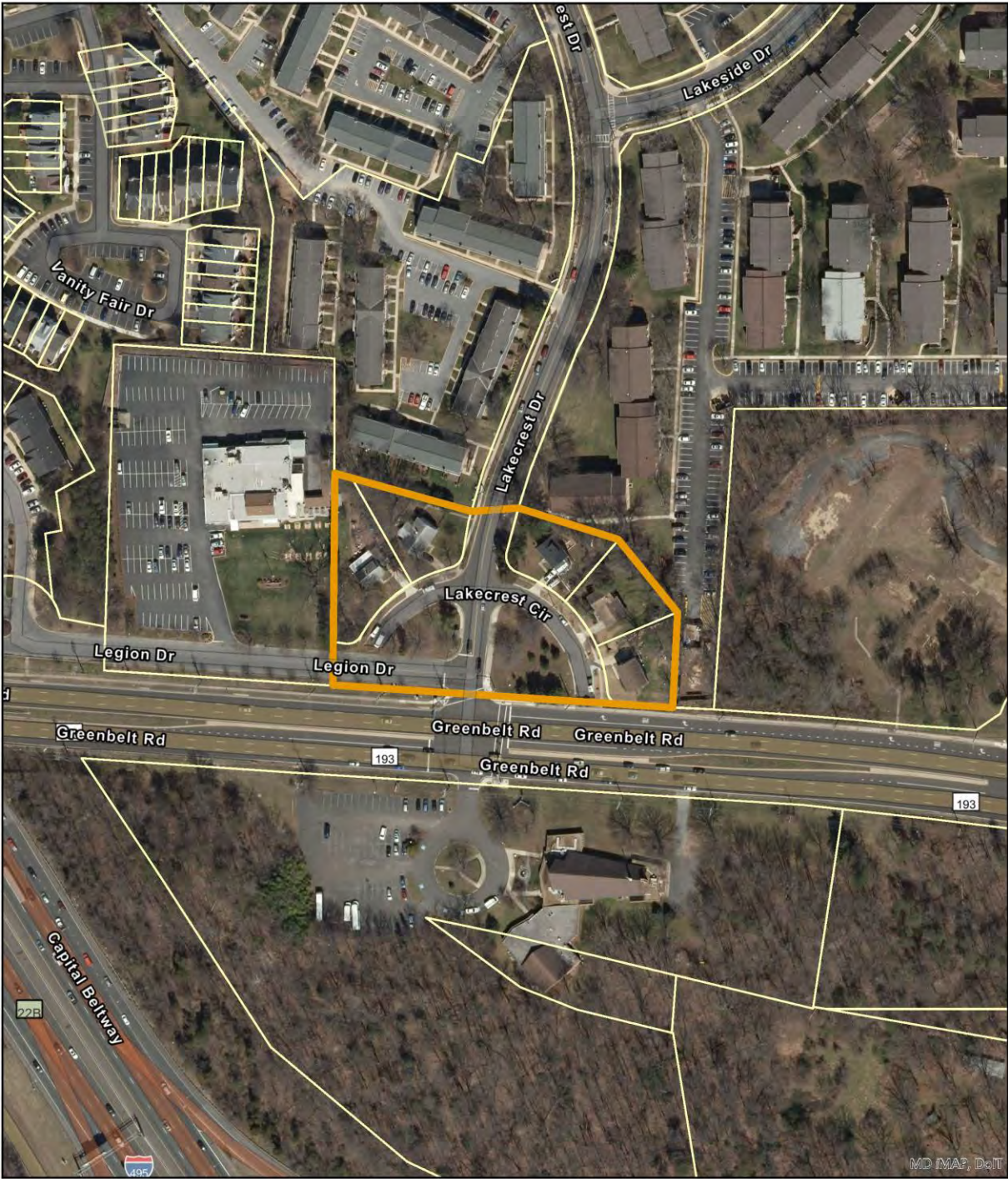


Lakecrest

Location: 1-6 Lakecrest Circle

Prince George's County

City: Greenbelt



Parcel Boundaries

0 0.04 0.07 Miles  
Scale: 1:2,000





1 Lakecrest Circle, southeast elevation.



2 Lakecrest Circle, southeast elevation.





3 Lakecrest Circle, southeast elevation.



4 Lakecrest Circle, southwest elevation.





6 Lakecrest Circle, southwest elevation.

**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-07-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:67-75\_2019-07-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

1 Lakecrest Circle, southeast elevation.

02.tif

2 Lakecrest Circle, southeast elevation.

03.tif

3 Lakecrest Circle, southeast elevation.

04.tif

4 Lakecrest Circle, southwest elevation.

05.tif

6 Lakecrest Circle, southwest elevation.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Landover Center

**Address:** 1701 Brightseat Road

**City:** Hyattsville

**Zip Code:** 20785

**County:** Prince Georges

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** Parcel A of Plat A-8354

**Tax Map Number:** 60

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Sarah Groesbeck

**Date Prepared:** Jun 25, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

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**Description of Property and Justification:** (Please attach map and photo)

The Landover Center at 1701 Brightseat Road, built in 1975, is a warehouse currently used by the Library of Congress's Landover Center Annex as a high-density storage facility. The Library of Congress has two other primary off-site storage facilities at Fort Meade and Cabin Branch, Maryland. The facility sits on a 7.22-acre parcel, in group of warehouses situated between Brightseat Road to the west and I-495 to the east. The building is surrounded on the east, west, and north by paved parking and loading areas with minimally landscaped islands.

The warehouse is three stories high with a flat roof, built into the parcel which slopes downward away from Brightseat Road. As a result, only the east elevation has three above-grade stories; the north elevation is two stories, and the west elevation is one story above grade. The south elevation was inaccessible during the survey, but it also appears to be three stories above grade. Exterior walls are faced with stretcher-bond brick and windows are multi-light ribbon and fixed metal sash. The main pedestrian entrance is at the north elevation's east end, on the building's second story, and is composed of two sets of glazed metal doors with ribbon windows between. The building, however, is oriented to the east, toward I-495. This façade is divided into four sections by three unornamented brick engaged columns which rise to the middle of the third story;

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Landover Center

each section is further subdivided into four bays by brick pilasters. The first story has roll-up vehicle doors. Approximately halfway up the façade, the second story ribbon windows run the entire width of the façade, broken only by the projecting engaged brick columns. Above these windows, the façade jetties forward, and this projection is emphasized by a stucco band along the entire façade that wraps around to the north elevation. The center two sections contain additional ribbon windows and the words "LANDOVER CENTER," while the end sections are recessed approximately halfway up the third story. The west elevation is less ornamented and divided into four sets of loading docks. The north end of the elevation has lettering reading: "LIBRARY OF CONGRESS / LANDOVER CENTER ANNEX / 1701 BRIGHTSEAT ROAD."

The Landover Center is an unremarkable example of a twentieth-century warehouse building and is not eligible for the National Register of Historic Places. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. It does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 7.22 acres and is defined as Parcel A of Plat A-8354 on Prince George's County Tax Map 60.

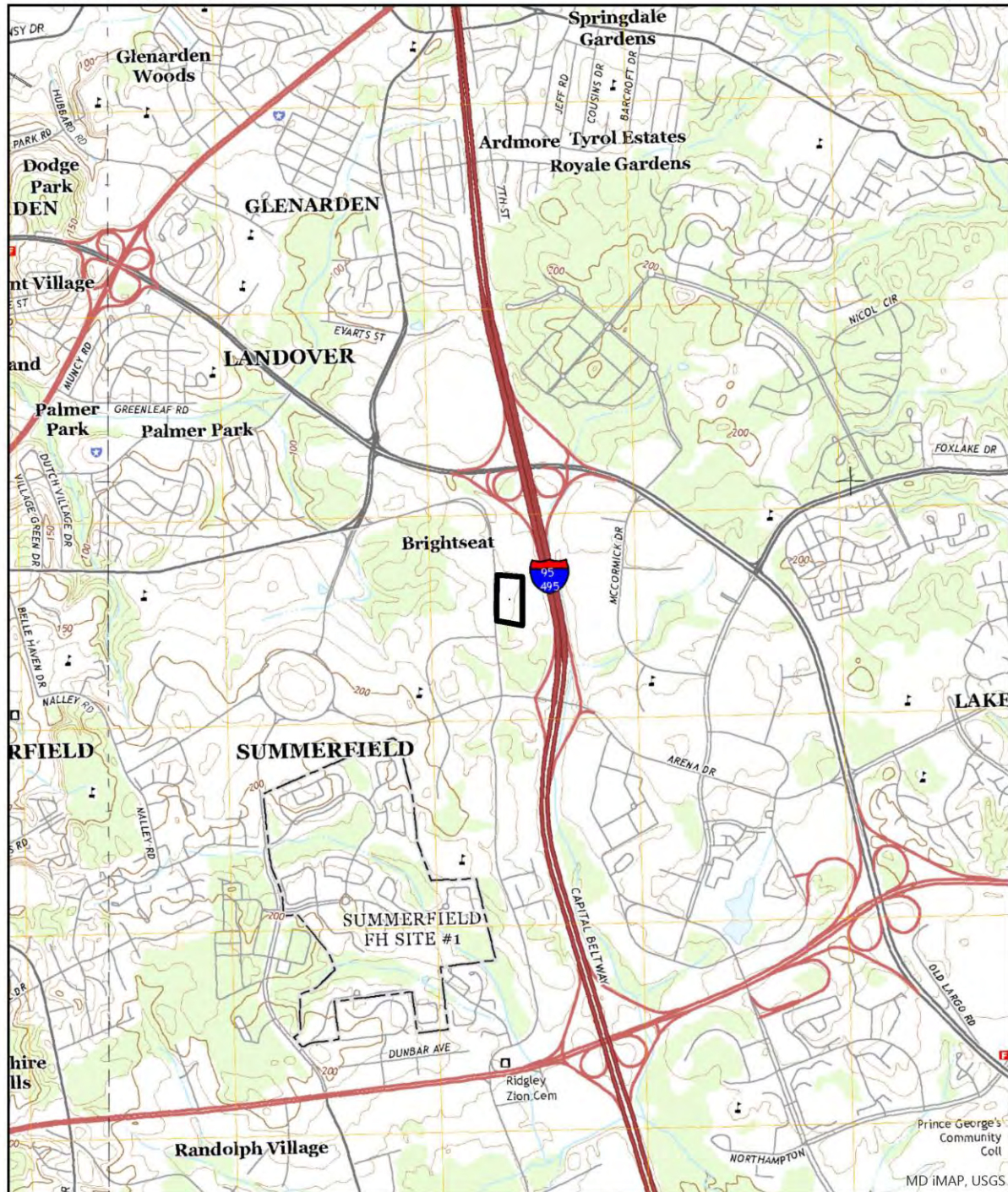
Landover Center

**Landover Center**

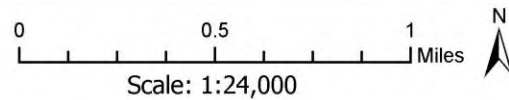
Location: 1701 Brightseat Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham





Landover Center



**Landover Center, Northeast Oblique Looking Southwest**



**Landover Center, Northwest Oblique Looking Southeast**



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Lanham Acres

Inventory Number: PG:70-105

Address: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

Historic District: Yes

City: Lanham

Zip Code: 20706

County: Prince George's

USGS Quadrangle(s): Lanham

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0044

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Mar 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation:

Criteria: A   B   C   D

Considerations: A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Lanham Acres is a planned residential neighborhood located south of the Addition to Lanham Acres, a residential subdivision, east of I-495, north of the Whitfield Community Park, and west of Lanham Station Road in Lanham. The subdivision is approximately 18.27 acres and contains 25 single-family dwellings on lots between 0.34 acre and 2.29 acres. There are three curvilinear streets (Lanham Station Road, Timber Lane, and Cortland Lane) with no curbs, sidewalks, or streetlamps. The lots range from evenly graded to moderately sloped and the manicured lawns feature moderate to heavy tree coverage, bushes, and fencing of lawns. All lots feature a paved-asphalt or gravel driveway, and secondary buildings include sheds and detached carports. Brick pillars flank Timber Lane at its intersection with Lanham Station Road, marking the entryway to the neighborhood.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A   ____ B   ____ C   ____ D	Considerations: ____ A   ____ B   ____ C   ____ D   ____ E   ____ F   ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

**Description:**

Lanham Acres is a planned residential neighborhood comprising 25 single-family dwellings constructed between 1949 and 1960 during the Modern Period (1930-1960) with a few examples of infill that date to 1979 and 1990. The houses were built in variations of the Contemporary style and the Cape Cod, Minimal Traditional, Transitional Ranch, or Ranch forms.

Dwellings in Lanham Acres are primarily three to seven bays wide and one to one-and-a-half stories tall. Depending on the slope, dwellings sit atop a crawlspace or basement, typically clad in brick veneer. Cladding also includes stretcher-bond brick veneer, stone veneer, vinyl or aluminum siding, or a combination of materials. Roofs are hipped or side gabled and sheathed in asphalt shingles. Most dwellings have a single brick, exterior-end chimney set along a side elevation or façade.

Primary façade entrances are typically off-center with a single-leaf wood or fiberglass door and storm door. Although not common, some houses have recessed entries. Entrances are accessed by a concrete stoop or partial-width porches. Original windows are two-over-two, wood-frame, double-hung-sash, fixed, multi-light, or casement windows; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters are not common in the subdivision. A few houses have an attached garage. Additions are typically at the rear or side elevation and in scale with the building's core.

**Historic Context:**

In the mid-1940s, Walter and Jean Hardisty acquired several tracts in the Lanham area through three different transactions between October 1945 and January 1946 (Prince George's County Deed Book [PGCDB] 811, 187, 191; 826, 357). By March 1947, they platted a 30.45-acre subdivision to be named Lanham Acres that contained 43 lots and four streets: Crittenden Place, Crittenden Street, 86th Avenue, and Cortland Lane (Prince George's County Plat Book [PGCPB] BB 12, 85). As a result of I-495, only the eastern 18.27-acre portion of Lanham Acres was constructed, and some of the road names changed. In the late 1940s and early 1950s, Salvadore DeCampo and Joseph DeCampo of Joseph DeCampo and Son, a local construction company, acquired many of the lots and constructed a majority of the houses within Lanham Acres. The DeCampos sold the completed houses to individual home buyers (e.g., PGCDB 2307, 485; 2164, 577).

Advertisements in the mid-1950s and early-1960s touted the houses' large living room, corner fireplace, multiple baths, and basement and priced them between \$10,000 and \$23,500. Reasonable Federal Housing Administration or conventional loans, wooded, private lots, and the proximity to schools were selling points (The Evening Star 1956, B-8; 1957, B-4; 1959, C-16; 1961, E-7). The neighborhood did not have any community features or amenities.

Joseph DeCampo and Son was a small-scale construction business based in Washington, D.C. Newspaper advertisements show that the company specialized in Ranch or rambler houses in the mid- to late-1950s (The Evening Star 1957, B-4).

**Evaluation:**

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Lanham Acres was evaluated as a planned residential neighborhood in the Modern Period (1930-1960) in accordance with the Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Lanham Acres is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Prince George's County. The neighborhood did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Lanham Acres is not eligible under Criterion A.

The DeCampos had no significant influence on suburbanization in Maryland. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Lanham Acres was not the first planned residential neighborhood in Lanham or Prince George's County. The subdivision is not an exemplary or unique example of its resource type. The buildings within the community retain most of the character-defining features of their property types; however, they represent common styles and forms. Furthermore, additions, replacement materials, and infill negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Lanham Acres encompasses approximately 18.27 acres located south of Addition to Lanham Acres, a residential subdivision, east of I-495, north of the Whitfield Community Park, and west of Lanham Station Road. It is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0044 and also as seen in Prince George's County plat records BB 12, page 85.

#### References:

The Evening Star. 1956. "Lanham Acres" August 4, 1956, B-8.  
---1957. "Joseph DeCampo and Sons." August 31, 1957, B-4.  
---1959. "Brick Rambler." May 3, 1959, C-16.  
---1961. "Lanham Acres." May 7, 1961, E-7.

KCI Technologies, Inc. 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.

Prince George's County Deed Book (PGCDB). n.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

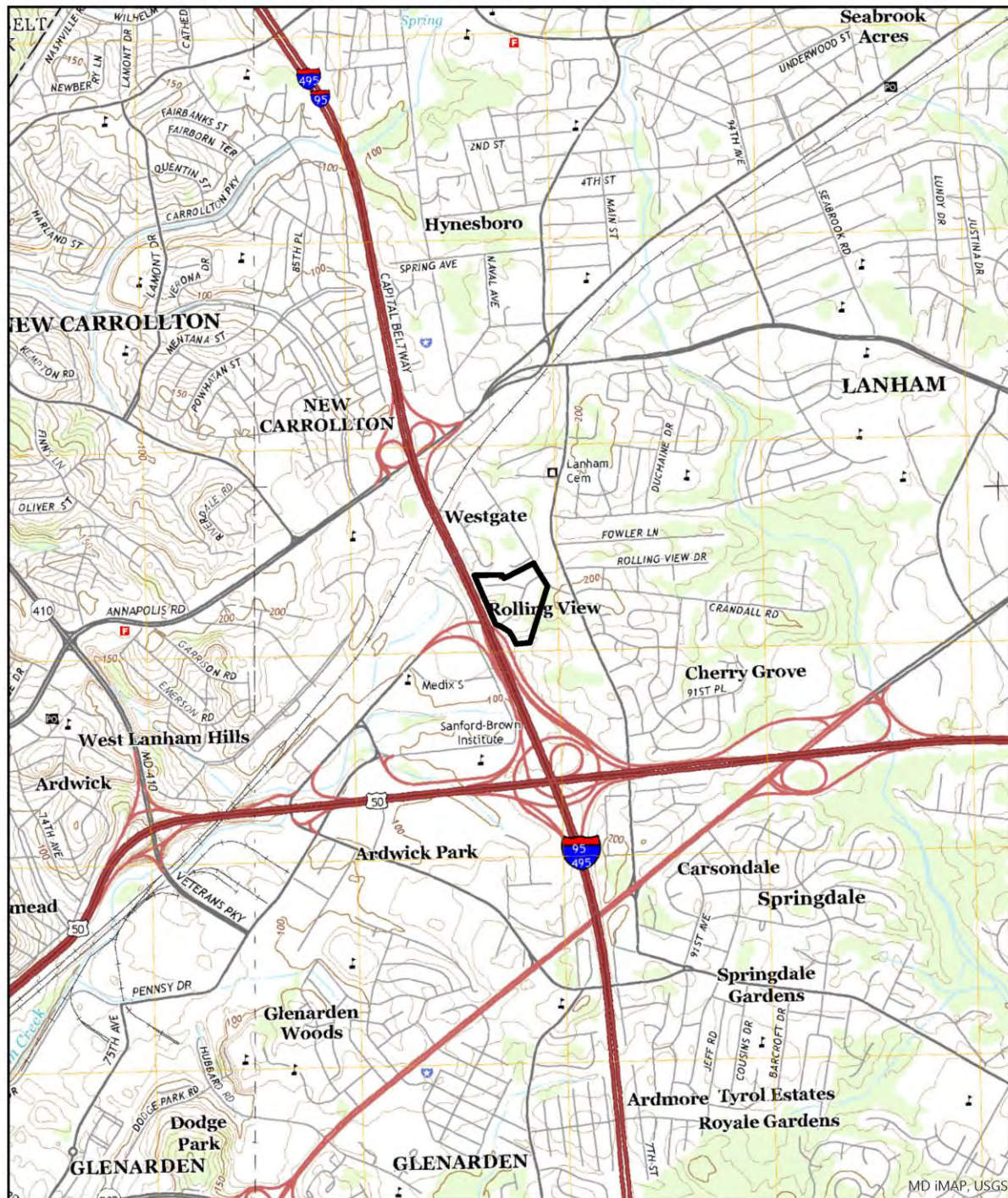


**Lanham Acres**

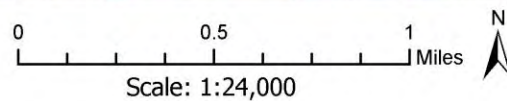
Prince George's County

Location: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

City: Lanham



USGS 7.5' Quadrangle - Lanham



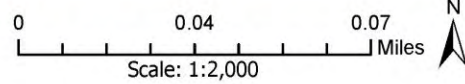
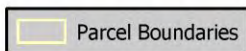


**Lanham Acres**

Prince George's County

Location: West of Lanham Station Road, east of I-495, north of Whitfield Community Park

City: Lanham







Streetscape of Cortland Lane, looking northwest.



8815 Cortland Lane, north elevation.





8805 Cortland Lane, north elevation.



Streetscape of Cortland Lane, looking east towards 8814 Cortland Lane.





4615 Timber Lane, northwest elevation.



4611 Timber Lane, northwest elevation.



**PHOTOGRAPHS**

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Brick pillar at Timber Lane and Lanham Station Road intersection, looking north.



**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Heather Staton**

Date of Photographs: **2019-01-21**

Location of Original Digital File: **MD SHPO**

File Format: **PG:70-105\_2019-01-21\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Streetscape of Cortland Lane, looking northwest.

02.tif

8815 Cortland Lane, north elevation.

03.tif

8805 Cortland Lane, north elevation.

04.tif

Streetscape of Cortland Lane, looking east towards 8814 Cortland Lane.

05.tif

4615 Timber Lane, northwest elevation.

06.tif

4611 Timber Lane, northwest elevation.

07.tif

Brick pillar at Timber Lane and Lanham Station Road intersection, looking north.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Lanham Sports Park

**Address:** 7700 Good Luck Road

**City:** Lanham

**Zip Code:** 20706

**County:** Prince Georges

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0044

**Tax Map Number:** 0034

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Jun 14, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The Lanham Sports Park at 7700 Good Luck Road in Lanham, Maryland (Prince George's County) is owned by the Lanham Boys Club, Inc. It is a modest ten-acre park on the north side of Good Luck Road, east of I-495. It is west of a church property and south of an apartment property.

Chain link fencing and gates enclose the property, which contains three athletic fields and a gravel parking area at the southeast corner. The fields include a small baseball diamond north of the parking area, a larger baseball diamond to its west, and a rectangular soccer or football field on the north side of the park. The fields are augmented by lighting, small metal stands, scoreboards, shed-roofed concrete masonry dugouts, and utilitarian restrooms and concession stands. A tall, wood Lanham Sports Park sign with moveable type stands along the fence facing Good Luck Road. Throughout the park, concrete paths and steps provide circulation routes, and trees and shrubs provide boundaries between the athletic fields.

The Lanham Sports Park is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible for listing under Criteria A or B. It is a modest park owned and operated by a non-governmental agency for specific youth sport activity and does not meet the character-

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

-

Lanham Sports Park

defining elements of a local or neighborhood park, as it does not include passive areas such as shaded lawns, picnic areas, or pavilions. It also does not possess an overall unified design. The Lanham Sports Park is therefore not eligible for listing under Criterion C. The Lanham Sports Park was not evaluated under Criterion D as part of this assessment.

The surveyed boundary consists of the 10 acres of Prince George's County Tax Map 0034, Parcel 0044.



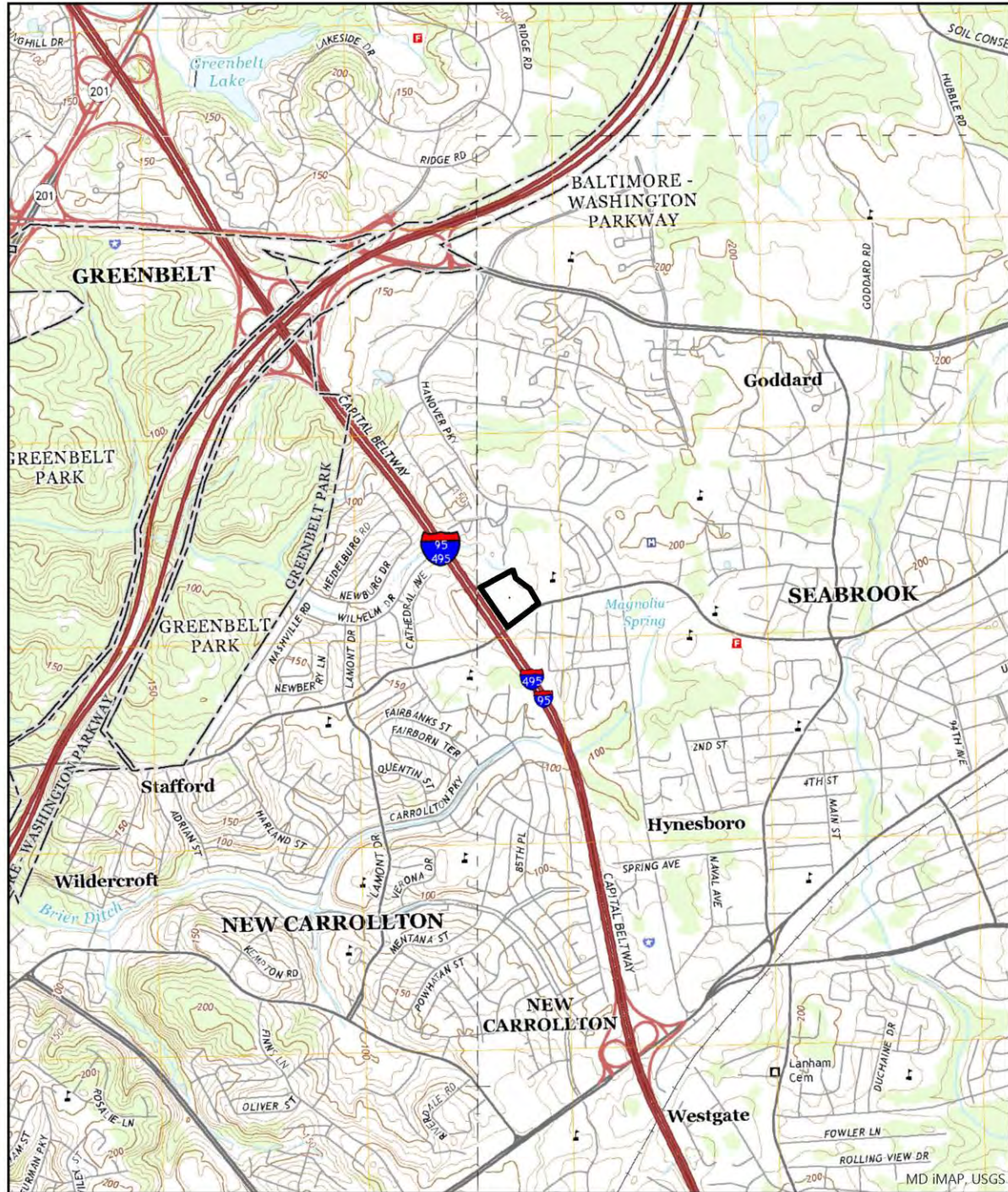
Lanham Sports Park

**Lanham Sports Park**

Location: 7700 Good Luck Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles  
Scale: 1:24,000



Lanham Sports Park



View facing northwest towards Lanham Sports Park parking area.



View facing northwest towards Lanham Sports Park.

Lanham Sports Park



**View facing northwest showing fencing, signage, and lighting.**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Lanham Strip Center

**Address:** 8801, 8805, 8807-8845, 8855 Annapolis Road

**City:** Lanham

**Zip Code:** 20706

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0044-00B4

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Mar 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Constructed in 1965, the Lanham Strip Center has four buildings: a strip center, an automotive center, an office, and a dry cleaner. They occupy a 6.86-acre tax parcel surrounded by other commercial developments, as well as the Capital Beltway (I-495) to the southwest and the former Baltimore & Potomac Railroad, Washington City Branch (PG:71A-54) to the southeast. The property connects to Annapolis Road by a shared access road to the northwest. The buildings are surrounded by asphalt parking lots and islands with trees and grass. The parking lot also has tall metal light standards with punched metal finials matching similar ornamentation on the strip center. There are two tall metal strip center signs facing Annapolis Road and I-495.

Main strip center building (8807-8845 Annapolis Road)

Although the main strip center building currently presents a unified façade, a two-bay addition was constructed to the northeast some time between 1981 and 1993. This one-story building has a nearly

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Lanham Strip Center

rectangular plan. It is oriented on a northeast-southwest axis with a northwest façade. A plant bed with shrubs is located at the northeast end of the façade.

The building is clad with brick, stone and concrete block, and has a flat roof with mechanical equipment. Constructed on a slope, the building's six bays step down to the northeast. The building has fifteen storefronts at the façade, each of varying size. The entrances consist of either single or paired metal and glass doors with a transom and flanked by metal sash display windows. The storefronts are accessed by concrete pedestrian walkways, with metal handrails and steps, that extends the entire façade width. The entrances and walkways are sheltered by synthetic stucco canopies supported by slender metal posts. The canopies are covered by standing seam metal-clad shed roofs. Three-dimensional plastic business signs, affixed to corrugated metal sign boards, are above the shed roofs. Punched metal finials are mounted atop the sign boards.

The northeast elevation's northwest end has an arched opening with metal railing facing into the pedestrian walkway at the façade. There are three metal doors at the northeast elevation, each with a single small light; the entrances have concrete landings and steps, and metal handrails, and are sheltered by corrugated metal roofs. The southeast elevation has single and paired metal pedestrian doors, as well as metal garage doors. This elevation has three windows, including two with metal bars. A few doors and windows have been filled in. The metal corrugated sign board at the façade wraps around to the southwest elevation; this elevation has no fenestration.

Mr. Automotive (8801 Annapolis Road)

This one-story building has a nearly rectangular plan. It is oriented on a northeast-southwest axis with a southeast façade and stands at the northwest end of the property. The building is clad with tan brick and the upper portions are sided with horizontal metal siding. The flat roof has a rectangular plastic back-lit business sign. There are three metal and glass garage doors at the façade. The primary entrance, located at the north end of the façade, consists of a single metal and glass door; it is surrounded by a framed glass panel wall that wraps around to the northwest elevation which also has a single metal and glass door. This elevation also has what appears to be a single double-hung sash window. The northwest elevation has four bays, with each blind opening filled with red brick; this elevation has no fenestration. The southwest elevation has a single metal door.

Lanham Office Center (8855 Annapolis Road)

This one-story building has a nearly rectangular plan. It is oriented on a northwest-southeast axis with a northwest façade and stands at the northeast end of the property. The areas immediately adjacent to the building are landscaped with small lawns, trees, and shrubs; a metal business sign is mounted directly in front of the façade.

The building is clad with tan brick and the projecting portion of the façade is surfaced with stone and includes three-dimensional letters spelling "LANHAM OFFICE CENTER" and the street number. Stone borders the roofline of the façade and southeast elevation; the upper portions of the northeast and southwest elevations are surfaced with vertical metal siding. There is a flat roof with mechanical equipment.

One of the primary entrances is at the façade and consists of a single metal and glass door with a metal-framed side light. This entrance faces onto a concrete landing bordered by a low stone wall. A second primary

Lanham Strip Center

entrance is at the southwest elevation and consists of paired metal and glass doors with a metal-framed sidelight and transom. The entrance faces onto a concrete landing and concrete steps with a metal handrail. Both entrances are sheltered by metal awnings. A secondary metal and glass door entrance with sidelight is located at the southeast elevation. Most of the building is surrounded by concrete pedestrian walkways. The building has single or paired windows, each with a vertical light and a smaller horizontal light below. The single windows at the façade are flanked above and below by stone panels, and are surrounded by a round arch masonry border that extends to the primary entrance below. The other windows have masonry sills and most have masonry lintels.

The one-story tan brick-clad wing at the southeast elevation is sheltered by a flat roof with mechanical equipment. The wing's primary entrance is a single metal door, with a single small light, located at its northeast elevation. This elevation also has two single windows, each with three lights. The fenestration is sheltered by a fabric awning. The wing's northwest elevation also has a single door and two windows identical to the one at the southeast elevation. The wing's southeast elevation has no fenestration.

ZIPs Dry Cleaners (8805 Annapolis Road)

This one-story building has a rectangular plan. It is oriented on a northeast-southwest axis with a northwest façade and stands at the southwest end of the property. The building is clad with tan brick and has a flat roof with mechanical equipment. Plastic business signs are affixed to a corrugated metal sign board mounted onto the façade-side of the roof. A metal finial on the sign board matches those on the strip center and parking lot lighting fixtures. The façade has single and paired metal and glass doors, as well as metal-framed display windows. All façade fenestration has metal roll-up security doors. The entrances face onto a concrete pedestrian walkway that extends the entire façade width. The northeast elevation has two single metal doors and the southwest elevation has a single metal door. The southeast elevation has no fenestration.

The Lanham Strip Center is an example of a mid-twentieth-century strip center with multiple buildings commonly found throughout Maryland. It is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criterion A or B. The Lanham Strip Center is not a good example of a strip center, and alterations, such as to the main building's façade, have diminished the resource's integrity. The resource does not represent the work of a master nor does it possess high artistic value, and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The property is located on one tax parcel that encompasses 6.86 acres and is found on Prince George's County Tax Map 0044-00B4, Parcel 0000 (2019).



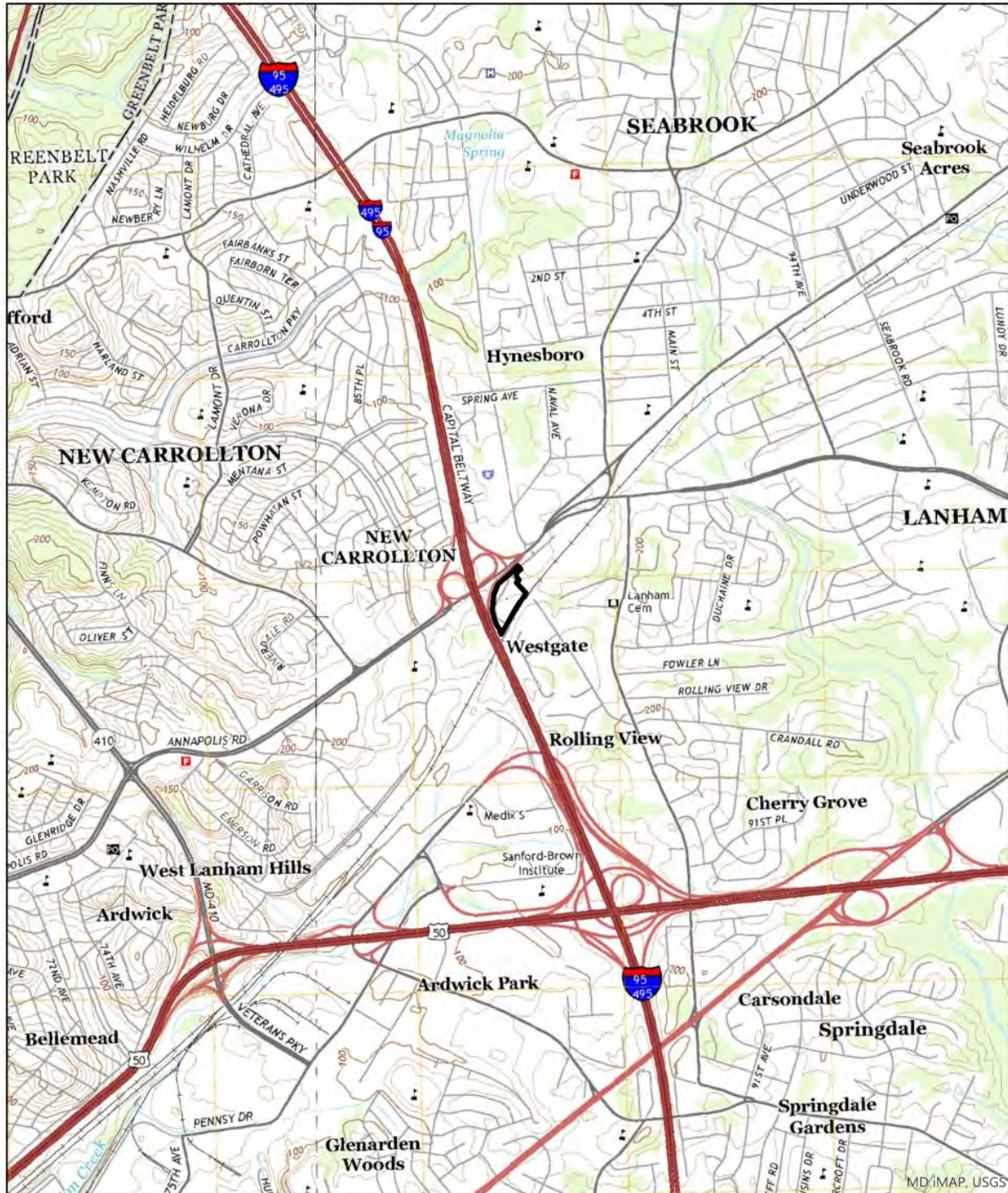
Lanham Strip Center

**Lanham Strip Center**

Location: 8801, 8805, 8807-8845, 8855 Annapolis Road

Prince George's County

City: Lanham



USGS 7.5' Quadrangle - Lanham

0 0.5 1 Miles  
Scale: 1:24,000



Lanham Strip Center



Main strip center building northwest facade



Mr. Automotive southeast facade

Lanham Strip Center



Lanham Office Center northwest facade



ZIPS Dry Cleaners northwest facade



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Life Time Athletic (Potomac)

**Address:** 11511 Fortune Terrace

**City:** Potomac

**Zip Code:** 20854

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):**

**Tax Map Number:**

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Christeen Taniguchi, Jean M. Cascardi

**Date Prepared:** Feb 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Life Time Athletic (Potomac) is a U-shaped International Style-influenced industrial building, currently occupied by a fitness center. The tan brick-clad building stands on a 13.8-acre parcel on the north side of Fortune Terrace, east of Seven Locks Road. The original nearly square plan building to the east was constructed sometime between 1957 and 1964, with a small rectangular plan addition made at the north end of its west elevation between 1964 and 1970 (Historic Aerials 2018). A sizeable irregular plan addition was made west of the small addition in 1979, according to state tax data. The south elevation of the original building also received a small 1970s utilities enclosure and a circa 1990s addition.

The property is in an area with commercial and residential developments. The property is accessed from the south by two driveways off Fortune Terrace. A business sign is located at the west entrance, and a secondary business sign is located at the other entrance. Mixed scrub and hardwood vegetation border I-270 to the east.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Life Time Athletic (Potomac)

Areas of lawn and ornamental planting immediately surround the building, with asphalt surface parking lots on all sides, including a large lot at the north end of the property.

The original 1957-1964 building consists of a one-story warehouse at the west section with a two-story office to the east. The office's east façade has twenty bays, with what is now a secondary entrance located within the projecting fourth bay. The entrance has a single metal and glass door surrounded by a glass panel wall, and is sheltered by a fabric awning. The other façade bays have four-light windows at each story, with red brick spandrel panels above each window, and all surrounded by a masonry frame. The north, south, and west elevations of the original building have paired vertical inset bands of red brick, as well as metal pedestrian doors. The north elevation also has a loading dock and what are likely two former truck garage door openings filled in with brick. The south elevation has what appear to be blacked-out single windows at the first story, as well as at the second story of the office section. The north elevation also has such windows at the office section.

A loading dock area is located on the south elevation of the 1957-1964 addition and is flanked by the original building and 1979 addition to the west and east. This addition's north elevation continues the vertical red brick details of the original building's north elevation. The loading dock on the original building also extends onto this elevation, and there is single metal door.

The current main entrance is located near the west end of the one- and two-story 1979 addition's north elevation. The projecting remodeled entrance consists of paired metal and glass doors surrounded by a glass panel wall and covered by a flat concrete-clad roof supported by stone-clad rectangular posts. The flanking walls and the projection are clad with concrete and stone. A three-dimensional business sign is mounted to the right of the entrance. At the west end, there are fixed, single-sash, tinted windows flanked by brown brick panels above and below, with red brick pilasters in-between. The west elevation of this addition is symmetrical and consists of two remodeled and identical concrete- and stone-clad entrances with paired metal and glass doors surrounded by a glass panel wall. There are fixed, single-sash, tinted-glass windows at the second floor above the entrances. A three-dimensional business sign is also mounted on this elevation. The center of the symmetrical south elevation has been remodeled with concrete cladding. The west and south elevations have the same windows as those at the north elevation. The east elevation has a single metal door and what appear to be two enclosed windows. There are other single door secondary entrances at the north and south elevations.

The building has a flat roof with mechanical systems, as well as roof access structures.

Life Time Athletics (Potomac) is an altered example of a mid-twentieth-century industrial building constructed in the 1950s to 1960s and common throughout Maryland. It is not associated with events or persons that have made significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has had sizable additions and has been remodeled. It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 13.8 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GQ123-0000, Parcel 0000 (2018).

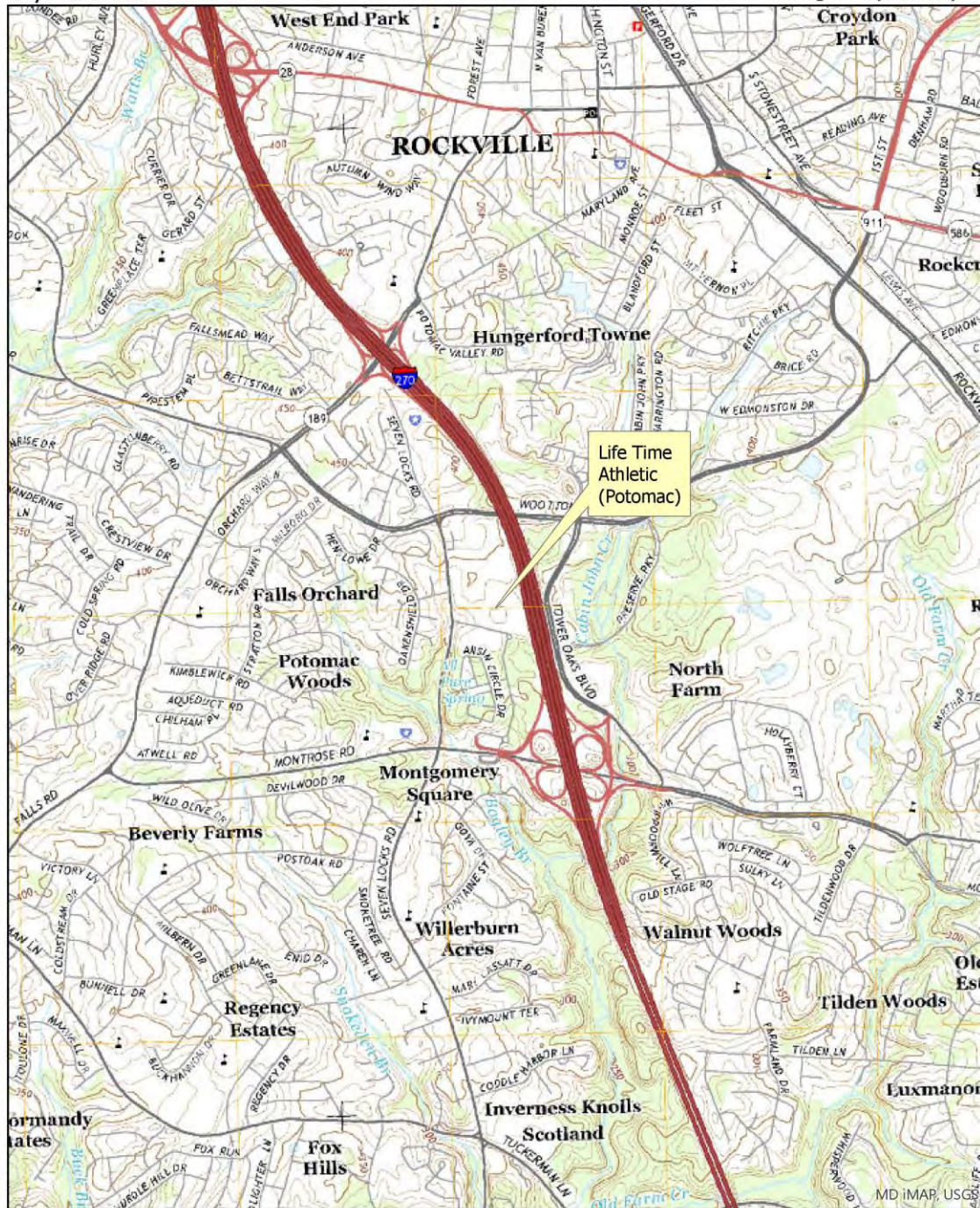
Life Time Athletic (Potomac)

**Life Time Athletic (Potomac)**

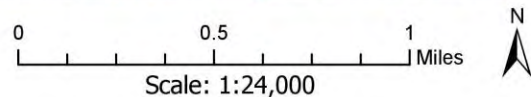
Location: 11511 Fortune Terrace

City: Potomac

Montgomery County



USGS 7.5' Quadrangle - Rockville





Life Time Athletic (Potomac)



East facade of original building



South elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Linda Holmes House Inventory Number: PG:76A-30  
Address: 5114 Oakland WAY Historic district: ☐ yes ☒ no  
City: Suitland Zip Code: 20746 County: Prince George's  
USGS Quadrangle(s): Anacostia  
Property Owner: Jose A. Del Cid Tax Account ID Number: 06-0414508  
Tax Map Parcel Number(s): 0000 Tax Map Number: 0098  
Project: I-495/270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Caitlin Sylvester Date Prepared: 10/18/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Linda Holmes House at 5114 Oakland Way is located in a moderately populated, primarily residential area of Suitland in Prince George's County. The house was previously surveyed in 1997 and was recommended not eligible for listing in the National Register of Historic Places (NRHP) (Suffness 1997). The property is set on a trapezoidal-shaped parcel comprising 0.25 acres that is covered by a manicured grass lawn and dotted with small shrubbery and trees (State Department of Assessments and Taxations [SDAT] 2018). The resource is bordered to the south by I-495 and the primary dwelling faces west towards Oakland Way. A chain-link fence separates the parcel from the highway barrier on the south side. A poured concrete walkway and gravel driveway both extend east from Oakland Way. The walkway leads to the primary entrance while the driveway stretches around the south elevation of the dwelling and terminates to the rear (east) of the house.

Description:

The Linda Holmes House at 5114 Oakland Way is a one-and-one-half story, three-bay, single-family dwelling constructed circa

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

1950 in the Minimal Traditional style and the Cape Cod form. The foundation and structural system are clad in an uncoursed stone veneer and are covered by a steeply-pitched, side-gabled roof sheathed in asphalt shingles. Two front-gabled dormers clad in vinyl siding with a one-over-one, double-hung sash, vinyl window pierce the western roof slope. An interior slope brick chimney is located on the eastern slope of the roof.

The primary entrance is centered in the west elevation and filled with a single-leaf, vinyl door with a large, decorative oval light. The door is located under a front-gabled pent roof supported by decorative wood brackets. A set of poured-concrete steps lined with metal railing lead the entrance. Other fenestration includes replacement one-over-one double-hung-sash vinyl windows, some of which are flanked by paneled, vinyl shutters.

#### Historic Context:

Maryland's suburbanization through the nineteenth and twentieth centuries was influenced by the same national trends driving suburbanization elsewhere. The increasing availability of transportation routes such as rail and trolley lines, improvements to roadways, and early highway construction allowed for greater access to Baltimore and Washington from previously rural areas (KCI Technologies, Inc. [KCI] 1999, B-13). For further information regarding the history and development of the Suitland vicinity, please reference the previous Maryland Inventory of Historic Properties form written by Rita Suffness in 1997 (Suffness 1997).

Residences in the area consist of bungalow, American Foursquare, and Cape Cod forms and Tudor Revival, Minimal Traditional, Colonial Revival-styled dwellings with construction dates ranging from the 1930s to the early 1960s, part of Maryland's Modern Period, 1930 to 1960 outlined in the 1999 Suburban Historic Context (KCI Technologies, Inc. [KCI] 1999). The Linda Holmes House is of the Cape Cod dwelling type as described within the suburbanization context and exhibits many of the attributes that are described including; little exterior decoration with many possible siding treatments, rectangular in plan with few projections, symmetrical facades, one story with a side-gabled roof and dormers, and stylistic details with "faint references to Colonial Revival and Modernist architecture" (KCI 1999, D-36).

The land on which the Linda Holmes House is located was originally a part of a larger tract that was purchased and platted as "Silver Valley" in 1947 by developers William D. Thomas and Lee R. Hendricks (Prince George's County Deed Book [PGCDB] 814, 269; Prince George's County Plat Book [PGCPB] BB12, 43). The parcel, known as Lot 6 in Block C of the Silver Valley Subdivision, consisting of about 0.6 acre, was then sold to Clayton P. Hendricks and his wife, Frances, in 1948 (PGCDB 1022:424). The Hendricks likely built the house shortly after as the style and form of the dwelling, as well as historic aerials, confirm a circa-1950 construction date (NETR 1945; 1951) The Hendricks resubdivided their lot in 1963 to create another developable parcel, and left the Linda Holmes house on a much smaller, 0.25-acre lot (PGCPB WWW 50:54).

In 1965 the Hendricks' sold the lot to Arnold Akanovich (PGCDB 3219:602). He held the property for about 13 years before selling it to Gregory E. and Wilda J. Beckwith in 1978 (PGCDB 4950, 663). In 1993 Gregory and Wilda Beckwith sold the house and lot to Linda Holmes (PGCDB 8884, 138). Holmes refinanced the house through a deed of trust in 2006, which she defaulted on in 2014, resulting in the dwelling going up for public auction, where it was purchased by Essex Bank for \$167,000 (PGCDB 25123, 574; 36570, 00580). After several bank transfers, Jose A. Del Cid purchased the property in June 2017 (PGCDB 39712, 232).

#### Evaluation:

The Linda Holmes House at 5114 Oakland way is a one-and-one-half story, three-bay, single-family dwelling constructed circa 1950 in the Minimal Traditional style and the Cape Cod form. The resource has been moderately altered with replacement

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



windows and door; however overall it retains integrity of materials, design, and workmanship. The house has never been moved and the immediate area remains residential in nature; however, the addition of the I-495 corridor has somewhat negatively impacted its historic integrity. As a result, the resource retains integrity of location, setting, feeling, and association.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified and the House at 5114 Oakland Way is not eligible for the NRHP under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the Linda Holmes House is not recognized to be a particularly unique or excellent example of its vernacular style or form as many Minimal-Traditional and Cape Cod dwellings exist throughout the area, such as the multiple examples located within the adjacent Spring Terrace Subdivision (PG:76B-43) including the Cape Cod at 3700 Spring Terrace and the Minimal Traditional dwelling at 5304 Dogwood Drive (Darsie 2000). Nor does it retain excellent integrity due to material modifications, such as original window and door removal. For these reasons, the resource is recommended as not eligible under Criterion C. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

The property encompasses 0.25 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0098, Parcel 0000.

#### References:

Darsie, Julie. 2000. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Sprinck Terrace Subdivision (PG:76B-43). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Esri. 2018. United States Geological Survey. Accessed July 20, 2018. <http://services.arcgisonline.com/arcgis/services>.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed August 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

National Environmental Title Research, LLC [NETR]. 1945, 1951. Historic Aerial Mosaic Prince George's County, Maryland. Accessed August 2018. <https://www.historicaerials.com/viewer>.

Planning Department of Prince George's County, Maryland. 2018 GIS Open Data Portal. 'Property\_Flattened\_Py.zip'. <Http://gisdata.pgplanning.org/opendata/>.

Prince George's County Deed Book (PGCDB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 30, 2018. <http://www.mdlandrec.net/>.

Prince George's County Plat Book (PGCPB). N.d. Prince George's County Land Records, misc. years. Archives of Maryland Online. Accessed July 30, 2018. <http://www.plats.net/>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Prince George's County Tax Records. Accessed August 20, 2018. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

Suffness, Rita. 1997. Maryland Historical Trust Maryland Inventory of Historic Properties Form: Linda Holmes House (PG:76A-

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:       A       B       C       D    Considerations:       A       B       C       D       E       F       G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

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30). Form on file at the Maryland Historical Trust, Crownsville, Maryland.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:       A      B      C      D   Considerations:      A      B      C      D      E      F      G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

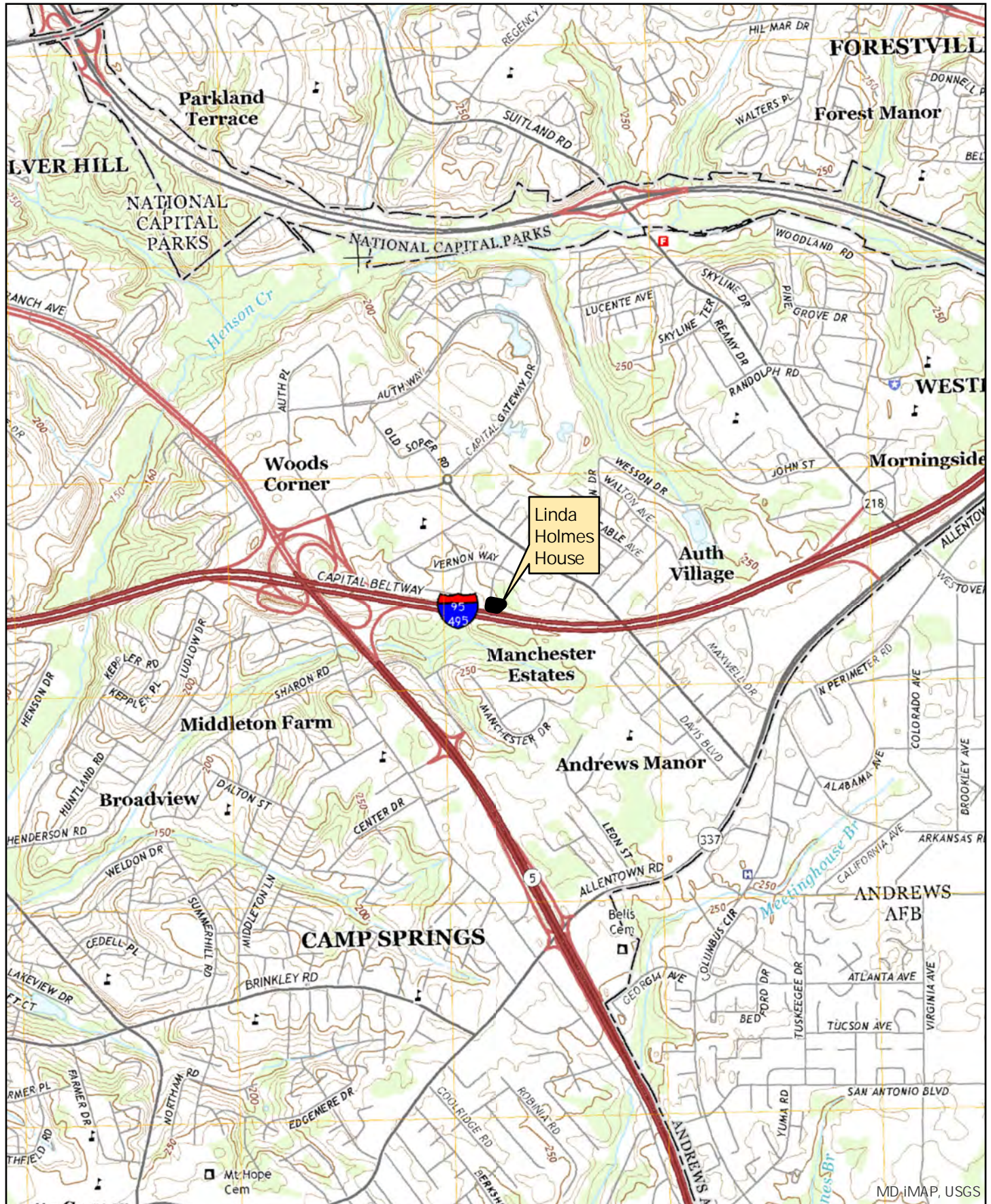
\_\_\_\_\_  
Date



**Linda Holmes House**

Location: 5114 Oakland Way  
City: Suitland

MIHP#: PG:76A-30  
Prince George's County





Linda Holmes House

Location: 5114 Oakland Way  
City: Suitland

MIHP#: PG:76A-30  
Prince George's County



Parcel Boundaries

00.010.01

Miles

Scale: 1:400



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-30

Name: Linda Holmes House  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 2: Southwest Oblique**



**Photo 2 of 2: Looking Southeast Towards I-495 Sound Barrier**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-30

Name: Linda Holmes House  
**Continuation Sheet**

Number Photos Page 2

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**PHOTO LOG**

**Name of Property:** Linda Holmes House  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** May 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 2:**  
**Southwest Oblique**  
**PG:76A-30\_2018-05-07\_01**

**Photo 2 of 2:**  
**Looking Southeast Towards I-495 Sound Barrier**  
**PG:76A-30\_2018-05-07\_02**



# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Linden Hill Towers

Inventory Number: M: 35-203

Address: 5450 Whitley Park Terrace

Historic District: No

City: Bethesda

Zip Code: 20814

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Linden Hill Towers, a 1962-64 high rise apartment building with townhouses added in 1990, is bounded by I-495 to the north, Promenade Towers to the east, Maplewood Alta Vista Local Park to the south, and the Rochambeau French International School to the west. Linden Hill Towers is composed of one 11-floor apartment building. The 84 townhouses surround the original apartment building. The residential area totals about 15.9 acres, with about 3 acres dedicated to the original Linden Hill Towers complex. There is a landscaped island in front of the apartment building and an entryway that features columns with statue lions on top; other than this portion, landscaping is minimal. A paved resident parking lot is located on the south side of the building. Secondary resources include tennis courts, an in-ground swimming pool, and sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	
Date:	
Reviewer, National Register Program:	
Date:	

**Description:**

Linden Hill Towers is a high-rise apartment building constructed between 1962 and 1964 during the Suburban Diversification Period (1961-1980). Originally designed in the International style by architects Berla, Abel, and Weinstein, renovations in 1990 introduced a Classical aesthetic. The building, which faces south, has a central 11-story tower flanked by two longer, 10-story wings. It is clad in stretcher bond brick and features Chicago-style or similar windows with parged or stucco spandrels between floors. The entrance, at the center of the main tower, includes a flat roof canopy with four square marble clad columns. The main doors are double-leaf, metal-framed, full-glazed doors. The nine-bay central tower includes units with slightly recessed balconies. The eleven-bay wings each include four bays with larger, cantilevered balconies. Additional balconies are located on the east and west (side) elevations. At the north (rear) elevation, each wing includes only a single balcony bay. Balconies include non-original decorative metal railings and are accessed via sliding metal-framed glass doors. The building's roof is flat with metal coping. The central tower is distinguished by a stepped roof and large fanlight above the center bay. An elevator sits at the center of the building and services all levels (MCP 5564). Balconies at the top level of the building feature awnings. The building also has a one-level parking garage and two-level parking deck.

To the northwest of Linden Hill Towers are tennis courts and an in-ground swimming pool. During the winter, the tennis courts are covered by a 24,000 square foot dome to allow residents year-round access (Whitley Park Community Amenities, n.d.). Other features within the area include a landscaped median with two flagpoles

The 84 townhouses, built in 1990, were designed with Colonial Revival-style attributes. The townhouses are northeast and southwest of the apartment building and include concrete driveways and small grassy lawns.

**Historic Context:**

Construction for Linden Hill Towers began in 1962 and was completed in April of 1964 at a cost of \$5.5 million (The Washington Post 1964a, C6). The property was developed by Abe Pollin Inc., for Mensh Corp. and designed by architects Julian Berla, Joseph Abel, and Jesse Weinstein of Berla, Abel, and Weinstein (The Washington Post 1964a, C6). Operating in the Washington, D.C. area, Berla and Abel began working together in the 1940s. Montgomery County historians have noted that "the firm became a training ground for rising stars of mid-century modern architecture" (Kelly 2015, 272). Weinstein joined the firm in 1946 and became a partner in 1963; his obituary stated that the firm designed numerous apartment buildings, including Linden Hill Towers, the Canterbury House, and the Irene (The Washington Post 2007, C8). The firm was one of several that designed early modernist apartments in the 1940s and 1950s (Dietsch 2000, G1). Melanie Kahane, a New York interior designer, designed various interiors within the Linden Hill Towers apartment building (The Washington Post 1964a, C6). Kahane rose to fame after she designed one of the first colored kitchen appliances, a red stove, in 1946 (Anderson 1988). Throughout her career, she was well known for her colorful and playful interior design elements.

Advertisements for Linden Hill Towers call attention to the luxury of the building. As one ad noted, "from the uniformed doorman at the driveway entrance through the stunning lobby to the tower suites and

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penthouses, everything has been planned for luxurious comfort and convenience.” (The Evening Star 1964a, E6). There were more than 170 studio, one, two, and three-bedroom apartments mixed with 64 residential suites for the hotel section of the building (The Washington Post 1964a, C6). Pricing for a studio-efficiency apartment was \$125.00 and for a one-bedroom apartment was \$152.50 (The Evening Star 1964b, A12). Rooms had air-conditioning, and all floors could be reached via high speed elevators (The Washington Post 1964a, C6). One advertisement mentioned the unique feature of soundproofing that came with the apartments in the building; Linden Hill Towers had 8-inch concrete floors and masonry walls to create a quieter atmosphere for the residents (The Evening Star 1964b, A12). Residents automatically became members of the Linden Hill Bath and Tennis Club, which opened in 1964, and were able to use the swimming pool, tennis courts, putting green, and sauna room (The Washington Post 1964a, C6). The indoor tennis courts were the first indoor courts to be built in the area (The Washington Post 1964b, D3). The lowest level of the apartment building had several shops, a drugstore, beauty and barber shops, and a grocery store, as well as doctor and a dentist office (The Washington Post 1963, C7).

In 1971, Avemco Corp., an insurance and development company in Bethesda, acquired Linden Hill Towers for \$4.2 million, and eventually sold the property to David Lawson and other investors for \$5.3 million in June of 1972 (Jones 1972, D8). In 1980, Mardeck Ltd. purchased the property but eventually defaulted on loan payments to the bank and faced foreclosure (Teeley 1982, B1). “The shakeout comes as no surprise . . . it follows an unprecedented wave of hotel building that has added more than 4,600 hotel rooms in the District and Northern Virginia in the last two years, with another 6,000 planned by 1990 – an increase in supply of nearly 40 percent” (The Washington Post 1988, F01).

Linden Hill Towers became a portion of Whitley Park Condominiums as developed by The Dubin Companies in partnership with The National Housing Partnership in 1990. The 1990 renovation and condominium conversion of the building reduced the number of apartments from 170 to 116 and added 84 townhouses on the surrounding property (Montgomery County Plats [MCP] 5564). A 1964 historic aerial of the property shows Linden Hill Tower with the Linden Hill Bath and Tennis Center to the west (Nationwide Environmental Title Research (NETR) 1964). Aerials suggest the tennis center was demolished during the 1990 renovation and moved further north than they appeared on the 1964 historic aerial. Townhouses are now where the tennis center used to stand (NETR 2013).

#### Evaluation:

Linden Hill Towers was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. The only section that is under consideration for this survey is Linden Hill Towers as it was constructed from 1962 to 1964. The townhouses, constructed in 1990, have not yet reached 50 years of age.

Linden Hill Towers is a typical example of a multi-family building built in the early 1960s. The high-rise elevator apartment building did not introduce design innovations influential to later developments, nor does it demonstrate significant associations with suburban trends like demographic change or local planning initiatives. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Linden Hill Tower is not eligible under Criterion A.



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Research has not shown that the apartment and encompassing properties are associated with the lives of other people significant to the past. Therefore, the property is not eligible under Criterion B.

Linden Hill Towers is a basic example of a high-rise elevator apartment building. The apartment building includes features typical of the period and a design that has been modified over time. The building is not an example of Abel, Berla, and Weinstein's early modernist work, and renovations have obscured or removed much of the original design, including interiors by Melanie Kahane. The building is not a good example of a high-rise elevator apartment building from the Suburban Diversification Period and does not convey any distinctive characteristics. Furthermore, its integrity has been compromised by conversion to condominiums and construction of the surrounding townhouses. The property is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 15.9 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Maps HP12 and also as seen in Montgomery County plat records 5500, 5504, 5557, 5560, 5564, 5568, 5585, 6149, 6152, 6335, 6493, 6794, 6725, 6727, 6729, 6731, 6733, and 6762.

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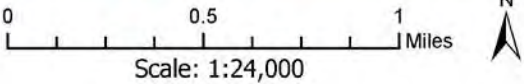
Linden Hill Towers

Location: South of I-495, east of French International School, and west of Promenade Towers  
City: Bethesda

Montgomery County



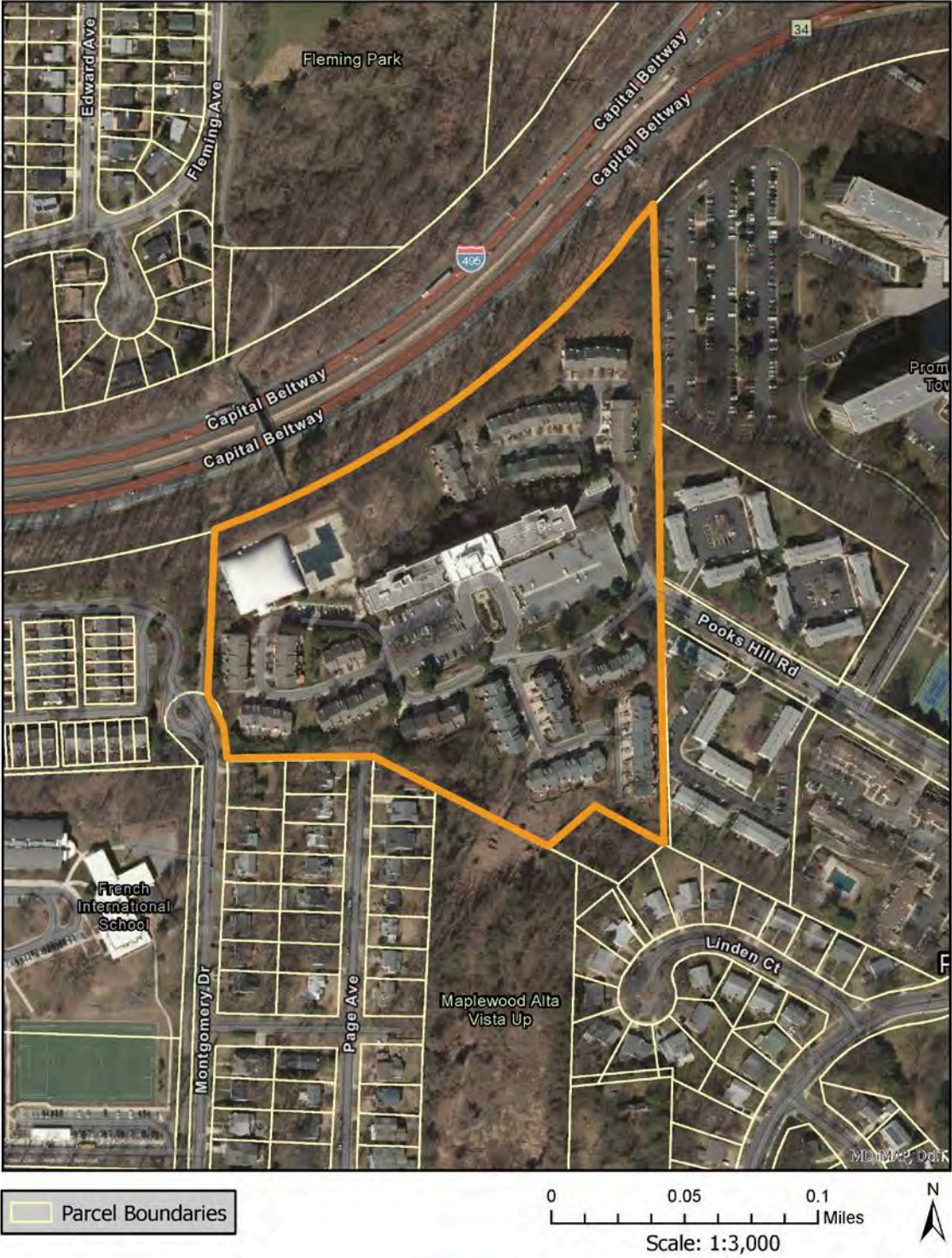
USGS 7.5' Quadrangle - Kensington





Linden Hill Towers

Location: South of I-495, east of French International School, and west of Promenade Towers  
City: Bethesda  
Montgomery County







View of 5450 Whitley Park Terrace, looking southeast.



View of 5450 Whitley Park Terrace and flagpoles, looking north.



Detail of main entrance to 5450 Whitley Park Terrace, looking north.



Northeast oblique of 5450 Whitley Park Terrace, looking northeast.





Detail of balcony at 5450 Whitley Park Terrace.



View of 5437, 5439, 5441 Whitley Park Terrace, looking southeast.

**PHOTOGRAPHS**

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View of pool and tennis courts, looking northwest.

**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-03**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-203\_2018-10-03\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 5450 Whitley Park Terrace, looking southeast.

02.tif

View of 5450 Whitley Park Terrace and flagpoles, looking north.

03.tif

Detail of main entrance to 5450 Whitley Park Terrace, looking north.

04.tif

Northeast oblique of 5450 Whitley Park Terrace, looking northeast.

05.tif

Detail of balcony at 5450 Whitley Park Terrace.

06.tif

View of 5437, 5439, 5441 Whitley Park Terrace, looking southeast.

07.tif

View of pool and tennis courts, looking northwest.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Little Washington

Inventory Number: PG:78-39

Address: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd

Historic District: Yes

City: Upper Marlboro

Zip Code: 20774

County: Prince Georges

USGS Quadrangle(s): Upper Marlboro

Property Owner: various

Tax Account ID: various

Tax Map Parcel(s): various

Tax Map: 82

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: MDOT SHA

Preparer's Name: Sarah Groesbeck

Date Prepared: Aug 1, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: X A    B    C    D

Considerations: A    B    C    D    E    F    G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting

Little Washington is in central Prince George's County, east of Forestville and Interstate 495, in an area of the county that contains residential subdivisions but also retains areas with a rural character that characterized this section of the county in the early- and mid-twentieth century. The historic district is immediately surrounded by large wooded tracts, which have preserved the area's character despite development in the vicinity and the interstate to the west. Industrial and commercial properties are north and south of Little Washington on D'Arcy Road, but there are few other modern intrusions in the surrounding area.

Description

Little Washington is a mid-twentieth century African American community composed of four tracts of land platted as Little

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A    ____ B    ____ C    ____ D	Considerations: ____ A    ____ B    ____ C    ____ D    ____ E    ____ F    ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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Washington Sections 1-4, as well as ten individual plots (9135-9227 D'Arcy Road and 9100-9104 Cherry Lane S) along the west side of D'Arcy Road sold prior to the first plat in 1941. The first plat, Section 1, contains nine parcels on the east side of Darcy Road, 9142-9224 D'Arcy Road. Section 2 comprises all lots on the north and south sides Cherry Lane, platted in 1947. Little Washington Section 3 includes the area between D'Arcy Road to the west and Sansbury Road to the east and was platted in 1949 to create Lincoln Road, Washington Avenue, Booker T Road, and Douglas Road, and the parcel at 2501 Sansbury Road. In 1950 Section 4 was platted to create lots east of Sansbury Road from 2508 to 2716 Sansbury Road. Parcels throughout Little Washington are generally a half-acre in size; lots in Sections 1, 2, and 4 are long and narrow, while those in Section 3 are shallower. Parcels have lawns, scattered mature trees, and minimal foundation plantings; some of the properties have chain link fences to delineate their boundaries. Throughout the subdivision, the boundaries between lots are wooded, screening visibility between parcels. Little Washington's roads are two lanes. Sansbury Road has a wide shoulder and the east end of Washington Avenue has concrete curbs, but otherwise roads lack shoulders, curb, gutters, and sidewalks.

Most of houses in Little Washington were built over a 30-year period; the earliest extant house was constructed in 1938 and construction continued through the 1960s. Beginning in the 1970s construction was more limited and primarily consisted of the demolition and replacement of original houses.

The earliest houses, built between 1939 and 1948, have a uniform appearance. Constructed by Leon Tayman, the dwellings are one-and-one-half story wood frame rectangular houses. The houses rest on a continuous foundation and are capped by a gable-front roof with an interior brick chimney positioned near the center of the roof's ridgeline. These houses were originally three bays wide and two bays deep, containing two bedrooms and a total of four rooms. Façades contain a central, single-leaf door on the first floor, flanked by double-hung sash windows on either side and covered by a partial width porch. Above, the half-story contains another double-hung sash window. All these houses exhibit some degree of alteration, necessitated by their small size and continued occupation by African American families with changing needs. Some of the least-altered examples are at 9154 and 9160 D'Arcy Road, though even these houses have a rear addition and/or replacement exterior materials. These houses' simple form allowed for a great variety of modifications; each of these houses has been altered differently and is illustrative of the various time periods and circumstances in which the changes were made. Houses with the greatest degree of alteration, such as rear additions twice the size of the original dwelling at 8917 and 9101 Cherry Lane S, have undergone these changes within the past twenty years. Most of the buildings of this type are on Cherry Lane S and D'Arcy Road (the oldest platted areas) but were also constructed along the west end of Lincoln Avenue. This simple form continued to be built throughout Little Washington through the 1950s, though with less frequency.

The remainder of Little Washington (Lincoln Avenue, Washington Avenue, Booker T Avenue, Douglas Avenue, and Sansbury Road) generally has a greater variety of housing forms, reflecting its later development – primarily in the 1950s and 1960s – by a different developer. House forms correlate with nationally popular forms. Common forms from the late 1940s and 1950s include one-and-one-half story side gable and Minimal Traditional. During the 1960s the most common houses were Transitional Ranch and Split Foyer. As with the earlier construction, most of these houses are simple without many stylistic details; most are frame with horizontal siding (composite, metal, or vinyl replacement) but some houses are brick-faced. The narrow lots on Sansbury Road required the purchase of multiple lots or construction of long, narrow dwellings. As with the earliest houses, houses display various degrees of alteration and addition, though these later houses are generally larger and required less alteration or expansion.

Infill development from the 1970s to the present consisted of some construction on empty lots as well as demolition of original dwellings and construction of new buildings. Infill occurred throughout the historic district, but some of the most conspicuous new buildings, much larger than other houses in the district, date to the 1990s and first decade of the twenty-first century and are generally two-story massed dwellings.

## History

During the nineteenth century, the Little Washington area was owned by planters and farmers. In 1860, Warren Ridgeway is listed as a white planter living in the Spauldings District (Ancestry.com). Ridgeway also appears on the 1861 Martenet Map, west of Alms House Road (now D'Arcy Road) in the Spaulding district. Warren Ridgeway remained in the vicinity following the Civil War, living in the same district during the 1870 census. New residents who appear on the census include Washington and Margaret Crawford, both black and employed as a farm laborer and domestic in the household of Henry W. Brent, a white

physician. Although there were other black residents in the area, the Crawfords are the only African Americans living in the Little Washington area who are shown on the 1878 Hopkins map. By 1879 Jonathan Ridgeway (son of Warren Ridgeway) and Charity Burgess (does not appear in the 1870 or 1880 census) lived on the east side of Alms House Road (Hopkins 1878). By the turn of the century, John T. and Sarah C. Sansbury owned several hundred acres of land in and around Little Washington.

The property changed ownership multiple times during the first decades of the twentieth century until Leon Ellsworth Tayman (1886-1963), who eventually developed Little Washington, began purchasing property. In 1928 he purchased 27.6 acres west of Alms House Road for \$700 from T. Van Claggett (PGCDB 325:126, 1928). Tayman purchased 5 acres between Alms House and Sansbury roads in 1940 from the Prince George's County Commissioners for \$225 (PGCDB 575:242, 1940) and an additional 35.75 acres from the commissioners in 1942 (PGCDB 634:64, 1942). Leon lived with his parents, Samuel and Georgie Tayman, on their farm called Chillum Manor in the Mellwood District (Evening Star 1929, 5). In the 1930 census Leon was listed as a farm day laborer (Ancestry.com). In 1934 Leon married Mabel (or Mable) Swain (Evening Star 1934, 33). It does not appear that Tayman ever lived on the Little Washington property; in 1940 he was listed as living on Morris Road (location unknown) in the Mellwood District (Ancestry.com).

Tayman began selling the first lots in what would become Little Washington in 1938 (for example, see PGDB 2523:183, 1938); prior to the platting of any subdivisions. At this time, his property was referred to as the "Leon Tayman Tract;" presumably all the parcels on the west side of Alms House Road were sold prior to the first Little Washington plat in 1941 and, thus, were not included on it. In the 1940 census Tayman's occupation was shown as a carpenter in the building construction industry, indicating that he may have been involved in constructing houses in Little Washington (Ancestry.com). A 2000 Washington Post article states that Tayman hired John Thomas, a black carpenter, to build the houses. These four room, two-bedroom houses, constructed in the late 1930s through the 1940s, were one-and-one-half story gable-front wood frame single-family dwellings, typically three bays wide with a one-story partial-width shed roof porch on the façade. This vernacular form was built with little variation in Little Washington Sections 1 and 2, as well as a few of the houses Tayman built on the west end of Lincoln Avenue and along Alms House Road in the late 1940s. Edna Green, an original resident of the neighborhood, stated, "It was very beautiful. The houses, they were nice. But we didn't have anything but the house. No bath, no running water. We had an outside toilet. My mother lived next door. She had a pump. We got water from her" (Meyer 2000).

One of the earliest transactions was a 1939 agreement of sale between Tayman and Emory S. and Rosa L. Davis for a one-acre lot along Alms House Road; the buyers agreed to pay a total of \$1675 plus interest, \$75 at the execution of the agreement and \$20 each month until paid in full, as well as all property taxes. The agreement stated that it would be terminated if payments were in default for more than 30 days. Additionally, no buildings were to be constructed within 15 feet of the street and that "no spirituous or malt liquors be made, sold or kept for sale, no nuisance, offensive or illegal trade, calling or transaction shall be done, suffered, or permitted on said land and premises" (PGCDB 758:175, 1944). Tayman and other family members executed similar agreements for properties in Sansbury Park, a white subdivision in Forestville (for example, see PGCDB 547:2, 1940).

This type of installment housing contract was a common, if highly risky, method for blacks to buy a home in the mid-twentieth century; racially discriminatory lending policies impeded African American access to mortgages. This type of seller-based financing was one of the few financing avenues available for blacks to purchase real estate. Black buyers were often at the mercy of sellers – often white – who could charge black buyers more, include hidden fees, and require higher interest rates. Additionally, sellers could repossess the property after just one missed payment, despite years of on-time payments. Although contract buyers could not build equity, they were responsible for all maintenance and taxes. The system had "all the responsibilities of homeownership with all the disadvantages of renting—while offering the benefits of neither" (Wright 2016, 103).

In Little Washington seller-based financing did not necessarily result in the type of predatory lending notorious in cities like Chicago, where sellers were able to re-sell their properties multiple times with high profit margins (Moore 2019). Property records indicate that Tayman sold many properties without this type of financing. It is also possible that only a portion of the agreements were recorded, since several of the agreements on record were recorded years after they were executed. Because the agreement documents did not include interest rates, and hidden fees are, by nature, not shown, it is difficult to discern the total cost of properties purchased through sales agreements. Some buyers were able to fulfill the agreement and obtain ownership of the property; for example, Emory and Rosa Davis received the deed for their property from Leon Tayman in 1945, six years after they executed the agreement (PGCDB 786:295, 1945).



Tayman platted Little Washington Section 1 in 1941, consisting of 9 lots (now 9142 to 9224 D'Arcy Road); Section 2 followed in 1947 with 22 lots along Cherry Lane. County tax parcel information and historical USGS maps indicate that Tayman was constructing houses in these areas prior to their subdivision. According to tax parcel information the earliest extant house, at 9224 D'Arcy Road, was built in 1938. Tayman built additional houses at 9100 and 9107 Cherry Lane in 1939. A 1944 USGS map shows eight houses built along Cherry Lane and nine houses in Section 1. Many of the houses in these sections either had agreements of sale or were rented, since most of these houses weren't sold by Tayman until after 1947. A 1949 aerial photograph confirms that lots in Sections 1 and 2 were built out by that date. Tayman continued selling lots, particularly in Section 2, until his death in 1963 (see PGCDDB 2904:627, 1963).

The 1940 federal census confirms that Little Washington was an African American community from its inception. Earlier twentieth century census data shows black and white residents of the area interspersed along Alms House Road. But by 1940 a clear majority of African Americans lived along this section of the road, both owning and renting their properties. Husher R. Barnett and his wife Stella M., who entered into a sales agreement in 1939 (PGCDDB 865:298, 1946) and received the deed for their property at 9113 Cherry Lane in 1948 (PGCDDB 1541:247), are shown living in the area (as Hershal and Estelle). Husher, like many of his neighbors, was listed as a laborer at a warehouse; other men in the area worked in construction or on farms (Ancestry.com).

Circa 1942-1943, Little Washington's population was supplemented by former residents of the town of Meadows, displaced when the federal government condemned their land for the Camp Springs-Meadows Fighter Command Station, now Joint Base Andrews (Meyer 2000, G1A). On or soon after September 5, 1942, about 200 families on 110 parcels in the Camp Springs-Meadows area were served with notices to vacate their property or given until September 24 to provide justification of why their land should not be condemned or, presumably, leave their property (Evening Star 1942a, 16). News reports stated that the initial notices did not include any indication of compensation for land and required residents to find new homes prior to receiving money from the government, though the Army eventually advanced loans to residents who couldn't otherwise afford to move (Evening Star 1942b, 21). Those affected by the condemnation worried that the government would not appraise properties at current market value, making it difficult to buy a new home under inflated wartime costs. The Evening Star noted that many of the families affected were African American farmers, several with large farms and substantial homes. Ralph Amos, who was a Veterans' Administration employee, lived in a large white farmhouse built only a few years earlier on 15 acres that he and his four brothers inherited 40 years prior. He stated, "We won't find another place like this.... Of course, we don't want to go away from here, but we do want to cooperate with the Government. If this will help we aren't complaining. But we've been here 40 years and it's going to be hard" (Evening Star 1942c, A12). The War Department condemned an additional 1,200 acres, affecting approximately 25 farmers, in November 1942 (Evening Star 1942d, 21).

In 1949, Leon Tayman sold the north half of Little Washington to Charles E. Reithmeyer and Willy D. Grusholt (PGCDDB 1115:182, 1949). The pair soon after platted the property as Little Washington Sections 3 and 4 (Prince Georges County Plat Books WWW 16:43, 1949; WWW 17:56, 1950). As previously noted, Tayman had already built houses on what became lots 1-4 and 7-10, though their inclusion in the plat indicates that the properties were being rented or under a sales agreement. Grusholt and Reithmeyer's streets were named Washington, as well as Lincoln and Douglas avenues and Booker Drive (currently Booker T Drive).

Reithmeyer and Grusholt were partners in the Forestville Sand and Gravel Company, organized in 1943, and began acquiring property in 1944. After removing the sand and gravel, the company sold portions of the worked-out land to various construction companies; in 1946 the partners formed their own development company, North Forestville Development Company, and began building houses (Reithmeyer v. Commissioner of Internal Revenue, 26 T.C. 804 (T.C. 1956)). Other Reithmeyer and Grusholt development projects included North Forestville (a white neighborhood built 1946-1950) and Old Town Village (1964-1965) (EHT Traceries 2007). Houses in North Forestville were of similar size and scale to those built in Little Washington during the 1940s, but more standardized lot sizes and house models; unlike Little Washington Sections 3 and 4, North Forestville was built out quickly – within a few years rather than over the course of several decades. Old Town Village was a townhouse and condominium multifamily development with amenities such as a pool, golf course, and tennis court (EHT Traceries 2007). It appears that Reithmeyer and Grusholt were involved in the development of the Little Washington neighborhood, but the variety of housing types and decades of building make it difficult to discern how much of the neighborhood they built. The partners did not appear to have any part in financing; Tayman, however, offered private

mortgages to buyers of Sections 3 and 4 even after he sold the property. Rather than the contract financing of the 1940s, in the 1950s and through his death in 1963, Tayman provided mortgage financing at a rate of six or, in some cases, seven percent annual interest. This rate was several percentage points higher than conventional mortgage rates, which averaged around five percent in the 1950s (Sisson 2018).

Within Little Washington Sections 3 and 4, development was scattered rather than systematic and housing types more varied than Tayman's earlier sections. House forms built in the 1950s included Minimal Traditional, Transitional Ranch, and even a few gable-front houses similar to those built in Sections 1 and 2. Into the 1960s and 1970s, houses followed national trends and included larger Ranch houses, Split Levels and Split Foyers. Generally, lots on Lincoln Avenue were developed first, along with the southern end of Sansbury Road and the west side of Washington Avenue and followed by the north end of Sansbury Road and eastern Washington Avenue and Booker T Drive.

At the time of its development in the 1940s the area surrounding Little Washington was rural; through the 1960s and even into the 1970s, it remained a small community surrounded by farmland and forest. Even after I-495 was constructed, much of the suburban housing development remained west of the Capital Beltway, though several new housing developments were added. Despite its rural surroundings, Little Washington was structured as a mid-century suburban housing development, without the typical amenities, such as a store, that would have been part of such an enclave earlier in the twentieth century. Arrowhead Elementary School, located north of Little Washington on Sansbury Road, was built in the early 1960s. By 1980, Little Washington had a park with a ball field and pavilion, a community park at D'Arcy Road and Washington Avenue which was leased for \$1 a year to the Maryland-National Capital Park and Planning Commission (Meyer 2000).

The only commercial establishment in Little Washington was Evans Grill, a restaurant and music venue at 9206 D'Arcy Road that was famous throughout the greater Washington, DC, area and part of the black music circuit known as the "Chitlin Circuit." Owned by Clarence Evans, Evans Grill opened in 1946 (a more detailed history is included in the property's MIHP form [PG: 78-39-1]). Clarence was a native of Prince George's County and was living in Little Washington by 1940, living as a boarder with Husher and Stella Barnett and working as a construction laborer. In a 1990s interview, Evans referred to seeing crowds of up to 300 people socializing outside of a nearby convenience store. "It was all black and all I seed was black and they couldn't stay in the place, just go in and buy what they wanted to and come back out in the yard and sit on logs and trees. That's what made me go build Evans Grill – to get them from outdoors in the hot sun or the cold and rain" (Harrington 1994). Black entertainers performed at the grill, such as Little Richard, the Four Tops, Fats Domino, the Bluebelles, Diana Ross, Duke Ellington, and Ruth Brown. Millie Russell, manager of the R&B group the Orioles, stated that "[i]t was just the place to go. Anybody that was any body, you went to Evans Grill." She recalled, "a lot of people coming from DC would hitch a ride.... Now you can get there in about 10 minutes, but back then many black people didn't have cars" (Harrington 1994). The grill remained open until 1991, though integration in the 1960s and the availability of previously prohibited venues somewhat diminished the grill's popularity. Evans Grill closed in 1991 and building became the New Life Rock of Ages Christian Fellowship Church (Meyer 2000). The music hall had been demolished by 2002; the older grill structure was removed ca. 2014.

By the mid-1960s most of the lots in Section 3 and 4 had been developed, though some infill construction continued through the 1970s. Residents expanded and updated their houses, particularly the earliest houses constructed by Leon Tayman. In 2000, Samuel Merriweather, D'Arcy Road resident, stated that he'd bought his house on a half-acre wooded lot for \$12,000. "I've added a dining room, bedroom [and] sun room over the years. Now I'm assessed at over \$100,000" (Meyer 2000). Typical alterations included enclosing the front porch and additions to rear and side elevations. Infill development and remodeling were common in twentieth century African American communities; racial segregation and discriminatory lending practices often resulted in property owners modifying their homes rather than upgrading to a larger residence (Bird 2003, F-60).

Some limited redevelopment began in the 1990s and continued in the 2000s, primarily along the west side of D'Arcy Road. In 2000 the community remained majority African American, though six Hispanic families and three non-Hispanic white families had moved into the neighborhood. Although the Fair Housing Act of 1968 (Titles VIII through IX of the Civil Rights Act of 1968) provided protection from housing discrimination, many African Americans continued to live in predominately black communities, either by choice or necessity. As of 2000, some of the original residents remained in Little Washington (Meyer 2000).

Industrial development such as Forestville Sand and Gravel, located west of the district, were part of the greater Forestville-area

landscape since at least the 1940s; industrial sites began developing in the immediate area by the late 1950s. The first site was developed south of the district at what is now 9300 D'Arcy Road. By 1964 a second site west of Little Washington was in operation. By 2000 these facilities included an asphalt plant, sand and gravel mine, a crane company, and four (of 16 in Prince George's County) Class 3 landfills. The landfills included a trash transfer station, construction-excavated dirt and debris, and rubble fill for larger construction trash. In Prince George's County these facilities were generally concentrated in older, less affluent communities like Little Washington (Gervasi 2003). Their existence limited growth in the surrounding neighborhood because of the large acreage required for the industrial sites and, presumably, lack of interest in undertaking commercial or residential development near these sites.

The Little Washington Civic Association was part of the fight to keep new industrial development out of the area, and addressed other community concerns such as speeding, inadequate lighting, drainage, and drugs. In 2000 the civic association met monthly at Arrowhead Elementary School. It published a newsletter and annually gave out community service awards (Meyer 2000).

#### Evaluation

This property was evaluated following the African American Historic Resources of Prince George's County, Maryland Multiple Property Documentation Form (Bird 2003).

Little Washington is eligible for the National Register of Historic Places under Criterion A as an example of a mid-twentieth century working- and middle-class African American settlement. The district has a significant association with patterns of African American community development during the roughly 30-year period between 1938-1969. As outlined in the MPD, Little Washington followed the typical pattern of suburban development during this period, with scattered development in a platted subdivision on small, affordable lots over a longer timespan than is typically associated with suburban development. The new residents of Little Washington financed their property purchase through installment housing contracts or higher-interest private mortgages through Leon Tayman; these purchase methods illustrate the challenges faced by African Americans to participate in the American dream of owning a home. The houses in Little Washington are modest structures typical of working- and middle-class developments of their era. The evolution of housing types over Little Washington's 30 years of development illustrate typical infill construction patterns. Additions and alterations to the houses exemplify the way African American homeowners often modified their houses during a period when segregation and racial discrimination limited the possibility of moving to a larger home.

Comparatively, Little Washington represents a different type of African American settlement than NRHP-eligible and -listed properties such as Glenarden (PG:72-26/PG:73-26), North Brentwood (PG:68-61), and Fairmount Heights Historic District (PG:72-9). These districts' development begins in the late nineteenth or early twentieth centuries and represents a different period of Prince George's County history. Little Washington was created during the mid-twentieth century as the county began to expand even farther into rural areas. Small villages such as Forestville were soon surrounded by new residential subdivisions, and Little Washington represents the development of separate auto-dependent African American subdivisions in segregation-era Maryland. As was common during segregation, the new community was set apart from other subdivisions; the divide was even more apparent after I-495 was constructed in the early 1960s. Little Washington is unique because it has retained this isolated, rural character despite Prince George's County's continued growth. There are no other mid-century African American subdivisions of its era that are listed or eligible for the NRHP and Little Washington the best known example of its type.

The district is not eligible under Criterion B since there are no known associations with persons significant in our past.

Little Washington is not eligible under Criterion C; the buildings within the district are, in general, highly altered examples of common architectural forms and are not good examples of their type, period, or method of construction. The district is a small, mid-century community with residential forms that were commonly constructed in the United States during this period. Many of the buildings have been altered by additions or new materials since their initial construction.

Little Washington was not evaluated under Criterion D.

#### Integrity



The African American Historic Resources MPD states that the most important aspects of integrity for these resources are location, design, feeling, association. Little Washington retains these aspects of integrity, as well as integrity of setting, materials and workmanship.

Little Washington has integrity of location since it remains in its original location.

The district's integrity of setting is also intact, both within the district and its surrounding area. In the 1930s and 1940s, when houses were first constructed, Little Washington was a rural area, removed from and east of much of the white suburban development in Forestville. Although Prince George's county grew rapidly through the remainder of the twentieth century, the area surrounding Little Washington remained largely undeveloped and has retained this setting through the present. Industrial development has appeared immediately south of the district along D'Arcy Road, but otherwise the district is insulated from surrounding subdivisions and industrial properties by trees. Within its boundaries, the district largely retains its spatial organization, building setbacks, and lots planted with trees which all contribute to the integrity of setting.

Little Washington has integrity of design. Unlike many white subdivisions built during the mid-twentieth century, but common to African American settlements, the district was platted over the space of a decade and developed over 30 years. Despite the extended period of construction, Little Washington had a continuity of development, with houses built on small, generally half-acre lots. Although the form and style of houses built between 1938 and 1969 evolved according to national trends, the houses remained modestly sized simple forms with limited decoration and similar setbacks from the street. Houses which retain integrity of design either have alterations made during the period of significance or, if additions were made after the period of significance, the massing of the original building is still evident. Changes have been introduced to the district through some demolition of original houses in the 1970s and through the 2000s, as well as large additions to original houses, but overall the district retains sufficient integrity to convey its design.

The African American Historic Resources MPD states that for a property to retain integrity of materials and workmanship, "...the use of in-kind materials and duplication of earlier appearance is less important than the character of the materials and the intentions of the people applying them.... The survival of the original structural framework and the African American origin of the alterations exhibits a characteristic pattern that constitutes sufficient integrity of workmanship and materials for listing" (Bird 2003, F-50). Little Washington meets this standard and retains integrity of materials and workmanship. The district contains a range of alterations, from small additions and enclosed porches to large additions that dwarf the original dwelling. But throughout, the alterations to original materials, such as the addition of faux stone or new siding, are indicative of continued occupation and adaptation to meet the community's evolving needs.

Little Washington retains its feeling and association, aspects which the African American Historic Resources MPD identify as particularly important for African American resources. The district has a few modern buildings and an important community/commercial building, the Evans Grill, is not extant. But overall, it retains the feeling of and association with a twentieth century African American settlement, through its houses, circulation system, and minimal infrastructure (no sidewalks, limited curb/gutters).

#### Period of Significance

Little Washington's period of significance begins in 1938, when the first extant house was constructed by Leon Tayman on D'Arcy Road. It continues through 1969; by this date the majority of the Little Washington had been developed. Houses built on undeveloped lots after that date are larger than those that came before. Additionally, the 1970s began a period of redevelopment during which some original houses were demolished and replaced by larger homes. The close of the period of significance roughly coincides with the passage of the Fair Housing Act of 1968; although discriminatory real estate practices did not end with the 1968 act, it marks a shift in settlement patterns and provided more possibilities to African Americans during subsequent decades.

#### Boundary

Little Washington's boundary is defined as the four platted sections of Little Washington, as well as the houses on the west side

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of D'Arcy road sold by Leon Tayman in the 1930s and 1940s. Its southern boundary is just north of the intersection of D'Arcy and Sansbury roads and includes all lots along Cherry Lane to the west. The western boundary continues north along the east side of D'Arcy Road to Washington Avenue and encompasses all lots along Washington Avenue, Booker T. Avenue, and Douglas Avenue. The eastern side of the district includes all lots in Section 4 along Sansbury Road.

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Evening Star. 1929. Couple Observe Golden Wedding: Mr. and Mrs. Samuel O. Tayman of Forestville, MD Celebrate Today. Washington, D.C. December 31, 1929.

---1934. Licensed to Marry. November 14, 1934.

---1942a. Army to Build Big Airfield at Camp Springs, Notices to Vacate 3,250 Acres Sent to 125 families. September 5, 1942.

---1942b. Completion of Airport Housing Units Set for Wednesday: Barracks to be Finished Just One Week After Foundation Laying. September 20, 1942.

---1942c. Marylanders Facing Eviction for Airport Bow to Army Need: Camp Springs-Meadows Folk Must Leave Cherished Homes and Farms in 19 Days. September 6, 1942.

---1942d. Camp Springs Airfield Expansion to Move 25 More Families: Condemnation Papers for 1,200 Extra Acres Are Filed by Army. November 11, 1942.

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Address	Plat	Form	Year Built	Contributing Status	Notes
2501 Booker T Dr	LW Section 3	Transitional Ranch	1965	Contributing	
2507 Booker T Dr	LW Section 3	1 1/2-Story Gable Front	1951	Contributing	
2512 Booker T Dr	LW Section 3	1-Story L-Shaped	1957	Contributing	
8900 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1946	Contributing	
8901 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1946	Contributing	
8905 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1941	Contributing	
8906 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1959	Contributing	
8909 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1941	Contributing	
8912 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Contributing	
8913 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Contributing	
8917 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1954	Non-Contributing	Extensive Modern Alterations
8918 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1944	Non-Contributing	Extensive Modern Alterations
9000 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9001 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1950	Non-Contributing	Extensive Modern Alterations
9005 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9006 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9009 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Contributing	
9012 Cherry Lane S	LW Section 2	1 Story Rectangular	1978	Non-Contributing	Built after Period of Significance
9013 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Contributing	
9017 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9018 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9024 Cherry Lane S	LW Section 2	1 Story Rectangular	1980	Non-Contributing	Built after Period of Significance
9100 Cherry Lane S	Leon Tayman Tract	1 1/2-Story Gable Front	1939	Contributing	
9101 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1943	Non-Contributing	Extensive Modern Alterations
9102 Cherry Lane S	Leon Tayman Tract	2 Story	1993	Non-Contributing	Built after Period of Significance
9104 Cherry Lane S	Leon Tayman Tract	Transitional Ranch	1969	Non-Contributing	Extensive Modern Alterations
9107 Cherry Lane S	LW Section 2	1 1/2-Story Gable Front	1939	Non-Contributing	Extensive Modern Alterations
9113 Cherry Lane S	LW Section 2	1-Story Side Gable	1999	Non-Contributing	Built after Period of Significance
9020 D'Arcy Road	LW Section 3	1 1/2-Story Side Gable	1949	Contributing	
9100 D'Arcy Road	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9112 D'Arcy Road	LW Section 3	1 Story L-Shaped	1954	Contributing	
9118 D'Arcy Road	LW Section 3	Split Foyer	1988	Non-Contributing	Built after Period of Significance
9130 D'Arcy Road	LW Section 3	1 1/2-Story Gable Front	1943	Contributing	
9135 D'Arcy Road	Leon Tayman Tract	2 Story	ca. 1970	Non-Contributing	Built after Period of Significance
9136 D'Arcy Road	LW Section 3	1 1/2-Story Gable Front	1945	Contributing	
9137 D'Arcy Road	Leon Tayman Tract	Split Foyer	1996	Non-Contributing	Built after Period of Significance
9139 D'Arcy Road	Leon Tayman Tract	1 1/2-Story Gable Front	1940	Contributing	
9142 D'Arcy Road	LW Section 1	2-Story Gable Front	1941	Contributing	(Altered 1 1/2-story gable front)
9148 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1941	Contributing	
9149 D'Arcy Road	Leon Tayman Tract	2 Story Massed	1999	Non-Contributing	Built after Period of Significance
9154 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	ca. 1941	Contributing	(SDAT date is 1975)
9160 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9212 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9218 D'Arcy Road	LW Section 1	1 1/2-Story Gable Front	1942	Contributing	
9219 D'Arcy Road	Leon Tayman Tract	2-Story Massed	2007	Non-Contributing	Built after Period of Significance
9224 D'Arcy Road	LW Section 1	Minimal Traditional	1938	Contributing	
9227 D'Arcy Road	Leon Tayman Tract	2 Story Massed	1999	Non-Contributing	Built after Period of Significance
9100 Lincoln Ave	LW Section 3	1 1/2-Story Gable Front	1946	Contributing	
9102 Lincoln Ave	LW Section 3	1 Story Rectangular	1962	Contributing	
9106 Lincoln Ave	LW Section 2	1 1/2-Story Gable Front	1948	Contributing	
9112 Lincoln Ave	LW Section 3	2-Story Side Gable	1948	Contributing	
9117 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1946	Contributing	
9118 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9200 Lincoln Ave	LW Section 3	Split Level	1977	Non-Contributing	Built after Period of Significance
9201 Lincoln Ave	LW Section 3	Transitional Ranch	1969	Contributing	
9206 Lincoln Ave	LW Section 3	1 Story Side Gable	1958	Contributing	
9207 Lincoln Ave	LW Section 3	1-Story Hipped Roof	1948	Contributing	
9212 Lincoln Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9215 Lincoln Ave	LW Section 3	1 1/2-Story Gable Front	1951	Contributing	
9218 Lincoln Ave	LW Section 3	Transitional Ranch	1968	Contributing	
2501 Sansbury Road	LW Section 3	Transitional Ranch	1965	Contributing	
2509 Sansbury Road	LW Section 3	Transitional Ranch	1966	Contributing	
2511 Sansbury Road	LW Section 3	Split Foyer	1966	Contributing	
2515 Sansbury Road	LW Section 3	Split Foyer	1966	Contributing	
2516 Sansbury Road	LW Section 4	2 Story	2004	Non-Contributing	Built after Period of Significance
2600 Sansbury Road	LW Section 4	1-Story Gable Front	1950	Contributing	



# Little Washington Inventory Table

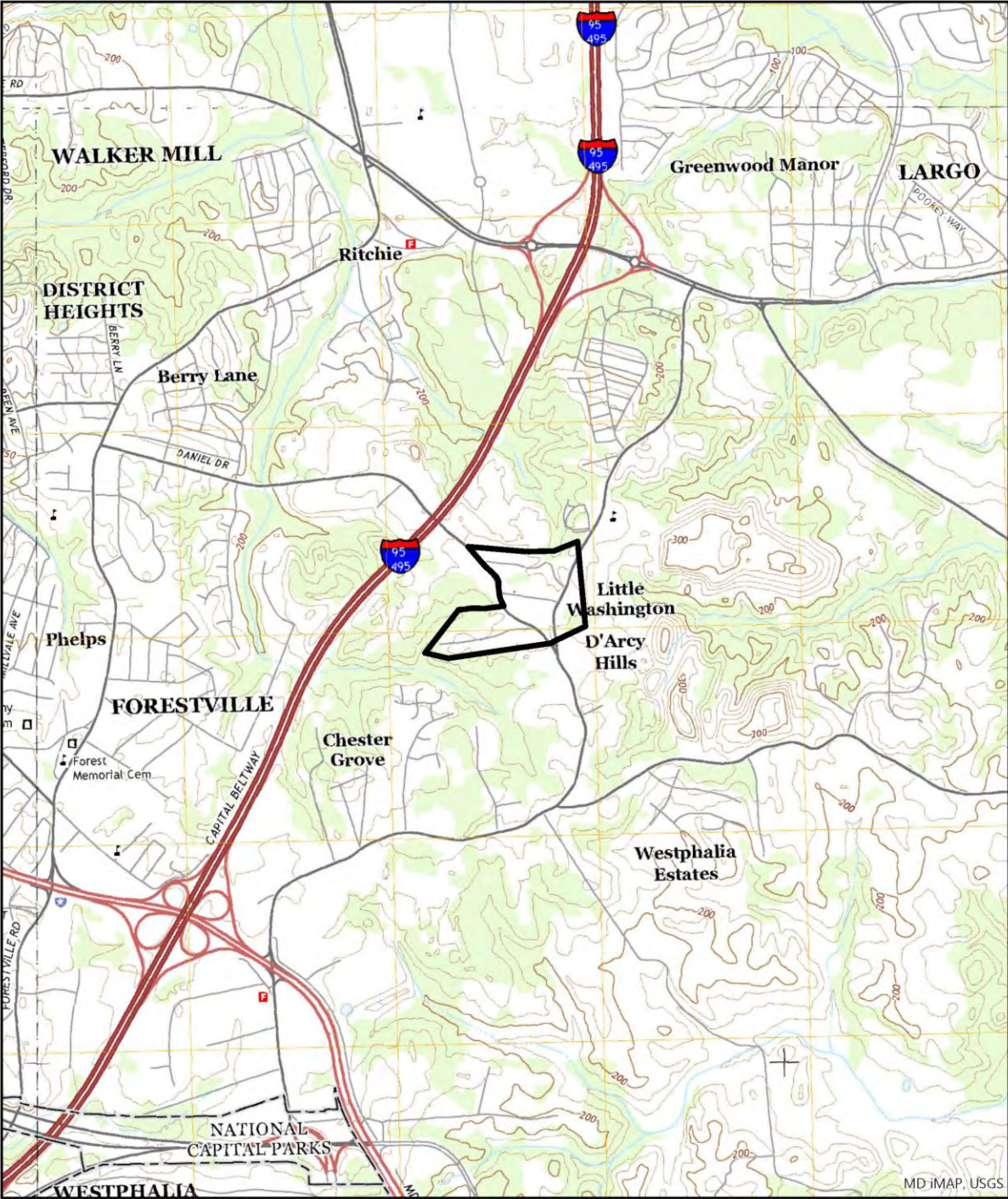
(PG:78-39)

2601 Sansbury Road	LW Section 3	Transitional Ranch	1968	Contributing	
2604 Sansbury Road	LW Section 4	1-Story Gable Front	1950	Contributing	
2608 Sansbury Road	LW Section 4	1 1/2-Story Gable Front	1950	Contributing	
2616 Sansbury Road	LW Section 4	1-Story Gable Front	1963	Contributing	
2624 Sansbury Road	LW Section 4	1-Story Gable Front	1990	Non-Contributing	Built after Period of Significance
2628 Sansbury Road	LW Section 4	Split Foyer	1995	Non-Contributing	Built after Period of Significance
2710 Sansbury Road	LW Section 4	Cape Cod	1952	Contributing	
2712 Sansbury Road	LW Section 4	1-Story Rectangular	1948	Contributing	
2716 Sansbury Road	LW Section 4	Transitional Ranch	1965	Contributing	
9026 Washington Ave	LW Section 3	1-Story Rectangular	1956	Contributing	
9032 Washington Ave	LW Section 3	1-Story Minimal Traditional	1949	Contributing	
9038 Washington Ave	LW Section 3	1 1/2-Story Side Gable	1948	Contributing	
9039 Washington Ave	LW Section 3	Ranch	1948	Contributing	
9100 Washington Ave	LW Section 3	Split Foyer	2001	Non-Contributing	Built after Period of Significance
9105 Washington Ave	LW Section 3	Ranch	1975	Non-Contributing	Built after Period of Significance
9106 Washington Ave	LW Section 3	1 Story Raised Foundation	1962	Contributing	
9107 Washington Ave	LW Section 3	Split Foyer	1967	Contributing	
9112 Washington Ave	LW Section 3	1-Story Side Gable	1977	Non-Contributing	Built after Period of Significance
9117 Washington Ave	LW Section 3	Transitional Ranch	1969	Contributing	
9118 Washington Ave	LW Section 3	Split Foyer	1981	Non-Contributing	Built after Period of Significance
9121 Washington Ave	LW Section 3	1 1/2-Story Side Gable	1950	Contributing	
9122 Washington Ave	LW Section 3	Transitional Ranch	1966	Contributing	
9125 Washington Ave	LW Section 3	Transitional Ranch	1975	Non-Contributing	Built after Period of Significance
9126 Washington Ave	LW Section 3	Transitional Ranch	1966	Contributing	
9129 Washington Ave	LW Section 3	2-Story Side Gable	1949	Contributing	
9200 Washington Ave	LW Section 3	Ranch	1971	Non-Contributing	Built after Period of Significance

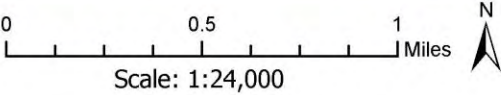
Little Washington

Prince George's County  
City: Upper Marlboro

Location: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd



USGS 7.5' Quadrangle - Upper Marlboro





Little Washington

Prince George's County

Location: Cherry Ln S, Washington Ave, Booker T Ave, Douglas Ave, Lincoln Ave, D'Arcy Rd, and Sansbury Rd

City: Upper Marlboro



Parcel Boundaries

0 0.07 0.15  
Miles  
Scale: 1:5,000





SUPPLEMENTAL IMAGES

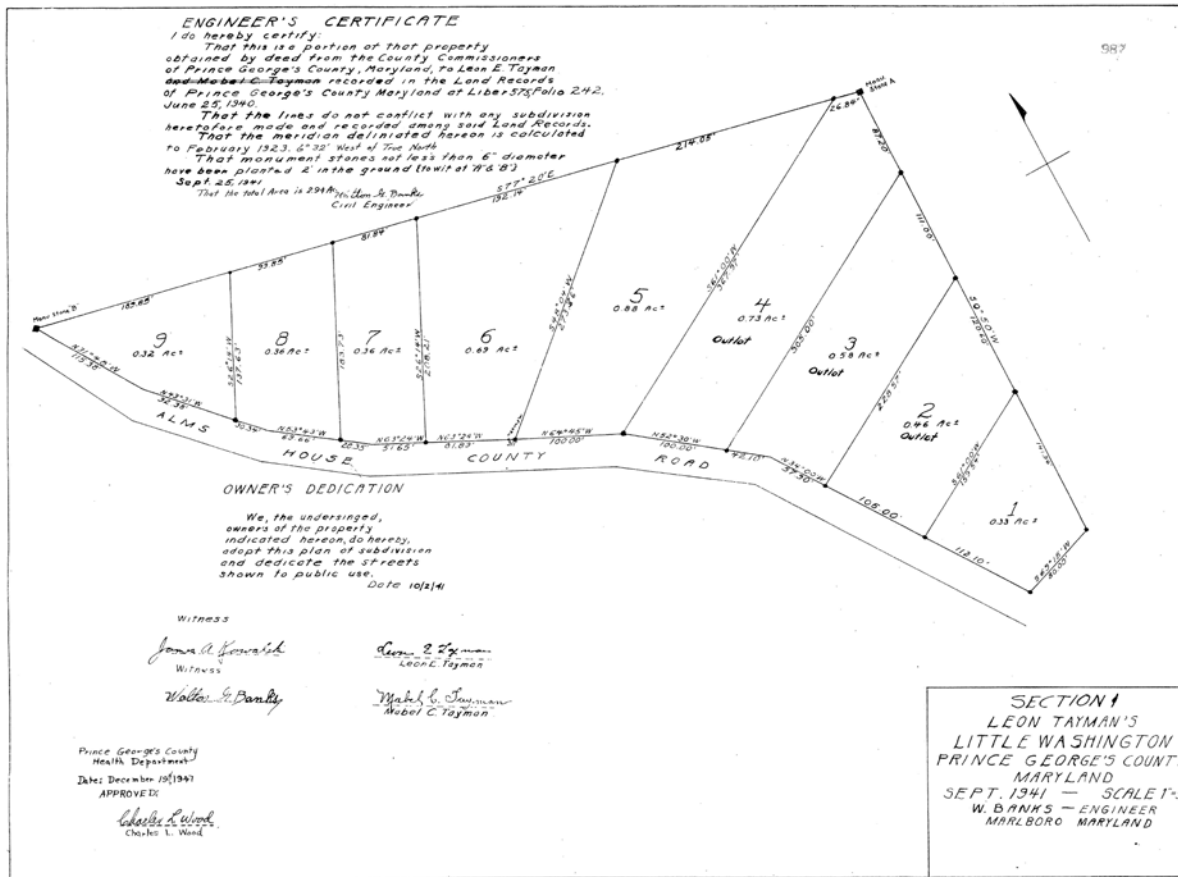


FIGURE 1: Little Washington Section 1 Plat (PGCDB BB14:93, 1941)

SUPPLEMENTAL IMAGES

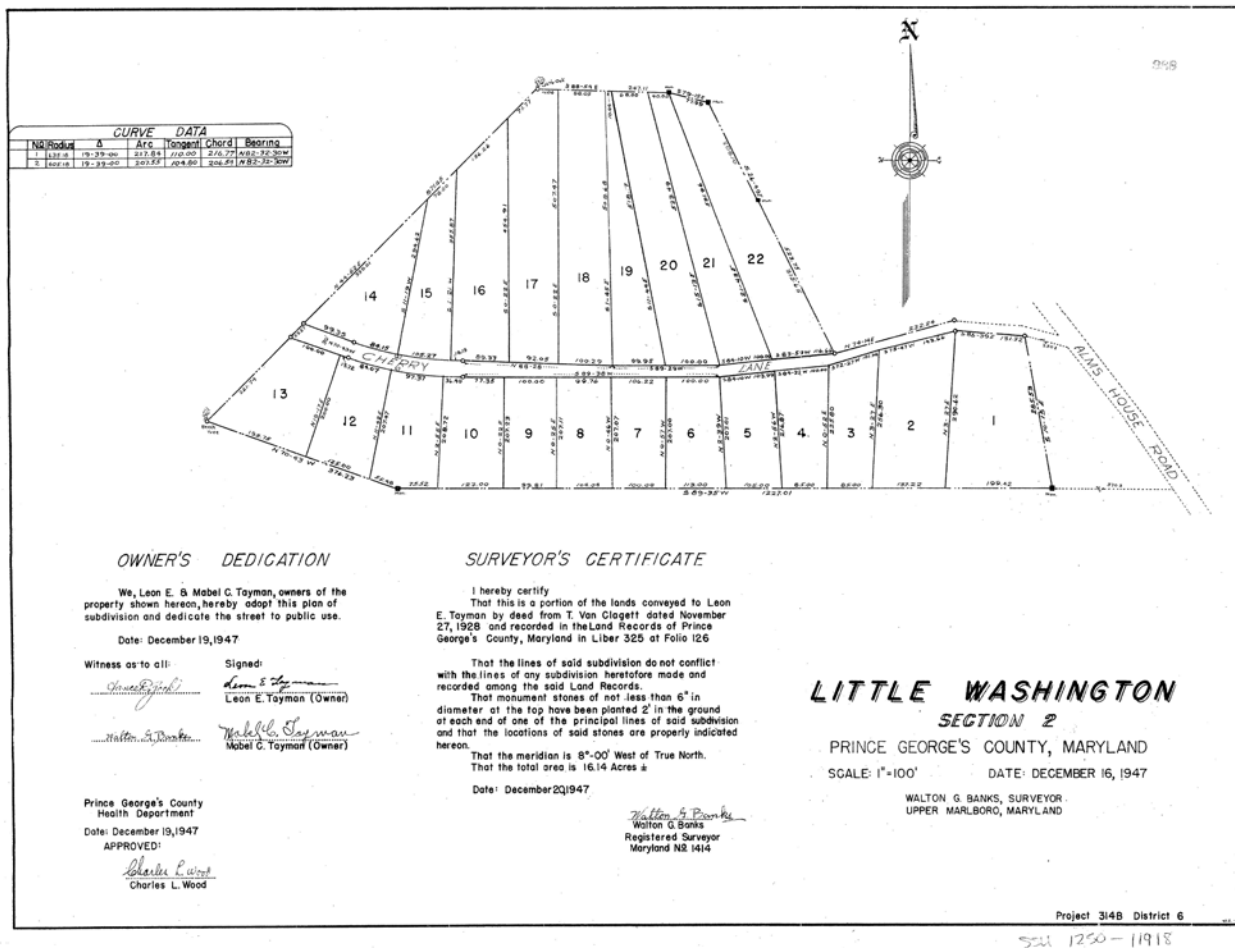


FIGURE 2: Little Washington Section 2 Plat (PGCDB BB14:94, 1947)

SUPPLEMENTAL IMAGES

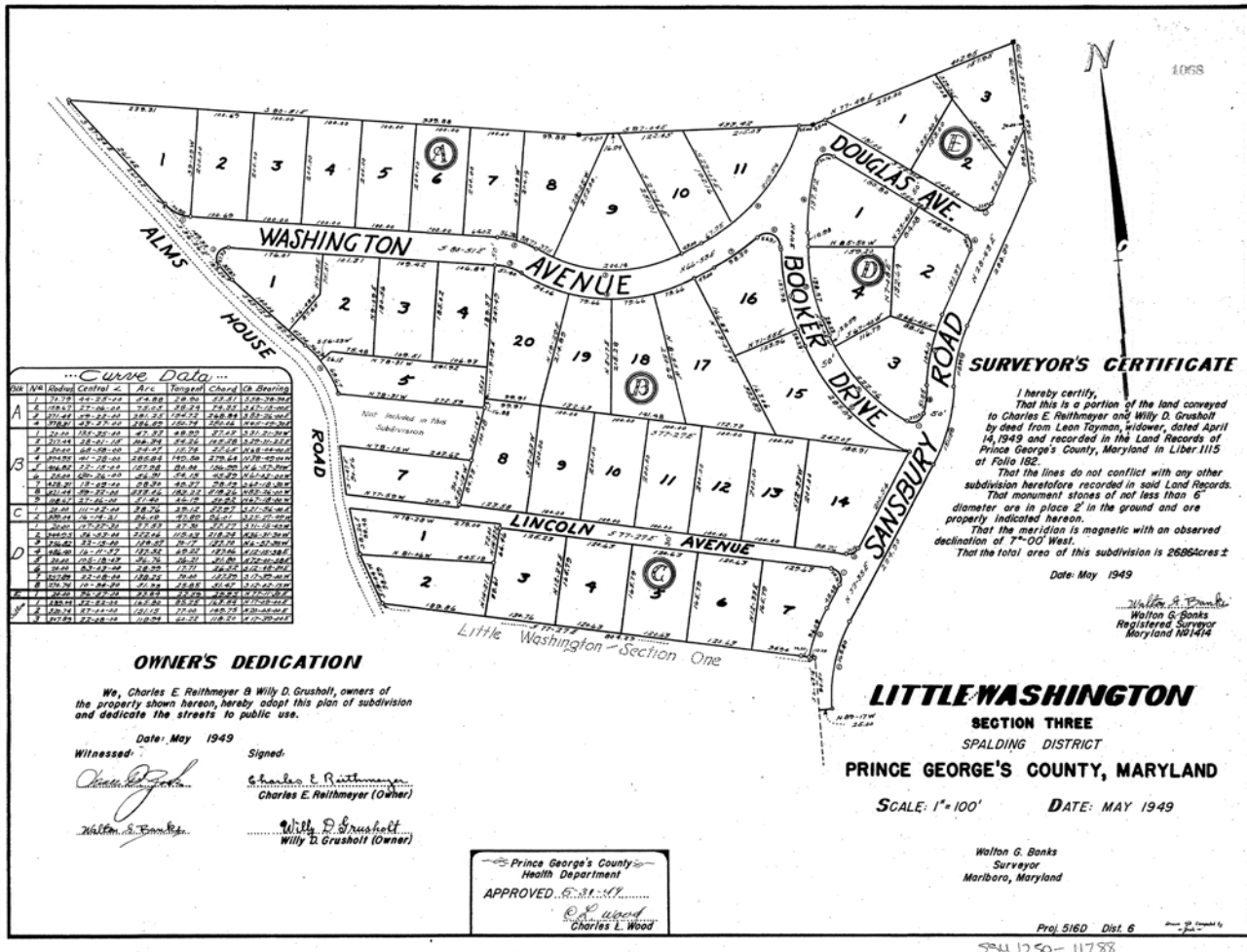


FIGURE 3: Little Washington Section 3 Plat (PGCDB WWW16:43, 1949)



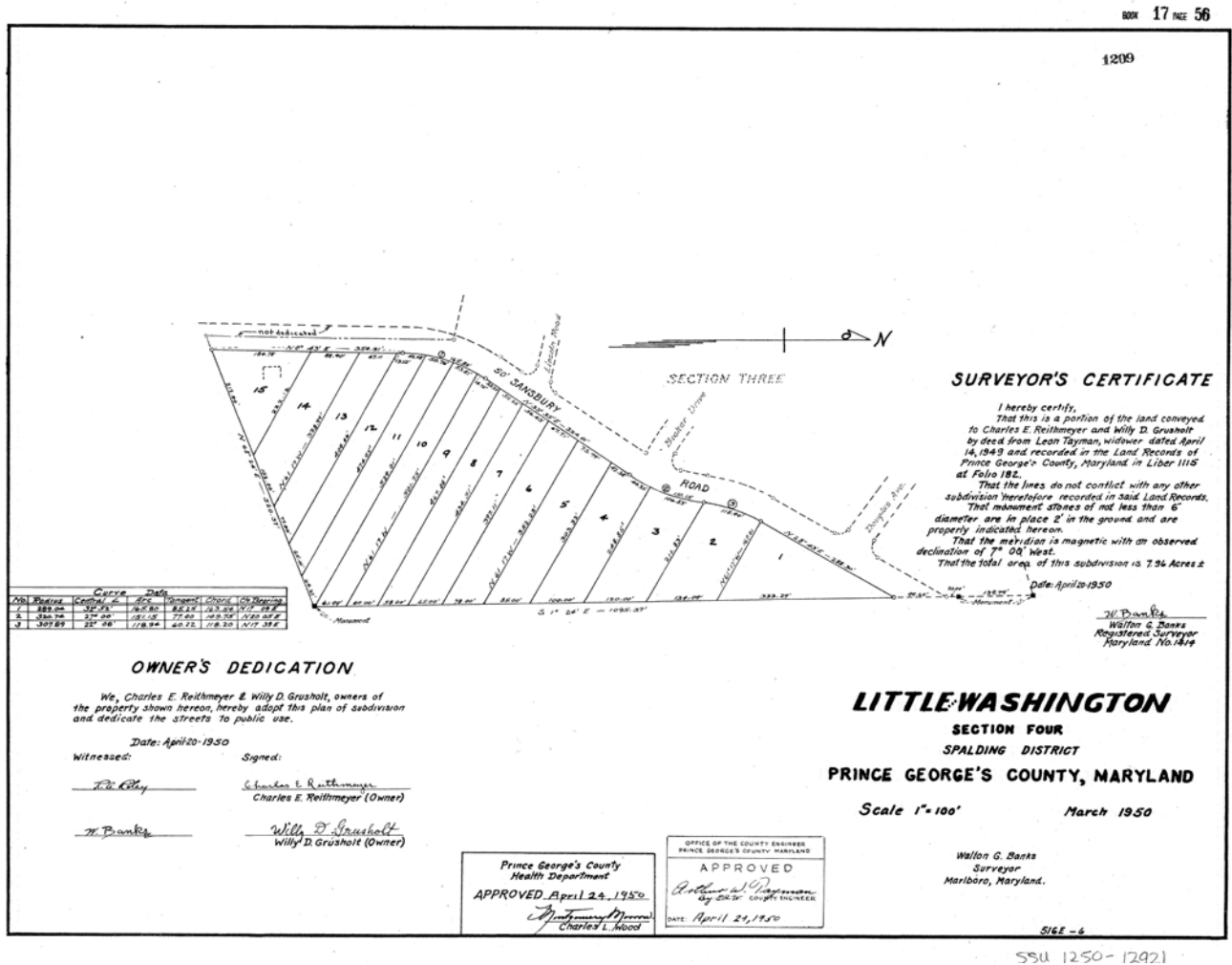


FIGURE 4: Little Washington Section 4 Plat (PGCDB WWW17:56, 1950)

**SUPPLEMENTAL IMAGES**

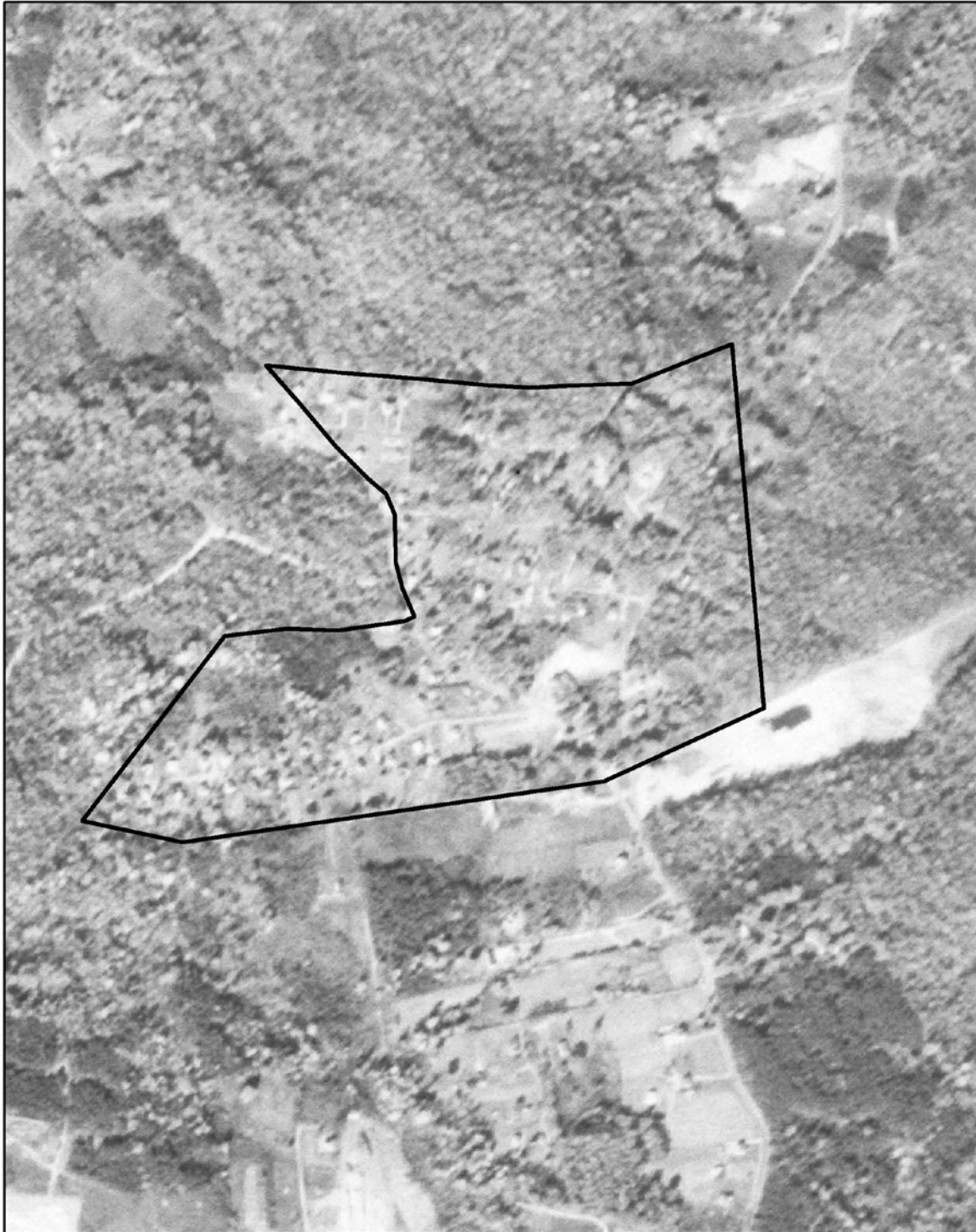
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**FIGURE 5: 1949 Aerial Photograph of Little Washington Vicinity**

**SUPPLEMENTAL IMAGES**

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**FIGURE 6: 1959 Aerial Photograph of Little Washington Vicinity**



**SUPPLEMENTAL IMAGES**

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**FIGURE 7: 1964 Aerial Photograph of Little Washington Vicinity**

**SUPPLEMENTAL IMAGES**

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**FIGURE 8: 1971 Aerial Photograph of Little Washington Vicinity**





Lincoln Avenue Streetscape including 9106 Lincoln Avenue looking Northeast



9009 Cherry Lane S looking Southwest





9005 Cherry Lane S looking Southwest



9107 Cherry Lane S looking Southwest





9107 Cherry Lane S looking Southwest



9160 D'Arcy Road looking Northeast





9160 D'Arcy Road looking Northeast



2501 Booker T Drive looking Northwest





2501 Booker T Drive looking Northwest



2511 Sansbury Road looking West





9106 Washington Ave looking Northwest

**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Katherine Watts & Mical Tawney**

Date of Photographs: **July 10, 2019**

Location of Original Digital File: **MD SHPO**

File Format: **PG:78-39\_July 10, 2019\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

PG;78-39\_2019-7-10\_01.tif

Lincoln Avenue Streetscape including 9106 Lincoln Avenue looking Northeast

PG;78-39\_2019-7-10\_02.tif

9009 Cherry Lane S looking Southwest

PG;78-39\_2019-7-10\_03.tif

9005 Cherry Lane S looking Southwest

PG;78-39\_2019-7-10\_04.tif

9107 Cherry Lane S looking Southwest

PG;78-39\_2019-7-10\_05.tif

9107 Cherry Lane S looking Southwest

PG;78-39\_2019-7-10\_06.tif

9160 D'Arcy Road looking Northeast

PG;78-39\_2019-7-10\_07.tif

9160 D'Arcy Road looking Northeast

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2501 Booker T Drive looking Northwest

PG;78-39\_2019-7-10\_09.tif

2501 Booker T Drive looking Northwest

PG;78-39\_2019-7-10\_10.tif

2511 Sansbury Road looking West

PG;78-39\_2019-7-10\_11.tif

9106 Washington Ave looking Northwest



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: Londonderry Apartments and Towers Inventory Number: M: 21-281

Address: 17001-17060 King James Way also 10004-10060 Trafalgar Square;  
17101-17230 King James Way; 17000-17150 Downing St Historic district: X yes ☐ no

City: Gaithersburg Zip Code: 20877 County: Montgomery

USGS Quadrangle(s): Gaithersburg

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: FT41, FS43

Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Heather Staton Date Prepared: 10/12/2018

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended X Eligibility not recommended

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible:    yes Listed:    yes

Site visit by MHT Staff    yes X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

Londonderry Apartments and Towers is a multi-family residential development located along the northwest side of I-270 in Gaithersburg, north of I-370. The complex consists primarily of garden apartment buildings and townhomes constructed between 1965 and 1970 with a single high-rise apartment building built circa 1978 near the center of the property (Nationwide Environmental Title Research, LLC [NETR] 1964, 1970, 1981). The triangular-shaped complex is bounded by Muddy Branch Road to the east, W. Diamond Avenue and another multi-family residential property to the north, and I-270 to the west. Primary access is obtained through three street entrances: one from the north via W. Diamond Avenue and two from the east via Muddy Branch Road, all of which are connected to King James Way, an internal road that traverses the eastern half of the property in a north-south direction. King James Way, Trafalgar Square, and Downing Street form an internal circulation network within the complex. The surveyed resource contains four legal parcels of land altogether comprising 35.95 acres, once part of a larger tract of land occupied by the Mills House (M: 20-24), demolished in the early 1960s (Montgomery County Plats [MCP] 7541, 7862, 10463, 16493; NETR 1964, 1970; RK&K 2018).

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended    Eligibility not recommended   

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

The property's landscape is filled with grassy lawns, heavily dotted by mature trees, bushes, and other ornamental foliage in a natural park-like setting. Built features throughout the complex are connected by concrete sidewalks. In the southern half of the property, just south of the high-rise apartment building, is a recreational complex that features an outdoor pool, two tennis courts, a playground, and a resident community center. The community center contains a leasing office and fitness center with an indoor pool and racquetball courts. The townhouses and several of the garden apartment buildings are organized around a common courtyard, some of which feature additional playground equipment. Parking space lines each of the internal roadways, and wood signage guides vehicular traffic through the property.

#### Description:

The Londonderry Apartments and Towers complex is a mixed-residential type of multi-family planned development constructed between 1965 and 1978 during the Suburban Diversification Period (1961-1980) (Manning et al. 2018). The development consists of roughly 14 clusters of garden apartment buildings, three linear clusters of townhouses, one elevator apartment building, one community center, one fitness center, an outdoor pool, tennis courts, and a recreation area.

The garden apartments in the complex, built in two phases in 1965 and 1970, are typically organized in groupings or clusters of three to seven units or sections, each between two and three stories tall and three to six bays wide with a mix of International- and Contemporary-style architectural features. Each section contains four to six apartments, two at each floor, that include one- and two-bedroom units ranging from 740 to 1,155 square feet in size (MRI Software, LLC 2018). These buildings are laid out in several different arrangements including offset or near-linear, staggered, L-shaped, and U-shaped assemblages. One or two individual apartment buildings are sometimes located near larger clusters. Regardless of arrangement, the garden apartment buildings rest on a continuous poured-concrete foundation with raised basements built into the slightly sloping terrain of the site. The structural systems of these buildings are clad in a stretcher-bond brick veneer and feature projecting brick buttresses that are used to frame fenestration or create balcony space. The color of brick is consistent throughout each building, but varies between a rusty red and soft tan color among the clusters. Each of the buildings is covered by a low-pitched, asphalt-shingled, side-gabled roof with wide overhanging eaves that is occasionally pierced by a small brick chimney that appears to be a vent for centrally housed mechanical systems. A common primary entrance facing the internal roadway from which the units are accessed opens onto a central stairwell. In the older apartment buildings dating to 1965, the main entrance is flush with the plane of the wall, while later 1970 models built at the northern end of the property feature a recessed primary entrance (17211 and 17223 King James Way). Entries to the garden apartments are typically filled with original single-leaf, metal-and-glass doors flanked by two-light, metal-framed sidelights and covered by cloth awnings that state the address for each apartment building. At the upper levels, these stairwells are marked by a narrow, metal-framed, fixed, vertical window that contrasts with the horizontal fenestration in each unit.

Fenestration varies throughout the complex, as modifications over time suggest the removal of original features and windows, and perhaps the enclosure of some balcony space. Three variations of fenestration are present; the first of which is seen in buildings at the eastern portion of the property and in the northern half along both sides of King James Way (17045 and 17124 King James Way). In these units, fenestration includes paired, sliding-sash, vinyl-framed windows, at times with a central fixed, vinyl-framed sash. Set beneath the second- and third-story windows is a vinyl spandrel. These windows also feature brick-header sills and soldier-row lintels. Windows in the first or basement levels have window wells. Rear elevations, not accessible during fieldwork, appear to have recessed balconies lined with wood railings for each unit at the second and third stories and a concrete patio at the first (Google 2018). The second variation occurs in apartment buildings on Downing Street where windows are otherwise identical to the first type, but decorative wood railings cover the spandrel, imitating balcony railings seen elsewhere in the complex (17001 and 17112 Downing Street). This type was constructed as part of the first phase in 1965, but it is unclear if these units originally held larger, metal-framed, sliding-glass doors, like those of the third type, where recessed balconies are located on both primary

#### MARYLAND HISTORICAL TRUST REVIEW

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and rear elevations of the apartment building at the second and third stories (17016 and 17025 King James Way).

Three offset or near-linear rows of townhouses, built alongside the garden apartments with some Colonial Revival-style features, are included in the Londonderry Apartments and Towers complex. The first forms an L-shape along the south side of Trafalgar Square and the west side of King James Way. The second row lines the west side of Downing Street, and a third smaller row extends west from the middle of Downing Street, facing north. Each townhouse unit is two stories tall and between two to four bays wide, featuring three- and four-bedrooms models from 1,280 to 1,600 square foot in size (MRI Software, LLC 2018). These buildings rest on a continuous foundation and have a structural system clad in stretcher-bond brick veneer that alternates between tan/painted and rusty red colors. The tan brick sections feature projecting, vertical brick buttresses that frame window bays, similar to the apartment buildings. Each townhouse grouping is topped by a low-pitched, asphalt-shingled, side-gabled roof occasionally pierced by metal flues. Each townhouse unit is accessed through a single-leaf, wood door topped by an arched, fixed transom. Some entries are recessed from the plane of the wall, creating a small vestibule, while others are accompanied by a single sidelight. Other fenestration includes paired, sliding-sash, vinyl-framed windows occasionally grouped to form a ribbon. Many windows feature faux muntins. At the upper level some townhouses also feature sliding-glass doors lined by a wood railing. At the rear elevation, each unit features a concrete patio separated by privacy fencing from an internal courtyard. Privacy fencing also occasionally encloses a small front patio. The two larger townhouse groupings feature two open breezeways that pass directly through to the courtyards behind them.

A circa-1978, nine-story, irregularly shaped, high-rise apartment building located at 17060 King James Way is located near the center of the property and is currently known as the Londonderry Towers (NETR 1981, 1989; The Washington Post 1977, MD4). It features a nine-story, L-shaped core with various projecting shorter wings. This elevator-type apartment building contains 150 units of subsidized one- and two-bedroom apartments approximately 524 to 924 square feet in size (CoStar Group, Inc. 2018; David Layfield and ApartmentSmart.com, Inc. 2018). The building, constructed with modest elements of the International style, rests on a continuous foundation and has a structural system that is clad in a stretcher-bond brick veneer and topped by a flat parapet roof with metal coping. A belt course composed of three brick soldier courses runs between the third and fourth floors. The building's primary entrance is at the north elevation of an L-shaped core. The entrance is filled with double-leaf, metal-framed glass doors; it is sheltered by a one-story, flat-roofed canopy with metal coping topped by a decorative, arched metal-truss. The canopy is supported by square, brick columns. Fenestration at the tower's north and south elevations comprises a combination of paired single-light, metal-framed, sliding windows and paired, sliding, metal-framed doors opening onto one-bay balconies with metal-pipe railings. Fewer openings are present on the east and west elevations, with balconies only present on the east elevation at the intersection of the nine-story ells. Several secondary entrances at the first level are present on the north, south, and east elevations, filled by single-leaf, metal doors.

Three shorter wings extend from the core L-shape of the Londonderry Towers building, all of which are clad in the same materials and feature similar design elements as the core. A six-story wing projects from the L-shaped core's west elevation, flush with the north façade, with another three-story section projecting from its northwest corner. Recessed open-air corridors line the wing's north elevation at the first, second, and third floors and wrap around to the east elevation of an adjacent three-story wing extending to the north. The recessed corridors, where individual units can be accessed from the exterior, feature corbelled openings in the third-story bays and are lined by a metal railing with a central brick, hip-high post. Windows in these wings are similar to that of the L-shaped core; however, external air conditioning units were located below some of the windows, particularly in the west elevation. The third wing, a small two- to three-story section, extends from the southwest corner of the L-shaped core and appears to house mechanical and maintenance facilities.

Immediately south of the Londonderry Towers is the community's recreation complex. The recreation complex comprises a resident community center with a leasing office, an indoor pool and fitness center, an outdoor pool, a playground, and tennis

#### MARYLAND HISTORICAL TRUST REVIEW

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courts, all of which were constructed between 1965 and 1970 (NETR 1964, 1970; The Washington Post 1967, C7). The community center (17051 Downing Street) and fitness center building (17041 Downing Street) are both two-story, multi-bay, rectangular buildings situated southwest of Londonderry Towers on the east side of Downing Street connected by an enclosed walkway. Both buildings are clad in a stretcher-bond brick veneer and feature asphalt-shingle roofs with wide overhanging eaves and large, exposed, wood rafter tails. Windows in both the community and fitness centers include paired, two-light, metal-framed, sliding sashes, some of which are set above paired, single-light, metal-framed hopper- or awning-sash windows. The first floor of the community center is larger than the second and is covered by a low-pitched, asphalt-shingled, hipped roof below which is a wood-picket cornice around the first floor that mimics the wood-picket railings lining several second-story windows throughout the complex. At the second story, a larger version of the same wood feature acts as a screen over windows on the south and north elevations. The upper level of this building is also clad in a low-pitched, asphalt-shingled, hipped roof. The one-story breezeway between the community and fitness centers appears to be an original feature of their design. It is enclosed by floor-to ceiling, wood-framed, fixed windows and is covered by a flat roof.

The two stories of the fitness center is covered by an asphalt-shingled pavilion roof. Wood balconies line the two west elevation window bays at the second level of the fitness center, and its brick walls feature projecting, vertical, brick buttresses around the building's fenestration, in keeping with the design of the garden apartment and townhouse buildings. The primary entrance to the fitness center is centrally located in a recessed bay that extends to the second story of the west elevation. The main entry is filled by a set of double-leaf, metal-and-glass doors surrounded by floor-to-ceiling, metal-framed, fixed windows. Attached to the south elevation of the fitness center is a two-story wing featuring three walls of floor-to-ceiling windows at the west, south, and east sides where the indoor pool is located.

An outdoor, in-ground, poured-concrete pool and children's pool is situated immediately east of the fitness center. It is surrounded by a poured-concrete patio and enclosed by metal, chain-link fencing. Just east of the pool are four rectangular dirt pads occupied by metal playground equipment. Beyond the playground space to the east are two rubber tennis courts enclosed by metal chain-link fencing.

#### Historic Context:

The Londonderry Apartments and Towers property was originally platted as Parcels A, B, C and D in May 1964 and January 1965, respectively, by Washington, D.C. developer and builder, Maurice H. Berk and his wife Ruth, on land they purchased from the estate of Fred M. McGraw, Willard and Margaret McGraw, and Robert and Helen Chambers (Montgomery County Deed Book [MCDB] 3185, 579, 591 and 3188, 304; MCP 7541, 7682). The buildings and amenities of the property were designed by architects Cohen & Haft (The Washington Post 1964, C5; 1967, C7). The landscape architect, if an additional firm was used, is unknown.

The project initially appeared in the Washington Post in October 1964 along with an architect's rendering and was noted as a garden apartment and townhouse development, with the first "130 units to be completed by [the] next spring" (The Washington Post 1964, C5). Historic aerial images taken in October 1964 indicate that construction first began at the southern end of Parcel A, including the garden apartments and townhouses on the south side of Trafalgar Square (United States Department of Agriculture [USDA] 1964). Maurice Berk placed an advertisement for the Londonderry property in November 1965 boasting nine "intriguingly different floor plans... from deluxe one bedroom garden apartments to palatial four bedroom townhouses" with "the largest and most complete recreation building in the area with both indoor and outdoor Olympic-sized swimming pools and tennis courts, nursery, solarium, sauna rooms, gymnasium, and even an indoor ice skating rink" (The Sunday Star 1965, E-13). The second section of the development, projected to add another 152 garden apartments to the complex, also designed by Cohen & Haft, was announced in November 1967 along with future plans for a high-rise apartment building (The Washington Post 1967, C7).

#### MARYLAND HISTORICAL TRUST REVIEW

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Reviewer, National Register Program

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By September 1970, the garden apartment buildings, townhouses, community center, fitness center, pool and tennis courts had been completed or were well underway (USDA 1970). The Berks constructed the high-rise apartments at 17060 King James Way between 1977 and 1978, but appear to have sold it shortly after completion in November 1978 to a new company, Londonderry Towers Associates, and subdivided Parcel B to create a 3.74-acre lot containing the tower building and surrounding parking lots (MCDB HMS 5261, 172). Prior to construction, the Montgomery County Council sought for state money to construct the high-rise for subsidized housing for the elderly (The Washington Post 1977, MD4). Shortly after the sale to Londonderry Towers Associates, it was announced that the Londonderry Towers was one of six developments in the state to receive special financing from “sale of \$32.3 million in revenue bonds” by the Community Development Administration of the Maryland Department of Economic and Community Development (The Sun 1978, D19). Among the other developments receiving this financing includes the Rosemary Village in Silver Spring, a circa-1950 rental apartment complex turned into a limited-equity cooperative with this help (Hedgpeth 2003). This is not the first time the Community Development Administration has released or received funding for affordable housing in Montgomery County; in 1972 they received \$386,000 contract from the federal Department of Housing and Urban Development for the construction of 250 housing units (Orrick 1972, 35). The county also enacted a Moderately Priced Dwelling Unit program in 1974 that produced 11,700 housing units (Davis 2006; Manning et al. 2018, B-20). Today, the high-rise building is registered as providing 150 low-income affordable housing units subsidized by the U.S. Department of Housing and Urban Development (HUD) (Housing Opportunities Commission of Montgomery County 2016, 9).

The Londonderry complex was platted and designed with land allocated for the future “Highway M-3,” now Muddy Branch Road, lining the east side of the complex and creating Parcels C and D from the space between the proposed roadway and Water Street. This new road was constructed sometime between 1981 and 1989, after the Berks had sold Parcels C and D in 1981, followed by Parcel A and that portion of Parcel B containing all of the garden and townhouse buildings in 1983, to different property management companies (MCDB 5800, 333; 6017, 483). Since the early 1980s, the Londonderry Apartments and Towers property has continued to provide rental housing for Gaithersburg residents.

Maurice H. Berk was not a particularly well-known Washington, D.C., developer, but was active in residential construction in Montgomery County as early as 1951, working in conjunction with his brother-in-law, David Milestone, to develop portions of the Glenwood and Bradmoor neighborhoods, both in Bethesda (MCP 2831, 3709; The Washington Post 1973, B6). Berk also worked with real-estate salesman Walter Chandler at the 300-unit Harbour House apartment complex in Annapolis, for which the two received an award from Governor J. Millard Tawes in May 1963 (The Washington Post 1963, B11). The Harbour House complex was notable for its waterfront location featuring a boardwalk and marina among other amenities. In Montgomery County and elsewhere in the state during the mid-1960s and into the late 1970s, Maurice Berk focused on creating rental and other affordable housing options. In 1970, he established Maryland Manor as a “new community-styled mobile home park” just over the Prince George’s County line near Lothian, and in 1978, Berk became the developer of Montgomery County’s first mobile home community in Germantown (The Washington Post 1970, E9; 1978, C1).

As a builder and developer, Maurice Berk worked with a variety of real estate professionals, but does not appear to have consulted with architectural firms like Cohen, Haft & Associates (CHA) very often. By 1963, the Silver Spring firm of CHA was recognized among the nation’s top 50 for “gross volume, producing 11,000 houses, 10,000 apartment units and numerous larger projects including office buildings, schools, churches, and synagogues” (Maryland-National Capitol Park and Planning Commission [M-NCPCC] 2017, 2). They were known for using “earth tones of browns and grays [...] carefully chosen for roofing, window frames, bricks and wood stains so the buildings would harmonize with their natural settings” (M-NCPCC 2017, 2). Award-winning, multi-family residential projects of Cohen, Hahn & Associates include the 1962 Wheaton House Apartments (M: 31-27) and 1975 Sumner Village apartment complex in Montgomery County (Creveling and Gournay 2005; Kelly 2015, 375-378; MNCPPC 2017, 15).

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The firm also designed the Springhill Lake Apartment Complex (PG: 67-40) in Greenbelt, containing both garden apartments and townhouses along with various community and recreational facilities across more than 100 acres of land, built between 1961 and 1970 (Bruder 2015). The site layout of apartment and townhouse buildings in staggered lines and groupings to form U-shaped courtyards at Springhill Lake Apartments is similar to Londonderry, though on a much smaller scale. Cohen, Haft & Associates also designed two high-rise apartment buildings at a property known as Marlborough House (PG: 75A-68) in Suitland between 1962 and 1965 that is a unique example of the firm's work in the Contemporary and Neo-Expressionist styles (Bruder 2013).

#### Evaluation:

The Londonderry Apartment and Tower complex is an example of a mixed-type multi-family residential development in the Gaithersburg area of Montgomery County and reflects a growing trend of such developments that began in the Suburban Diversification Period (1961-1980) and continues to the present day (Manning et al. 2018).

The Londonderry Apartments and Towers complex was not the first mixed-type residential development in the area, nor did it shape future multi-family residential design at the local or regional level. The high-rise building was constructed in the late 1970s and does not appear to have been a notable example of this housing type nor was it among the first to provide subsidized housing in Montgomery County. Although Maurice H. Berk worked in the construction and development of mid- and low-income rental housing, his efforts have not made lasting or substantial contributions to the history of apartment or townhouse complex design in Montgomery County or the Washington, D.C. region. Therefore, the property is not significant under Criteria A or B.

Although the townhouses and garden apartment buildings retain most of the character-defining features of their property types and were designed by a notable architectural firm, alterations to the buildings within Londonderry Apartments and Towers complex over time have diminished the property's historic integrity of design, materials, workmanship, feeling, and association (Manning et al. 2018, F-10-F-17). The high-rise building appears to be a more unique design in its overall form and use of open-air corridors at lower levels; however, it too has undergone changes over time that have diminished its historic integrity. These modifications include window replacement throughout the complex, introduction of vinyl spandrels in the townhouses and garden apartments, and the probable enclosure of balconies in some of the garden apartments. Ornamental features and other alterations have occurred at the main entrance of the high-rise building, such as the trussed canopy, along with the addition of substantial mechanical features and cell tower equipment at the rooftop. Better examples of Cohen, Haft & Associates multi-family residential projects exist elsewhere in this region, at large, including the high-rise apartment buildings at Marlborough House (PG: 75A-68) in Prince George's County and the Wheaton House Apartments (M: 31-27) in Montgomery County (Bruder 2013; Creveling and Gournay 2005). For these reasons, this resource is recommended not eligible for the NRHP under Criterion C.

In sum, the Londonderry Apartments and Towers complex is not eligible for the NRHP. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

This property encompasses 35.95 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Maps FS43 and FT41, Parcel 0000 and also as seen in Montgomery County plat records 7541, 7862, 10463, and 16493.

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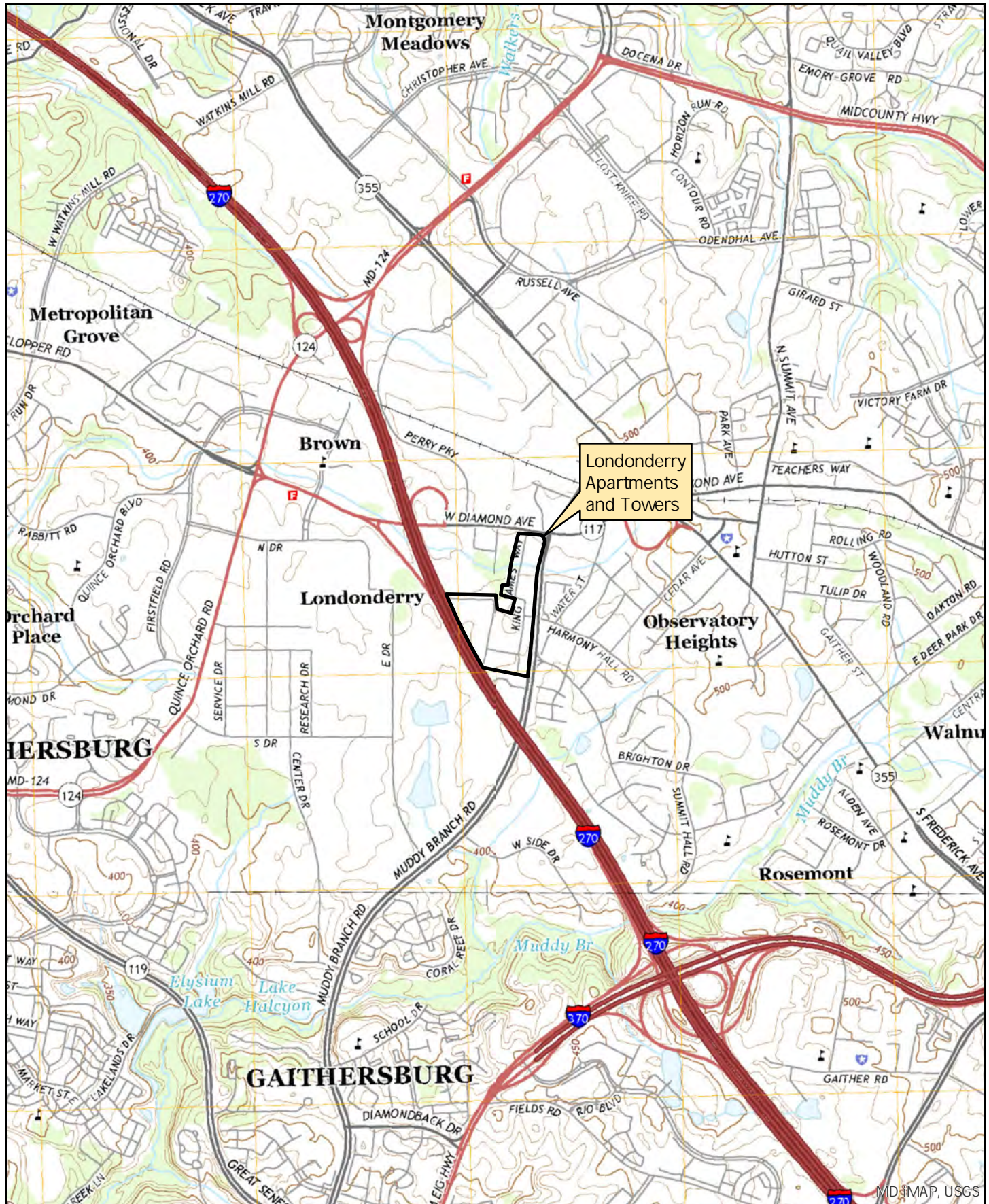
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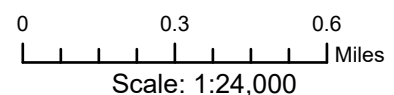
# Londonderry Apartments and Towers

Location: 17001-17060 King James Way  
City: Gaithersburg

MIHP#: M: 21-281  
Montgomery County



USGS 7.5' Quadrangle - Gaithersburg

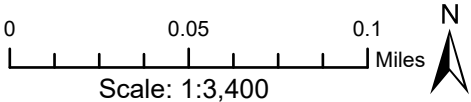
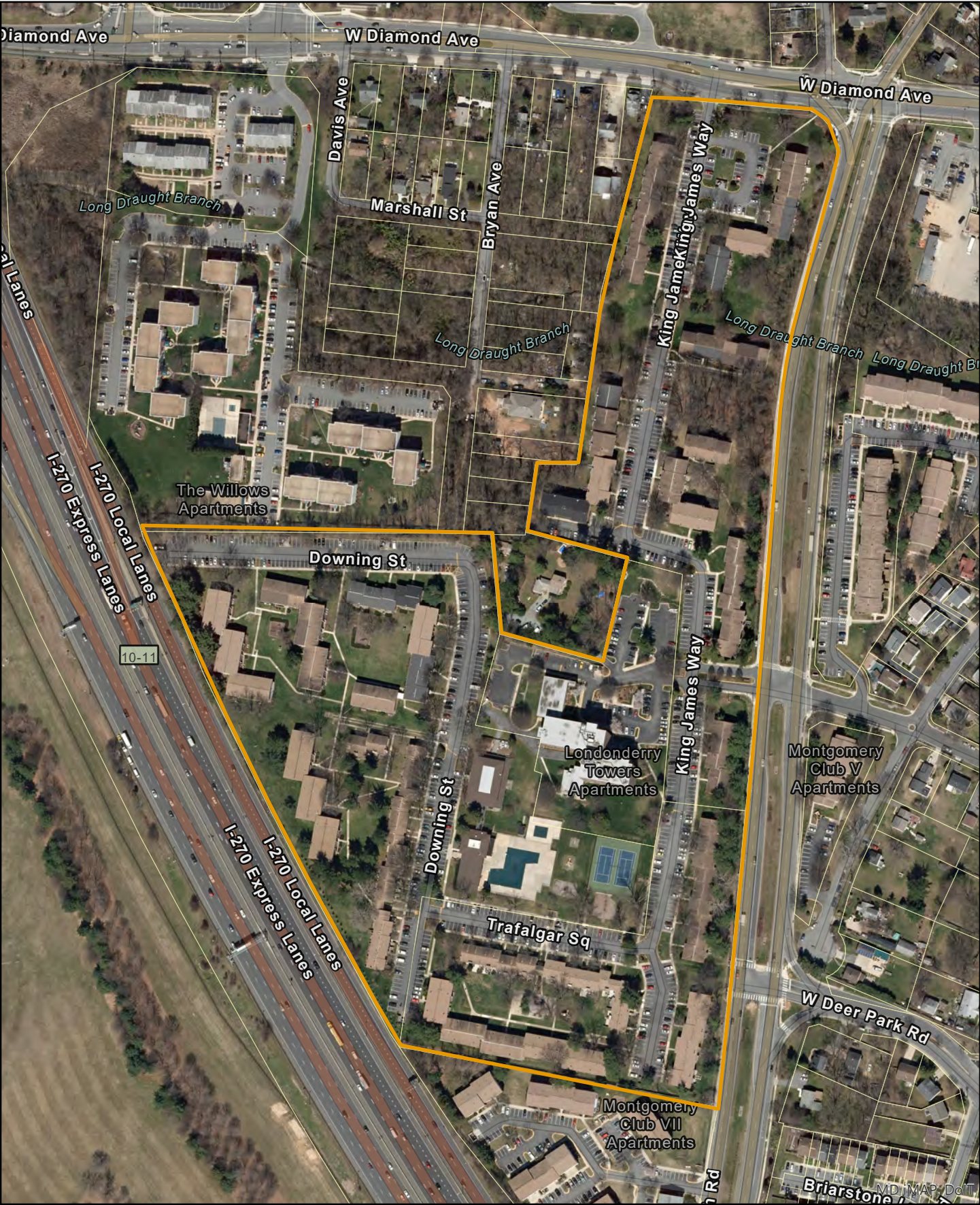




**Londonderry Apartments and Towers**

Location: 17001-17060 King James Way  
City: Gaithersburg

MIHP#: M: 21-281  
Montgomery County

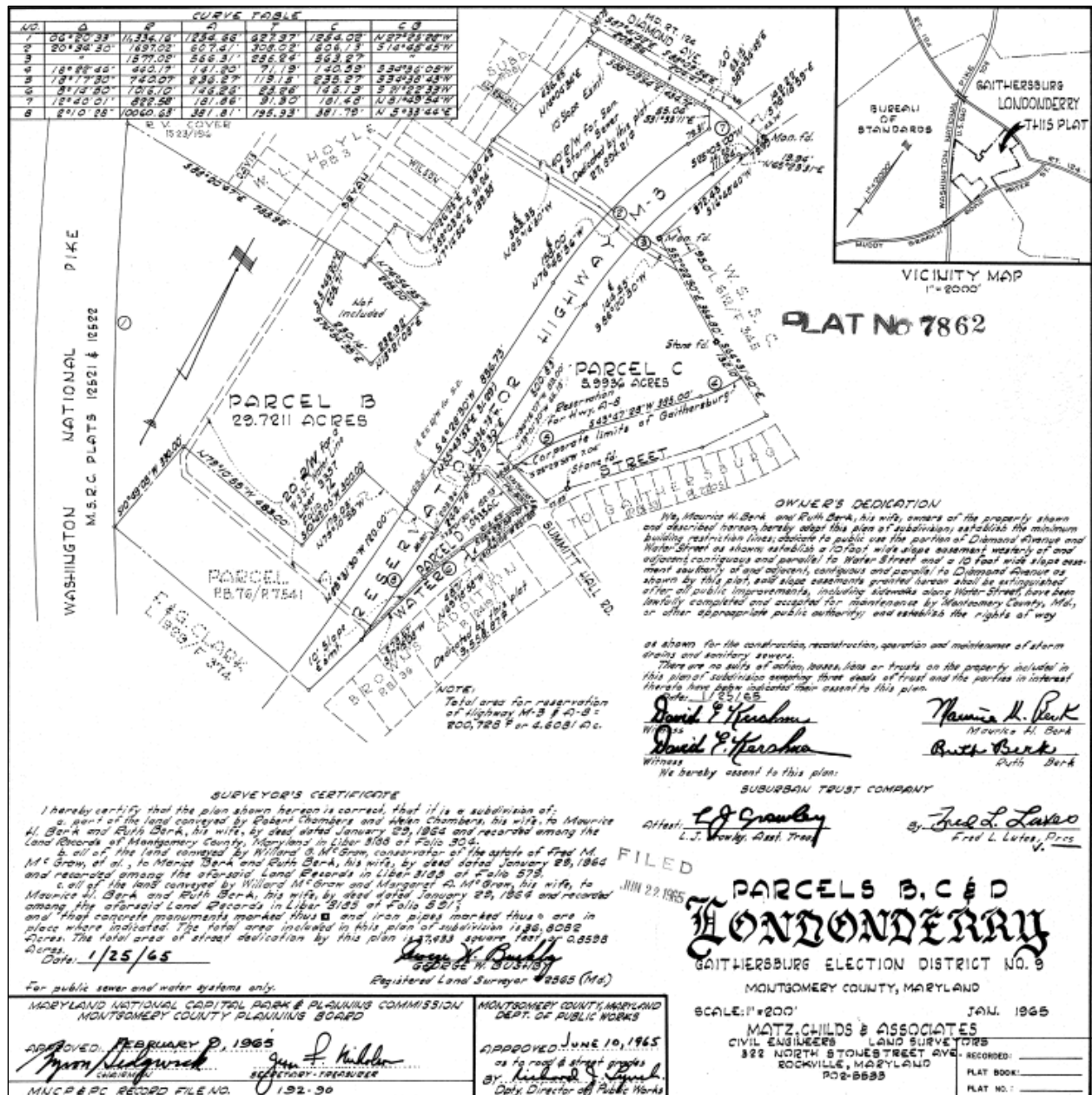




## Gaithersburg, Montgomery County, Maryland

1964 Plat of Parcel A, Londonderry (MCP 7451).

**Londonderry Apartments and Towers (M: 21-281)**  
**10004-10060 Trafalgar Square; 17000-17150 Downing Street; 17001-17060 and 17101-17230**  
**King James Way**  
**Gaithersburg, Montgomery County, Maryland**



1964 Plat of Parcels B, C, and D, Londonderry (MCP 7862).



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 15: Garden-style apartment buildings at 17128–17136 King James Way, facing southwest.**



**Photo 2 of 15: Garden-style apartment building at 17128–17136 King James Way, facing west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 15: Garden-style apartment buildings at 17215–17223 King James Way, facing south.**



**Photo 4 of 15: View of open space and rear elevation of garden-style apartment building at 17205 King James Way, facing east.**



**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 15: Detail of 17211 King James Way apartment building atypical main entrance, facing east.**



**Photo 6 of 15: View of townhouses on Downing Street, facing west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 15: View of main entry to townhouses at 10032–10040 Trafalgar Square, facing south.**



**Photo 8 of 15: View of open space between townhouses and garden-style apartment buildings on Trafalgar Square, facing southeast.**



**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 15: View of Londonderry Towers (17060 King James Way), facing southwest.**



**Photo 10 of 15: View of Londonderry Towers north elevation and main entrance, facing south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 15: View of recreational area, tennis courts, and south elevation of Londonderry Towers, facing northwest.**



**Photo 12 of 15: View of recreational area and east elevations of community center and fitness center, facing west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 7

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**Photo 13 of 15: View of fitness and community centers (17041 and 17051 Downing Street), facing northeast.**



**Photo 14 of 15: View of south end of fitness center with indoor pool (17041 Downing Street), facing north.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 8

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**Photo 15 of 15: View of community center (17051 Downing Street) and enclosed breezeway, facing northeast.**

**PHOTO LOG**

**Name of Property: Londonderry Apartments and Towers**

**Name of Photographer: Danae Peckler, Melissa Butler**

**Date of Photographs: 08/07/2018**

**Location of Original Digital File: MD SHPO**

*Photographs inserted on continuation sheets.*

**Photo 1 of 15:**

**Garden-style apartment building at 17128–17136 King James Way, facing southwest.**

**M; 21-281\_2018-08-07\_01.tif**

**Photo 2 of 15:**

**Garden-style apartment building at 17128–17136 King James Way, facing west.**

**M; 21-281\_2018-08-07\_02.tif**

**Photo 3 of 15:**

**Garden-style apartment buildings at 17215–17223 King James Way, facing south.**

**M; 21-281\_2018-08-07\_03.tif**

**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 9

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**Photo 4 of 15:**

**View of open space and rear elevation of garden-style apartment building at 17205 King James Way, facing east.**  
**M; 21-281\_2018-08-07\_04.tif**

**Photo 5 of 15:**

**Detail of 17211 King James Way apartment building atypical main entrance, facing east.**  
**M; 21-281\_2018-08-07\_05.tif**

**Photo 6 of 15:**

**View of townhouses on Downing Street, facing west.**  
**M; 21-281\_2018-08-07\_06.tif**

**Photo 7 of 15:**

**View of main entry to townhouses at 10032–10040 Trafalgar Square, facing south.**  
**M; 21-281\_2018-08-07\_07.tif**

**Photo 8 of 15:**

**View of open space between townhouses and garden-style apartment buildings on Trafalgar Square, facing southeast.**  
**M; 21-281\_2018-08-07\_08.tif**

**Photo 9 of 15:**

**View of Londonderry Towers (17060 King James Way), facing southwest.**  
**M; 21-281\_2018-08-07\_09.tif**

**Photo 10 of 15:**

**View of Londonderry Towers north elevation and main entrance, facing south.**  
**M; 21-281\_2018-08-07\_10.tif**

**Photo 11 of 15:**

**View of recreational area, tennis courts, and south elevation of Londonderry Towers, facing northwest.**  
**M; 21-281\_2018-08-07\_11.tif**

**Photo 12 of 15:**

**View of recreational area and east elevations of community center and fitness center, facing west.**  
**M; 21-281\_2018-08-07\_12.tif**

**Photo 12 of 15:**

**View of recreational area and east elevations of community center and fitness center, facing west.**  
**M; 21-281\_2018-08-07\_12.tif**

**Photo 13 of 15:**

**View of fitness and community centers (17041 and 17051 Downing Street), facing northeast.**  
**M; 21-281\_2018-08-07\_13.tif**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 21-281

Name Londonderry Apartments and Towers  
**Continuation Sheet**

Number Photos Page 10

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**Photo 14 of 15:**

**View of south end of fitness center with indoor pool (17041 Downing Street), facing north.**

**M; 21-281\_2018-08-07\_14.tif**

**Photo 15 of 15:**

**View of community center (17051 Downing Street) and enclosed breezeway, facing northeast.**

**M; 21-281\_2018-08-07\_15.tif**

# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

**Inventory No. M: 36-36**

Page 1 of 1

**Name of Property: Louis C. & Charlotte E. Dismar Property**  
**Location: 2102 Forest Glen Road, Silver Spring, MD 20910**

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Louis C. & Charlotte E. Dismar Property is no longer extant. Aerial photography shows that the house was demolished circa 2012.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Malcolm King Park

**Address:** 1200 West Side Drive

**City:** Gaithersburg

**Zip Code:** 20878

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** Multiple

**Tax Map Number:** Multiple

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Nicole A. Diehlmann

**Date Prepared:** Jun 10, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019).

Malcolm King Park is a 78.25-acre, stream valley park owned by the City of Gaithersburg. The park is bounded to the north, west, and southwest by residential developments and the southeast by commercial development. I-270 runs along the northeast boundary, and I-370 on the southeast. Northeast of the park and I-270 is the city-owned Morris Park, and west of Muddy Branch Road is a property owned by the Izaak Walton League of America, a national conservation organization. Malcolm King Park is mostly undeveloped with forested hills that line both sides of the Muddy Branch stream valley. Park features included paved and unpaved hiking trails, one basketball court, two tennis courts, and two playground areas, as well as culverts, pedestrian bridges and a dam. There are two primary access points to the park—one at 1200 West Side Drive, at the end of a multi-family residential cul-de-sac, and one at the north end of School Drive, also in a multi-family residential area.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Malcolm King Park

South of Coral Reef Drive is a concrete dam constructed prior to 1979, when it first appears on aerial maps. The dam regulates the flow of the Muddy Branch, and has tall concrete abutments topped with a black chain-link fence. Rip rap has been placed on the west side of the dam on the north and south ends to prevent erosion. A large modern playground is at the eastern entrance (1200 West Side Drive). It has several plastic and metal pieces of play equipment set in mulched area contained by wooden railroad ties. Near the playground is a modern brick monument sign with the park name and address in the central wooden signboard, as well as a plaque honoring Malcolm King. At the western entrance (1 School Drive) is a small park sign supported by two wooden posts that is mounted in a raised wooden bed with ornamental plantings. A circa 1980s asphalt basketball court and grass field are located on the north side of the park, southwest of the Brighton Village Apartments. Two circa 1980s tennis courts are in the south side of the park at the north end of Washingtonian Boulevard.

Hiking trails, both asphalt and unpaved, wind through the park. Some trails are lined with wooden post-and-rail fencing, while other areas have black chain-link fencing. There is a metal pedestrian bridge over Muddy Branch at the north end of School Drive that connects the southern residential neighborhoods to the park. There are two concrete-arch pedestrian bridges with metal railings in the park—one just west of the dam, and one southwest of the West Side Drive park entrance. Along the trail there are brown composite benches with black metal supports. There are two concrete culverts running under the paved trail in the eastern side of the park. Black chain-link fencing runs along the trail over the culverts. The western culvert is supported by concrete retention walls, and the banks are lined with rip rap to prevent erosion and control flooding. The eastern culvert is large to accommodate a heavier flow of water but is also supported by a concrete retaining wall. Access point sewer structures are visible along the southern boundary of the park near an area currently being developed.

The City of Gaithersburg first acquired land for a Muddy Branch stream valley park in May 1966. The area surrounding the current park was mostly rural until 1970, when residential development first appears on aerial maps. While there are no buildings within Malcolm King Park, there are multiple structures and amenities. It is unclear how the parkland was used during the 1970s, but it is possible that trails were created soon after the city acquired the property. According to the Washington Post, the City of Gaithersburg received a \$108,000 grant to develop Muddy Branch Park in 1980 (Washington Post, July 10, 1980, MD11). These grant funds may have led to the construction of the tennis and basketball courts, and the grass field and playground that appear on aerial maps between 1981 and 1989. In the mid-1990s, the stream valley park was named for Malcolm E. King who worked for the Maryland Department of Natural Resources and spearheaded many early conservation efforts in Maryland. Malcolm King Park continues to be owned by the City of Gaithersburg and used as a stream valley park.

Malcolm King Park was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C as a stream valley park. The resource was not evaluated for eligibility under Criterion D.

Malcolm King Park is a stream valley conservation park developed in the mid-twentieth century. The park is typical of the type commonly found throughout suburban Washington, DC, and has no significant association with important historical trends, such as the environmental movement and local planning initiatives. Therefore, Malcolm King Park is not eligible for the NRHP under Criterion A.

Malcolm King Park

Although the park has been named for a prominent figure known for his leadership in environmental protections, the park itself is not directly associated with Malcolm King or any other individual who has made a significant contribution to history, and is therefore not eligible for the NRHP under Criterion B.

Malcolm King Park primarily consists of protected natural landscapes and contains few built resources. Those few man-made resources do not embody the distinctive characteristics of a type, period, or method of construction. They are not the work of a master and do not possess high artistic value. The park is not an early example or one of the last intact examples of its resource type. Therefore, Malcolm King Park is not eligible for the NRHP under Criterion C.

Based on the evaluation criteria, Malcolm King Park is not eligible for the NRHP under Criterion A, B or C.

The boundary for the property encompasses 78.25 acres and sits on multiple parcels found on Montgomery County Tax Maps.

References

Bliss, DeWitt, "Malcolm E. King, conservationist," The Baltimore Sun, June 11, 1994. Accessed February 15, 2019 <http://www.baltimoresun.com/news/bs-xpm-1994-06-11-1994162013-story.html>

Caplan, Nora H., "Fitness Trails: Inviting Places to Loosen Up and Tune it Up," The Washington Post, November 4, 1983, W9. ProQuest.

City of Gaithersburg, "Malcolm King Park." Accessed February 15, 2019 <https://www.gaithersburgmd.gov/recreation/parks-fields/malcolm-king-park>

----- "Malcolm King Park." Plaque at 1200 West Side Drive park entrance.

"Gaithersburg Raises Its 1980-81 Budget," The Washington Post, July 10, 1980, MD11. ProQuest.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2019.

Montgomery County Land Records, [mdlandrec.net](http://mdlandrec.net), accessed June 3, 2019.

Netronline, "Historic Aerials," <https://www.historicaerials.com/>, accessed June 3, 2019.

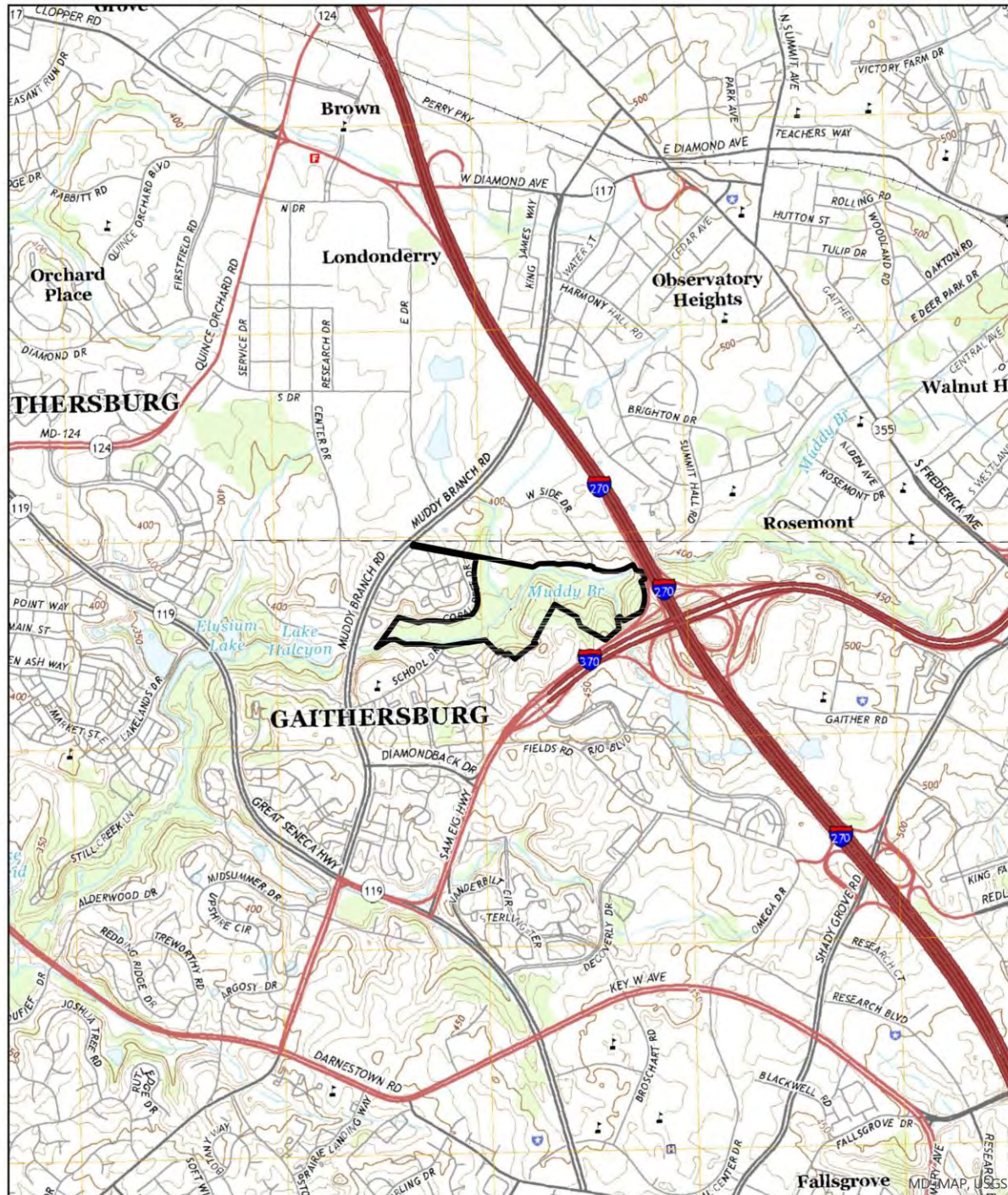
Malcolm King Park

**Malcolm King Park**

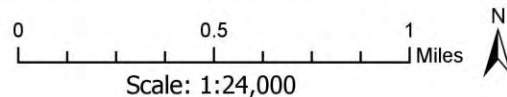
Location: 1200 West Side Drive

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Rockville



Scale: 1:24,000



Malcolm King Park



**Dam, looking southeast.**



**Walking trail, looking south.**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Manchester Estates

Inventory Number: PG:76B-87

Address: Southeast of the I-495 and Branch Avenue Interchange

Historic District: Yes

City: Camp Springs

Zip Code: 20746

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0098

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Caitlin Sylvester

Date Prepared: Aug 26, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation:

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Manchester Estates is a planned residential development located southeast of the I-495 and Branch Avenue interchange in Suitland. The neighborhood is bounded on the southwest by Deer Pond Lane, on the northwest by Manchester Drive and newer residential neighborhoods to the northeast and southeast. The approximately 46.84-acre subdivision contains 41 single-family dwellings on lots ranging between 0.41 and 2.07 acres. Individual lots are evenly graded or moderately sloped with tree coverage, plant beds, and bushes. All residential lots feature a paved-asphalt or concrete driveway and are occasionally fenced. Manchester Estates has four streets, with Manchester Drive being the main thoroughfare through the development. Secondary resources include sheds. Brick pillars mark the entrance to the subdivision at the intersection of Manchester Drive and Old Branch Avenue.

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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Manchester Estates is a planned residential development platted in June 1949 with single-family dwellings primarily constructed between 1948 and 1967. The streets are curvilinear; Manchester Drive serves as the main north-south thoroughfare, and Ridgcroft Drive, Windsor Court, and Gunston Drive intersect it. Most houses are variations of the Ranch and Split forms with some modest Colonial Revival-style elements. A few examples of recent construction are also present (e.g., 5408 Ridgcroft Drive and 5302 Manchester Drive).

Dwellings are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings sit atop a crawl space or basement. They are typically clad in brick veneer, but other cladding includes stone or stretcher-bond brick veneer, or a combination of materials. Roofs are cross gabled, side gabled, or hipped and sheathed in asphalt shingles. Houses have either an exterior-end brick or stone chimney or an interior brick chimney.

The location of primary entrances on the façade vary, but they all contain a single-leaf wood or fiberglass door, often with a storm door. Entrances are accessed by entry porches or concrete stoops. Original windows are eight-over-eight, wood-frame, double-hung-sash or wood-frame bow or bay units; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters flanking windows on the façade are common. Many dwellings have attached garages. Additions are typically at the rear or side elevation and in scale with the building's core.

#### Historic Context:

In December 1946, Edson W. and Louise Briggs and Minnie L. and Harvey L. Raul sold 67.62 acres to Dewey M. and Mary M. Freeman (Prince George's County Deed Book [PGCDB] 892, 289; Prince George's County Plat Book [PGCPB] WWW 33, 72-73). The Freemans created two plats for Manchester Estates in June 1949; one to the east of the current Branch Avenue and one to the west. The construction of I-495 and the realignment of Branch Avenue in the mid-1950s further divided the subdivision. The western section comprises seven brick houses previously evaluated as the Old Branch Avenue Houses (PG:76B-80). These houses are physically separated and stylistically distinct from the houses on the east side of Branch Avenue and are not included in the Manchester Estates boundary (PGCPB WWW 33, 72-73).

Following the platting, research suggests that the Freemans either sold empty lots to buyers, such as Joseph E. and Madeline C. Mitchell who bought several lots on present-day Old Branch Road, or contracted builders, such as Ben W. Wilson, to construct houses which the Freemans would then sell (The Evening Star 1950, B-5; PGCDB 2301, 249). Most houses were built between 1948 and 1965; however, development throughout the subdivision was sporadic and continued throughout the early-twenty-first century.

The earliest advertisements for the subdivision are for empty 0.5- or nearly 1-acre lots sold by Dewey M. Freeman (The Evening Star 1949, E-11). Newspaper ads between 1951 and 1954 touted it as an exclusive community with all dwellings custom or individually designed. Houses had large living rooms, fireplaces, multiple bedrooms, and outdoor landscaping. Prices in the early 1950s ranged from \$22,500 to \$26,500. In addition to selling the empty lots, Freeman served as realtor for many of the first-developed properties within the subdivision (The Evening Star 1952, B-11). In the mid to late 1960s, house prices ranged from \$35,000 to around \$65,000 and advertisements for these later residences noted the peaceful area with large lots, two-car garage, central air conditioning system, and add-ons, such as recreational rooms with bars and fireplaces (The Evening Star 1963, B-5; 1967, G-22).

Dewey M. Freeman was involved in Prince George's County real estate from the 1940s to the 1970s, primarily as a real estate agent. In 1948, he was elected as president of the Real Estate Board in Prince George's County and was listed as the seller for many individual houses in southern Prince George's County in the decades following WWII (The Evening Star 1947a, B-10; 1947b, E-9; 1948, B).

#### Evaluation:

Manchester Estates was evaluated as a planned residential development in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.



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Because the developer, Dewey M. Freeman, desired a collection of custom-built dwellings, Manchester Estates does not have an overall cohesive look or feel and as such is not a good example of a planned residential development in Maryland. The development did not shape future residential design and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Manchester Estates is not eligible under Criterion A.

Although Dewey M. Freeman was involved in Prince George's County Real Estate throughout the third quarter of the twentieth century, he had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The development's Ranch and Split forms include standard features typical of the period and demonstrate only modest Colonial Revival-style details. Individually and as a whole, this group of houses does not reflect the work of master architects, nor do they exhibit outstanding materials and forms. Because Manchester Estates is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Manchester Estates was not evaluated under Criterion D.

The boundary for the resource encompasses approximately 46.84-acres bounded on the southwest by Deer Pond Lane, on the northwest by Manchester Drive and newer residential neighborhoods to the northeast and southeast, as defined in Prince George's County Plat Book WWW 16, page 73 on Prince George's County Plat Tax Maps 0098.

#### References:

- The Evening Star. 1947a. "Near Camp Springs, MD." May 4, 1947, B-10.  
---1947b. Advertisements. July 27, 1947, E-9.  
---1948. "Freeman Heads County Real Estate Board." December 21, 1948, B.  
---1949. "Rambler Site." July 24, 1949, E-11.  
---1950. "Manchester Estates." June 12, 1950, B-5.  
---1952. "Manchester Estates." September 13, 1952, B-11.  
---1963. "5412 Manchester Drive in the Heart of Beautiful Manchester Estates." September 28, 1963, B-5.  
---1967. "Open Andrews Area Manchester Estates." July 9, 1967.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Prince George's County Deed Book (PGCDB). Misc. years. Prince George's County Land Records, Archives of Maryland Online. Accessed July 12, 2019. <http://www.mdlandrec.net/>.

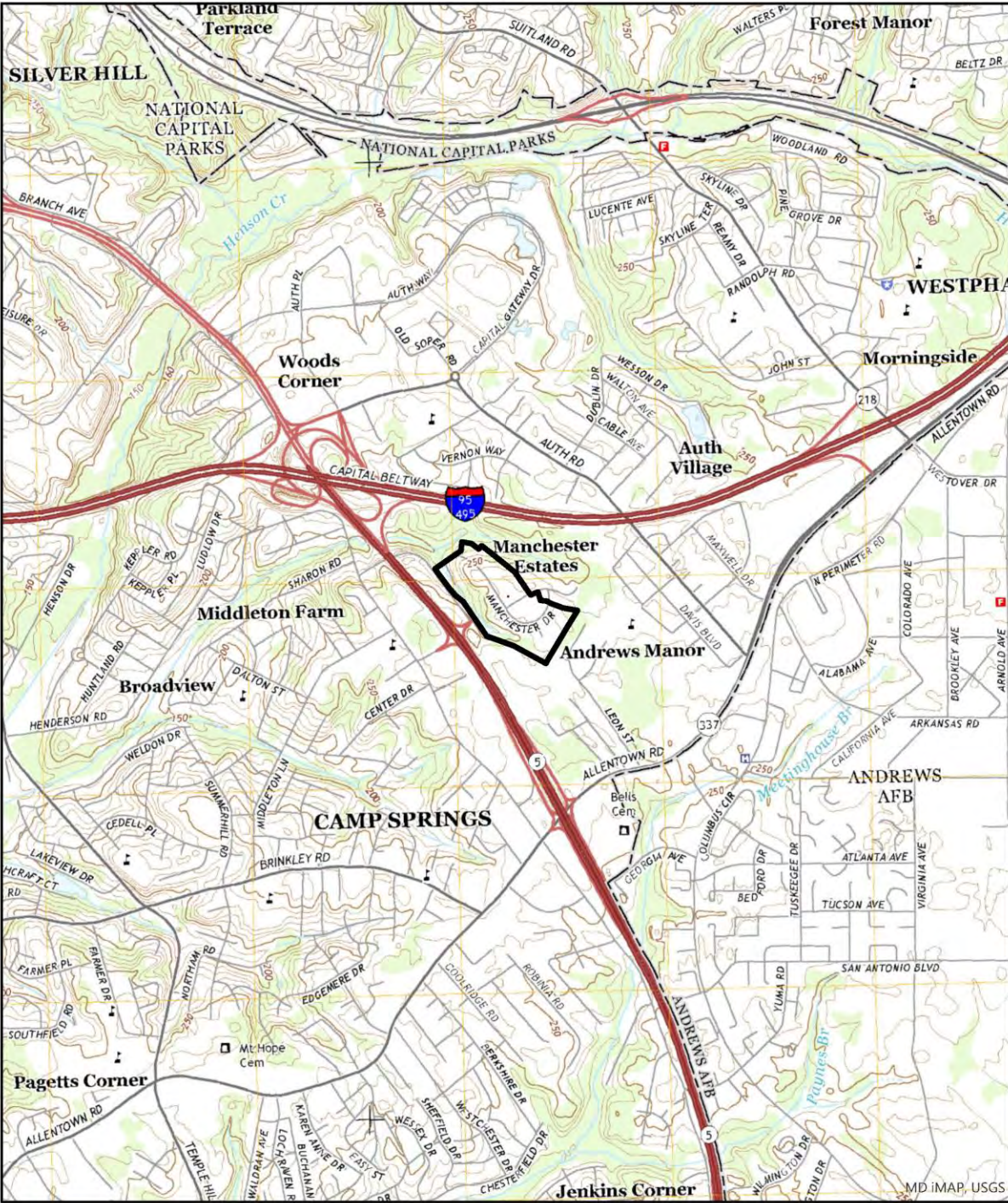
Prince George's County Plat Book (PGCPB). Misc. years. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed July 12, 2019. <http://plats.net/pages/index.aspx>.

**Manchester Estates**

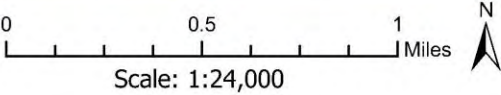
Prince George's County

Location: Southeast of the I-495 and Branch Avenue Interchange

City: Camp Springs



USGS 7.5' Quadrangle - Anacostia





Manchester Estates

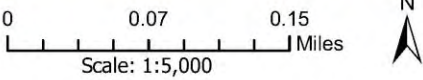
Prince George's County

Location: Southeast of the I-495 and Branch Avenue Interchange

City: Camp Springs



Parcel Boundaries







5303 Manchester Drive, north elevation.



5321 Manchester Drive, north oblique.





5400 Manchester Drive, southwest elevation.



5404 Manchester Drive, southwest oblique.





Windsor Court streetscape, looking south.



5406 Gunston Lane, southeast oblique.





Manchester Avenue streetscape, looking north.

**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Katherine Watts**

Date of Photographs: **04/24/2019**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76B-87\_04/24/2019\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

5303 Manchester Drive, north elevation.

02.tif

5321 Manchester Drive, north oblique.

03.tif

5400 Manchester Drive, southwest elevation.

04.tif

5404 Manchester Drive, southwest oblique.

05.tif

Windsor Court streetscape, looking south.

06.tif

5406 Gunston Lane, southeast oblique.

07.tif

Manchester Avenue streetscape, looking north.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Markwood

**Inventory Number:** M: 26-75

**Address:** Potomac Valley Road at Leonard Court and Marcus Court

**Historic District:** Yes

**City:** Rockville

**Zip Code:** 20850

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** Multiple

**Tax Map:** GR21

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Mical Tawney

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

The planned residential development known as Markwood is bounded by New Mark Commons (M: 26-40) on the east, on the south by Potomac Valley Nursing and Nursing Center and 270, on the north by Maryland Avenue, and on the west by I-270. Markwood comprises two curvilinear cul-de-sacs (Marcus Court and Leonard Court) as well as eleven properties along Potomac Valley Road: 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 1216, 1220, and 1224. Markwood

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:



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encompasses approximately 11.5 acres and includes 35 single-family dwellings on residential lots ranging between 0.02 and 0.42 acre. Sidewalks front all properties in the development and streetlamps are present on Marcus Court and Leonard Court. Individual lots have grassy lawns with bushes and moderate tree coverage. Some rear yards are fenced. Other lots are sloped which allows for a basement garage. A few secondary buildings are present (i.e., sheds and carports).

#### Description:

Markwood contains single-family dwellings constructed between 1968 and 1977, with the majority built in 1968. The streets are curvilinear, following the natural setting. The resources in Markwood are primarily Split-Level, Ranch, and Two-Story Massed forms with Colonial Revival attributes. One and two-car attached garages are primarily used. Carports are also common. All driveways are either concrete or asphalt in material.

Most dwellings in Markwood are either one to two-stories and primarily five bays wide. A majority are clad in stretcher-bond brick veneer on primary elevations with vinyl siding on secondary elevations; others, such as 9 Leonard Court, features both stretcher-bond brick veneer and vinyl siding on the primary elevation. Most rooflines are side gabled with asphalt shingles. One side gambrel roof exists; this dwelling also features dormers (11 Leonard Court). Most houses have exterior end, brick chimneys. Colonial-Revival details range from pedimented and columned entry-porches, use of double-hung sashes, and attention to symmetrical detailing.

Primary entrances are usually set in the center of the façade and feature single-leaf paneled wood or vinyl doors and in some cases, round fanlights or transom lights are present. Metal storm doors are common in Markwood. One double-leaf paneled wood or vinyl door was observed (13 Marcus Court) as was one original paneled wooden door (1193 Potomac Valley Road). The primary entrance on Split-Level houses is at the center of the façade and features single-leaf paneled wood or vinyl doors (13 Marcus Court). Most windows in Markwood are one-over-one, double-hung-sash vinyl replacement windows, although a few original fixed sash windows remain, such as at 1193 Potomac Valley Road. Most dwellings have fixed shutters. Additions are rare in Markwood, but usually comprise either a basement level garage (1212 Potomac Valley Road) or an extension of the Ranch form (9 Marcus Court).

#### Historic Context:

Construction in Markwood began in 1967 (The Washington Post 1967, E8). The property was developed by Yeonas Company, a Greek, family-owned development corporation which eventually became part of Odlin Corporation in 1969 (Willmann, John, The Washington Post 1969, E1). Benjamin Shapiro was the architect (The Washington Post 1967, E8). Yeonas Company was an influential developer in the Washington, D.C., metropolitan area. It was

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estimated that the firm constructed 12,000 houses at the death of Constantine Yeonas, the president of the company, in 1990 (The Washington Post 1990, B06). In addition to Markwood, developments by Yeonas, as shown on a 1968 map of suburban Washington, D.C., include Dolley Madison Estates, Flower Valley, Walnut Hill, and Waverly (The Washington Post 1968a, D22). Throughout their lives, brothers Constantine and Stephen were advocates for growth in the area (The Washington Post 1968b, D8; Yeonas, Gus, The Washington Post 1976, F14). During a time of high demand for suburban housing and increased prices, Yeonas promoted suburban design with affordable prices (The Washington Post 1976, F14).

Although Markwood was in proximity to New Mark Commons (M: 26–40), there is no evidence to support a connection between the two developments. In advertisements, the development marketed five different Colonial Revival-style models with Split-Level, Two-Story Massed, or Ranch forms. Prices ranged from \$35,150 to \$41,250. Houses included the following: two modern gas ovens, paneled recreation room, central air conditioning, a central vacuum cleaning system, a garage or carport, a gaslight on the front lawn, easy-to-maintain aluminum siding, a brick fireplace, and underground utilities and wiring (The Evening Star 1968, D12; The Evening Star 1969, C7). No neighborhood amenities were listed, such as a communal club or pool, but the convenient proximity to the Montgomery Mall shopping center, Cabin John Park, Great Falls Recreation Center and Golf Course, good schools, and Lakewood Country Club are all listed in advertisements (The Evening Star 1968, D12).

#### Evaluation:

Markwood was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961 – 1980)" and National Register of Historic Places (NRHP) Criteria A, B, and C. When New Mark Commons' (M: 26-40) NRHP nomination was originally written in 2016, the area now known as Markwood was included within those boundaries, and houses associated with Markwood were listed as non-contributing resources. However; since that nomination, the boundaries for New Mark Commons have been redrawn and reduced, and Markwood is no longer within the NRHP-boundary.

Markwood is a typical example of a planned residential development from the late 1960s in suburban Maryland. The development is neither an early example nor the last of its kind, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the property is not eligible under Criterion A.

The developers from Yeonas Corporation involved in the construction of Markwood worked throughout the Washington, D.C., metro area to develop single-family subdivisions. While they worked extensively in this area, they had no real significant influence on suburbanization in

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Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

Markwood is a modest and basic example of a planned residential development, created by a developer with a limited selection of five house models. The subdivision is adjacent to a large existing development (New Mark Commons [M: 26-40]) and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. Furthermore, the development's Split-Level, Ranch, and Two-Story Massed houses include standard features typical of the period and demonstrate common Colonial-Revival stylistic details. The houses are not the work of master architects and feature common materials and forms. Because Markwood does not convey any distinctive characteristics or artistic value, the property is not eligible under Criterion C. The property was not evaluated under Criterion D.

This property encompasses 11.5 acres and is confined to the current property tax parcels, which can be found on Montgomery County Tax Map GR21 and also as seen in Montgomery County plat records 8139, 8140, and 6908.

#### References:

The Evening Star. 1968. "Grand Opening of the first Yeonas Homes." Advertisement. September 27, 1968: D12.

--- 1969. "Yeonas Homes at Markwood in Rockville, Md." Advertisement. January 10, 1969: C7.

Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. 2018. "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery and Prince George's Counties, Maryland, Suburban Diversification Period (1961 – 1980)," Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Plat Book (MCPB). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed December 10, 2018. <http://www.msa.md.gov>.

University of Maryland, Department of American Studies. 2015. National Register of Historic Places Nomination Form: New Mark Commons (M: 26-40). Copy on file at Maryland Historical Trust, Crownsville, Maryland.

The Washington Post. 1967. "Markwood Models Open." May 20, 1967: E8.

--- 1968b. "Yeonas Increases Firm's Pace." May 11, 1968: D8.



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--- 1968a. "This Way to the Washington Post Homes of '69". Advertisement. September 21, 1968: D22.

--- 1990. "Constantine G. 'Gus' Yeonas Va. Developer, Dies at 73." June 2, 1990: B06.

Willmann, John B. 1969. "Builder Yeonas Views Housing with Optimism." The Washington Post. September 20, 1969: E1.

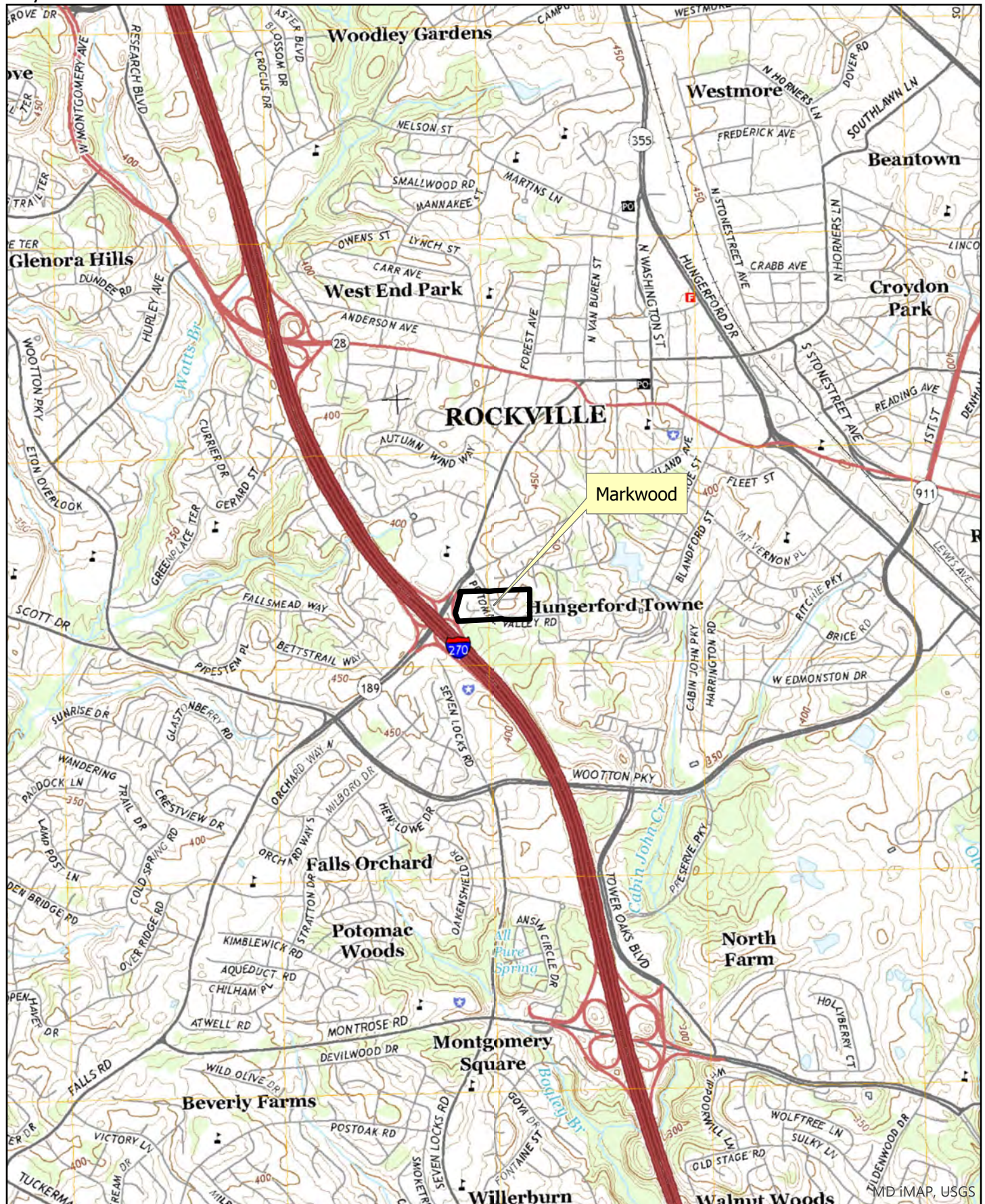
Yeonas, C.G. Gus. 1976. "A Trend to 'More Affordable': View of the Home Building Industry." The Washington Post. September 11, 1976: F14.



# Markwood

Location: Potomac Valley Road at Leonard Court and Marcus Court  
City: Rockville

MIHP#: M: 26-75  
Montgomery County





# Markwood

Location: Potomac Valley Road at Leonard Court and Marcus Court  
City: Rockville

MIHP#: M: 26-75  
Montgomery County



Parcel Boundaries

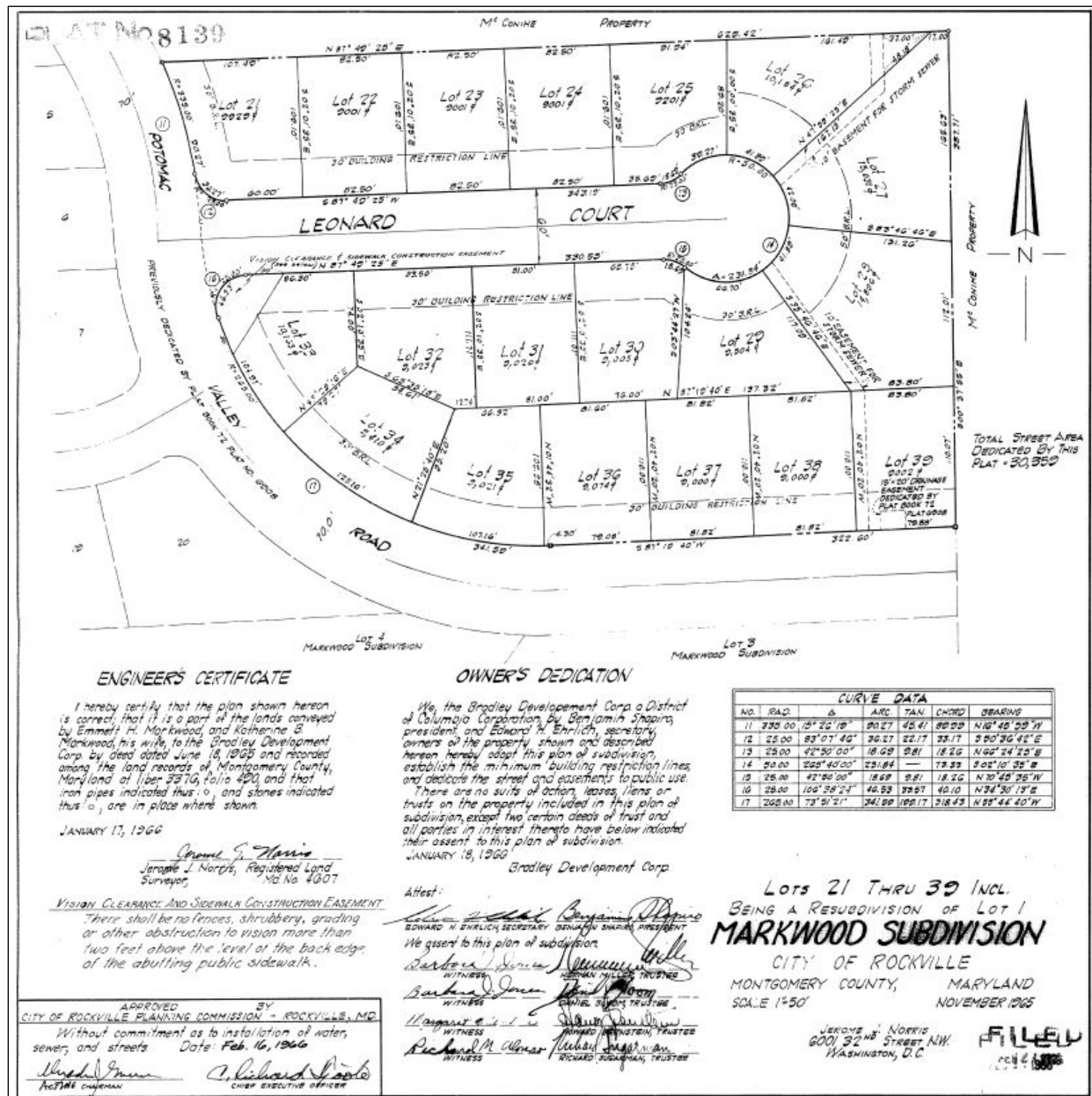
0 0.05 0.1 Miles  
Scale: 1:3,000





Markwood (M: 26-75)

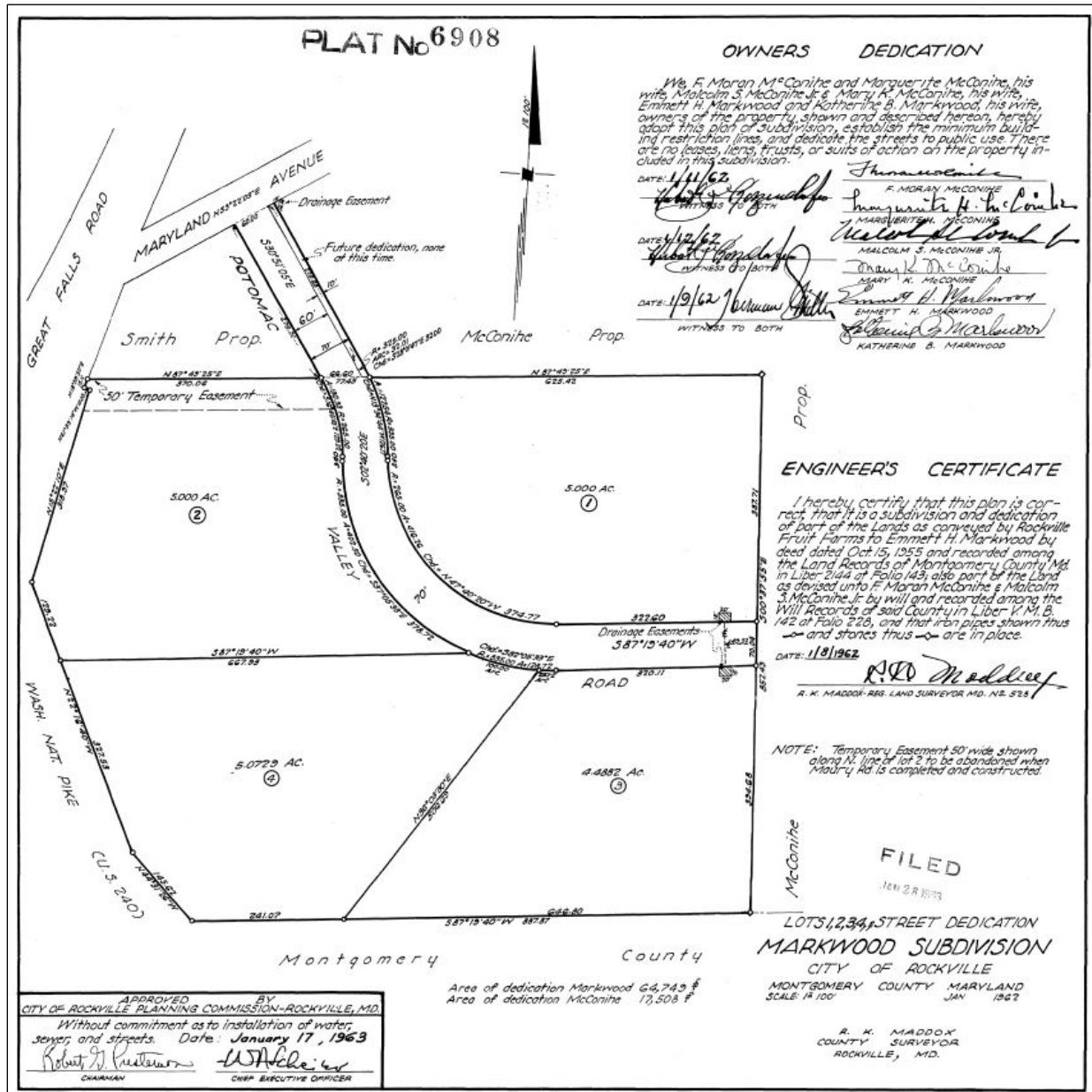
1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road  
Rockville, Montgomery County, Maryland



1966 plat of Markwood, lots 21 - 39, resubdivision of lot 1, (Montgomery County Plat [MCP] 8139).

Markwood (M: 26-75)

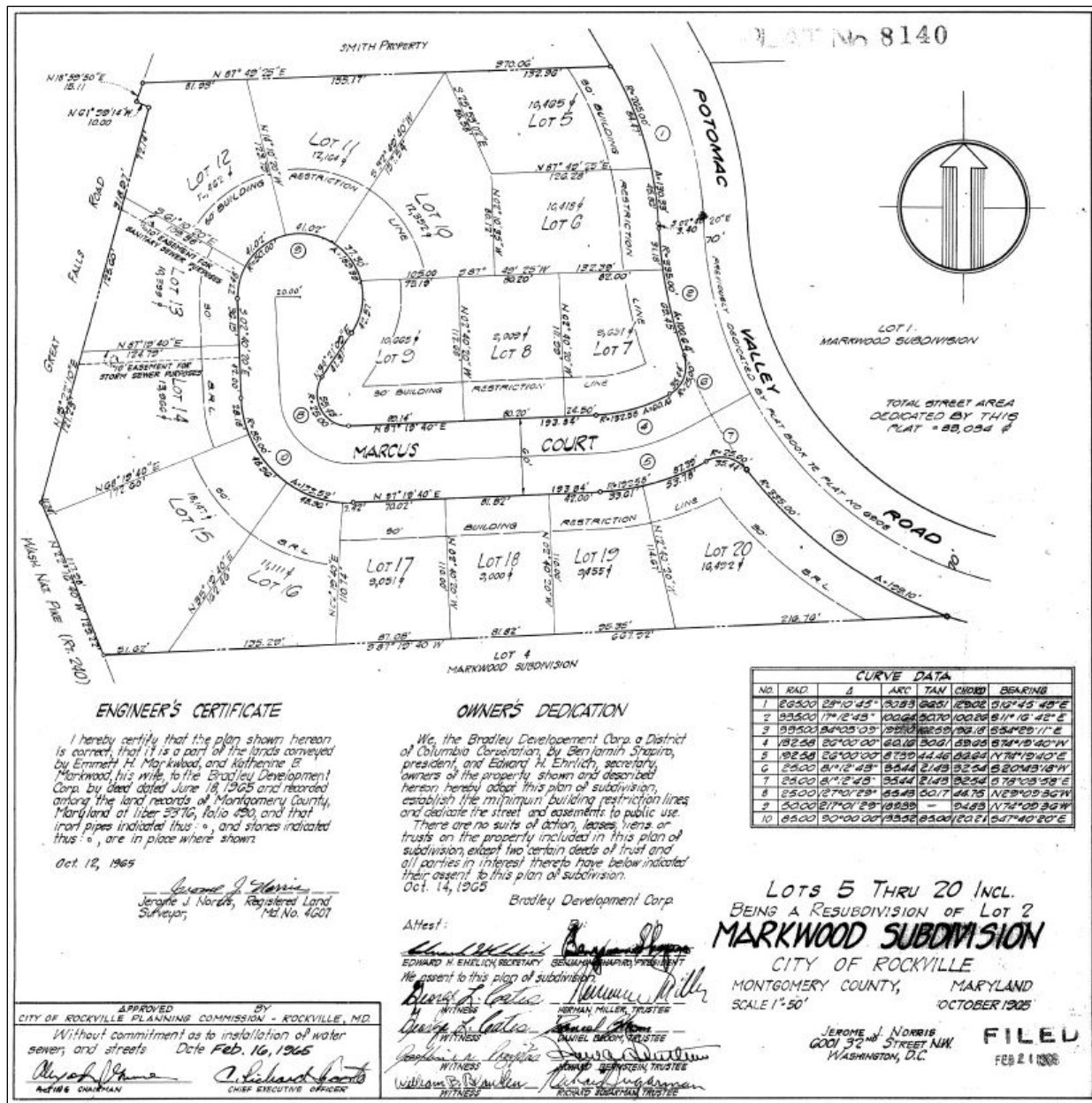
1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road  
Rockville, Montgomery County, Maryland



1963 plat of Markwood, lots 1 -4, street dedication (MCP 6908).

Markwood (M: 26-75)

1 - 12 Leonard Court, 1 - 13 Marcus Court, and 1194, 1189, 1193, 1197, 1201, 1204, 1208, 1212, 126, 1220, and 1224 Potomac Valley Road  
Rockville, Montgomery County, Maryland



1966 plat of Markwood, lots 5 - 20, resubdivision of lot 2 (MCP 8140).



**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 17: Streetscape of Leonard Court, looking east.**



**Photo 2 of 17: Northeast oblique of 11 Leonard Court.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
Continuation Sheet

Number Photos Page 2

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Photo 3 of 17: View of 12 Leonard Court, looking northwest.



Photo 4 of 17: View of 2 Leonard Court, looking southeast.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 17: View of Leonard Court cul-de-sac, looking east.**



**Photo 6 of 17: View of 9 Leonard Court, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
Continuation Sheet

Number Photos Page 4

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Photo 7 of 17: View of 8 Leonard Court, looking northeast.



Photo 8 of 17: View of 8 Leonard Court and 7 Leonard Court. looking northeast.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 17: Streetscape of Leonard Court, looking east.**



**Photo 10 of 17: View of 11 Leonard Court, looking north at front elevation.**



**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
Continuation Sheet

Number Photos Page 6

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Photo 11 of 17: View of 1193 Potomac Valley Road, looking west.



Photo 12 of 17: View of 13 Marcus Court, looking south.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 7

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**Photo 13 of 17: View of Potomac Valley Road, featuring 1208 and 1212 Potomac Valley Road, looking north.**



**Photo 14 of 17: View of Marcus Court cul-de-sac, featuring 5 Marcus Court, looking northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 8

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**Photo 15 of 17: View of 9 Marcus Court, looking southwest.**



**Photo 16 of 17: View of 4 Marcus Court, looking northeast.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 9

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**Photo 17 of 17: View of Marcus Court, looking west.**

**PHOTO LOG**

**Name of Property: Markwood**

**Name of Photographer: Katherine Watts and Heather Dollins Staton**

**Date of Photographs: 10/3/2018**

**Location of Original Digital File: MD SHPO**

*Photographs inserted on continuation sheets.*

**Photo 1 of 17:**

**Streetscape of Leonard Court, looking east.**

**M; 26-75\_2018-10-03\_01.tif**

**Photo 2 of 17:**

**Northeast oblique of 11 Leonard Court.**

**M; 26-75\_2018-10-03\_02.tif**

**Photo 3 of 17:**

**View of 12 Leonard Court, looking northwest.**

**M; 26-75\_2018-10-03\_03.tif**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 10

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**Photo 4 of 17:**

**View of 2 Leonard Court, looking southeast.**

**M; 26-75\_2018-10-03\_04.tif**

**Photo 5 of 17:**

**View of Leonard Court cul-de-sac, looking east.**

**M; 26-75\_2018-10-03\_05.tif**

**Photo 6 of 17:**

**View of 9 Leonard Court, looking north.**

**M; 26-75\_2018-10-03\_06.tif**

**Photo 7 of 17:**

**View of 8 Leonard Court, looking northeast.**

**M; 26-75\_2018-10-03\_07.tif**

**Photo 8 of 17:**

**View of 8 Leonard Court and 7 Leonard Court. looking northeast.**

**M; 26-75\_2018-10-03\_08.tif**

**Photo 9 of 17:**

**Streetscape of Leonard Court, looking east.**

**M; 26-75\_2018-10-03\_09.tif**

**Photo 10 of 17:**

**View of 11 Leonard Court, looking north at front elevation.**

**M; 26-75\_2018-10-03\_10.tif**

**Photo 11 of 17:**

**View of 1193 Potomac Valley Road, looking west.**

**M; 26-75\_2018-10-03\_11.tif**

**Photo 12 of 17:**

**View of 13 Marcus Court, looking south.**

**M; 26-75\_2018-10-03\_12.tif**

**Photo 13 of 17:**

**View of Potomac Valley Road, featuring 1208 Potomac Valley Road, looking north.**

**M; 26-75\_2018-10-03\_13.tif**

**Photo 14 of 17:**

**View of Marcus Court cul-de-sac, featuring 5 Marcus Court, looking northwest.**

**M; 26-75\_2018-10-03\_14.tif**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 26-75

Name Markwood  
**Continuation Sheet**

Number Photos Page 11

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**Photo 15 of 17:**

**View of 9 Marcus Court, looking southwest.**

**M; 26-75\_2018-10-03\_15.tif**

**Photo 16 of 17:**

**View of 4 Marcus Court, looking northeast.**

**M; 26-75\_2018-10-03\_16.tif**

**Photo 17 of 17:**

**View of Marcus Court, looking west.**

**M; 26-75\_2018-10-03\_17.tif**

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Marlo Furniture Warehouse and Showroom (Forestville)

**Address:** 3300-3312 Marlo Lane

**City:** Forestville

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Upper Marlboro

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0089, 0090

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 27, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

Marlo Furniture Warehouse and Showroom (Forestville) is an L-shaped warehouse and strip center with no architectural style that is now known as Marlo Plaza. The original rectangular-plan warehouse was constructed in 1974 at the northeast corner of Forestville Road and Pennsylvania Avenue. Between 1978 and 1980 a rectangular plan addition was constructed on the northeast end of the building's northwest façade, and between 1989 and 1995, a strip center wing was constructed to the northwest of the first addition. The northeast-southwest axis-oriented building occupies the northeast, northwest, and southeast portions of the 10.98-acre property that is surrounded by single-family dwellings and commercial buildings. An asphalt parking lot with landscaped islands is in the southwest corner; a second lot enclosed by chain link fencing is in the southeast corner. The property has grass, bushes and trees along the roads and a concrete drainage channel along the southwest side of the property. A driveway on Marlboro Pike connects the road to the southwest asphalt parking lot; an additional driveway connects that lot to the parking lot of the adjacent strip center to the northwest. Gated driveways connect the southeast parking lot to Marlboro Pike and to the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



Marlo Furniture Warehouse and Showroom (Forestville)

southwest parking lot. Grass and small planting beds with shrubs surround the building; metal bollards, metal flag poles, light standards, metal-and-plastic business signs, and concrete pedestrian walkways are also located on the property. Grass surrounded by a wood fence is located at the west elevation of the strip center wing. A wood-fenced dumpster enclosure is located at the northeast elevation of the strip center wing. A tall monument sign with multiple business names is along Forestville Road.

The warehouse and strip center is one story with a flat roof. The southeast warehouse is taller than the northwest strip center.

The tall, one-story warehouse building likely rests on a concrete slab and is clad in painted rectangular concrete panels over a concrete-block base. The main entrance is located at the connection between the warehouse and the strip center and is angled to face west, opening onto a concrete pedestrian walkway. The entrance consists of two paired metal-and-glass doors surrounded by a metal window wall flanked by modern light fixtures and sheltered by a concave metal canopy projecting from the building. The entrance is clad in running-bond brick and synthetic stucco. A large sign at the roofline reads "MARLO." A metal door is southeast of the entry on the southwest elevation of the rectangular addition. The northwest façade has 18 loading docks of various sizes, four metal-and-glass roll-up garage doors, and one single metal door. The entrances are sheltered by a projecting metal canopy with square light fixtures. The first two loading docks are within a rectangular projection that also has a roll-up garage door. Three metal flag poles are attached to the roof above the projecting bays. On the southwest elevation is a single metal door accessed by a concrete staircase with metal railing flanked by a metal-and-plastic rectangular light fixture. A large sign is near the roofline west of the door. Due to access restrictions, survey of the southeast elevation was done from the public right-of-way. Six loading docks of varying sizes and one single metal door are visible on the elevation. At a notch in the southeast corner of the warehouse is a small one-story, concrete-block, flat-roofed addition built between 1981 and 1988 with a single metal door on its southeast elevation. The northeast elevation has four single metal doors. At the roof line of the façade and southwest elevations is a projecting metal lattice holding light fixtures to illuminate the building's exterior.

The irregularly shaped, one-story strip center wing likely rests on a concrete-block foundation and is clad in rusticated concrete block. A synthetic-stucco-clad projection with decorative metal detailing supported by round columns creates a covered pedestrian walkway along the southwest and west elevations. Back-lit, metal-and-plastic business signs are on the front face of the parapet. Individual store entrances consist of single or paired metal-and-glass doors with transoms flanked by multi-light metal-and-glass storefront windows. One paired door entrance on the southwest elevation also has a fabric-and-metal awning. The northwest elevation consists of two five-light, metal-and-glass storefront windows. Three single metal doors, one below grade and accessed by a concrete staircase with metal railings, are located on the northeast elevation.

Marlo Furniture Warehouse and Showroom (Forestville) is an altered example of a mid-twentieth-century warehouse commonly found throughout Maryland. The property is not associated with events or persons that have made significant contributions to history and therefore is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building has been altered with the construction of two additions between 1981 and 1995 on the northeast end of the building's façade. It does not represent the work of a master or possess high artistic value and is therefore not eligible for the NRHP under Criterion C. This assessment did not consider the resource under Criterion D.

NR-ELIGIBILITY REVIEW FORM

Marlo Furniture Warehouse and Showroom (Forestville)

The boundary for the property encompasses 10.98 acres and is confined to three property tax parcels which are found on Prince George's County Tax Maps 0089 and 0090, Parcel 0000 (2018).

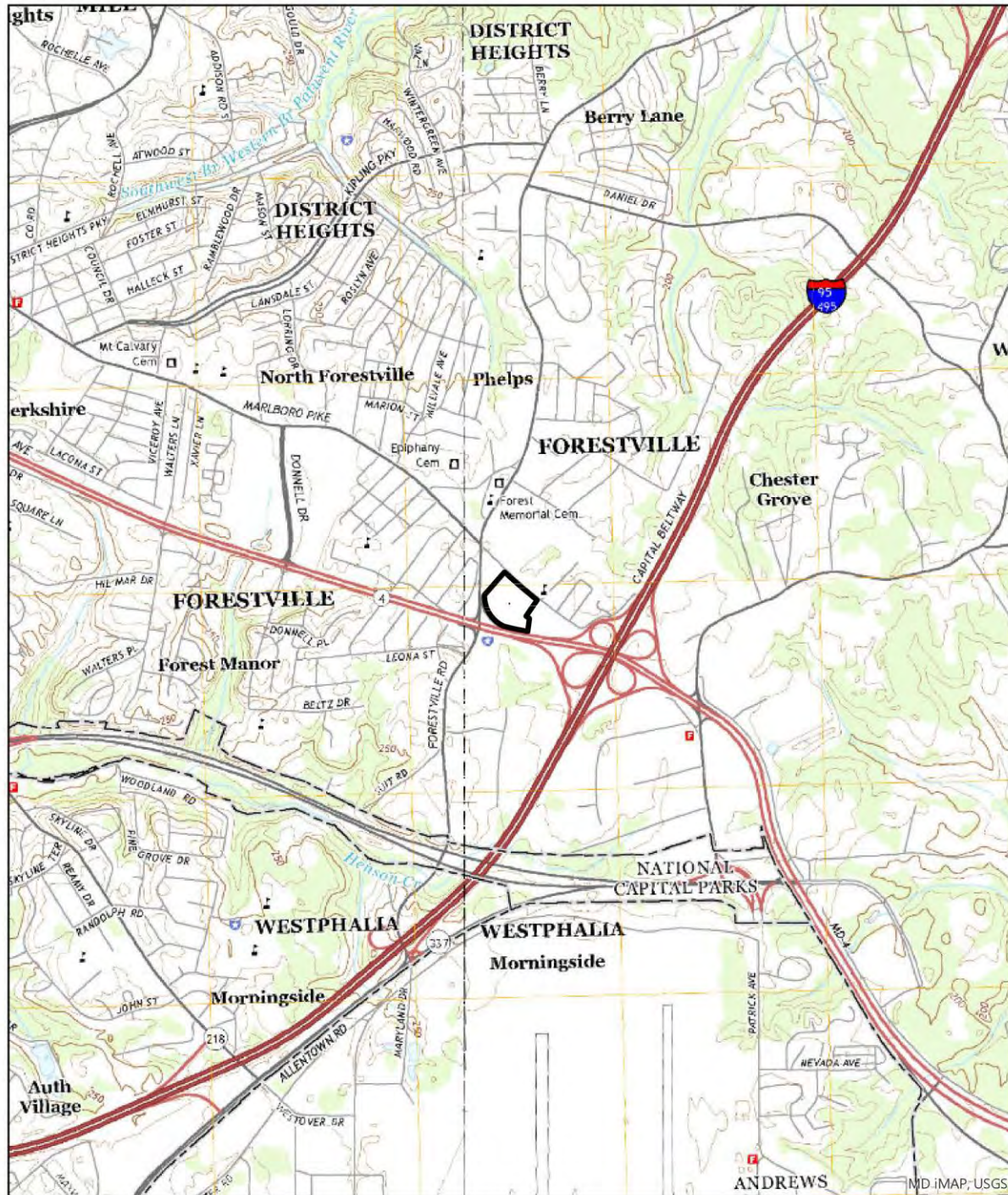
Marlo Furniture Warehouse and Showroom (Forestville)

**Marlo Furniture Warehouse and Showroom (Forestville)**

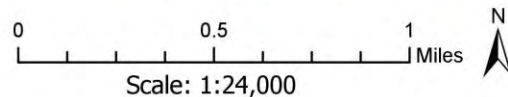
Location: 3300-3312 Marlo Lane

Prince George's County

City: Forestville



USGS 7.5' Quadrangle - Upper Marlboro





NR-ELIGIBILITY REVIEW FORM

Marlo Furniture Warehouse and Showroom (Forestville)



Northwest facade and southwest elevation of warehouse



Northwest facade of warehouse, southwest and west elevations of strip center

**M: 30-40**

Marriott International Corporate Headquarters  
10400 Fernwood Road  
Bethesda, Montgomery County, Maryland  
1979; 1988 addition  
Private

**Capsule Summary**

Marriott International Corporate Headquarters was completed in 1979 for the international Marriott hospitality chain. The 33.65-acre property consists of a 1979 six-and-seven story Brutalist-influenced corporate office building, with a 1988 stylistically similar west addition and a 1985 two-story parking garage. A canopied pedestrian walkway connects the building to the parking garage. The building is surrounded by asphalt parking lots and the property is landscaped with lawns, trees, shrubs, planting beds, concrete and brick pedestrian pathways, and a small retention pond. The 1979 office building has an irregular plan and structural steel framing. Each elevation is composed of a series of stepped-back blocks consisting of horizontal bands of concrete alternating with dark-tinted ribbon windows; the floors generally step back in pairs. The altered main entrances at the north and west elevations consist of automatic sliding doors flanked by single metal-and-glass doors. The building has a flat roof with two shelters containing mechanical systems. The surrounding area also included national and regional headquarters for large firms such as IBM, Martin-Marietta Corporation, and Fairchild Industries.

The Marriott International Corporate Headquarters is a unique example of Brutalist-influenced corporate architecture. It is the only known early work by the nationally known architecture firm of Hellmuth, Obata, & Kassabaum (HOK) in Maryland and best represents the early work of the firm statewide. The building's addition, completed in 1988, was also likely designed by HOK as it is a perfect match to the original building, with no clear delineation between the original building and its west addition.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

## 1. Name of Property (indicate preferred name)

historic      Marriott International Corporate Headquarters  
other

## 2. Location

street and number    10400 Fernwood Road      \_\_\_ not for publication  
city, town      Bethesda      \_\_\_ vicinity  
county      Montgomery

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

name      ELP Bethesda LLC  
street and number    C/O Erickson Living Management LLC; 701 Maiden Choice Lane      telephone  
city, town      Baltimore      state      Maryland      zip code      21228

## 4. Location of Legal Description

courthouse, registry of deeds, etc.    Montgomery County Courthouse      liber    57075    folio    00177  
city, town      Rockville      tax map    GP343    tax parcel    N737      tax ID number    04-01567726

## 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	____ landscape	Contributing	Noncontributing
<u>X</u> building(s)	<u>X</u> private	<u>X</u> commerce/trade	____ recreation/culture	<u>1</u>	<u>1</u> buildings
____ structure	____ both	____ defense	____ religion	____	____ sites
____ site		____ domestic	____ social	____	____ structures
____ object		____ education	____ transportation	____	____ objects
		____ funerary	____ work in progress	<u>1</u>	<u>1</u> Total
		____ government	____ unknown		
		____ health care	____ vacant/not in use		
		____ industry	____ other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	



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## 7. Description

Inventory No. M: 30-40

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### Condition

<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

---

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

### Summary

The surveyed 33.65-acre property consists of a 1979 six-and-seven story Brutalist-influenced corporate office building, with a 1988 stylistically similar west addition and a 1985 two-story parking garage. A canopied pedestrian walkway connects the building to the parking garage. The building is surrounded by asphalt parking lots and the property is landscaped with lawns, trees, shrubs, planting beds, concrete and brick pedestrian pathways, and a small retention pond.

### Description

#### Landscape/Setting

The Marriott International Corporate Headquarters at 10400 Fernwood Road in Bethesda, Montgomery County, is located on the southwestern side of Fernwood Road, between Democracy Boulevard and the Interstate-270 Spur (I-270Y) within the larger Rock Spring Office Park. The property is bound to the west by a wooded area adjacent to I-270Y, with several large corporate office properties standing to the north and east across Fernwood Road. Additional offices and a Marriott hotel are located south of the evaluated property, along the north side of Democracy Boulevard.

The approximately 33.65-acre property is composed of a mid-rise office building, parking garage, surface parking areas, and landscaped grounds. A large surface parking lot is located to the west, between the building and parking garage. A two-part canopied concrete walkway, located on medians with planting beds and flowering trees, connects the building with the parking garage. The walkway has a metal frame with a series of hipped, plastic roofs. Smaller executive and visitor surface parking lots are located north of the building along Marriott Drive. There are also additional surface lots east of the office building and west of the parking garage. All parking lots feature landscaped medians with trees and shrubs.

The building is surrounded by grass lawns, trees, and planting beds. A small walled plaza, with a playground for the building's daycare center, is located to the south of the building. East of the playground, near the building's south entrance, is a park-like garden, with brick pathways, trees, lawns, tables, and benches. Along the southern edge of the property is an unnamed private road, and landscaped areas including shrubs, trees and a small retention pond. The parking garage is flanked by planting beds with trees and lawns, particularly at the façade.

The property is accessed via four separate entries along Fernwood Road. This includes the main entry at Rock Spring Drive that connects to Marriott Drive, a road within the property. This entry contains a landscaped formal entrance flanked by stone-veneer lamp posts and a "Marriott International" sign mounted on a decorative stone-veneer base. Marriott Drive leads to a circular drive located north of the office building; the circular drive has low shrubs, flowers, three flag poles, and a decorative stone-veneer wall. A small, secondary entrance drive is located between the executive and visitor parking lots. A northern entry, near the intersection of Fernwood Road and Rockledge Drive, leads to surface parking areas and the parking garage. A southern entry connects to the loading docks, facility management, and additional employee parking areas. There are also concrete staircases, each with gray-painted metal railing; one connects the visitor parking area to the public sidewalk along Fernwood Road and the other links the eastern loading dock to an adjacent parking lot.

#### Architectural Description

Marriott International Corporate Headquarters (1979, west addition 1988)

The original east portion of this Brutalist-influenced office building was completed in 1979. The western portion is an addition completed in 1988 that blends seamlessly with the older section. The building is irregular-shaped and has structural steel framing

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters  
**Continuation Sheet**

Number 7 Page 1

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(Architectural Record 1978, 63). Most of it is six stories but is seven stories at the south elevation and the south portion of the east elevation. Each elevation is composed of a series of stepped-back blocks consisting of horizontal bands of concrete alternating with ribbon windows; the floors generally step back in pairs. Identical on all elevations, each window is rectangular, consisting of a single large pane of dark tinted glass in a black frame.

The building's primary entrances are located at the north and west elevations. The entrance at the north elevation, likely used primarily by visitors, faces the circular drive on Marriott Drive and the visitor parking lot. This entrance has been altered and consists of a central set of automatic sliding doors and two single leaf doors; each of the single leaf doors has a metal vertical pull handle. All doors feature large glass panes in silver metal frames. The entrance is framed by gray metal paneling. In addition, a canopy, consisting of a single sheet of metal suspended from four black-painted, right-angled metal supports, partially shelters the walkway in front of the building. The entrance at the west elevation, likely used primarily by employees, is set back within a recessed bay near the center of the elevation. The two-part black-painted canopy connects this entrance directly to the parking garage. The entrance itself consists of two sets of silver-colored metal double-leaf doors with metal vertical pull handles. Likely replacements, each door features a single light with the Marriott logo. Single-light sidelights flank the doors. Light gray panels surround the recessed entrance.

The south and east elevations have secondary entrances. The south elevation entrance consists of a dark, tinted glass enclosure extending from the building. This entrance accesses the pathways and outdoor seating areas along the building's south side. An entrance consisting of three single-leaf glass doors in black frames, topped by fixed transom windows, is located near the western end of the south elevation. An entrance accessing the daycare center's playground is also present on the south elevation but was not accessible during the field survey. The east elevation entrance, facing onto a small concrete plaza with planters and benches, was not accessible during the field survey.

The two concrete loading docks are located at the south elevation. The eastern loading dock is partially sheltered by the concrete plaza at the east elevation. The western loading dock is sheltered by the primary roof and has two service openings with roll up doors. This elevation also has three garage doors. The building's flat roof contains two shelters containing a variety of equipment for mechanical systems. The north and south facing sides of the shelter, on the original east portion of the building, each have identical letters spelling out "Marriott" along with the company logo.

### Parking Garage (1985)

Located west of the office building and large parking lot, the parking garage was constructed in 1985. It is semicircular with an east-facing façade. This two-story structure has three levels of parking including the roof. However, at the north and south ends, this is only one story, with two levels of parking. The garage is constructed of reinforced concrete, likely cast-in-place, with simple square piers and thick concrete exterior panels. Vehicle access is provided by first floor entrances at the center and both ends of the façade, as well as at the north and south elevations. There are also concrete ramps to the roof. The structure has five internal concrete stair towers and four stair towers at the façade.

## 8. Significance

Inventory No. M: 30-40

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 type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

---

<b>Specific dates</b>	1979, 1988	<b>Architect/Builder</b>	Mills and Petticord/HOK, architects
<b>Construction dates</b>	1979, 1988		

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.)

### Statement of Significance

The Marriott International Corporate Headquarters, completed in 1979, is an example of Brutalist-influenced corporate architecture. It is the only known early work by the nationally-known architecture firm of Hellmuth, Obata, & Kassabaum (HOK) in Maryland and best represents the early work of the firm statewide. The building's addition, completed in 1988, was also likely designed by HOK as it is a perfect match to the original building, with no clear delineation between the original building and its west addition.

### Historic Context

#### Marriott International

The corporation which would eventually become Marriott International, a business empire in the restaurant and hotel industries, was started by John Willard and Alice Sheets Marriott in 1927. They established the first A&W Root Beer franchise location in the Washington, D.C. area in that year, within a year expanding their business to include food service at their new Hot Shoppe (Sween and Offutt 1999, 227). Soon after, the Marriotts opened a new location, offering the first drive-in service restaurant on the East Coast. The restaurants quickly became a success, expanding to new locations throughout the metropolitan area in the 1930s. In 1937 the company began delivery of boxed lunches to passengers at Hoover Airport, thus launching a lucrative airline catering business (Marriott International, Inc. n.d.).

The Marriott company first came to Montgomery County in 1955, when it moved its offices from Washington, D.C., to a location along River Road in Bethesda (Meyer 2018, 1). The company continued to expand into new areas of the hospitality industry, opening its first hotel in 1957 (Marriott 2013, Chapter 1). It continued to grow and expand into new markets. In the 1960s, the company acquired the Big Boy and Roy Rogers restaurant chains (Marriott 2013). J.W. Marriott, Jr. took over as CEO in 1972, replacing his father (Marriott International, Inc. n.d.).

The company opened two Marriott's Great America theme parks in 1976, one located outside Chicago and the other outside San Francisco. Marriott sold both properties in 1984 (Marriott International, Inc. n.d.). Many of Marriott's most recognizable hotel brands opened in the 1980s, including Fairfield Inn, Residence Inn, and Courtyard (Marriott International, Inc. n.d.). The 2000s marked a rapid period of growth and expansion for the company as they acquired several luxury hotel brands and expanded their presence in Europe (Marriott International, Inc. n.d.). Today, Marriott International, Inc. is a leading global lodging company with more than 6,700 properties across 130 countries and territories, reporting revenues of more than \$22 billion in fiscal year 2017 (Marriott International, Inc. n.d.).

John Willard and Alice Sheets Marriott



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters  
**Continuation Sheet**

Number 8 Page 1

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Beyond their business interests, J.W. and Alice Sheets Marriott were greatly involved in religious, political, and civic groups. During the 1940s and 1950s, J.W. Marriott was the president of the Church of Jesus Christ of Latter-Day Saints (LDS) regional center in Washington, D.C. and served an important role in raising funds for the construction of the church's Washington, D.C. Temple (Hardy 1994, 6). The Marriotts were also active in Republican Party politics beginning in the 1960s (Marriott International, Inc. n.d). J.W. Marriott provided financial support for George Romney's presidential campaign in 1964 and served as chairman of Richard Nixon's inaugural committees in 1969 and 1973 (Marriott 2013, Chapter 1). Beginning in 1970, Alice Sheets Marriott served as chairman of the advisory committee for the John F. Kennedy Center for the Performing Arts and later was appointed to the center's board of trustees. In addition, she was active in other civic organizations in and around Washington, D.C. including the Capital Speakers Club, Washington International Club, Goodwill Industries Guild, and Arthritis and Rheumatism Association of Metropolitan Washington (Hardy 1994, 5-7). J.W. Marriott died in 1985 and Alice Sheets Marriott died in 2000 (Hardy 1994, 1, 5).

### Building History

Due to the company's immense growth, by the early 1970s Marriott began to look for a new location for its headquarters. After failed attempts to gain approval for rezoning at two other sites, the company purchased the 33.7-acre lot on Fernwood Road in early 1976 (The Washington Post 1976, D9). The area, known as the Davis Tract after former owner Floyd Davis, was the site of significant development in the 1970s. The availability of large lots and proximity to I-270Y made the Davis Tract attractive to large corporations looking to build new headquarters. In addition to Marriott, the area saw the construction of regional and national headquarters for IBM, Martin-Marietta, and Fairchild Industries. Contemporary newspaper accounts refer to the area as Montgomery County's "Gold Coast" due to the premium prices companies were willing to pay for the area's land (Hall 1978, MD1).

The new 400,000 square-foot headquarters building was designed by the well-known architecture firm Mills and Petticord/Hellmuth, Obata + Kassabaum (HOK) and constructed between 1977 and 1979. The west portion of the site, adjacent to I-270Y, was developed as a 1,500-space surface parking lot for the company's employees. The headquarters building itself was surrounded by large, grass lawns and with shrubs and trees. A small pond was present southwest of the building near the parking lots (Historic Aerials, 1979).

The Marriott International Corporate Headquarters building was completed in early 1979 and a grand opening ceremony was held in conjunction with the fiftieth anniversary of the company's founding (Meyer 2018, 4-5). The building was almost immediately deemed insufficient for the growing company, and a 140,000-square-foot addition and a new parking garage were proposed in 1985 (Girard 1985, E1). By 1988, the large addition to the building was nearly complete, and the building's addition had grown to include 300,000 square-feet of new office space (Walsh 1988, A1). Although the designer for the building's addition was not reported, it is likely to have been Mills and Petticord/HOK, as the addition seamlessly matches the original building.

Throughout the late 1980s and 1990s, Marriott International sought out opportunities to expand the current headquarters, or to construct a new facility elsewhere. In 2016, the company began development of a new corporate headquarters located in downtown Bethesda (O'Connell 2016). A ground-breaking ceremony was held in early 2018, and the project is scheduled to be complete by 2022. In January of 2019, the property was sold to Erickson Living, a developer of senior living communities. Following Marriott's departure from the building in 2022, Erickson Living plans to build a continuing care retirement community on the property. It is unclear as of 2019 whether this will be an adaptive reuse of the existing building or new construction (Wright, 2019). Meanwhile, the building continues to be occupied by Marriott as its headquarters.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters  
**Continuation Sheet**

Number 8 Page 2

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Hellmuth, Obata + Kassabaum

HOK began in St. Louis in 1955 as a partnership between George Hellmuth, Gyo Obata, and George Kassabaum (HOK 2018). The firm immediately made a name for themselves with innovative Modernist designs for schools, universities, and churches in the Midwest (Birkman 2010, Introduction). Among the most recognized early works include the campus at Southern Illinois University in Edwardsville (1961) and the Priory Chapel at Saint Louis Abbey (1962). By the late 1960s, the firm began work on a number of commercial buildings and corporate offices. High-profile projects included the IBM Advanced Systems Development Laboratories (1964), American Zinc Building (1967), and Bristol-Myers Squibb's Headquarters (1973). By this time the firm had gained national attention and was subsequently awarded the design of Dallas/Fort Worth International Airport (1973), and the National Air and Space Museum (1976). In 1975, HOK acquired the Washington, D.C.-based firm of Mills, Petticord and Mills, with whom they had previously partnered on several key projects, including the National Air and Space Museum, Dallas-Ft. Worth International Airport, and George Washington University Medical Center (The Washington Post 1977, D11). While many of HOK's earlier buildings employed the International Style, architect Gyo Obata experimented with different styles, particularly as the firm took on increasingly higher-profile projects in the 1970s (Kudalis 1996, 39).

Although the specific architect within Mills and Petticord/HOK is not identified, the influence of HOK is clearly seen in the design for Marriott International. Several contemporary HOK designs employ a form similar overall to the Marriott building, including the Xerox Palo Alto Research Center (1975) in Palo Alto, California; The Pyramid/San Antonio Savings Association Building (1979) in San Antonio, Texas; and Levi's Plaza (1982) in San Francisco, California. These three contemporary buildings share elements such as a stepped design and alternating dark, tinted ribbon windows with materials such as concrete, brick, or limestone (HOK 2018/Hiller 2012). A notable difference, however, is the parking garage at the suburban Marriott International, which is a separate building rather than integrated into the building as HOK did with urban projects like Levi's Plaza or beneath the building such as at The Pyramid. Nationally, a variety of similar style buildings were constructed for corporate clients by HOK and others during this time; however, few corporate projects within Montgomery County and Maryland display Brutalist influence. Brutalist buildings in Maryland typically serve government functions. Generally, architects relied on International Style, Contemporary, or New Formalism far more often when designing corporate office buildings in Montgomery County and Maryland.

The Marriott building employs a series of stepped-back blocks with a heavy concrete exterior that, despite its massing, epitomizes Marcel Breuer's ideal of "heavy lightness" (Bergdoll 2016, 33). During the 1980s and 1990s, the firm continued to grow and take on increasingly complex projects worldwide, including various landmark buildings, corporate headquarters, airports, and sports stadiums. HOK continues to be among the largest architecture and engineering firms in the United States. The Marriott International Corporate Headquarters building is the only known HOK-designed project completed in Maryland prior to Oriole Park at Camden Yards (1992) in Baltimore. The late 1970s and early 1980s represent some of most productive years for HOK, following partner Gyo Obata's work on the National Air and Space Museum (1976).

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## 9. Major Bibliographical References

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Inventory No. M: 30-40

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(see Continuation Sheet)

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## 10. Geographical Data

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Acreage of surveyed property	<u>33.65 acres</u>
Acreage of historical setting	<u>33.65 acres</u>
Quadrangle name	<u>Rockville</u>

Quadrangle scale: 1:24,000

---

### Verbal boundary description and justification

Marriott International Corporate Headquarters encompasses 33.65 acres and is confined to the current resource tax parcel, which is found on Montgomery County Tax Map GP343, Parcel N737 (2018).

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## 11. Form Prepared by

---

name/title	Matthew Bray/Project Architectural Historian; Jacob Bensen/Architectural Historian		
organization	RK&K, LLP	date	June 24, 2019
street & number	700 East Pratt Street, Suite 500	telephone	(410) 728-2900
city or town	Baltimore	state	Maryland

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  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-697-9591



# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters  
**Continuation Sheet**

Number 8 Page 1

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# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. M: 30-40

Marriott International Corporate Headquarters  
**Continuation Sheet**

Number 8 Page 2

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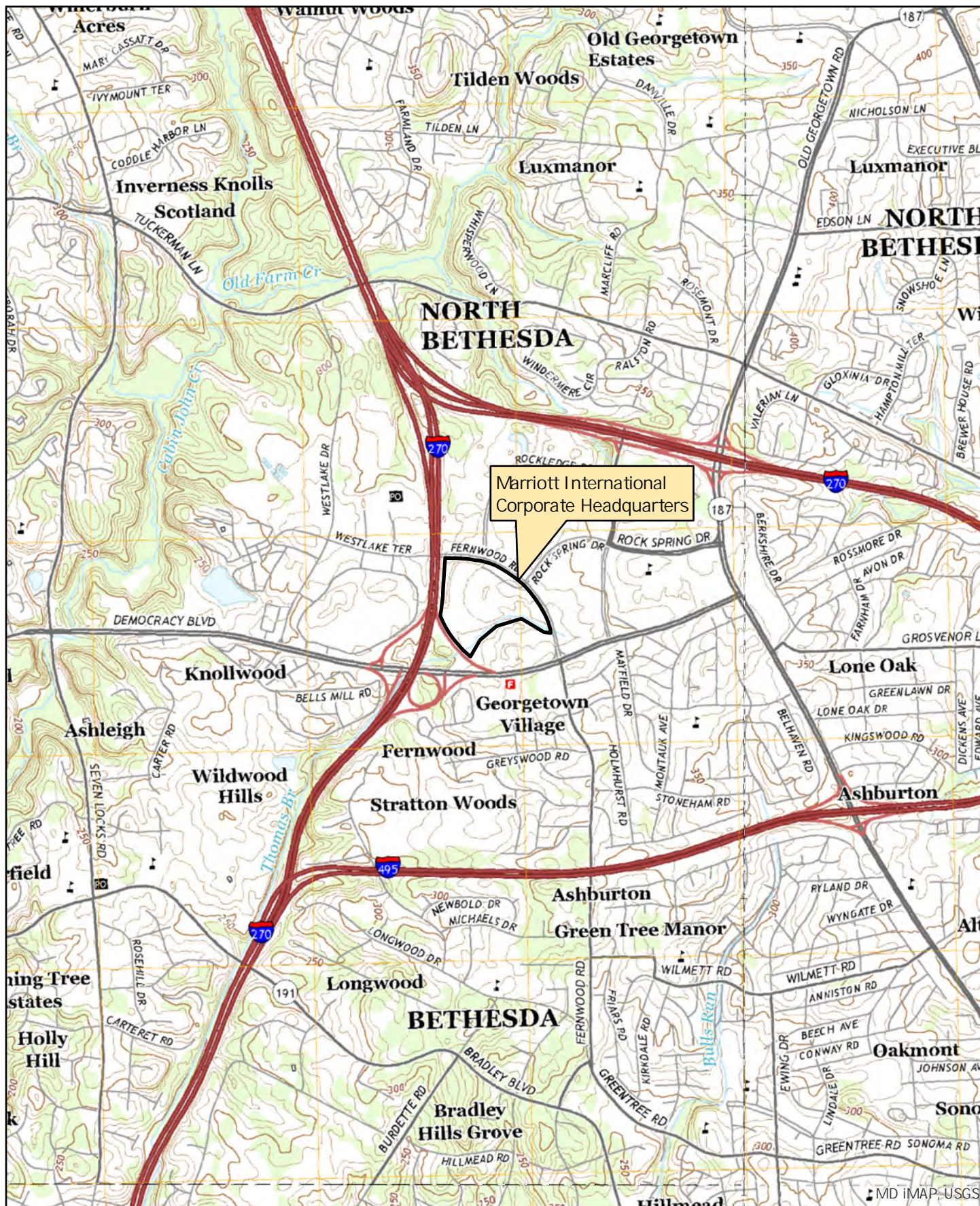
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# Marriott International Corporate Headquarters

Location: 10400 Fernwood Road  
City: Bethesda

MHP#: M: 30-40  
Montgomery County

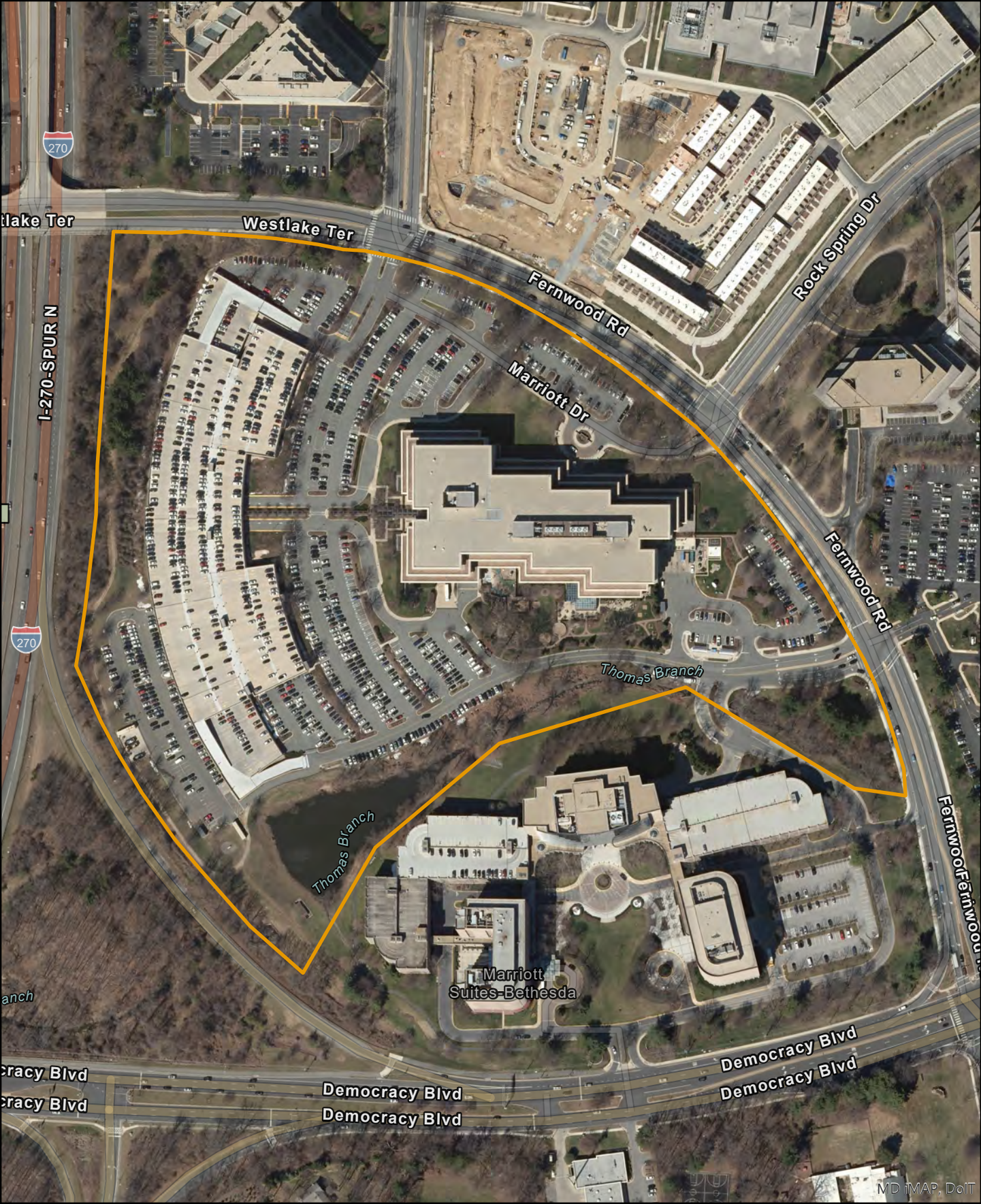




Marriott International Corporate Headquarters

Location: 10400 Fernwood Road  
City: Bethesda

MIHP#: M: 30-40  
Montgomery County



Parcel Boundaries

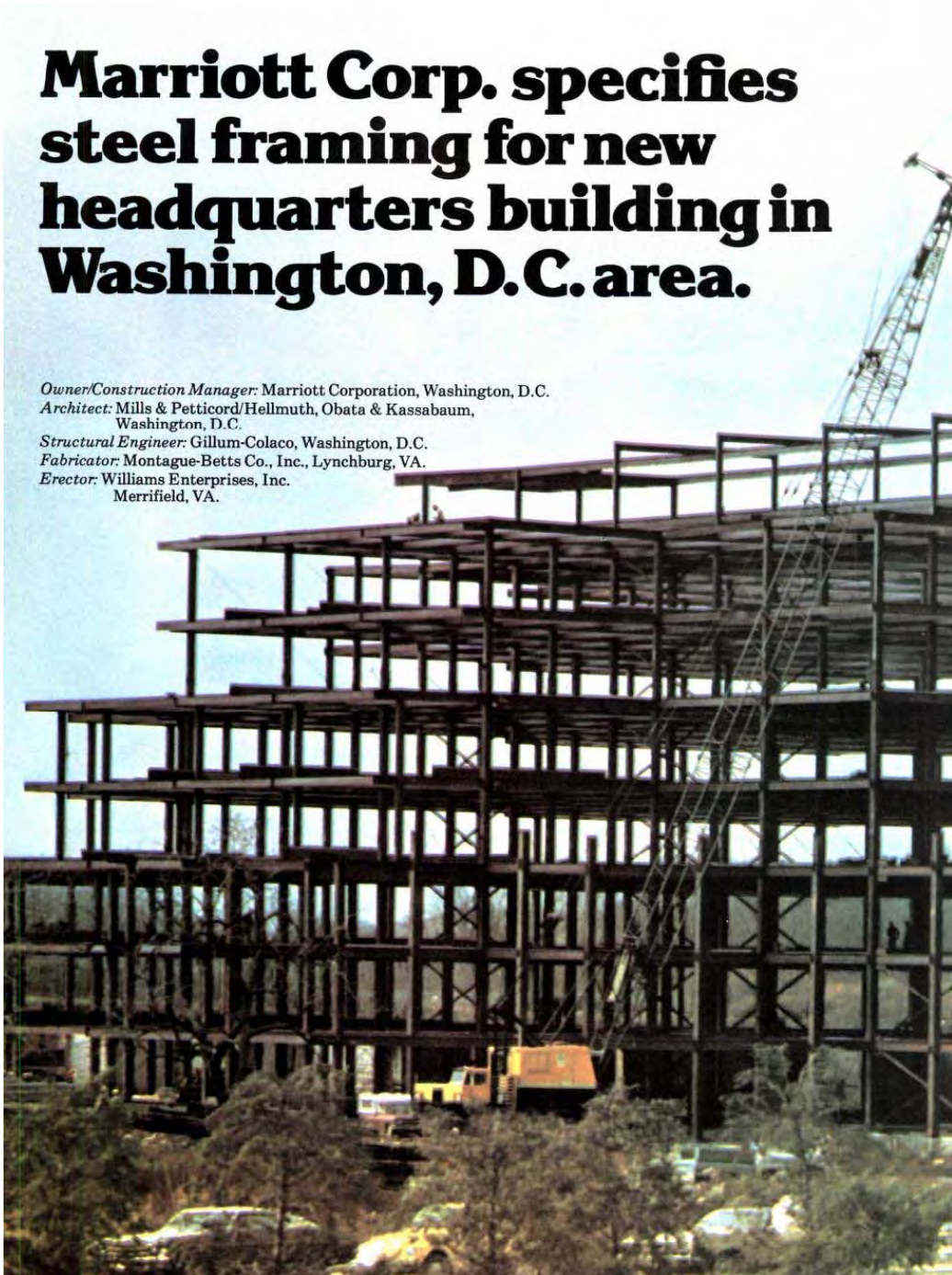
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Scale: 1:3,200



Marriott International Corporate Headquarters  
10400 Fernwood Road  
Bethesda, Montgomery County, Maryland

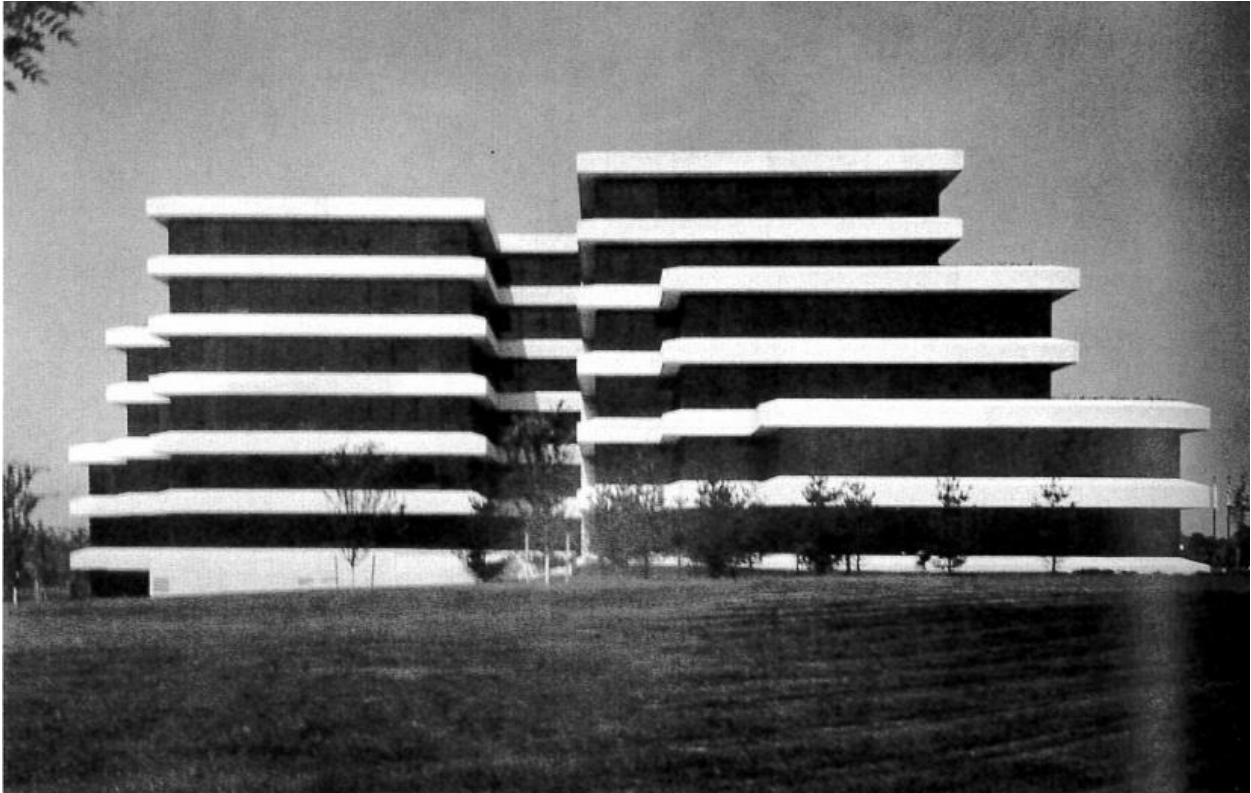
# Marriott Corp. specifies steel framing for new headquarters building in Washington, D.C. area.

*Owner/Construction Manager:* Marriott Corporation, Washington, D.C.  
*Architect:* Mills & Peticord/Hellmuth, Obata & Kassabaum,  
Washington, D.C.  
*Structural Engineer:* Gillum-Colaco, Washington, D.C.  
*Fabricator:* Montague-Betts Co., Inc., Lynchburg, VA.  
*Erector:* Williams Enterprises, Inc.  
Merrifield, VA.



Historic Image 1: Marriott International Corporate Headquarters under construction, 1978.  
Image Courtesy: *Architectural Record*, Volume 164 (August 1978), Pg. 63.

**M: 30-40**  
**Marriott International Corporate Headquarters**  
10400 Fernwood Road  
Bethesda, Montgomery County, Maryland



Historic Image 2: View of Marriott International Corporate Headquarters shortly after completion in 1979.

Image Courtesy: *Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979*, Pg. 170.



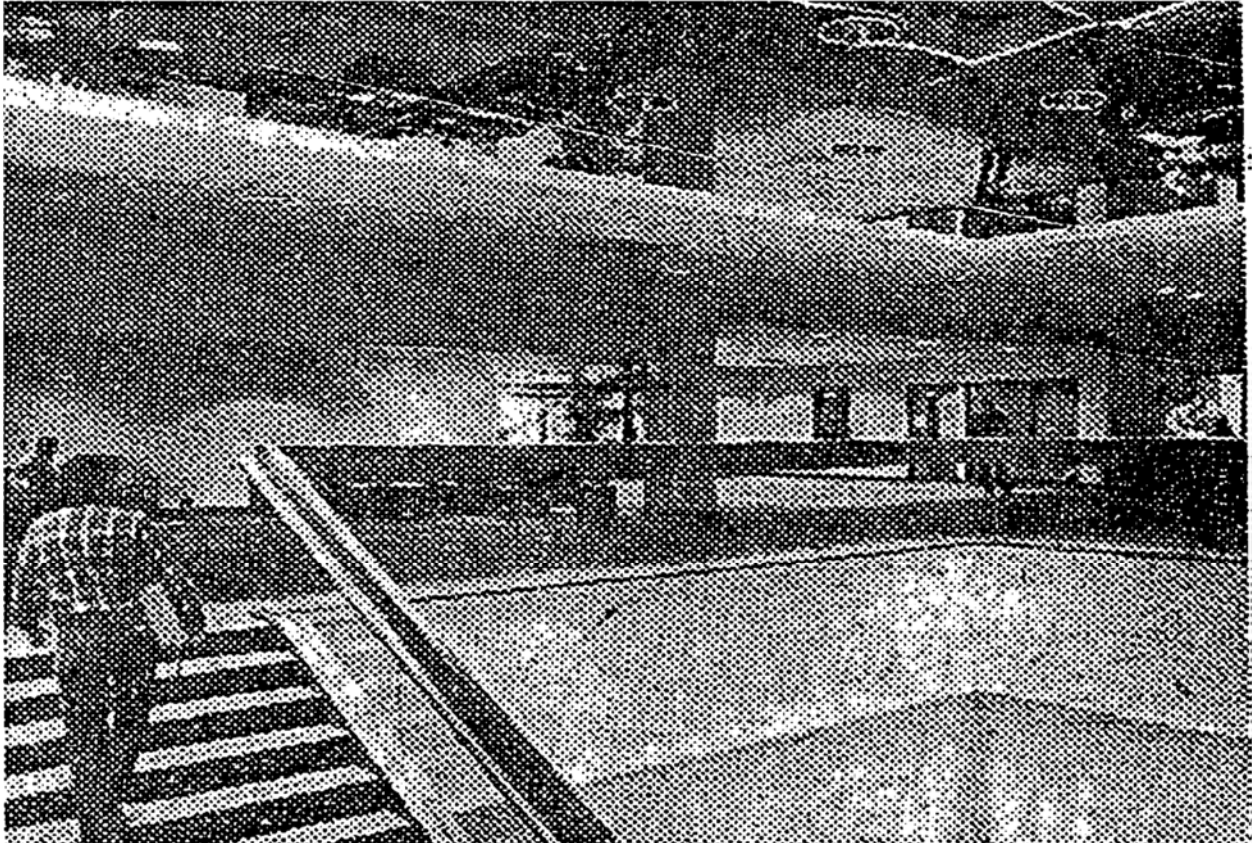
**M: 30-40**  
**Marriott International Corporate Headquarters**  
10400 Fernwood Road  
Bethesda, Montgomery County, Maryland



Historic Image 3: Grand opening ceremony in June 1979.

Image Courtesy: <https://bethesdamagazine.com/bethesda-magazine/july-august-2018/why-marriott-stayed>

**Marriott International Corporate Headquarters**  
10400 Fernwood Road  
Bethesda, Montgomery County, Maryland



Historic Image 4: View of Marriott International Corporate Headquarters interior shortly after completion in 1979.

Image Courtesy: "New Marriott Headquarters." *The Washington Post*, March 16, 1979, Pg. F1.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 8: Façade and main entrance, facing southwest.**



**Photo 2 of 8: Façade and main entrance, facing south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 8: West and south elevation, facing northeast.**



**Photo 4 of 8: Loading dock at east end of south elevation, facing north.**

**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 8: West elevation architectural detail, facing northeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 4

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**Photo 6 of 8: East elevation and landscaped lawn, facing northwest.**



**Photo 7 of 8: West elevation showing covered pedestrian walkway, facing east.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 5

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**Photo 8 of 8: Covered pedestrian walkway and parking garage building, facing southwest.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-40

Name Marriott International Corporate Headquarters  
**Continuation Sheet**

Number Photos Page 6

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**PHOTO LOG**

**Name of Property:** Marriott International Corporate Headquarters

**Name of Photographer:** Dovetail Cultural Resource Group

**Date of Photographs:** August 8, 2018

**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 8:**

**Façade and main entrance, facing southwest.**

**M; 30-40\_2018-08-08\_01.tif**

**Photo 2 of 8:**

**Façade and main entrance, facing south.**

**M; 30-40\_2018-08-08\_02.tif**

**Photo 3 of 8:**

**West and South Elevation, facing northeast.**

**M; 30-40\_2018-08-08\_03.tif**

**Photo 4 of 8:**

**Loading dock at east end of south elevation, facing north.**

**M; 30-40\_2018-08-08\_04.tif**

**Photo 5 of 8:**

**West elevation architectural detail, facing northeast.**

**M; 30-40\_2018-08-08\_05.tif**

**Photo 6 of 8:**

**East elevation and landscaped lawn, facing northwest.**

**M; 30-40\_2018-08-08\_06.tif**

**Photo 7 of 8:**

**West elevation showing covered pedestrian walkway, facing east.**

**M; 30-40\_2018-08-08\_07.tif**

**Photo 8 of 8:**

**Covered pedestrian walkway and parking garage building, facing southwest.**

**M; 30-40\_2018-08-08\_08.tif**

*Digital image files only, located at the Maryland Historical Trust.*

**None**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Martin Marietta Corporation Headquarters

Inventory Number: M: 30-55

Address: 6801 Rockledge Drive

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Lockheed Martin Corporation

Tax Account ID: 0-00046844

Tax Map Parcel(s): N140

Tax Map: GP43

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Sep 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018). Due to security reasons, access to this building was restricted and this survey was completed from the public right-of-way and used Google Maps aerial imagery.

Location/Setting

The Martin Marietta Corporation Headquarters, later known as the Lockheed Martin Corporation Headquarters, is a three- and four-story, Brutalist-influenced office building constructed in 1976. The parcel also includes a 2008-2009 building, called the Lockheed Martin Center for Leadership Excellence; it is two-stories with an attached eight-story glass high-rise building. The parcel is bounded to the north by the Dwight D. Eisenhower Memorial Highway (I-270), to the south by Rockledge Drive and office developments, to the west by the I-270 spur, and to the east by office buildings. The office building is roughly centered on the 25.99-acre parcel.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



### Architectural Description

The property is surrounded by fences made of black metal bars along Rockledge Drive, and chain link fencing with barbed wire along I-270. Accessed from Rockledge Drive, the main driveway onto the property is to the south and has a stone sign with the company name and street address, as well as a guardhouse built in the 2010s; the secondary driveway to the east has a circa 1990s guardhouse. The entrances lead to an original private road, running along the perimeter of the property. The road connects to a driveway leading to an original asphalt, circular parking lot to the west of the 1976 building's main entrance. This lot is currently used for visitor parking. An underground parking garage, located beneath the building and the circular parking lot, has entrances on the northwest elevation. An additional parking lot, built in two phases in 2009 and 2011, is located northwest of the building, on the other side of the private road. Adjacent to this lot is a circa 2010 one-story rectangular building with loading docks. Trees, bushes, planting beds, lawns, concrete pedestrian walkways, and paved plazas surround the building.

The roughly L-shaped, exposed-aggregate concrete-clad 1976 building consists of a six-sided, four-story entrance tower with three square-plan wings. The north and south wings are four stories and the east wing is three stories. Due to the terrain of the property, the lowest level of the north and south wings is only exposed at the northeast and southeast elevations. The building has a flat roof occupied by mechanical equipment, including large roof access structures.

The main entrance is located at the west façade of the entrance tower, facing onto the circular parking lot. This façade was altered in 2017. The replacement projecting main entrance opens onto a paved pedestrian plaza. Above the entrance doors is a large new rectangular window, set back into the façade. Above the window, new raised lettering spells "LOCKHEED MARTIN" and includes the company's logo. At the northwest and southwest elevations of the entrance tower, vertically oriented bands of dark-tinted windows frame the main entrance. On the east elevation of the entrance tower are dark-tinted ribbon windows.

The north and south wings are identical, each consisting of a square plan surrounding a landscaped courtyard. The elevations of these wings consist of horizontal bands of the exposed-aggregate concrete walls alternating with dark-tinted, shallowly recessed, replacement ribbon windows set between engaged columns. The east wing, acting as a connection between the north wing, south wing, and entrance tower, encloses a third landscaped courtyard. The lowest levels of this wing consist of open concrete walkways, with concrete staircases connecting the first and second stories at the southeast and northeast elevations, and an enclosed hallway connecting the northeast elevation to the Lockheed Martin Center for Leadership. The third story of the east wing is clad in a non-original glass curtain wall at the northeast and southeast elevations, while the elevations facing the interior courtyard resemble the elevations of the north and south wings.

### Historic Context

#### Glenn L. Martin Company/Martin Marietta Corporation/Lockheed Martin Corporation

The Martin Marietta Corporation was founded on August 16, 1912 as the Glenn L. Martin Company by aviation pioneer Glenn L. Martin in Los Angeles, California. Glenn L. Martin had broken the world records for longest hydroplane flight and longest round-trip flight over water by flying between Newport Bay and Catalina Island in California aboard a Martin Model 12 aircraft earlier that year (History Factory 2013, 14, 16). The company won its first military contract in 1913, producing trainer aircraft for the U.S. Army as tensions began to rise in Europe. Despite this early success, the Glenn L. Martin Company struggled, as larger companies secured the majority of military contracts during World War I. The Glenn L. Martin Company briefly merged with the Wright Company, but the merger failed, and the Glenn L. Martin Company was re-formed as a new company in Cleveland, Ohio in 1917 (History Factory 2013, 19, 23-25).

The company's fortunes improved throughout the "Golden Age of Aviation" of the 1920s as contracts with the U.S. Navy soon made the Glenn L. Martin Company one of the largest aircraft manufacturers in the United States. Needing year-round access to water for the design and production of sea planes and carrier-based aircraft, the Glenn L. Martin Company relocated to Middle River, Maryland, near Baltimore in 1929 (History Factory 2013, 32-43). Although the Great Depression hurt the company's finances in the early 1930s, the invention of a high-speed army bomber, the B-10, in 1932 soon led to renewed success for the company (History Factory 2013, 48-50).

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World War II led to major growth for the company as orders from the U.S. military and European countries grew. Glenn L. Martin Company aircraft such as the PBM-1 Mariner, 167 Maryland and 187 Baltimore attack bombers, and B-26 Marauder were flown by American, British, Free French, Australian, South African, and Canadian pilots in both the European and Pacific theaters of the war (History Factory 2013, 69-73). Wartime labor shortages caused a major change in the company's factories as women and African Americans joined the company's workforce. By April of 1941, 2,000 women worked in the company's plants in Middle River, Maryland, and Omaha, Nebraska (History Factory 2013, 63/Breihan, 2013).

Changes began to occur within the Glenn L. Martin Company following World War II, and in 1952 company founder Glenn L. Martin stepped down as chairman of the board, having previously resigned as president of the company in 1949 (Sandler, 1994). Martin later died in 1955 at the age of 69 (Encyclopedia Britannica, 2019). George Maverick Bunker, the former chairman of the Trailmobile Corporation replaced Martin as president and chief executive in 1952, taking charge during a time when the company found itself deeply in debt. Bunker's vision was for a diversified Glenn L. Martin Company that produced not just airplanes, but aerospace technologies: everything from missiles to communications devices (History Factory 2013, 104-105).

During the 1950s, the Glenn L. Martin Company continued to work closely with the U.S. military, building jet bombers, flying boats, missiles, and rockets. As tensions between the United States and Soviet Union increased, the military's demand for rockets, missiles, and pilotless aircraft increased. In 1949, Martin launched the TM-61 Matador, the United States' first surface-to-surface tactical missile. By 1954, the company had developed the Viking series of sounding rockets, from which some of the first photographs of Earth from space were taken (History Factory 2013, 96-97). The Glenn L. Martin Company soon proved to be a leader in rocketry, developing the Vanguard rocket to put an American satellite into space and building the Air Force's Titan I intercontinental ballistic missile. To meet the demand for these missiles and rockets, the company constructed new manufacturing facilities in Denver, Colorado and Orlando, Florida in 1956 (History Factory 2013, 108-109).

The company produced its last airplane in 1960, turning the focus of its aerospace division to missiles and rockets (Encyclopedia Britannica, n.d.). Under Bunker's direction, the company merged with the American Marietta Company of Chicago in 1961, creating the Martin Marietta Corporation. This merger greatly diversified the company's holdings, adding non-aerospace divisions such as aggregate quarrying, concrete manufacturing, and aluminum production to the company's portfolio (History Factory 2013, 130).

As the "Space Race" matured in the 1970s, the Martin Marietta Corporation continued to work closely with the National Aeronautics and Space Administration (NASA) and the U.S. military on the development of rockets and missiles. In 1970, the company developed and tested the X-24A "lifting body" space plane, the predecessor to the space shuttle, and assembled and tested the docking adaptors for the spacecraft used to launch the country's first space station, Skylab, in 1972. In the mid-to-late 1970s, Martin Marietta worked with NASA and other contractors on the development of a reusable spacecraft that could deploy and service satellites in space and return to Earth. In 1976, NASA revealed the first of the space shuttles, the Enterprise, to the public. For the shuttle program, Martin Marietta constructed the external fuel tank, the largest part of the shuttle system. The program's first mission was launched April 12, 1981 when the Space Shuttle Columbia, supported by Martin Marietta's external fuel tank, was launched from the Kennedy Space Center in Cape Canaveral, Florida (History Factory 2013, 148-152).

In 1976, the same year that the company consolidated its administrative divisions into a new headquarters in Bethesda, the company's Viking lander successfully became the first spacecraft to touch down on the surface of Mars (Kelly 2015, 167). Project Viking, operated by NASA and Martin Marietta engineers from the Jet Propulsion Laboratory in Pasadena, California, consisted of two landers, Viking I and Viking II, which were launched into space by a Titan III (with Centaur upper stages) rocket. Both landers, and the rocket needed to launch them, were designed and built by Martin Marietta (History Factory 2013, 162). A year later, in 1977, Martin Marietta's Titan III rockets were used to launch the Voyager deep space probes. The Voyager probes were sent first to study Saturn and Jupiter before continuing to the edge of the solar system (History Factory 2013, 160). Beyond its aerospace division, the Martin Marietta Corporation's aggregate, chemical, cement, and aluminum divisions continued to grow throughout the 1970s, despite an economic recession. By 1976, Martin Marietta was the seventh largest aluminum manufacturer in the country (Jones 1976, C9).

By 1982, Martin Marietta was the largest industrial corporation in the Washington area. In addition to the company's Bethesda administrative headquarters, Martin Marietta operated more than 100 manufacturing plants and research facilities in 35 states and multiple foreign countries. While the company's other divisions suffered during a downturn in the nation's economy,

Martin Marietta's aerospace division found continued financial success throughout the 1980s (Knight 1982, B1). In addition to the company's defense contracts, the aerospace division continued to work on NASA contracts to support both manned and unmanned spaceflight missions.

On November 9, 1989, the Berlin Wall fell, leading to a reunification of Germany in 1990 and the collapse of the Soviet Union in 1991. Despite a brief surge during the Gulf War of the early 1990s, the end of the Cold War brought an overall downturn in military spending. On March 19, 1994, Martin Marietta Corporation was contacted by their rival, Lockheed Corporation with a proposal to merge the two companies. After a year of negotiations, the merger became official on March 16, 1995. The new company combined the names of its predecessors to create the Lockheed Martin Corporation and consolidated the headquarters of the company to Martin Marietta's headquarters building in Bethesda (History Factory 2013, 171, 191-194). In 1996, the Martin Marietta Materials division, which oversaw the company's non-aerospace products, was spun-off into its own company, Martin Marietta Incorporated, and moved to Raleigh, North Carolina (Martin Marietta, 2019).

#### Building History

The Martin Marietta Corporation announced in 1974 that it would be consolidating its administrative operations in Bethesda. Prior to this decision, the company's offices were located on Park Avenue in New York City, and its aerospace and aluminum division's headquarters were located in downtown Washington, DC. When the decision to consolidate to a single administrative location were made, Martin Marietta's leadership said that the "suburban Maryland environment was the deciding factor" in choosing Bethesda over New York City (Washington Post 1974, D8). Of the company's 30,000 employees at the time, only 300 were to move to the new offices and the others would continue working at the company's manufacturing plants and laboratories throughout the country (Washington Post 1974, D8).

The new headquarters was built on the Davis Tract, named after former owner Floyd Davis, which was the site of significant office development in the 1970s. The availability of large lots and proximity to I-270 made the Davis Tract attractive to large corporations looking to build new headquarters. In addition to Martin Marietta, by 1978 the tract included regional or corporate headquarters for IBM, Marriott International, and Fairchild Industries. Contemporary newspaper accounts refer to the area as Montgomery County's "Gold Coast" due to the premium prices companies were willing to pay for the area's land (Hall 1978, MD1).

The Martin Marietta Corporation Headquarters was designed by the firm of Chatelain, Samperton, + Nolan. The firm received the contract for the headquarters building due to partner Leon Chatelain Jr.'s previous work designing a house for one of the executives of Martin Marietta (Leon Chatelain III interview, 2019). According to historian Clare Lise Kelly, John S. Samperton was the partner responsible for the building's design (Kelly 2015, 167). Robert J. McMahon was managing architect for the project (Noritake Associates, n.d.). The interior design of the building, which employed an open office plan for flexibility of interior space, was designed by Jeffrey Miller, and the landscape was designed by Donovan, Feola, Balderson + Associates (Leon Chatelain III interview, 2019/Kelly 2015, 167). The building was completed in 1976. In 1977, Donovan, Feola, Balderson + Associates received the Maryland Chapter of the American Society of Landscape Architects' Honor Award and in 1979 the American Association of Nurserymen Certificate of Merit Landscape Award for the design of the headquarters grounds (Donovan, Feola, Balderson + Associates, 2015).

In 2008-2009, Lockheed Martin constructed a private hotel and conference center, the Lockheed Martin Center for Leadership Excellence, which included 101,000 square feet of meeting and event space, a 250-seat amphitheater, and lodging facilities on the east section of the property (Ellens, 2008). The hotel and conference center replaced a large, man-made lake and lawn that were part of the original Donovan landscaping design. An asphalt parking lot and loading dock were also constructed to the north of the building circa 2010, altering the original landscape design by replacing a section of the trees that had separated the property from the highway interchange (Historic Aerials). Renovations to the building replaced the main entrance and all windows between 2017 and 2019 (James Desmond interview, 2019).

John S. Samperton, AIA/Chatelain, Samperton, + Nolan

John S. Samperton, born in Washington, D.C., was a Bethesda-based architect who worked throughout the Washington Metropolitan Area during the Modern and Suburban Diversification periods. He received his Bachelor of Architecture degree



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from Catholic University in 1949 and worked for the firms of Murphy and Locraft and Johannes + Murray before founding his own firm in 1952. Two years later, Samperton served as the chairman of the architecture competition committee for the Potomac Valley Chapter of the American Institute of Architects, and by 1955, he was considered one of the leading architects in Montgomery County (Washington Post 1954, G12/Kelly 2015, 75). In 1956, Samperton and Clark T. Harmon's design for the Little Falls Swimming Club bathhouse won first place in the public buildings category of the chapter's design competition (Washington Post 1956, G8). In 1964 and 1968, Samperton served as a judge for the architecture and planning awards presented by the Northern Virginia Builders Association (Washington Post 1964, E2/Washington Post 1968, C4).

Samperton and his firm worked throughout the Washington, D.C., region in the 1950s and 1960s. His early work focused on institutional, religious, and residential buildings including the Detective Headquarters Building (1954); the Bladensburg Fire House (1954); clubhouses for Manor, Indian Spring, and Edgemoor Country Clubs (1954-1957); the Helen Dwight Reid House (with Clark T. Harmon, AIA, 1957); the Little Falls Library (1959); and the North Chevy Chase Christian Church (1961). During the 1960s, Samperton shifted his focus to commercial architecture including the Palmer Ford Showroom (1960), 4000 Brandywine Street NW (1964), and Security Storage Company (with William Procopiow, 1964) (Sams 2016, 8-3 and 8-4/Kelly 2015, 192/Washington Post 1964, B10 + F4).

In 1970, Samperton merged his firm with Chatelain, Gauger + Nolan, forming a new firm called Chatelain, Samperton, + Nolan (Sams 2016, 8-3). Following the merger, the firm received the Chamber of Commerce of the Greater Laurel Area's 1970 architecture award for its design of the Capitol Milk Producers Cooperative, Incorporated (Washington Post 1970, E23). That same year, Samperton worked primarily on large commercial and educational projects such as the office building at 500 12th Street SW and the restoration of The Smithsonian Institution Building (Moeller 2012, 65 + 141/Washington Post 1970, E4). Samperton was elected president of the Washington Building Congress in 1972 (Washington Post 1972, D5). The firm won the 1975 "Subby" award for excellence in the field from the D.C. Metropolitan Subcontractors Association (Washington Post 1976, E4). In addition to the Martin Marietta Corporation Headquarters, the firm completed the National Mine Health and Safety Academy in West Virginia in 1976, and buildings at Gallaudet College and Catholic University (White, 2004/Kelly 2015, 192). A year later, in 1977, the firm became Chatelain, Samperton, + Carcaterra, architects and engineers, following a merger with Thomas Carcaterra's consulting engineering firm (Washington Post 1976, D18). In 1977, the firm changed its name to Chatelain, Samperton, + Carcaterra, but dissolved in 1978. Afterward, Samperton started John S. Samperton and Associates, which remained in operation until his retirement in 2007 (Carcaterra 2016, 61/Washington Post 2014). Beyond his architectural practice, Samperton also owned the real estate development firm of Samperton Enterprises (Sams 2016, 8-3/4).

Donovan, Feola, Balderson + Associates

Landscape architect Thurman D. Donovan established T. D. Donovan, Landscape Architects in 1955. Donovan received a Bachelor of Science degree in horticulture from the University of Maryland and a Master of Landscape Architecture from the University of Illinois (Kelly 2015, 181).

Donovan, known for his award-winning projects and beautifully drawn plans, was a highly regarded landscape architect in Montgomery County and served as a mentor to other design professionals. Former partner Andrew Balderson told historian Clare Lise Kelly in a 2014 interview, "if you wanted to be a landscape architect in the 1950s and 60s, you trained with Thurman Donovan." Donovan worked on landscape designs throughout the region, including Pooks Hill Apartments (1949), Green Acres School (1958), Wheaton House Apartments (M: 31-27, 1962), Leisure World (1966), and Carderock Springs (M: 29-59, 1962-1966). In 1965, Richard T. Feola joined the firm, followed in 1971 by Andrew H. Balderson. By 1977, the firm was known as Donovan, Feola, Balderson + Associates and remains in operation as of September 2019 (DFB + Associates, Inc., 2015/Kelly 2015, 181-182).

#### Eligibility Determination

The Martin Marietta Corporation Headquarters was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for significance under Criterion D.

The Martin Marietta Corporation Headquarters does not have significant associations with historical trends such as transportation improvements, government expansion, or the environmental movement. The building was not among the first

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corporate headquarters to be built in Montgomery County and was one of several constructed in the area during the 1970s. In addition, as the company's administrative headquarters only since 1976, it is not associated with the company's earlier achievements, and the design, testing, and manufacturing of its later aerospace products were conducted elsewhere. Therefore, the Martin Marietta Corporation Headquarters is not eligible under Criterion A.

Research has not shown the Martin Marietta Corporation Headquarters to be associated with the lives of persons significant to our history. The company's founder, aviation pioneer Glenn L. Martin died in 1955, long before the company's move to Bethesda. Therefore, the Martin Marietta Corporation Headquarters is not eligible under Criterion B.

The Martin Marietta Corporation Headquarters does not embody distinctive characteristics of type, period, style, and method of construction and has does not have high artistic value. Replacement of all of the building's windows, main entrance, and re-cladding of the east wing have diminished the building's integrity of design, materials, and workmanship. The building no longer reflects master architect John S. Samperton's original design. Regardless, his work is better exemplified by his earlier award-winning residential and religious designs. Changes to the landscape, such as the replacement of the lake with the Lockheed Martin Center for Leadership, have further diminished the property's integrity. The landscaping and parking lots no longer reflect Donovan, Feola, Balderson + Associates' award-winning design. Therefore, the Martin Marietta Corporation Headquarters is not eligible for listing in the NRHP under Criterion C.

The boundary for the property encompasses 25.99 acres and is confined to the current property tax parcel which is found on Montgomery County Tax Map GP43, Parcel N140 (2018).

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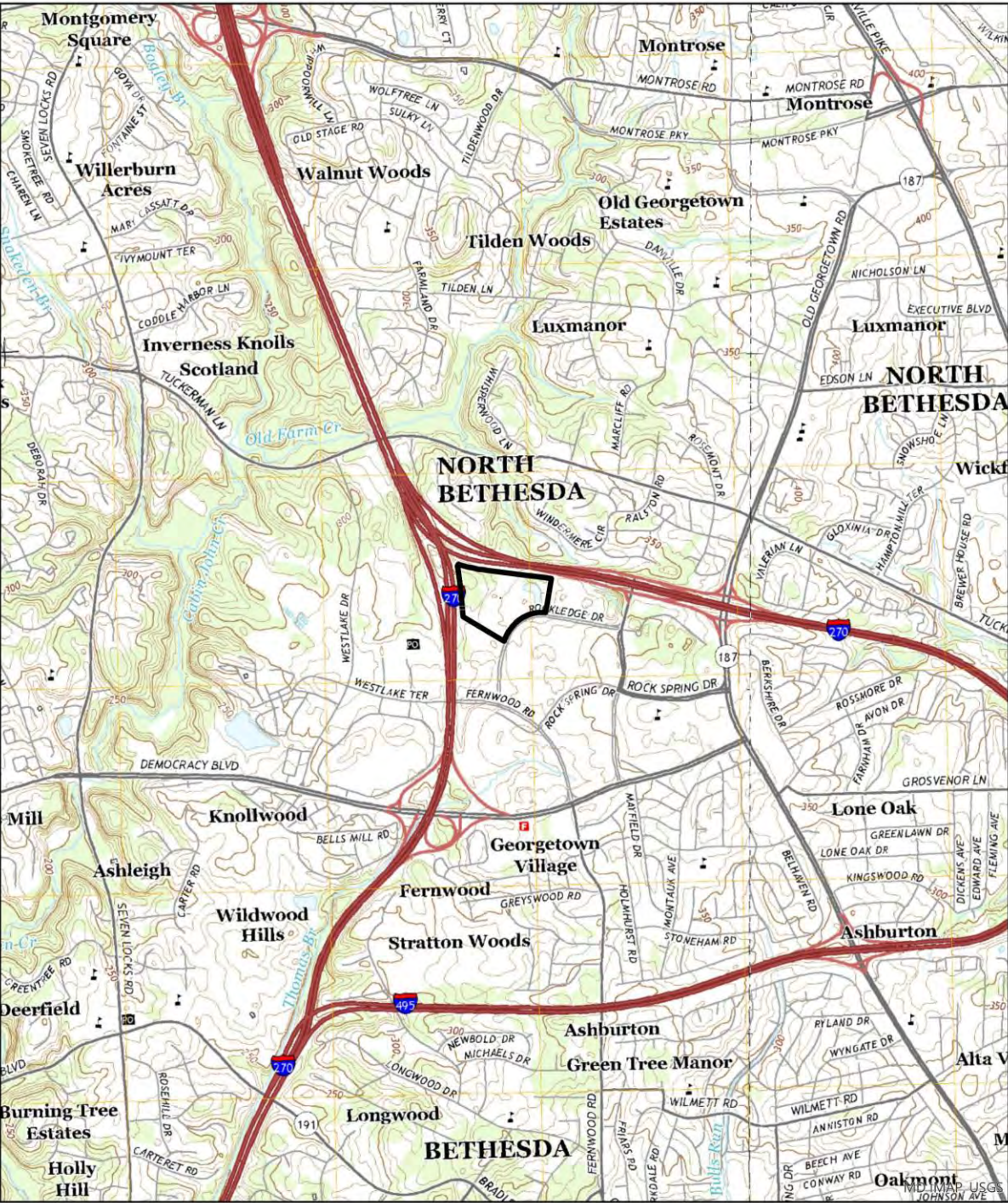
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Martin Marietta Corporation Headquarters

Location: 6801 Rockledge Drive

Montgomery County

City: Bethesda



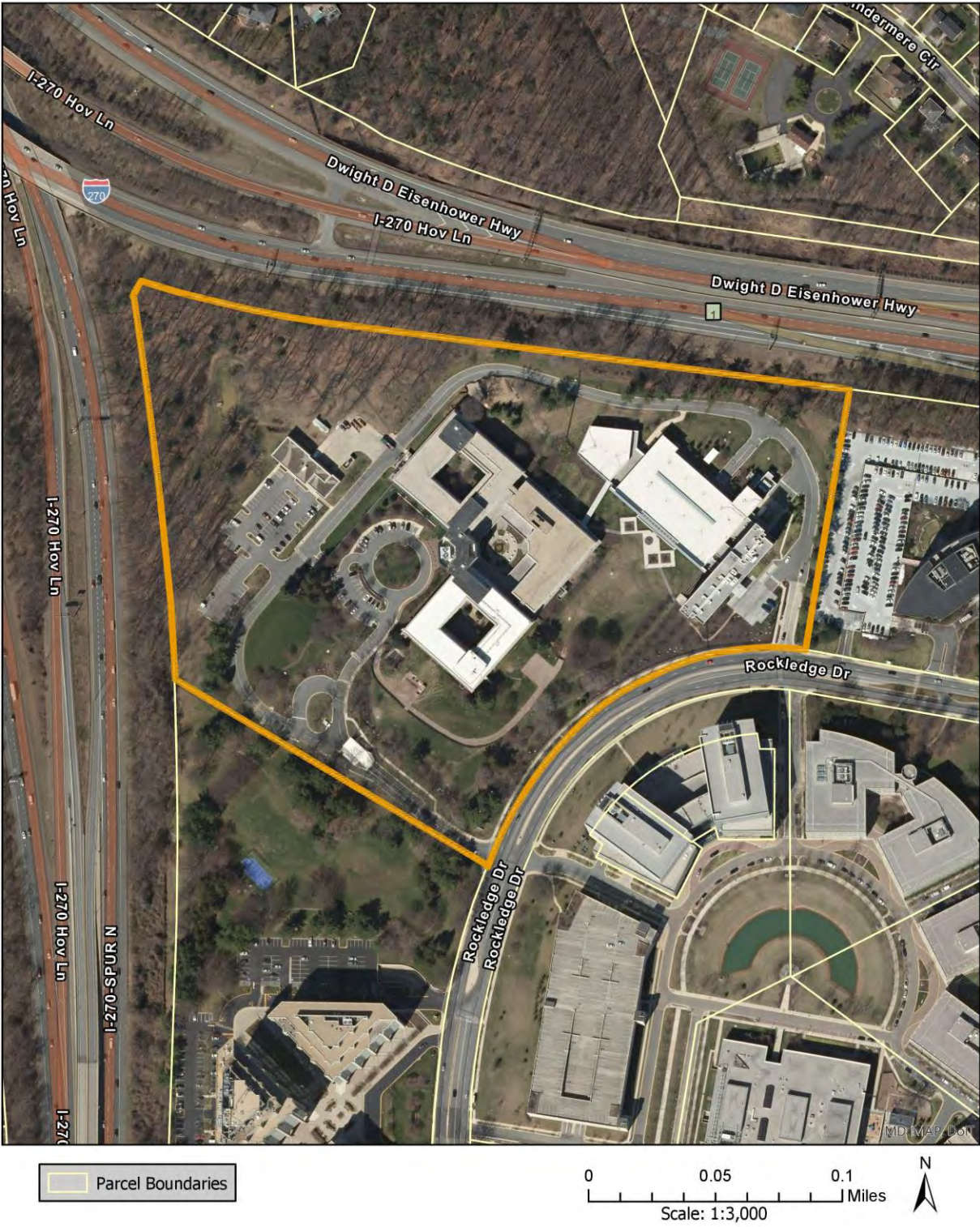
USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles  
Scale: 1:24,000



**Martin Marietta Corporation Headquarters**  
Location: 6801 Rockledge Drive

Montgomery County  
City: Bethesda





**Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)**

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



Historic Image 1: Northeast and southeast elevations, photo taken from artificial lake, 1976.

Photo by Anthony Hathaway, Image Courtesy Leon Chatelain III



Historic Image 2: Martin Marietta Corporation Headquarters, at upper left, with surrounding office buildings under construction, 1978.

Image from *The Washington Post*, March 23, 1978, MD1

**Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)**

6801 Rockledge Drive  
Bethesda, Montgomery County, Maryland



Historic Image 3: Lockheed Martin Corporation Headquarters, March 2013.

Image by Matthew Straubmuller,

<https://www.flickr.com/photos/imatty35/8534548938/in/photostream/>

**Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)**

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



Historic Image 4: Lockheed Martin Corporation Headquarters oblique view, February 2019.  
Image from Nearmap



**M: 30-55**

**Martin Marietta Corporation Headquarters (Lockheed Martin Corporation Headquarters)**

6801 Rockledge Drive

Bethesda, Montgomery County, Maryland



Historic Image 5: Main entrance oblique view, February 2019.  
Image from Nearmap





Southeast elevation of 1976 building



Southeast facade of 2000s building and secondary driveway onto property

**PHOTO LOG**

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Number of Photos: **2**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-55\_2019-01-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Southeast elevation of 1976 building

02.tif

Southeast facade of 2000s building and secondary driveway onto property



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Maryland State Police Barrack L Forestville

**Address:** 3500 Forestville Road

**City:** District Heights

**Zip Code:** 20747

**County:** Prince George's

**USGS Quadrangle(s):** Upper Marlboro

**Tax Map Parcel Number(s):** 0190

**Tax Map Number:** 0090

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 25, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Maryland State Police Barrack L Forestville is a police station with no architectural style occupying a 3.31-acre parcel. The property is surrounded by single-family dwellings and commercial buildings, including a large shopping center to the northeast. According to the building's dedication plaque, it was designed by architects Belinky and Schick and completed in 1970. The police station is oriented on a northeast-southwest axis and faces northwest toward the intersection of Forestville Road and Pennsylvania Avenue. The building occupies approximately the center of its parcel. A driveway, which splits to allow access to both the northwest and southeast asphalt parking lots, provides access to the property from Forestville Road. While the lots are primarily asphalt, a concrete pad with metal covers is located south of the building near the fueling station to access the station's underground fuel tank. Concrete pads are also located at the garage bays on the southeast elevation and at the northeast elevation. The eastern portion of the roughly triangular parcel is wooded.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Maryland State Police Barrack L Forestville

The building is surrounded at the façade and southwest elevation with planting beds with shrubs and trees and is separated from the roads by grass, mature trees, and shrubs. Light standards, wood parking signs, metal street signs, metal flag poles, a metal single-pole radio tower, a metal and wood sign reading "MARYLAND STATE POLICE", a metal fuel tank, concrete drainage features, and an emergency generator are located on the property. A brick monument sign with three-dimensional plastic lettering reading "MARYLAND STATE POLICE BARRACK 'L'" faces Pennsylvania Avenue, and a concrete "L" is at the center of the lawn northwest of the building. A three-sided metal shelter with two plexiglass, single-light, fixed-sash windows and an asphalt-shingle, hipped roof is on a concrete pad southeast of the building and houses a fueling station for police vehicles. Northeast of the building is a rectangular-plan, brick-clad shed with a flat roof, built in 1981 and expanded by 1988. Pipes and conduits run from the shed into the northeast elevation of the police station.

The rectangular-plan police station has a symmetrical façade and is built into the slope of the property, so that it is one story at the façade and two stories at the southeast and northeast elevations. A brick and synthetic stucco-clad retaining wall topped with metal fencing is located adjacent to the shed and exposes the first story of the building at the northeast elevation. The building likely rests on a concrete slab foundation and is clad with dark-colored brick in a running bond pattern. Projecting brick pilasters separate each elevation into equal-size bays. At the top of the exterior walls is a course of spandrel panels, painted black. A projecting standing-seam metal cornice is located at the roofline. Round recessed light fixtures are built into the underside of the cornice at the entrances and windows. The roof is flat and houses mechanical equipment. Metal loudspeakers are present on the southwest and southeast elevations.

Located at the center bay of the nine-bay façade, the main pedestrian entrance consists of paired metal-and-glass doors with transom flanked by three-light, fixed metal sash sidelights opening onto a concrete pedestrian walkway. The entrance is flanked on both sides by two four-light, hopper and awning metal sash windows with metal screens over the bottom light. Northeast of the entrance, three-dimensional letters read "MARYLAND STATE POLICE, BARRACK 'L' FORESTVILLE."

The southwest elevation is similar to the façade but is only eight bays wide. A secondary pedestrian entrance, consisting of paired metal-and-glass doors with a transom and flanked by three-light metal sash sidelights, is located in the fourth bay and opens onto a concrete pedestrian pathway with concrete steps. The entrance is flanked by two four-light windows, identical to those on the façade.

The southeast elevation is eight bays wide, with two pedestrian entrances and three vehicular entrances at the lower level. The southwest entrance is recessed and consists of a single metal-and-glass door flanked by two-light sidelights. The center pedestrian entrance consists of a single solid-panel metal door. The transom above contains a metal-caged air conditioning unit. Both entrances open onto a concrete pedestrian walkway with steps. The three northeast bays contain metal-and-glass, roll-up garage doors, opening onto concrete pads connecting to the parking lot. A square metal-and-plastic light fixture is present above the center garage door. At the second story are seven windows, identical to those found on the other elevations. The northeast elevation has two single solid-panel metal doors with transoms, two metal vents, and a metal-and-plastic light fixture above the southwest door. At the second story, the northeast elevation has five windows identical to those on the other elevations, except for one window, which has an air conditioning unit replacing the bottom light.

NR-ELIGIBILITY REVIEW FORM

Maryland State Police Barrack L Forestville

Maryland State Police Barrack L Forestville is an undistinguished example of a mid-twentieth-century police station common throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, the Maryland State Police Barrack L Forestville is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. While the building retains integrity, architects Belinky and Schick are not masters and the building does not possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C.

The boundary for the property encompasses 3.31 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0090, Parcel 0190 (2018).



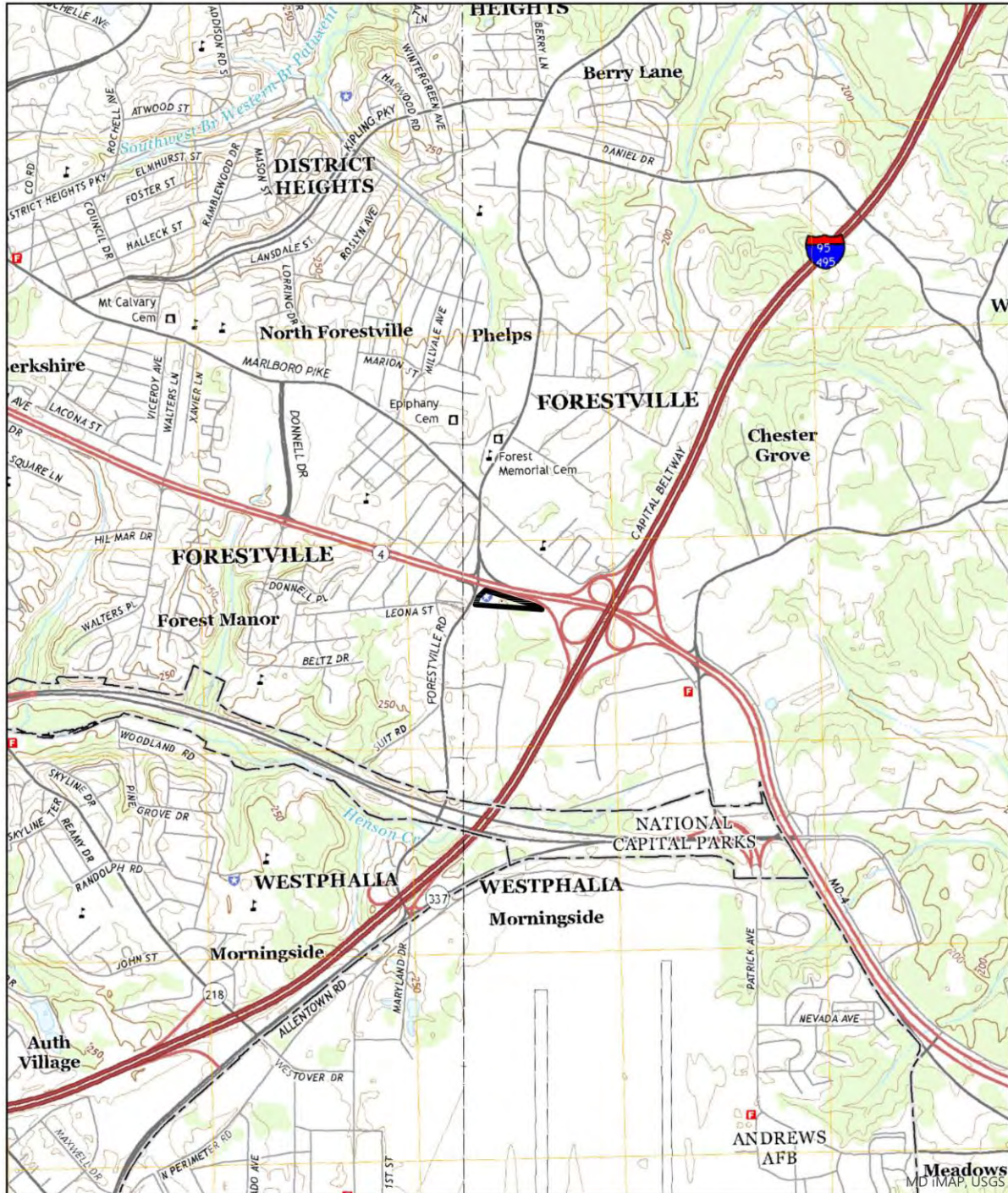
Maryland State Police Barrack L Forestville

**Maryland State Police Barrack L Forestville**

Location: 3500 Forestville Road

Prince George's County

City: District Heights



USGS 7.5' Quadrangle - Upper Marlboro

0 0.5 1 Miles  
Scale: 1:24,000



NR-ELIGIBILITY REVIEW FORM

Maryland State Police Barrack L Forestville



Northwest facade and southwest elevation



Southeast elevation

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: MD State Savings & Loan Association (Greenbelt) Inventory Number: PG:67-40-1  
Address: 9200 Edmonston Road Historic district: ☐ yes ☒ no  
City: Greenbelt Zip Code: 20770 County: Prince George's  
USGS Quadrangle(s): Beltsville  
Property Owner: 9200 Edmonston Rd. LLC Tax Account ID Number: 21-2403434  
Tax Map Parcel Number(s): 0000 Tax Map Number: 0026  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: RK&K, LLP  
Preparer's Name: Jacob Bensen Date Prepared: 12/20/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

The Maryland State Savings and Loan Association Building (Greenbelt) is located at 9200 Edmonston Road in Greenbelt, Prince George's County, near the intersection of Edmonston Road and Springhill Drive in the City of Greenbelt, within the boundaries of the Springhill Lake Apartment Complex (PG:67-40). A 2015 National Register of Historic Places (NRHP) evaluation of the apartment complex included the evaluated building within its boundary but it was not addressed in the survey. This resource is near the Greenbelt Historic District (PG:67-4), a National Historic Landmark.

The Maryland State Savings and Loan Association Building (Greenbelt) is bounded on the north by Springhill Lake's garden apartments, to the west by the apartment complex leasing office, to the south by Springhill Drive, and to the east by Edmonston Road. The resource is situated on the east side of the evaluated area, with a surface parking lot to its north, west and south sides.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

**MHT Comments:**

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



Manicured lawns and landscaping surround the building, separating it from the parking lots and street. This includes a garden, consisting of concrete pedestrian walkways and planting beds, located northeast of the building. Concrete steps connect the garden to the public sidewalk on Edmonston Road and north parking lot. It appears the parking lot is shared with the leasing office, although generally the parking spaces east of the lot's landscaped median tend to serve the evaluated building. A curved concrete path, built in the 1990s, crosses the south lawn, providing a link between the south and west parking lots. An electric generator is also present on the south lawn. Vehicular access is provided by driveways on Springhill Drive and Edmonston Road. A backlit plastic and metal sign reading "9200 Edmonston," with space for tenants' names, is located at the southeast corner of the evaluated area where Springhill Drive meets Edmonston Road.

#### Architectural Description

The Maryland State Savings and Loan Association Building (Greenbelt) was completed in 1974 as an L-shaped, four-story office building. The building does not have an architectural style and has an east-facing façade. It is clad in tan brick set in a running bond pattern.

The first-floor windows consist of two tall fixed panes, darkly tinted, with a spandrel panel below each pane. The windows of the second and third stories are identical, and similar to the first story windows, with the addition of a solid spandrel above each pane. The windows of the fourth story are the same as those on the first story. At the upper floors, the fenestration within each bay consists of a three-story brick, boxed bay window.

The building's main entrance at the façade faces onto the garden and is at a right angle to the east half of the north elevation. The entrance consists of likely replacement double leaf all-glass doors with polished metal hardware set within a mirrored metal frame. The right door features lettering reading "WEAPONS PROHIBITED," and a security telephone is mounted directly adjacent to the door. The building number is affixed as individual numbers on the wall, just to the right of the entrance.

Secondary entrances are located on the east and west elevations. Another façade entrance is located three bays to the right of the main entrance, consisting of double leaf glass panel doors set in a darkly painted metal frame. Concrete steps connect the garden pedestrian walkway to the doors. The right door features the words "NO ENTRANCE." A simple square light fixture is mounted to the wall above the doors. A third east elevation entrance, located at the south end, is a single leaf glass door with a two-light window to its right. A concrete landing is in front of the door, with no connecting walkway. The west elevation doors are similar to the main entrance, consisting of a set of double leaf all-glass doors with polished-metal hardware. The entrance is connected to the parking lot by a concrete staircase and a concrete ramp, both with simple metal-tube railings, painted black. Numbers at the top of the door surround display the building number. The base of the surround consists of square-cut and rusticated masonry blocks. The building features a bronze-colored, standing-seam metal, false mansard parapet around its perimeter, concealing a flat roof housing mechanical equipment.

A circa 1990s stair tower addition extends from one of the bays of the north elevation. The tower is clad in rusticated masonry blocks at its base and small, smooth square masonry blocks on its upper three levels, both similar in color to the brick cladding of the main building. The windows of the stair tower addition consist of darkly-tinted glass panels set into a black metal frame, flush with the walls. The arrangement of the panes is similar to the windows of the main building but does not include spandrels. The north elevation entrance is located at the base of the stair tower addition, below the first story of the main building due to the sloping terrain. This entrance consists of a single leaf glass door set into a black metal frame, with a single light transom window above. The tower is sheltered by a hipped roof made of the same standing-seam metal as the main building.

#### Historic Context

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

The land on which the Maryland State Savings and Loan Association Building (Greenbelt) stands was originally part of the 311-acre tract that became the Springhill Lake apartment complex (Plat 3706). Land-use planning for the area began in the 1930s when the federal Resettlement Administration created the city of Greenbelt as an experimental garden city community (Winling 2005, 6). In 1952, the U.S. Government sold the city into private ownership. Following the sale, the responsibility for land-use planning in the area passed from the federal government to the Maryland-National Capital Park and Planning Commission (M-NCPPC). In 1956 the M-NCPPC zoned the land west of Greenbelt near the proposed route of the Capital Beltway, including the 311-acre tract that became Springhill Lake apartment complex, for industrial use (Winling 2005, 7-8).

Edward Perkins, a Maryland real estate developer, purchased the 311-acre Springhill Lake tract in 1957 and sought to have the land re-zoned from industrial to high-density residential use. The plan, which called for 4,000 units and potentially 12,000 new residents, was approved by M-NCPPC in 1959 despite opposition from the citizens of Greenbelt. Greenbelt's citizens feared that the influx of 12,000 new residents would overwhelm the city and alter Greenbelt's character (Winling 2005, 4). To develop the property, Perkins formed Greenbelt Associates, an ownership syndicate with several other experienced developers including Isadore M. Gudelsky, developer of Wheaton Plaza; Theodore N. Lerner, real estate firm president; and Albert H. Small, a principal partner in Community Builders, Inc. The architecture firm of Cohen, Haft & Associates was hired to design the complex, which included apartments, townhouses, an elementary school, a recreation center, a small shopping center, swimming pools, a golf course, and office buildings (Winling 2005, 3, 10-11). Construction of the Springhill Lake apartment complex was completed in 1970 (Bruder 2015, 1).

On October 16, 1972, the remaining undeveloped portion of Parcel 2 was sold to Tenth Springhill Lake Associates. Between 1973 and 1974, an office building, designed by Cohen, Haft & Associates, was constructed at 9200 Edmonston Road (Hurwitz 1974, E51). The building's original tenant was a branch of the Hyattsville-based Maryland State Savings and Loan Association, whose name adorned the façade (Maryland State Savings and Loan Association 1973, B2/Hurwitz 1974, E51). It is unclear whether they were the only tenants at the time or when the association left the building. Research did not reveal subsequent tenant names, and the building appears to be vacant in 2018.

Cohen, Haft & Associates

Cohen, Haft & Associates was founded as a partnership between Jack Cary Cohen, AIA (1924-2011) and his fellow Catholic University alumnus Leonard A. Haft in 1953, forming Cohen, Haft & Associates in 1958 (Kelly 2015, 179). The firm soon became the most prolific designer of residential buildings in suburban Maryland, including 1,000 tract homes by 1960 (M-NCPPC 2017, 2). Between 1954 and 1972, they designed more than 200,000 residential units within the Washington, D.C., Metropolitan Area and were named one of the top fifty firms in the nation for the quantity of residences that they designed (M-NCPPC 2017, 2).

Cohen, Haft & Associates was best known for its contemporary designs and for integrating architecture with the natural environment. In neighborhoods, such as The Hilltop in Montgomery County, the houses were designed to blend in with their surroundings and work with rather than against existing landscape features on the site. The use of natural materials, such as locally quarried Stoneyhurst stone, and the choice of earth tones for window frame and roof coloring allowed the houses to reflect the natural environment (M-NCPPC 2017, 3-4). The firm, especially Jack Cohen, also worked to convince its clients to incorporate modernist design elements into their developments and to build in a more contemporary style (M-NCPPC 2017, 3).

Although primarily a residential design firm, Cohen, Haft & Associates also designed several office buildings, religious buildings, and institutional complexes during the Suburban Diversification Period. Office buildings designed by the firm include its own offices at the Spring Street Professional Center (1961, demolished) in Silver Spring, the Empire Building in Washington, D.C.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

(1963), the Citizens Bank of Maryland-Silver Spring Branch (1963), the Executive Office Building in College Park (1964), the Maryland State Savings and Loan Association Building in Greenbelt (1974), and a new office for the firm at 9300 Georgia Avenue (1971) in Silver Spring (M-NCPPC 2017, 3/Willmann 1963, D4). Institutional projects included the Charles E. Smith Center (1969) in Rockville and the Montgomery College Germantown Campus (1978) (M-NCPPC 2017, 3, 10). Many of the design elements used at the Maryland State Savings and Loan Association Building (Greenbelt) were first used by Cohen, Haft & Associates at the Charles E. Smith Center, including the bronze-toned metal roof, tan brick laid in a running bond pattern, and bay windows (M-NCPPC 2017, 10-11).

#### Eligibility Determination

The Maryland State Savings and Loan Association Building (Greenbelt) was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C. The evaluated resource is an example of a corporate office building. It was not evaluated for eligibility under Criterion D.

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation improvements, government expansion, or the environmental movement. The Maryland State Savings and Loan Association Building (Greenbelt) does not have a significant association with such trends, and thus is not eligible under Criterion A.

Research has found no connection to persons important to local, state, or national history. Therefore, the evaluated resource is not eligible under Criterion B.

To derive significance under Criterion C, an individual office building must be the work of a master or possess high artistic value. Because of their ubiquity, to be considered under Criterion C as a type, period, or method of construction, eligible office buildings should be one of the first examples or one of the last unaltered examples. The evaluated building is not representative of the work of its designer, Cohen, Haft & Associates, which was predominately a residential design firm. While generally intact, the building has been altered with the addition of a stair tower and replacement of doors at two entrances. Therefore, it is not one of the first examples nor is it one of the last unaltered examples. The Maryland State Savings and Loan Association Building (Greenbelt) is not eligible under Criterion C.

The evaluated resource encompasses 2.12 acres and is bound by the center line of the median in the shared parking lot to the north and west, and by the parcel lines along Edmonston Road to the east and Springhill Drive to the south. The evaluated resource is found on Prince George's County Tax Map 0026, Parcel 0000 (2019).

#### References

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Bruder, Anne E. "Springhill Lake Apartment Complex." Determination of Eligibility Form PG:67-40, November 12, 2015, on file at Maryland Historical Trust, Crownsville, MD.

Hurwitz, Robert. "New Building." Photograph. The Washington Post, September 7, 1974, E51. ProQuest.

Maryland-National Capital Park and Planning Commission (M-NCPPC). "Bus Tour, Docomomo Tour Day." Tour Book, October 8, 2017, <https://montgomeryplanning.org/blog-design/2017/10/montgomery-modern-bus-tour-2017/>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date



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“Maryland State Savings and Loan Association.” Advertisement, The Washington Post, November 20, 1973, B2. ProQuest.

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Prince George’s County Circuit Court. “Plat 3706,” November 1961. Accessed October 29, 2018. [www.plats.net](http://www.plats.net).

Prince George’s County Land Records. Deed Book 4153: 380, October 16, 1972. MDLandRec.

U.S. National Park Service. 1995. The Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, Standard No. 9. Washington, D.C.: U.S. Department of the Interior, Heritage Preservation Services, 1995.

Willmann, John B. “High-Rising Office Expected to Revive Silver Spring Section.” The Washington Post, April 13, 1963, D4. ProQuest.

Winling, LaDale Curtis. “Spring Hill Lake Apartments,” Historic American Buildings Survey No. MD-1216, Summer 2005, on file at Library of Congress, Washington, D.C.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

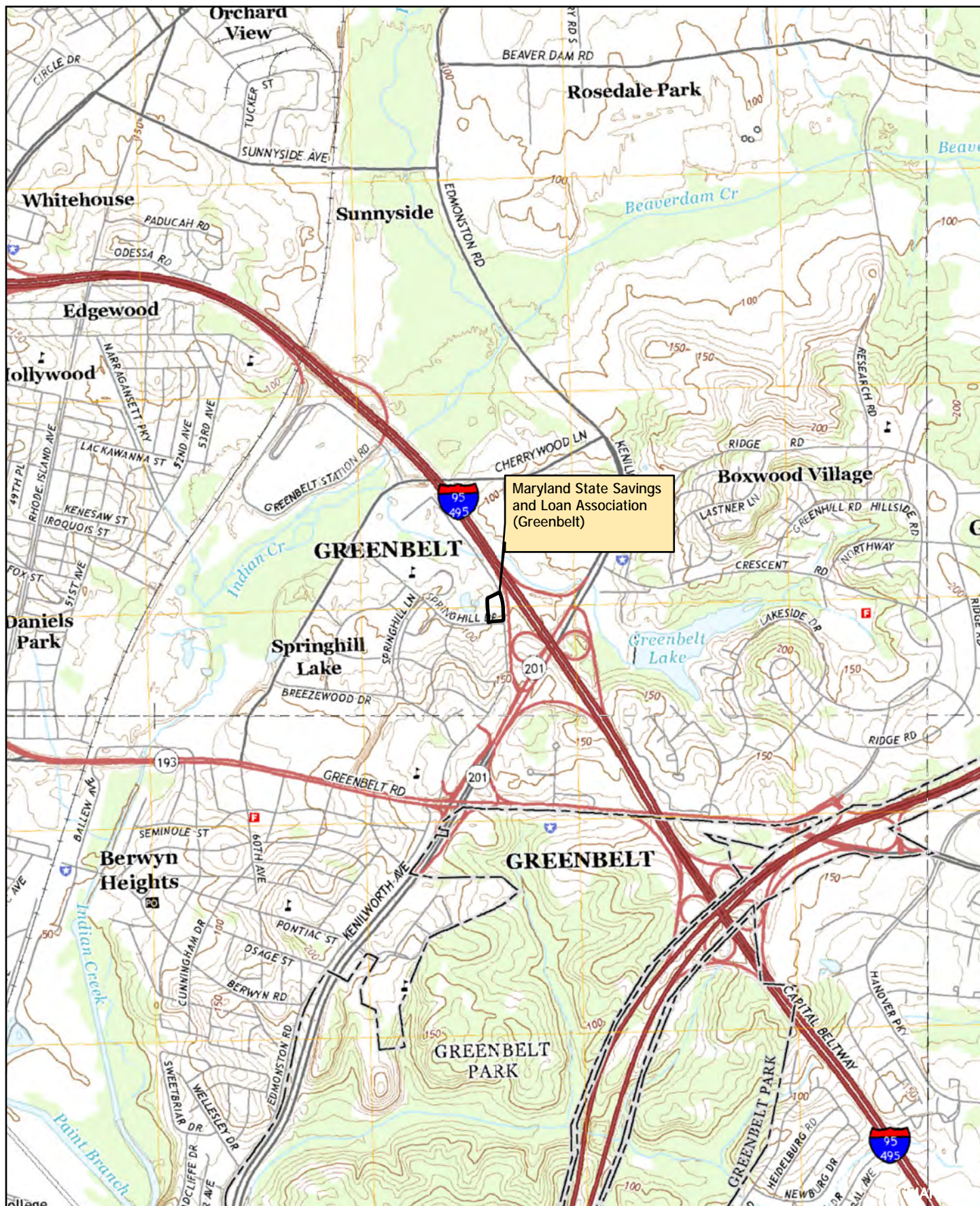
MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

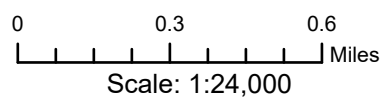
**Maryland State Savings and Loan Association (Greenbelt)**

Location: 9200 Edmonston Road  
City: Greenbelt

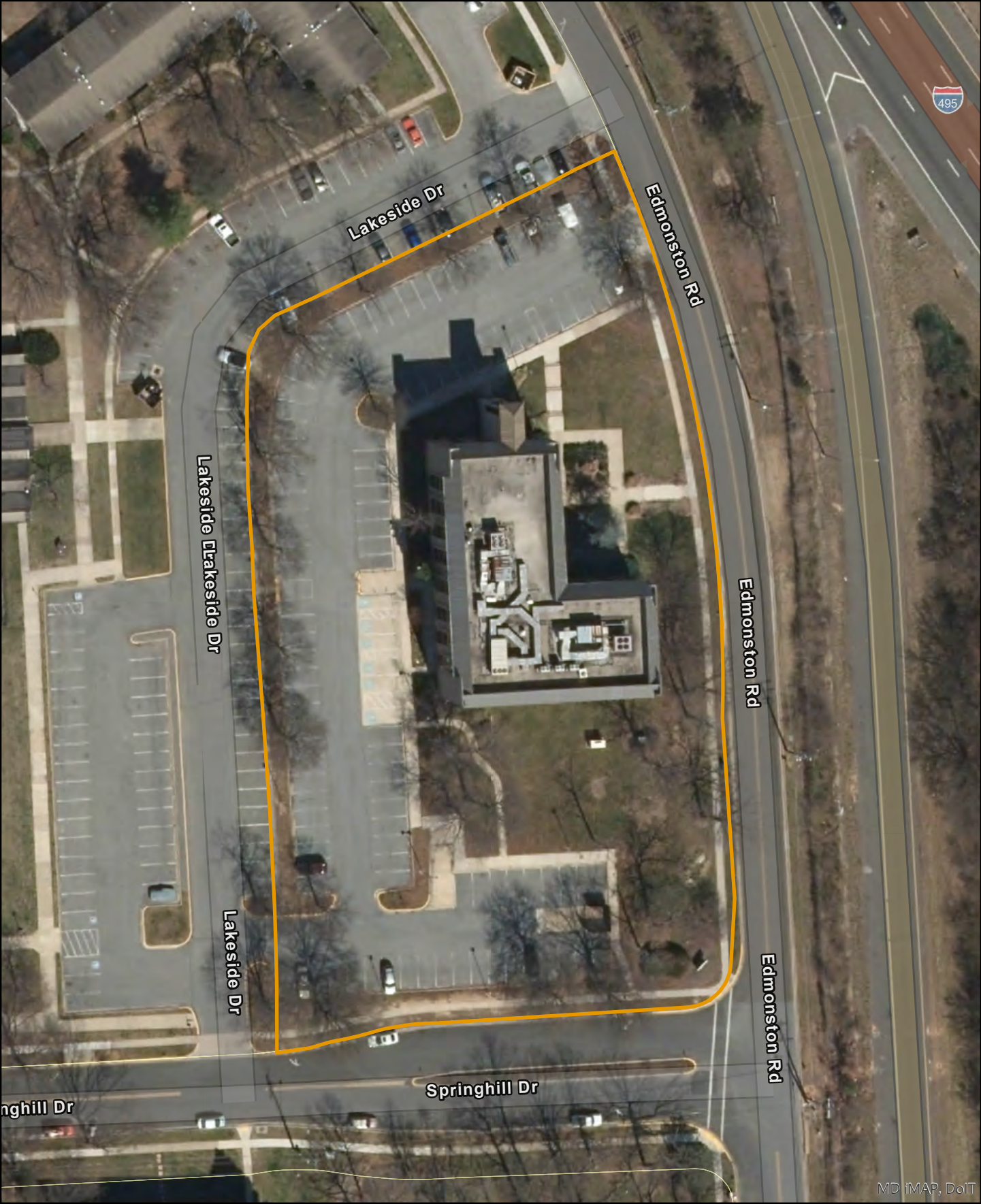
MIHP#: 67-40-1  
Prince George's County



USGS 7.5' Quadrangle - Beltsville







Parcel Boundaries

0 0.01 0.02  
Scale: 1:800





**Maryland State Savings and Loan Association Building (Greenbelt)**

9200 Edmonston Road  
Greenbelt, Prince George's County, Maryland

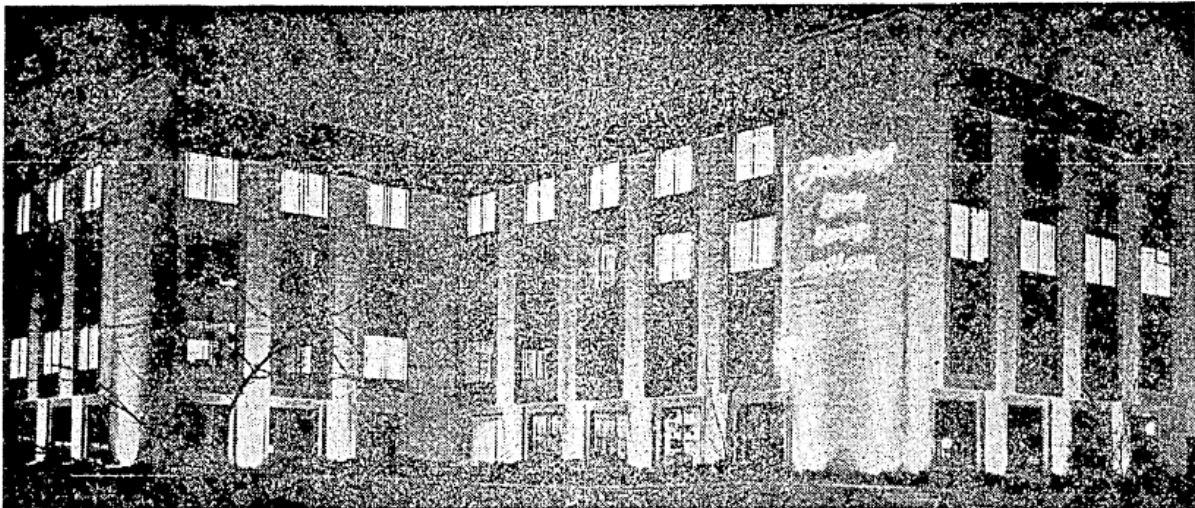


Photo by Robert Hurwitz

**NEW BUILDING**—Designed by Cohen and Haft, Holtz, Kerxton, Karabekir AIA and Associates, this Springhill Lake office building has completed the west side development of the Springhill Lake residential and commercial

complex on a Beltway site near Greenbelt. Edson Development. There are more than 3,000 garden and mid-rise apartment is the builder and Community Realty handles leases in Springhill Lake.

Historic Image 1: Maryland State Savings and Loan Association Building (Greenbelt), 1974.

Photograph by Robert Hurwitz, *The Washington Post*, September 7, 1974, Page E51.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 1

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**Photo 1 of 10: View of east elevation from Edmonston Road, looking southwest.**



**Photo 2 of 10: View of north elevation from parking lot showing stair tower addition, looking south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 2

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**Photo 3 of 10: View of west elevation from parking lot, showing secondary entrance, looking east.**



**Photo 4 of 10: View of south elevation from parking lot, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 3

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**Photo 5 of 10: Detail of windows at southeast corner, looking northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 4

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**Photo 6 of 10: Detail of main entrance from garden, east elevation, looking west.**



**Photo 7 of 10: Detail of secondary entrance from garden, east elevation, looking west.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 5

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Photo 8 of 10: Detail of secondary entrance at stair tower addition, north elevation, looking south.



Photo 9 of 10: Detail of secondary entrance at east elevation, looking west.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 6

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**Photo 10 of 10: View of building sign from corner of Springhill Drive and Edmonston Road, looking northwest.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 7

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**PHOTO LOG**

**Name of Property:** Maryland State Savings and Loan Association (Greenbelt)  
**Name of Photographer:** Heather Staton, Dovetail Cultural Resource Group  
**Date of Photographs:** August 8<sup>th</sup> and September 12<sup>th</sup>, 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 10:**  
**View of east elevation from Edmonston Road, looking southwest.**  
PG;67-40-1\_2018-09-12\_01.tif

**Photo 2 of 10:**  
**View of north elevation from parking lot showing stair tower addition, looking south.**  
PG;67-40-1\_2018-08-08\_02.tif

**Photo 3 of 10:**  
**View of west elevation from parking lot, showing secondary entrance, looking east.**  
PG;67-40-1\_2018-08-08\_03.tif

**Photo 4 of 10:**  
**View of south elevation from parking lot, looking north.**  
PG;67-40-1\_2018-09-12\_04.tif

**Photo 5 of 10:**  
**Detail of windows at southeast corner, looking northwest.**  
PG;67-40-1\_2018-08-08\_05.tif

**Photo 6 of 10:**  
**Detail of main entrance from garden, east elevation, looking west.**  
PG;67-40-1\_2018-08-08\_06.tif

**Photo 7 of 10:**  
**Detail of secondary entrance from garden, east elevation, looking west.**  
PG;67-40-1\_2018-08-08\_07.tif

**Photo 8 of 10:**  
**Detail of secondary entrance at stair tower addition, north elevation, looking south.**  
PG;67-40-1\_2018-09-12\_08.tif

**Photo 9 of 10:**  
**Photo 9 of 10: Detail of secondary entrance at east elevation, looking west.**  
PG;67-40-1\_2018-08-08\_09.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:67-40-1

Name Maryland State Savings and Loan Association Building (Greenbelt)  
**Continuation Sheet**

Number Photos\_\_Page 8

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**Photo 10 of 10:**

**View of Building sign from corner of Springhill Drive and Edmonston Road, looking northwest.**

**PG;67-40-1\_2018-09-12\_10.tif**

*Digital image files only, located at the Maryland Historical Trust.*

**None.**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** McDonald Field

**Address:** 13 Southway

**City:** Greenbelt

**Zip Code:** 20770

**County:** Prince Georges

**USGS Quadrangle(s):** Washington East

**Tax Map Parcel Number(s):** 50

**Tax Map Number:** 34

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Sarah Groesbeck

**Date Prepared:** Jun 24, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

---

**Description of Property and Justification:** (Please attach map and photo)

McDonald Field, built in 1951, is a 2.142-acre local park on the southeast side of Southway. A paved drive with parking on either side leads southeast to the baseball field that comprises the majority of the parcel. The field has a chainlink fence and backstop, shed roof frame dugouts, bleachers, and a concrete block shed-roof building east of the backstop.

The field is an example of a local and neighborhood park common throughout suburban Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The park is a type found commonly throughout suburban Maryland and does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

McDonald Field is located within the boundary of the Greenbelt Historic District (PG: 67-4), but the park's 1951 construction post-dates the district's period of significance (1935-1941) and, therefore, the park does not contribute to the district's significance.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

NR-ELIGIBILITY REVIEW FORM

McDonald Field

The boundary for the property encompasses 2.142 acres and is defined as Parcel 50 on Prince George's County Tax Map 34.

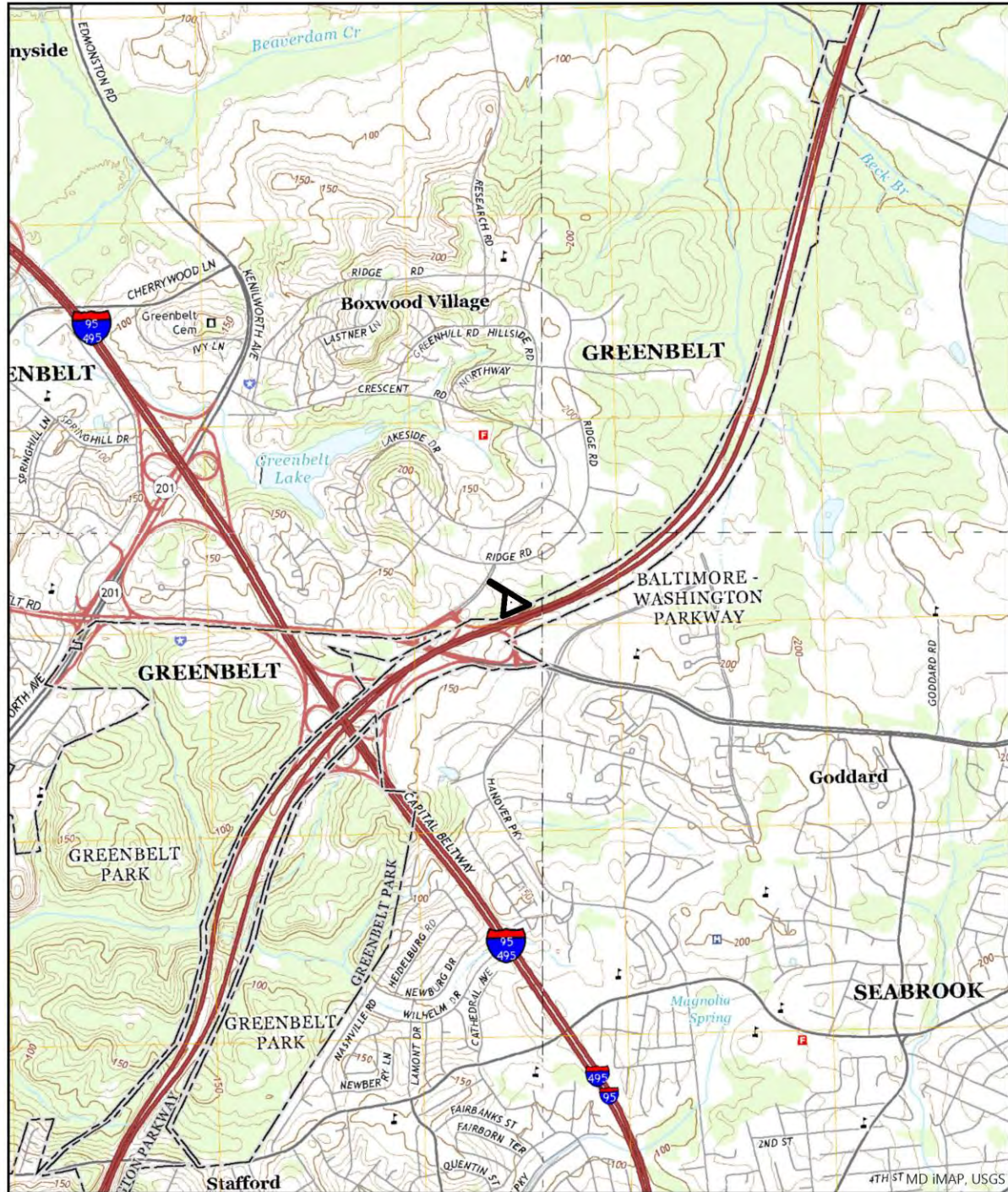
McDonald Field

**McDonald Field**

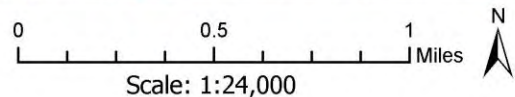
Location: 13 Southway

Prince George's County

City: Greenbelt



USGS 7.5' Quadrangle - Washington East





McDonald Field



**McDonald Field Parking and Ballfield Looking Southeast**



**McDonald Field Baseball Field Looking South**

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** McDonald's (Suitland)

**Address:** 4777 Allentown Road

**City:** Suitland

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0098

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 20, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

McDonald's (Suitland) is a Mansard style chain fast food restaurant occupying a 0.65-acre parcel located in a commercial area along Allentown Road, southeast of the Capital Beltway (I-95/I-495) and northwest of Joint Base Andrews. The one-story building was constructed in the 1970s (Historic Aerials), replacing an earlier McDonald's building on the site that was built in 1965 (Plat Map 4973). The 1970s changes to the property likely occurred to update the building to the company's then-current style and to add a drive-thru to the restaurant. The building was later expanded to the southeast between 1989 and 1995 (Historic Aerials). The restaurant is oriented on a northeast-southwest axis and faces southeast toward Allentown Road. The property is accessed by two driveways—one from Suitland Road and one from Allentown Road—and by two driveways connecting to the adjacent gas station to the northeast. Although the parking lot is asphalt, the drive-thru lane that wraps around the northwest and southwest elevations is concrete. The building occupies the approximate center of the parcel and is separated from the roads by grass, trees, and planting beds with shrubs. A low chain-link fence borders the property to the northwest and a concrete curb borders the

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

McDonald's (Suitland)

northeast. Landscaped islands, light standards, flag poles, metal bollards, plastic-and-metal drive-thru signs and ordering station, and a brick dumpster enclosure with wood and metal gates are also located on the lot. A metal-and-plastic pole sign with the McDonald's golden arches is on the southeast corner.

McDonald's (Suitland) is roughly rectangular-plan with projections sheltered by the main roof at the façade and sheltered by a projecting roof at the southwest elevation. The restaurant rests on a concrete slab foundation and is clad in painted brick set in a running bond pattern with a painted wood belt course about a third of the way up the wall. The flat roof is hidden behind a double-mansard roof parapet with a wide overhang, likely clad in metal shingles, painted green with decorative raised rectangular metal ribs that follow the pitch of the roof. Plastic signs with the company's name and logo are on fixed to the roof slopes. Mechanical equipment is on the flat portion of the roof. A caged metal ladder provides access to the roof at the northwest elevation.

The three-bay southeast façade has a central projecting bay with a single-pane, fixed metal sash window that acts as a vestibule. The main entrances are located to the sides of the bay and consist of single metal-and-glass doors with the company's logo printed on the center metal panel. The doors open onto a brick pedestrian walkway that continues around the sides of the building. Eight-pane, metal sash window walls flank the projecting bay at the façade. A secondary entrance is at the recessed southwest section of the façade, sheltered by the main roof. The northeast elevation features a metal sash window wall consisting of four glass panes above four plastic spandrel panels. The spandrel panels are molded to include the company's "M" logo. The projecting bays on the southwest elevation feature drive-thru windows with transoms, the southeastern window is flanked by a three-pane metal sash window wall. The projections also include single-light, fixed metal sash windows at a 90-degree angle to the main building, two on the northwest bay and one on the southeast bay. Between the projecting bays is a four-pane window wall. Southeast of the drive-thru windows is a large fixed-sash window, and a fixed-sash window above an "M" logo spandrel panel. A secondary entrance consisting of a single metal-and-glass door, identical to those at the façade, is at the center of the southwest elevation; two solid-panel metal doors are at the northeast and northwest elevations.

McDonald's (Suitland) is an altered example of a mid-twentieth-century chain fast food restaurant common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. The building was likely reconstructed in the 1970s to match the company's corporate Mansard style and was renovated and expanded between 1989 and 1995 (Historic Aerials). It does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 0.65 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0098, Parcel 0000 (2018).

References:

Prince George's County Land Records, Plat Map 4973, December 1964. Accessed March 25, 2019.  
[www.plats.net](http://www.plats.net).



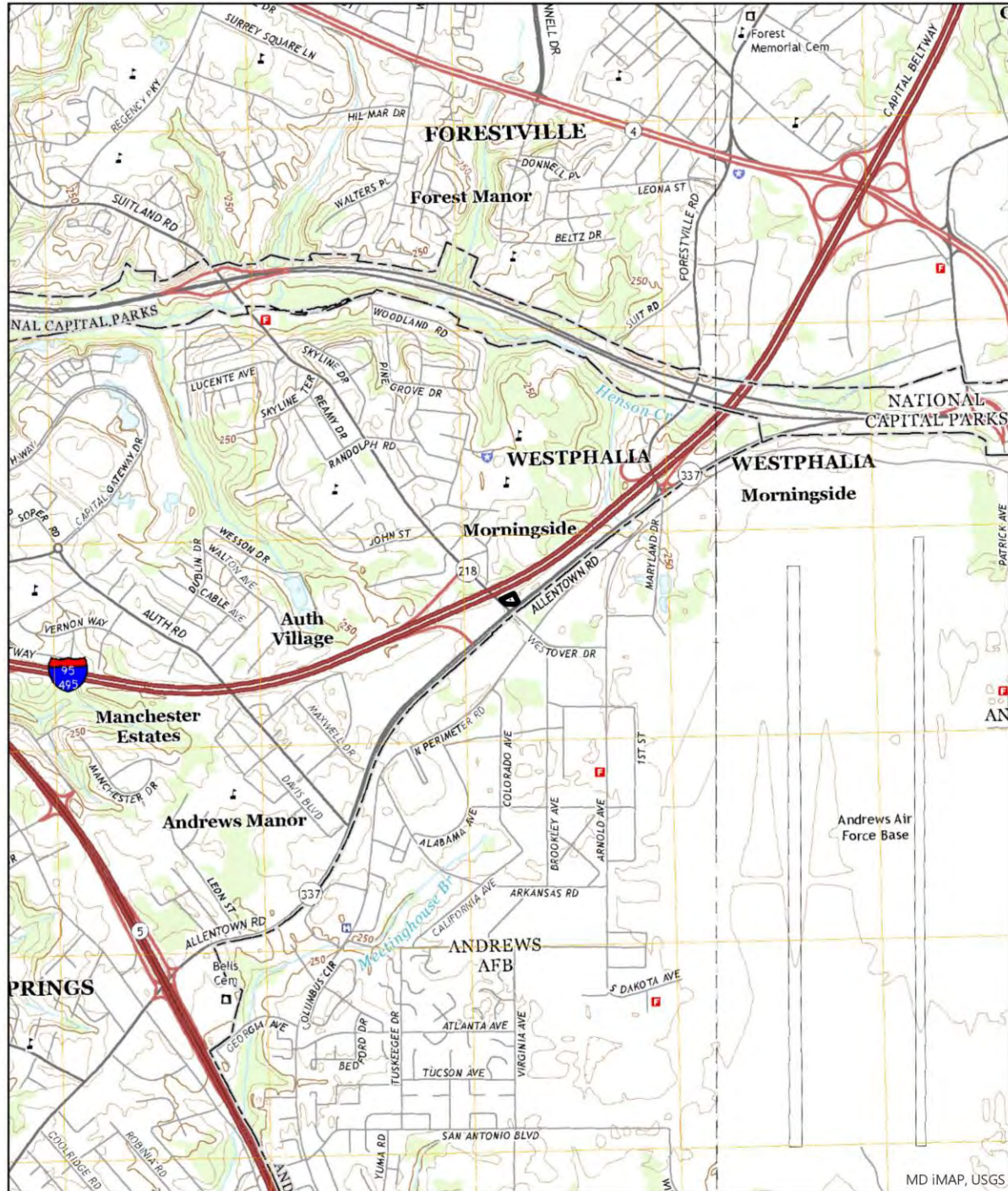
McDonald's (Suitland)

**McDonald's (Suitland)**

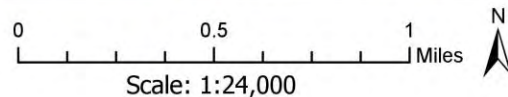
Location: 4777 Allentown Road

Prince George's County

City: Suitland



USGS 7.5' Quadrangle - Anacostia



Scale: 1:24,000

McDonald's (Suitland)



Southeast facade and southwest elevation

# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

**Inventory No. M: 20-24**

Page 1 of 1

**Name of Property:** Mills House

**Location:** Muddy Branch Road, Gaithersburg, MD (Montgomery County)

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The Mills House on Muddy Branch Road in Gaithersburg, Maryland (Montgomery County) is no longer extant. It was located on the west side of Muddy Branch Road, east of I-270. The Montgomery Club Apartments and Townhomes were built on the site between 1986 and 1989, according to aerial and topographic maps.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Montgomery Bean House Inventory Number: M: 30-17  
Address: 9827 Old Georgetown RD (MD 187) Historic district: ☐ yes ☒ no  
City: Bethesda Zip Code: 20814 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Rev John F. Mahoney Trust Tax Account ID Number: 07-00678870  
Tax Map Parcel Number(s): 0000 Tax Map Number: GP62  
Project: I-495/270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Montgomery Bean House is located in Bethesda, Montgomery County, east of Old Georgetown Road and north of I-495. The rectangular-shaped parcel, comprising 0.34 acre, contains the primary dwelling, garage, and paved driveway. A set of concrete steps leads to the primary entry from Jarvis Lane. The lot is landscaped with grass, shrubbery, trees, and other ornamental foliage. Situated in a residential neighborhood, the Montgomery Bean House is bounded to the north, east, and south by two-story, single-family dwellings. It is currently owned by the Rev John F. Mahoney Trust (State Department of Assessment and Taxation [SDAT] 2018).

Description:

The Montgomery Bean House is a two-story, three-bay, single-family dwelling built circa 1844 in an L-form with minimal detailing. The continuous masonry foundation supports a structural system clad in vinyl siding and the dwelling is capped by a cross-gabled roof sheathed in asphalt shingles. The original core contains two interior-end chimneys; one on the west end of the

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

building is made of brick, and one on the east end of the building is clad in wood siding. The primary entry is located on the north elevation, facing Jarvis Lane. It is filled by a single-leaf, wood and glass door with sidelights and molded trim. It is marked with a plaque indicating that the dwelling is the "Montgomery Beane House, c. 1844," but referenced elsewhere as "Bean." A set of concrete steps provide access to the primary entry. Additional fenestration includes one-over-one, double-hung-sash, aluminum windows, two-over-two, double-hung-sash wood windows, and a tripartite aluminum window.

The circa-1844 core of the Montgomery Bean house has been expanded with several additions. On the north elevation, the primary entry is contained within a two-bay, two-story projecting front-gable addition, built after 1974 (Owens 1974). On the east end of the building, a two-story, one-bay, post-1974 addition expands the building's footprint. This east addition has a side-gabled roof which is slightly lower in elevation than the height of the primary core.

A post-1974 semi-detached garage is located immediately east of the primary dwelling (Owens 1974). The one-story, one-bay, front-gabled garage has a continuous masonry foundation which supports a structural system clad in vinyl or aluminum siding. Access is granted by a metal garage door on the north elevation.

#### Historic Context:

The Montgomery Bean house was constructed as a two-story, three-bay, single-family dwelling circa 1844 by James Montgomery Bean. Following Bean's death, the property passed to his wife, Margaret Bean, who remarried and became Margaret I. Graves, then to their son, Benjamin A. Bean in 1881 (Montgomery County Deed Book [MCDB] EBP 23, 46; Owens 1974; United States Geological Survey [USGS] 1908). A 1908 topo map shows the Bean family residing at the house in what was at that time a rural area (USGS 1908). The dwelling remained in the Bean family until John Leonard and Edna Bean sold the parcel to Eugene M. Fry, a local real estate developer, and his wife in July 1943 (MCDB 913, 428).

In the years immediately following his purchase, Fry subdivided the land around the Montgomery Bean House into a neighborhood that would be called "Alta Vista Gardens," a residential development comprising small lots, curvilinear streets, and one-story, single-family dwellings (MCDB 1015, 273). Alta Vista Gardens was built as an extension of Alta Vista to meet the demands of the post WWII housing boom in the Washington, D.C. suburban area. Through this development, the Montgomery Bean House remained the anchor of the neighborhood, around which other houses were developed. The house passed through several families throughout the third quarter of the twentieth century until it was purchased by John F. Mahoney and Fabia Harris Mahoney in 1978 (MCDB 5090, 026; 14100, 00348). The Montgomery Bean House remained in the Mahoney family and is currently owned by the Rev John F. Mahoney Trust. In recent years, an increase of property value has led to the replacement of many circa-1945 dwellings with large new housing.

As post-war housing demand increased, the land on either side of Old Georgetown Road rapidly suburbanized and the population density increased. "In Maryland, the majority of [pre-1844] transportation routes originated from major cities, namely Baltimore and later Washington, D.C., and between ports, markets, and milling centers. The four Maryland counties that tended toward suburbanization surrounded those areas, specifically Baltimore County, Anne Arundel County, Montgomery County, and Prince George's County" (KCI Technologies, Inc. [KCI] 1999, B-13). Pre- and post-World War II houses in this area were constructed in response to the increasing number of middle-class families to the area, drawn by commercial proliferation of the mid-twentieth century. "Alta Vista (one of Bethesda's first subdivisions) was named by the developer to draw people who were interested in summer places with cool breezes. The first houses there were built in the 1880s, and it once was at the end of the streetcar line" (Offutt 2009).

#### Evaluation:

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

Built circa 1844, the Montgomery Bean house served as a farmstead for the Bean family until the 1940s. It was sold to Eugene M. Fry in 1943 to create the Alta Vista Gardens subdivision. As local housing density increased, the Montgomery Bean house was surrounded by new residential development, further divorcing it from its agricultural context. In 1974, the property was surveyed for the Montgomery County Master Plan for Historic Preservation and was determined that it did not qualify due to alterations.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state, or national significance were identified and the Montgomery Bean House is not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the Montgomery Bean House is not recognized to be a particularly unique or excellent example of its style. Although the Montgomery Bean House is one of only a few remaining mid-nineteenth century dwellings in the immediate vicinity, the modifications and alterations to the resource as a whole have negatively impacted its historic integrity and architectural significance. As an architectural resource, the resource was not evaluated under NRHP Criterion D.

This property encompasses 0.34 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP62, Parcel 0000.

#### References

Esri. 2018. United States Geological Survey. Accessed July 20, 2018. <http://services.arcgisonline.com/arcgis/services>.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed August 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.mdlandrec.net/msa/stagser/s1700/s1741/cfm/index.cfm?CFID=40897808&CFTOKEN=97559441>.

Montgomery County Map. 2018 Montgomery County, MD, Montgomery Planning. Data Downloads. Properties. Accessed August 20, 2018. <http://montgomeryplanning.org/tools/gis-and-mapping/gis-data/data-downloads/>.

Owens, Christopher. Montgomery Bean House. Evaluation on file at the Maryland Historical Trust, Crownsville, Maryland, 1974.

Offutt, William. 2009. "What's in a Name?" Bethesda Magazine. Accessed May 2018. <http://www.bethesdamagazine.com/Bethesda-Magazine/November-December-2009/What-s-in-a-Name/>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed August 20, 2018. [http://sdcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

United States Geological Survey (USGS). 1908. Rockville, Maryland. 7.5-Minute Topographic Quadrangle. Baltimore County, Maryland. Accessed August 17, 2018. <http://historicalmaps.arcgis.com/usgs/index.html>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



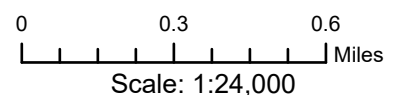
# Montgomery Bean House

Location: 9827 Old Georgetown Road  
City: Bethesda

MIHP#: M: 30-17  
Montgomery County



USGS 7.5' Quadrangle - Kensington





Montgomery Bean House

Location: 9827 Old Georgetown Road  
City: Bethesda

MIHP#: M: 30-17  
Montgomery County



Parcel Boundaries

00.010.01

Miles

Scale: 1:400



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-17

Name: Montgomery Bean House  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 4: North Oblique, Facing South**



**Photo 2 of 4: Detail of Primary Entry on Northwest Elevation**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-17

Name: Montgomery Bean House  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 4: Northwest Elevation Facing Southeast**



**Photo 4 of 4: Detail of Northeast Elevation**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-17

Name: Montgomery Bean House  
**Continuation Sheet**

Number Photos Page 3

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**PHOTO LOG**

**Name of Property: Montgomery Bean House  
Name of Photographer: Alison Cramer  
Date of Photograph: May 2018  
Location of Original Digital File: MD SHPO**

*Photographs inserted on continuation sheets.*

**Photo 1 of 4:  
North Oblique, Facing South  
M: 30-17\_2018-05-07\_01**

**Photo 2 of 4:  
Detail of Primary Entry on Northwest Elevation  
M: 30-17\_2018-05-07\_02**

**Photo 3 of 4:  
Northwest Elevation Facing Southeast  
M: 30-17\_2018-05-07\_03**

**Photo 4 of 4:  
Detail of Northeast Elevation  
M: 30-17\_2018-05-07\_04**

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Montgomery Country Club (Bethesda Country Club) Inventory Number: M: 29-81

Address: 7601 Bradley Boulevard Historic District: Yes

City: Bethesda Zip Code: 20817 County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Bethesda Country Club Tax Account ID: 03497340

Tax Map Parcel(s): N500 Tax Map: GP32-0000

Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Location/Setting

Montgomery Country Club/Bethesda Country Club, constructed between 1914 and 2009, is a 142.79-acre property located northwest of the I-270 spur and the Thomas Branch and northeast of Bradley Boulevard. The property is surrounded on the west, northwest and northeast by single family dwellings and townhouses. A small cluster of townhouses are southeast along Bradley Boulevard. A tree-lined asphalt drive from Bradley Boulevard, marked by modest stone gateposts with the club name, provides access to the clubhouse, which is on the southern end of the parcel. An asphalt parking lot with tree-filled islands is east of the clubhouse. A circa 2008 rectangular pavilion is southeast of the parking lot. The pavilion consists of four Doric columns set on a stone wall supporting the hipped, asphalt-shingle roof. A pool complex with two swimming pools, a wading pool, and a circa 2000 pavilion are south of the clubhouse. A likely circa 1930s driving range with a circa 2017 shed-roof indoor driving range building is northwest of the clubhouse, surrounded by tall metal fencing with netting. A landscaped area with three flagpoles is south of the driving range. A likely circa 1930s practice green is northeast of the clubhouse. The golf course is on the northern half of the property and a small portion of the southern half. A tennis complex is in the southeast corner,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	
Date:	
Reviewer, National Register Program:	
Date:	



accessed by a separate drive that follows the southern property boundary. A mid-1970s maintenance and storage complex, with a large gable-roof building, smaller shed, and asphalt parking area, is along the western property boundary and accessed via a separate north-south drive. Also on the property are wooden directional signs and a four-sided metal clock.

#### Property Description

Clubhouse (ca. 1914, ca. 1929, mid-1960s, mid-1970s, circa 1998)

The irregular-shaped clubhouse, set into a hill on the highest portion of property overlooking the golf course, was constructed in phases over the course of the twentieth century. Additions and alterations in the second half of the twentieth century have completely obscured any remaining evidence of the circa 1914 clubhouse constructed by the Montgomery Country Club and the circa 1929 alterations made by the National Women's Country Club. Large mid-1960s and mid-1970s additions to the east and southwest of the circa 1914 clubhouse, constructed by Bethesda Country Club, have been hidden by circa 1998 additions to the northwest, northeast, southeast, south, and west. In addition, all exterior elevations were refaced circa 1998. The overall exterior of the building conveys the appearance of a late-twentieth-century building.

The clubhouse ranges from one to three stories, is clad in synthetic stucco, and has a variety of roof forms. Most of the visible roof surface is covered in asphalt shingles. In some places stone facing has been applied to the exterior walls. A circa 1998 porte cochere and circular drive is at the northwest corner. The main entry is under the porte cochere and consists of paired metal-and-glass doors flanked by multi-light casement windows with transoms. A circa 1998 stone-clad tunnel, attached to the north elevation and obscuring the appearance of a circa 1962 clubhouse addition, leads from the drive east of the porte cochere to the eastern parking lot. The east elevation, primarily constructed circa 1998, faces the parking lot. The elevation is three stories tall and features a hipped-roof entrance porch with paired metal-and-glass doors, and multi-light single, paired and ribbon windows. The east elevation of the circa 1998 southeastern addition is one story with a shallow pitched hipped-roof and deep eaves supported by brackets. The west elevation of the circa 1998 southeastern addition has a series of doors opening onto a concrete patio. The circa 1998 south elevation has ogee-arched openings on the first floor and a terrace on the second. Visible behind the terrace is the hipped roof associated with the circa 1964 addition to the clubhouse. Extending from this elevation is a large concrete patio containing the three pools. The southeast elevation of the circa 1970s southwestern addition has both flat and hipped-roof sections and walls of synthetic stucco with little fenestration. The northwest elevation, which has sections dating to both the mid-1970s and circa 1998, is two-story with a recessed first story supported by battered stone pillars. The second story has a gable-front section with large windows. Windows throughout are vinyl in a variety of pane configurations.

Pool Complex (circa 1949, mid-1970s, circa 2000)

A pool complex with two large swimming pools, a small wading pool, and a circa 2000 wooden pyramidal-roof pavilion are south of the clubhouse. The eastern rectangular pool, constructed before 1949, is oriented northwest-southeast; the western rectangular pool, constructed between 1970 and 1979, is oriented northeast-southwest. The rectangular wading pool, constructed between 1970 and 1979, is northwest of the larger pools. The pools are surrounded by concrete decking.

Golf Course (ca. 1929, ca. 1949, ca. 1961)

Fifteen holes of the manicured golf course surround a driving range. The remaining three holes are south and southwest of the clubhouse. The original 1930s nine-hole course is at the north side of the property; the second, circa 1949, nine-hole course surrounds the clubhouse. The golf course was reworked in the early 1960s to accommodate the construction of the I-270 spur. The golf course, set in rolling hills with landscaped areas and mature trees, contains typical elements: tees, a long, manicured fairway, greens with holes marked by a flag, rough areas of high grass and plants, and hazards such as bunkers (sand traps). Connecting the holes are circa 1992 concrete cart paths that wind along the fairways. An artificial lake is in the northeast corner.

Tennis Complex (late 1960s, mid-1970s, ca. 2009)

A tennis complex is located at the southeast corner of the property. The oldest extant court enclosure was constructed between 1964 and 1970 and consists of three clay courts. By 1979, a five-court enclosure with clay courts stood to the south, and a two-court enclosure with hard courts was constructed to the north. This two-court enclosure is seasonally sheltered by an air-

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supported dome. West of the two-court enclosure is a circa 2009 two-story tennis building. The French Eclectic-inspired building has a hipped roof and wraparound porch. The court features are enclosed with chain-link fencing. The complex also includes a modern octagonal wooden gazebo and miscellaneous modern storage buildings.

#### Historic Context

The property has had multiple country club occupants over the course of the twentieth century. In 1913, the Montgomery Country Club purchased approximately 150 acres of farmland along the newly constructed Bradley Boulevard. While initial plans included renovating the existing farmhouse on the site, the club later decided to construct a new Colonial Revival style clubhouse designed by Clarke Waggaman and J. Henri De Silbour, well known Washington architects who catered to affluent and influential residents (Scott 2005). Based on aerial photographs, it appears the original farmhouse was retained and incorporated into the new facility. According to the Washington Post, the club was planned to feature golf, tennis, polo and hunting, but it is unclear how the property was actually used at that time. It appears the golf course and tennis courts were not constructed on the property until much later (Washington Post, January 17, 1914).

In 1929, the Montgomery Country Club moved to a new location in Montgomery County, and the former club property was obtained by the National Women's Country Club, one of the few women-owned clubs in the country. The influential women who created the club were frustrated by the limitations imposed on them by other local clubs, such as not being able to play on Saturdays or holidays, and decided to create their own club. The organization renovated the clubhouse, including enlarging and enclosing the veranda, constructed a two-story addition, added tennis courts, and installed the nine-hole golf course, designed by Scottish-born golf course architect Fred Findley. The property also included stables and bridle paths by this time, as well as a landing strip for airplanes. A Washington Post article noted that several members visited the property by plane, some coming as far as Pittsburgh, Pennsylvania (Washington Post, August 11, 1929, September 22, 1929, December 28, 1930; West 1930; McDonald 2014; Torrey 1934).

The history of the property from the late 1930s to 1945 is unclear, but the National Women's Country Club appears to have operated the property through the late 1930s. Research did not reveal when or why the club ceased to exist. It is possible that membership income declined during the Great Depression, as happened at other local country clubs, and the club could no longer remain solvent. According to a Bethesda Country Club history, the property became public in 1936, but reverted back to a private club when the site was leased by E. G. Adams to form the short-lived Bradley Hills Country Club (Bethesda Country Club). In 1945, the Washington Aviation Country Club took over the existing facilities with plans to create a members-only airpark on the property, likely building on the existing airstrip. The airpark proposal was opposed by local residents as well as M-NCPPC and never constructed (Washington Post, July 15, 1945). At some point prior to 1949, a pool was constructed south of the clubhouse.

In 1947, the Bethesda Country Club Corporation purchased the property, and began planning for an additional nine holes designed by S. E. Saunders, as well as the redesign of some of the existing holes. Two years later, the expanded 18-hole course opened (Bethesda Country Club; Wolbarst 1948). In 1961, Beltway construction impacted the property when the State of Maryland took 13 acres to build the I-270 spur and I-495. At that time, the golf course was realigned, a lake was added near the 17th hole, and facilities were improved. Between 1962 and 1963 a new clubhouse addition was constructed on the northeast side of the 1920s clubhouse, resulting in the demolition of the original farmhouse. Between 1964 and 1970, a second large addition was constructed south of the circa 1962 addition.

More changes came to the club in the late twentieth century. Between 1970 and 1979, a large addition to the clubhouse was built south of the circa 1914 portion of the clubhouse. A freestanding building was also constructed south of the new addition. Also during that time period, a second swimming pool and a wading pool were added south of the clubhouse, and a tennis building was constructed at the southeastern corner of the property. Additional tennis courts were added to the north and south of the original circa 1964 three-court enclosure (Bethesda Country Club; Historic Aerials). In 1992, the golf course was renovated by golf course architect Arthur Hills, resulting in new tees, bunkers, practice areas, cart paths, greens, an enlarged lake, and a new irrigation system. The clubhouse was further renovated circa 1998, with new additions constructed to the northeast, northwest, southeast, south, and west. One of the additions connected the detached mid-1970s building to the clubhouse. In addition, all elevations were refaced with new materials, hiding all evidence of earlier building fabric. Circa 2009, the old tennis building northeast of the courts was demolished; a new tennis building, designed by Pollock Dickerson Associates,

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a firm specializing in clubhouse planning and design, was constructed west of the courts (Bethesda Country Club; Historic Aerials). The property continues to be owned and occupied by the Bethesda Country Club today.

#### Eligibility Determination

The Bethesda Country Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Bethesda Country Club is one of many country clubs established in Montgomery County in the early twentieth century and expanded in the mid- to late twentieth century. Because of major alterations to the property over time, the current clubhouse and grounds lack sufficient integrity of setting, design, materials, workmanship, feeling, and association necessary to convey any significance as the National Women's Country Club during the club's period of ownership from 1929 to the late 1930s. The property has no significant association with other historical trends. Therefore, the Bethesda Country Club is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Bethesda Country Club is not eligible under Criterion B.

The Bethesda Country Club is not representative of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. In addition, the clubhouse, golf course, and tennis complex were extensively altered in the late twentieth century. The clubhouse's circa 1914 core and 1929, mid-1960s, and mid-1970s additions have been obscured by later additions and no longer convey their historic appearance. The original tennis building has been demolished and the golf course has been reworked two times. The property does not retain integrity; therefore, the Bethesda Country Club is not eligible under Criterion C.

The property encompasses 142.79 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP32-0000, Parcel N500 (2017). Tax account is 03497340.

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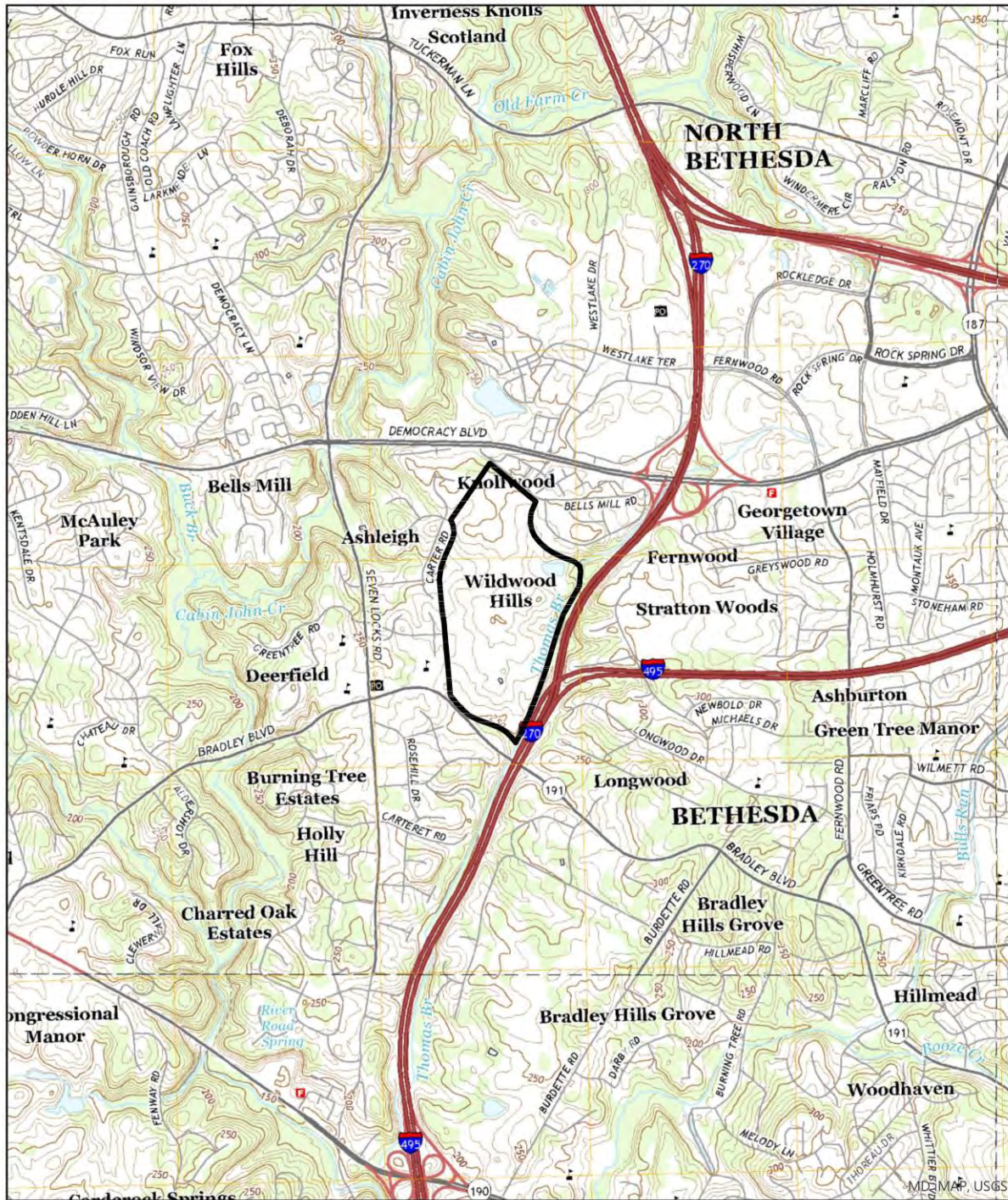
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Montgomery Country Club (Bethesda Country Club)

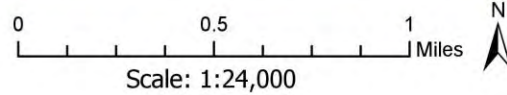
Location: 7601 Bradley Boulevard

Montgomery County

City: Bethesda



USGS 7.5' Quadrangle - Rockville





Montgomery Country Club (Bethesda Country Club)

Location: 7601 Bradley Boulevard

Montgomery County

City: Bethesda





**M: 29-81**  
**Montgomery Country Club (Bethesda Country Club)**  
7601 Bradley Boulevard  
Bethesda, Maryland



Clubhouse Evolution Drawing. Map from Montgomery County Historical Image Viewer, 2015 aerial map.  
Drawn by Nicole Diehlmann, 2019.



Clubhouse, porte cochere at west elevation, looking southeast.



Clubhouse, east elevation, looking west.





Clubhouse, south and southeast elevations, and pools, looking northwest.



Clubhouse, northwest elevation, looking northeast.



PHOTOGRAPHS

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Northeast elevation of clubhouse, golf course, and putting green looking southwest.



Driving range, looking northeast.

**PHOTOGRAPHS**

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Tennis complex with circa 2009 house, gazebo and courts, looking southeast across golf course.

**PHOTO LOG**

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Number of Photos: **7**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-01**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-81\_2018-10-01\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Clubhouse, porte cochere at west elevation, looking southeast.

02.tif

Clubhouse, east elevation, looking west.

03.tif

Clubhouse, south and southeast elevations, and pools, looking northwest.

04.tif

Clubhouse, northwest elevation, looking northeast.

05.tif

Northeast elevation of clubhouse, golf course, and putting green looking southwest.

06.tif

Driving range, looking northeast.

07.tif

Tennis complex with circa 2009 house, gazebo and courts, looking southeast across golf course.



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Montgomery County Detention Center and Rockville Police Station (District 1) Inventory Number: M: 26-82

Address: 1307/1451 Seven Locks Road

Historic District: No

City: Rockville

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Montgomery County

Tax Account ID: 04-01724745

Tax Map Parcel(s): N580

Tax Map: GR21

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Mar 18, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018). Due to access restrictions, many Montgomery County Detention Center areas could not be directly observed during this survey. Descriptions of these areas are based upon Google aerial imagery.

Location/Setting

The Montgomery County Detention Center (1307 Seven Locks Road) and Rockville Police Station (District 1) (1451 Seven Locks Road) property is bordered to the north and east by Washington National Pike (I-270), to the south by the Montgomery County Division of Facilities Management, and to the west by Seven Locks Road and single-family dwellings. The property is bordered by lawns, trees, and shrubs, with a line of

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

trees separating it from I-270. Two retention ponds are located northeast of the detention center building, near I-270.

The detention center is accessed from Seven Locks Road by a driveway with a rectangular sign for the facility. The driveway connects to an access road to the asphalt parking lot to the northwest and a sliding chain link vehicular gate to the detention center. The parking lot's islands and the areas surrounding the lot and the building have grass, trees, light standards, and signs. West of the building is a recreation yard with a running track and lawns built between 1977 and 1979. Within the recreation yard, paved sport courts and what appears to be a flat roof pavilion were built sometime between 1981 and 1988. The building is surrounded by tall chain link fences with razor wire; the recreation yard is surrounded by concrete walls topped by chain link fences with razor wire. A small modular shed stands southeast of the detention center within the fence, and a modular office trailer is located outside the fence, adjacent to the recreation yard.

The police station is accessed by a driveway on Seven Locks Road with a metal sign for the facility mounted on metal poles. The building is surrounded by asphalt parking lots with landscaping and islands that have grass, trees, bushes, and light standards. The parking lots south and east of the building are enclosed by a tall chain link fence with barbed wire. A large, corrugated metal-clad shed is located near the northeast elevation, and a modular office trailer stands east of the building. Northwest of the building is a corrugated-metal clad garage, constructed between 1988-2002, with its own driveway from Seven Locks Road and a concrete sidewalk leading to the police station's parking lot.

### Architectural Description

Montgomery County Detention Center (1961, circa 1975-1979 additions, 1979-1981 addition, 1982-1985 addition, 1988-2002 addition, 1990 addition)

The detention center is oriented on a northwest-southeast axis, and the façade faces northwest. This irregular-plan building was constructed over the course of several decades. Located at the center of the complex, most of the original nearly complex-regular-plan 1961 building is surrounded by additions. The 1961 building is one-story except for a two-story section at the center of what was once its northeast elevation. The exterior is clad with vertical recessed concrete panels. The windows have single, narrow, fixed black metal sashes. Additional metal-framed security panels are attached to the windows.

The primary public entrance is part of a roughly rectangular two-story section linking the original building to a four-story semicircular 1982-1985 addition along the original building's east side. Constructed at the same time as the larger addition, the entrance consists of paired black metal and green-tinted glass doors with green-tinted glass sidelights and transom. A window wall northeast of the doors consists of green-tinted glass panes in black metal frames. Three-dimensional metal lettering above the entrance reads "MONTGOMERY COUNTY DETENTION CENTER." A concrete pedestrian walkway in front of the entrance extends southwest to the 1961 building and continues to the cross-plan addition's northwest elevation. Two flagpoles are located to the entrance's northeast. The four-story semi-circular addition contains the current holding cells and is clad with large rectangular concrete panels with recessed single, narrow, fixed black metal sash windows.

The additions from the 1975 to 1977 building campaign include a near cross-plan addition to the northwest and a former holding cell addition to the southeast. The one-story cross-plan addition has a poured concrete foundation and wall surfaces and windows identical to those at the 1961 building. The former holding cell addition is four stories tall and consists of a rectangular central core with six roughly square projections, two each on the northwest and southeast elevations and one each on the northeast and southwest elevations. This addition has unpainted concrete walls and pilasters, and features single, narrow, fixed-sash windows. At the corner of each projection is a blind wall clad in painted corrugated metal panels. This addition connects to the 1961 building by a set of enclosed ramps.

A second building campaign between 1977 and 1979 added 24 beds to the detention center through rectangular-plan infills, making the original nearly complex-regular-plan building rectangular in plan. A rectangular-plan addition (including an indoor gymnasium and kitchen) was added to the southwest elevation sometime between 1979 and 1981. The gymnasium and kitchen addition has unpainted concrete walls and pilasters and has no windows. A square guard tower on the roof overlooks the recreation yard; the tower has a single door with a single light, and all four elevations feature ribbon windows.

In 1990, six concrete direct supervision center housing units were constructed to the south. These included a quadrilateral-plan addition made to the southeast elevation of the 1961 building and five buildings constructed to the south, connected to the main building by an enclosed hallway. The two-story direct supervision center buildings are clad with synthetic stucco and have single fixed windows. Unlike the rest of the detention center, these buildings have green standing-seam-metal front-gabled roofs.

#### Rockville Police Station (District 1) (1963, 1988-2002 addition)

The New Formalism-influenced Rockville Police Station (District 1) has an L-shaped plan. The building is oriented on a northwest-southeast axis, and the façade faces southwest. This raised two-story building has an original one-story garage at the northeast elevation and a blind two-story stacked-bond concrete block addition (circa 1988-2002) at the northwest elevation.

The building is clad with stacked-bond tan brick, with poured concrete surfaces below and above. The building has a flat roof with a tubular metal railing and metal coping along the roofline. The two-story building has a 16-bay southwest façade with single fixed metal sash windows flanked by concrete pilasters and separated by brick spandrels between levels. The main entrance, located in the west bay of the 16-bay southwest façade, consists of paired metal and dark-tinted glass doors in black metal frames flanked by dark-tinted glass panes. A dark-tinted transom features white lettering reading “Montgomery County Office Building” and includes the Montgomery County seal. Three spandrel panels, set in black frames, are above the door. Three-dimensional letters spelling out the building number are affixed to the central panel. At the second story above the entrance are three dark-tinted glass panes in metal frames. A concrete ramp and concrete steps with metal handrails connect the entrance to the concrete pedestrian walkway that surrounds most of the building. Two flagpoles are located at the entrance stairs. The 21-bay northeast (rear) elevation features windows identical to those on the façade. The building has additional single door entrances and a single metal roll-up garage door at the garage.

#### Historic Context



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From 1787 until 1959, the Montgomery County Detention Center and Rockville Police Station (District 1) area was part of the Poor Farm, Site and Cemetery (M: 26-6). The construction of I-270 in the area in the late 1950s separated the Poor Farm property into eastern and western parcels. The Alms House and several farm outbuildings, located on the west parcel, were demolished in 1959 in preparation of the western parcel's redevelopment for other government functions. Both the Montgomery County Detention Center and Rockville Police Station (District 1) were built as part of the modernization of the criminal justice system in Montgomery County during the mid-twentieth century. In addition to new police and corrections buildings, upgrades to the system included new high-frequency radio channels, an Emergency Operating Center, and a centralized emergency number (Kelly 2015, 144).

### Montgomery County Detention Center

The Montgomery County Detention Center was completed in 1961 on the western parcel of the former Poor Farm site as a replacement for a facility at the Montgomery County Courthouse. Following visits to several other jails throughout the country and in consultation with the Federal Bureau of Prisons and Maryland Department of Corrections, County architect John B. Murphy designed the new jail to combine state-of-the-art security systems with improved living conditions for inmates. Modern security features such as centrally-controlled electronic gates and doors, an intercom system, and tool-resistant steel bars were installed to discourage attempts at escape, although Murphy conceded in an interview that no jail was completely escape-proof (Dessoff 1961, B1). Built to accommodate 125 inmates in dormitory-dayroom combination space, the jail also included maximum-security cells, a drunk tank, a quiet room, sickbay, library, chapel, and landscaped patio. The patio was included, according Murphy, so that "prisoners can see something growing, which I think is important (Dessoff 1961, B1)."

Overcrowding and deteriorated conditions led to the detention center's first expansion and modernization between 1975 and 1977. Two additions, a one-story, nearly cross-shaped wing to the northwest to house female inmates and a high-rise addition to the southeast to accommodate male inmates, were added to the detention center (Washington Post 1975, A19). In 1977, a second building expansion was planned to add a 24-bed women's unit and a new outdoor recreation area (Cue 1977, C1). By 1979, the additions to the northwest and southeast and infill of the recessed areas of the 1961 building were complete. As part of this work, the detention center's original landscaped patio was removed (Historic Aerials, 2019). A gymnasium and kitchen addition to the southwest was built by 1981 (Historic Aerials, 2019). Three years later, the County Council approved another building expansion, a large semi-circular wing constructed to the northeast, to be completed in 1985 (White 1982, B5). Between 1981 and 1988, paved sports courts and a square pavilion were added to the recreation yard (Historic Aerials, 2019). In 1990, six direct supervision center buildings were constructed; these included a quadrilateral-shaped addition attached directly to the 1961 building at the southeast elevation and five buildings to the south of the 1961 building, connected by a hallway to each other and to the 1961 building. These cellblocks were a temporary solution to overcrowding while Montgomery County planned for the construction of a new, larger facility (Jennings 1990, MD1). After many years of delays, the new Montgomery County Correctional Facility opened in Clarksburg in March of 2003 (Singer-Bart 2003). As of 2019, the Montgomery County Detention Center remains in use and is responsible for the intake and processing of adult inmates before their transfer to the Montgomery County Correctional Facility (Montgomery County Department of Correction and Rehabilitation, 2019).

### Rockville Police Station (District 1)

In 1962, the Montgomery County Council voted to build a new police station, impounded car lot, and voting machine warehouse on the western parcel of the former Poor Farm property (Velsey 1962, B7). It does not appear that the impound lot and warehouse were constructed (Historic Aerials, 2019). Until the new station's completion in 1963, the Montgomery County Police Rockville Station (District 1) shared space with the administrative staff at the Montgomery County Police Headquarters in Rockville. The Rockville Police Station (District 1) was one of three Montgomery County police stations constructed during the early 1960s. The Bethesda Police Station (District 2) and Silver Spring Police Station (District 3), were both built in 1962, before the Rockville Police Station (District 1). These three police stations share similar design ideas and use modern architectural styles to break from the traditional revivalist styles favored for police stations prior to 1959. This change in architectural style reflected the overall modernization of the county's police department (Kelly 2012, 144-145, 211). The Rockville Police Station (District 1) was likely sited on Seven Locks Road due to its proximity to the then-new Montgomery County Detention Center. People processed at the Rockville Police Station (District 1) needed only to be brought next door while they awaited trial and served their sentences. The Montgomery County Police continued to operate the station on Seven Locks Road until 2013, when the district station relocated to the Montgomery County Public Safety Headquarters in Gaithersburg (Arnold 2013). As of 2019, the building houses offices for the Montgomery County Office of Consumer Protection.

### Eligibility Determination

The Montgomery County Detention Center and Rockville Police Station (District 1) was evaluated for National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The Montgomery County Detention Center and Rockville Police Station (District 1) does not have a significant association with historical trends, such as social and demographic changes, transportation, and local and regional planning. The Montgomery County Detention center has been altered numerous times since its initial construction and no longer reflects the historical trends in corrections facilities associated with its original design. As one of three police stations built by Montgomery County during the Suburban Diversification Period, the Rockville Police Station (District 1) does not have a significant association with trends in public safety during the time that it was built. The modernization of the Montgomery County Police was already in progress at the time of the station's construction, so the station does not have a significant association with this trend. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion B.

The Montgomery County Detention Center and Rockville Police Station (District 1) is not a first example nor one of the last intact examples of its type, period, or method of construction. Both the Montgomery County Detention Center and Rockville Police Station (District 1) buildings have been altered since their initial construction. The 1961 Detention Center building is completely surrounded by additions and no

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longer reflects its original design. The Rockville Police Station (District 1) was not the first of its type in the county, as it was the last of three new police stations built in Montgomery County in the early 1960s. The building is not an unaltered example of its type or style as it was altered by the construction of the tower addition to the northwest elevation. Research has not revealed either building to have an association with a master, nor does the resource possess high artistic value. Therefore, the Montgomery County Detention Center and Rockville Police Station (District 1) is not eligible under Criterion C.

The evaluated resource encompasses 18.09 acres and is confined to a portion of the current property tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N580 (2018).

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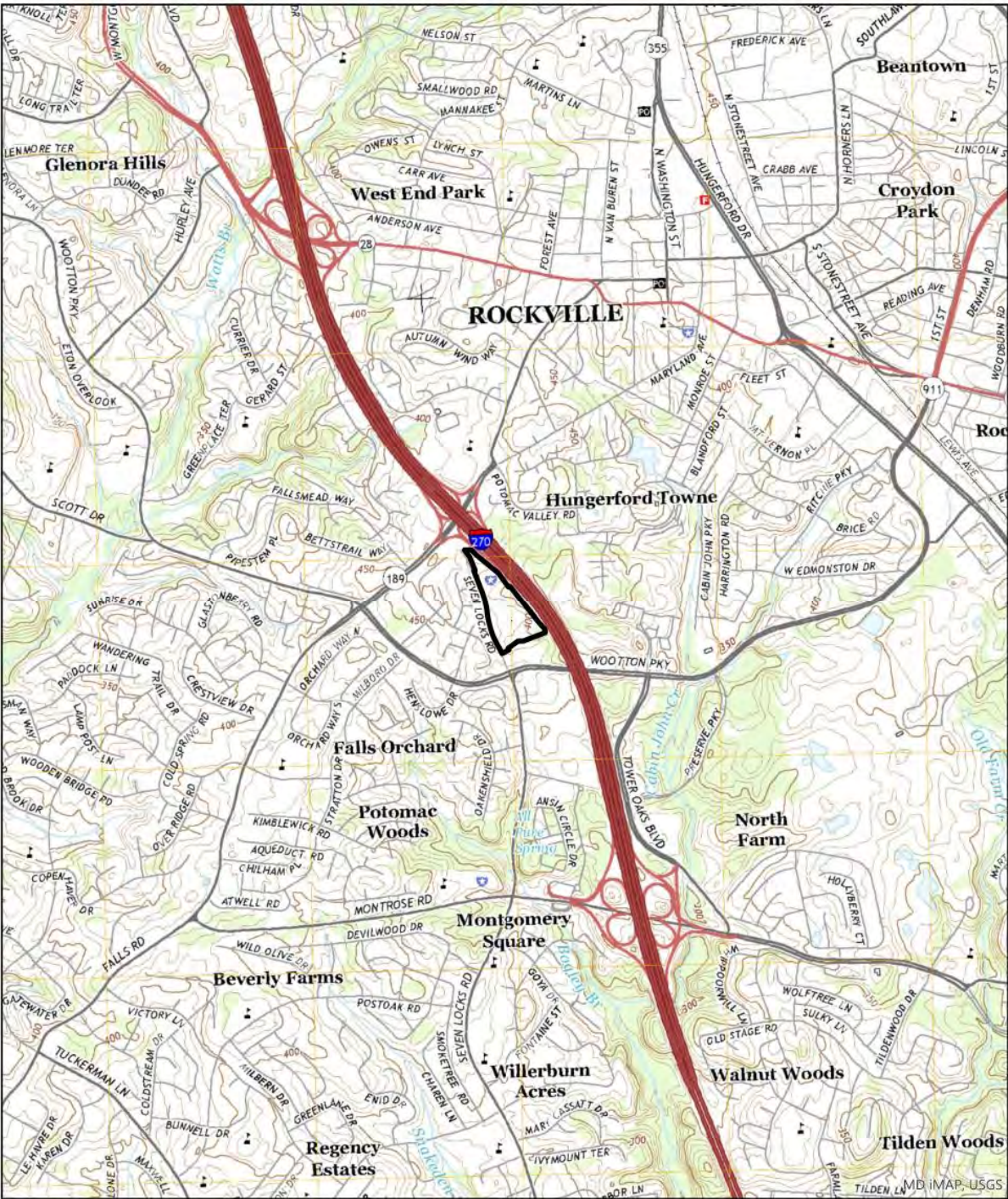
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Montgomery County Detention Center and Rockville Police Station (District 1)

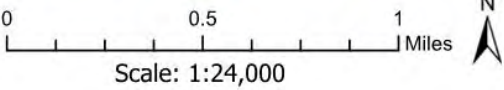
Montgomery County

Location: 1307/1451 Seven Locks Road

City: Rockville



USGS 7.5' Quadrangle - Rockville



Scale: 1:24,000

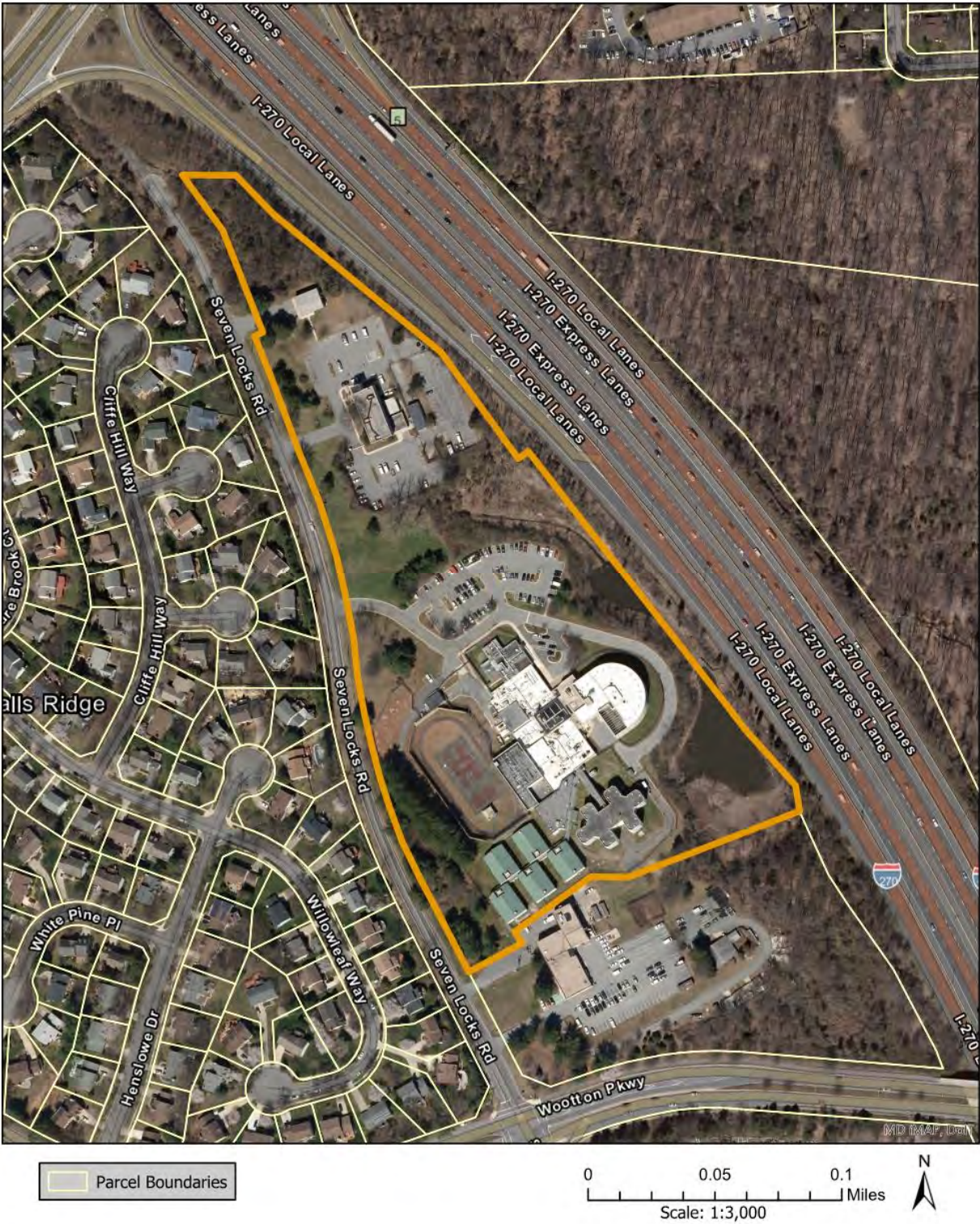


Montgomery County Detention Center and Rockville Police Station (District 1)

Montgomery County

Location: 1307/1451 Seven Locks Road

City: Rockville



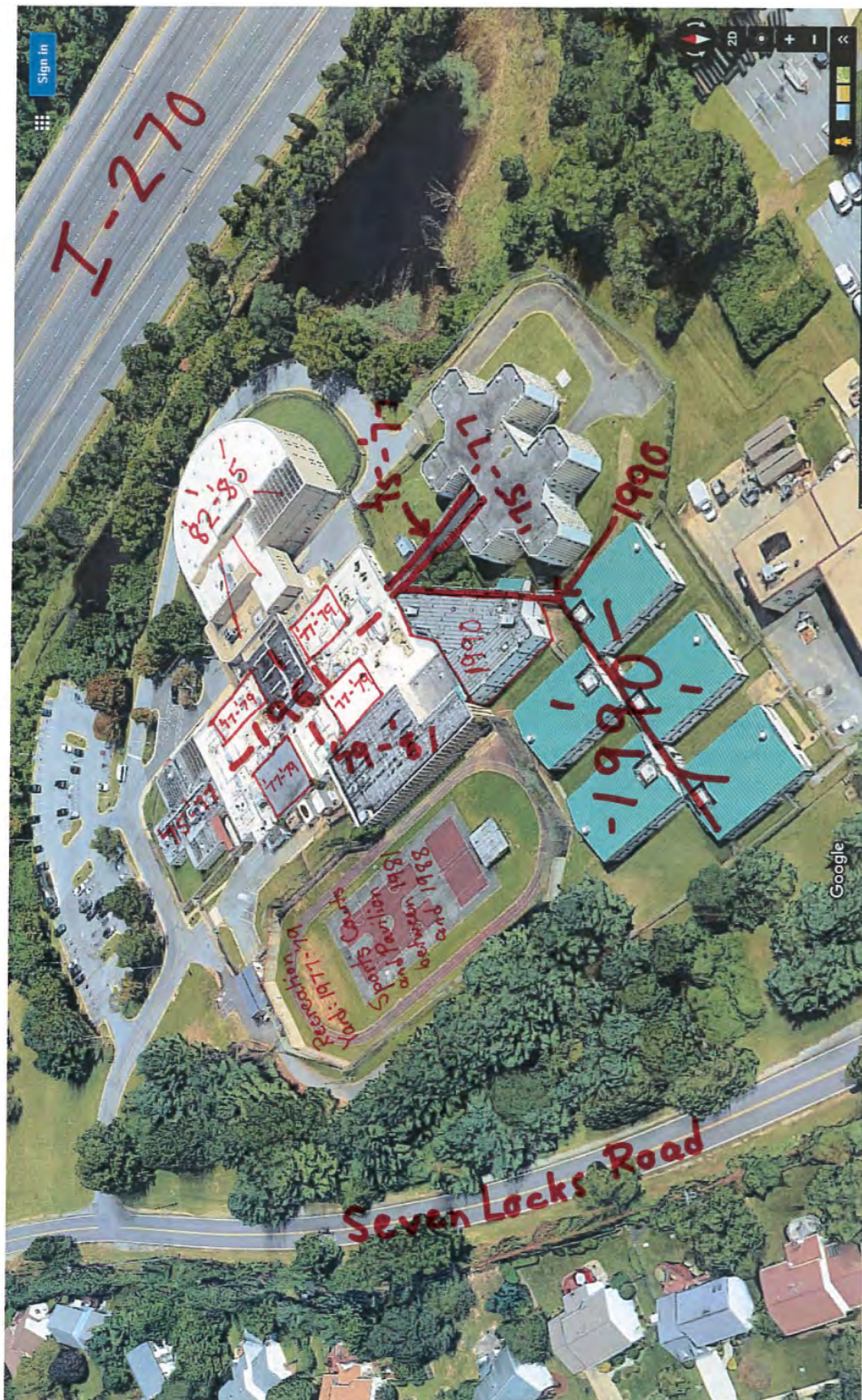


M: 26-82

Montgomery County Detention Center and Rockville Police Station (District 1)

1307/1451 Seven Locks Road

Rockville, Maryland



Circa 2019 aerial photo of the Montgomery County Detention Center complex with construction dates indicated. Map from Google.



**PHOTOGRAPHS**

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Montgomery County Detention Center northeast elevations of the cross plan addition in foreground, 1961 building, and main entrance, looking southeast.



Montgomery County Detention Center main entrance, looking southeast.

**PHOTOGRAPHS**

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Montgomery County Detention Center 1975-1977 addition northeast and southeast elevations, looking west.



Montgomery County Detention Center northwest elevation of the cross plan addition, looking south.



**PHOTOGRAPHS**

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Montgomery County Detention Center gymnasium addition, northwest elevation, looking south.



Montgomery County Detention Center 1982-1985 addition at northeast elevation, looking north.



**PHOTOGRAPHS**

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Montgomery County Detention Center modular buildings, looking southeast.



Rockville Police Station (District 1) facade and northwest elevations, looking southeast.

**PHOTOGRAPHS**

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Rockville Police Station (District 1) northeast and southeast elevations, looking south.



**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-82\_2018-12-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Montgomery County Detention Center northeast elevations of the cross plan addition in foreground, 1961 building, and main entrance, looking southeast.

02.tif

Montgomery County Detention Center main entrance, looking southeast.

03.tif

Montgomery County Detention Center 1975-1977 addition northeast and southeast elevations, looking west.

04.tif

Montgomery County Detention Center northwest elevation of the cross plan addition, looking south.

05.tif

Montgomery County Detention Center gymnasium addition, northwest elevation, looking south.

06.tif

Montgomery County Detention Center 1982-1985 addition at northeast elevation, looking north.

07.tif

Montgomery County Detention Center modular buildings, looking southeast.

08.tif

Rockville Police Station (District 1) facade and northwest elevations, looking southeast.

09.tif

Rockville Police Station (District 1) northeast and southeast elevations, looking south.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Montgomery County Division of Facilities Management

**Address:** 1301 Seven Locks Road

**City:** Rockville

**Zip Code:** 20854

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** N580

**Tax Map Number:** GR21

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 8, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Montgomery County Division of Facilities Management complex is located on land that formerly housed the Poor Farm, Site and Cemetery (M: 26-6). The property includes a circa 1965 maintenance and office building with no architectural style. The building is set back from the road. The 7.62-acre property is bounded by the Montgomery County Detention Center to the north, Seven Locks Road to the west, Wootton Parkway to the south, and Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270) to the east. The resource is accessed by two asphalt driveways on Seven Locks Road. A metal sign on metal posts, with the name of the facility and street address, is present at the south driveway entrance. The property consists of asphalt parking lots; a driveway at the southern boundary; and lawns and trees, including wooded areas on the northeast and southeast sides of the property. Two modular gable-roof sheds are located northeast of the maintenance and office building. Two rectangular sheds, including a larger one constructed in the 1970s, stand at the southeast end of the parking lot.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Montgomery County Division of Facilities Management

Constructed into a hill, the irregular plan building encompasses an original, one-story main block and a northwest addition, constructed between 1979-1981, with an exposed lower level. The maintenance and office building is oriented on a northwest-southeast axis and the façade faces southwest. The building and its addition's walls are painted brick with squeezed mortar joints and concrete block. Windows are located on all elevations and consist of three- or four-pane hopper windows in metal frames (likely original) and one-over-one double hung windows (likely replacement). The building has a flat roof with metal coping.

The primary entrance is a single metal door located on the southeast side of a projecting shed roof bay on the main block's façade (southwest elevation). Additional single metal door entrances, some shaded by awnings, are located throughout the building. This includes one on the first story of the addition's northwest elevation, accessed with a metal staircase. Most of the roll-up metal garage doors with rectangular windows are located on the first story of the northwest portion; there is one garage door at the northeast elevation of the southeast portion.

The Montgomery County Division of Facilities Management is a typical example of a mid-twentieth-century maintenance and office building found throughout Maryland. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, it is not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. There is an addition, although it is compatible with the building's original design and materials. The building does not represent the work of a master and does not possess high artistic value. Therefore, it is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The evaluated property is part of a larger tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N580 (2018). The surveyed area encompasses 7.62 acres, on the south side of the larger parcel.



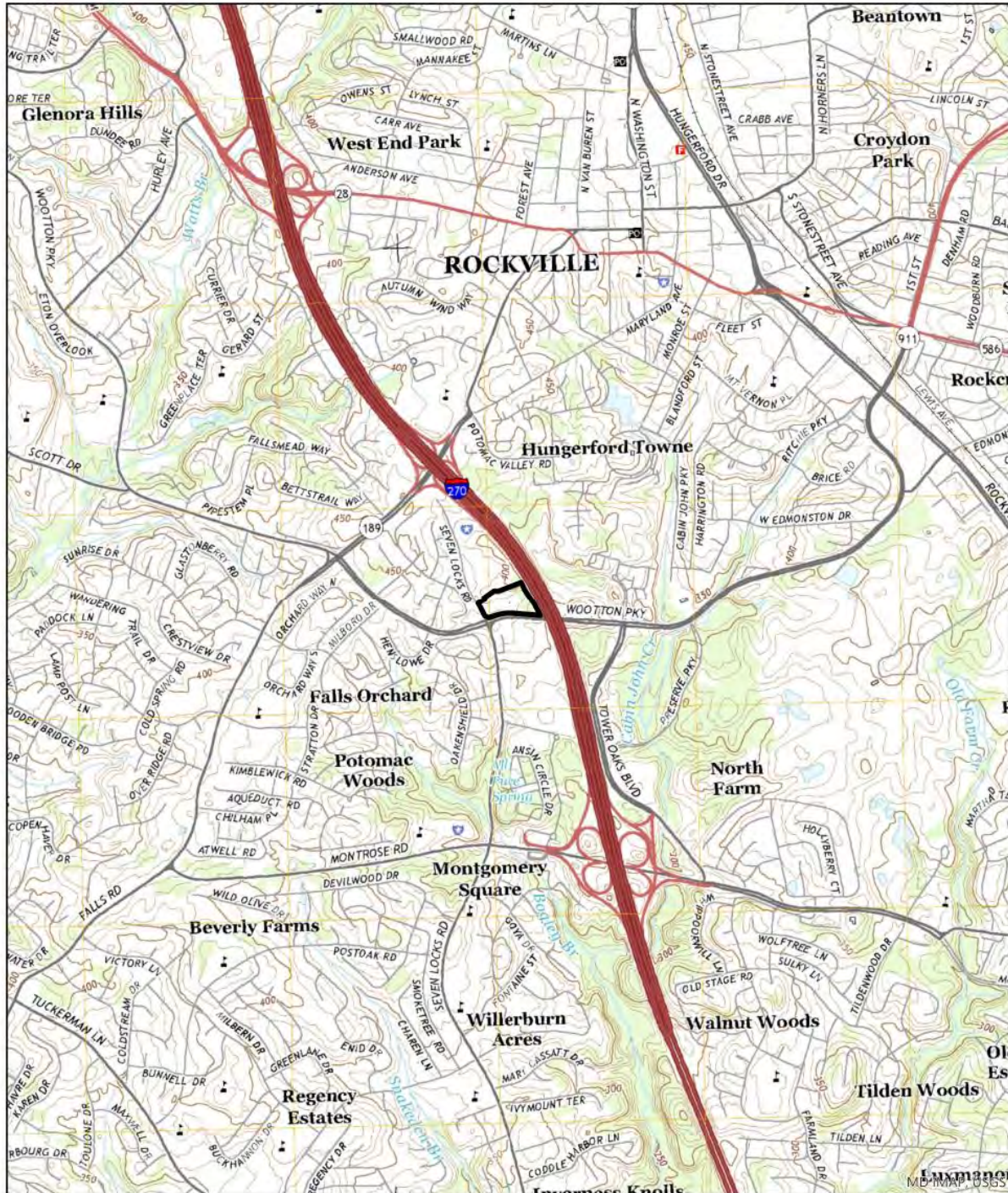
Montgomery County Division of Facilities Management

Montgomery County Division of Facilities Management

Location: 1301 Seven Locks Road

Montgomery County

City: Rockville



USGS 7.5' Quadrangle - Rockville

0 0.5 1 Miles  
Scale: 1:24,000



NR-ELIGIBILITY REVIEW FORM

Montgomery County Division of Facilities Management



Southwest facade



Northeast and southeast elevations

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Montgomery County Fleet Management

Inventory Number: M: 26-83

Address: 1283 Seven Locks Road

Historic District: No

City: Potomac

Zip Code: 20854

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Montgomery County

Tax Account ID: 04-01724756

Tax Map Parcel(s): N940

Tax Map: GR21

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jan 14, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

Montgomery County Fleet Management is a maintenance and office complex located at 1283 Seven Locks Road in Potomac, Montgomery County. The 18.58-acre property is in a densely developed suburban area adjacent to Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270), surrounded by residential and commercial development. The property is bordered to the north by Wootton Parkway, to the east by I-270, to the south by commercial development, and to the west by Seven Locks Road. The resource is accessed via an asphalt driveway from Seven Locks Road. Multiple buildings are spread

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>



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throughout the relatively level lot. Asphalt parking lots are between the buildings and cover much of the parcel. Chain link fencing surrounds most of the property and trees buffer it to the north, south, and east. A lawn with trees and shrubs is located on the west side of the property. Grass, trees, and bushes are also located in islands throughout the paved portions of the property.

### Architectural Description

The building designations used below are those assigned by Montgomery County Fleet Management.

#### Building C: Transportation Systems Technical Center (circa 1963, addition between 1981 and 1988)

This building is located on the west side of the property near Seven Locks Road. It is a one-story, rectangular-shaped office building clad in tan brick. The primary entrance is located at the center of the southwest façade and consists of recessed paired metal-and-glass doors. The recessed entrance is supported by a round concrete column with concrete panel cladding on the surface above. A square light fixture is present on the exterior wall above the entrance, and a round light fixture hangs from the ceiling above the doors. North of the entrance is a series of single-pane fixed-sash dark-tinted windows of varying sizes set in black metal frames. Two rows of smaller, single-pane, dark-tinted, fixed windows, also in black metal frames, are to the south. A small, hipped-roof addition clad in vinyl siding is present on the northeast elevation, projecting outward from the southeast corner of the building. A loading dock, shaded by awnings, projects from the northeastern elevation as well. A fenced area for the testing of traffic signal equipment is located at the northwest elevation. A single metal door provides access to the building from this area. The building has a flat roof with a parapet wall clad in brown metal coping. Two prefabricated sheds are located east of the hipped-roof addition.

#### Building A/F: First Vehicle Services/Fleet Management Services (Circa 1963, addition between 1970 and 1979)

This building, painted white, is located at the center of the property and is a tall, irregularly shaped, one-story, concrete-block garage building with southern office wing. The building is built into a slope, so that the office wing has an exposed lower level at the southeast elevation. A rectangular garage addition clad in tan corrugated metal panels, projects from the southwest elevation. A much larger rectangular addition, similar in design, projects to the northwest. A third large addition, clad in red brick, projects from the corner of the southeast elevation of the office wing. The maintenance garages are accessed by metal-and-glass roll-up garage doors. One garage bay on the northeast elevation has been infilled and now contains a pedestrian entrance comprised of a single metal door with a window and a three-pane window wall shaded by an awning. Pedestrian access to the building is via single metal doors with large, rectangular windows. Fenestration on the office wing consists most notably of large twenty-light black framed windows on the wing's southwest elevation. The windows wrap around the corners of the building and are shaded by a projecting roof. The office wing also has fenestration on its southeast elevation, including twelve-light ribbon windows and three-and four-light windows. The building has a flat roof with a parapet wall clad in brown metal coping. A flat-roof metal canopy shelters gas pumps southwest of the building. The northwest elevation was not accessible during this survey.

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Building E: Sign/Marking Unit (Between 1970 and 1979, North addition between 1979 and 1981, Southeast addition between 1981 and 1984)

Due to access restrictions, this building was not observed during this survey. This description is based on Google Maps satellite images and historic aerial images and topographic maps. This is a two-story brick warehouse/garage building located at the southeast corner of Building A/F, surrounded by a chain link fence. It is roughly rectangular in plan except for a notch near the northwest corner where it meets Building A/F. Historic aerial images and topographic maps show a small rectangular-plan addition was built at the northwest elevation between 1979 and 1981 and an L-shaped addition was built at the southeast elevation between 1988 and 2002. The southwest elevation has two single metal doors, one sheltered by a metal awning, two metal-and-glass roll-up garage doors, and two metal-and-glass two-light fixed-sash windows. At the southeast elevation of the southeast addition are two metal-and-glass roll-up garage doors. A recessed area southwest of the garage doors may contain additional entrances, but they are not visible from satellite imagery. The northeast elevation has what appears to be one metal-and-glass three-light window and two metal-and-glass one-light windows. The northwest elevation has three vertically-oriented, rectangular, metal-and-glass windows. The projecting northwest addition has two loading docks at its northwest elevation. The main building and northwest addition have a flat roof and the southeast elevation has a shed roof.

Building G: Police Technology, is a modular office trailer that was placed on the property sometime between 1988 and 2002.

Building B/D: Bethesda Road Department Depot and Materials Lab is a two-story, concrete block-clad combination office and garage building built circa 2007. Also considered part of Building B/D and constructed in 2007 are the gambrel-roof road salt storage barn at the southeast corner of the property and the U-shaped cluster of open sheds with shed roofs for the storage of supplies and oversized equipment northwest of the salt barn. These storage sheds replaced several smaller circa 1963 buildings.

#### Historic Context

From 1787 until 1959, the property currently occupied by Montgomery County Fleet Management was home to the Poor Farm, Site & Cemetery (M: 26-6). The construction of I-270 in the area in the late 1950s separated the Poor Farm property into eastern and western parcels. The Alms House and several farm outbuildings, located on the north section of the west parcel, were demolished in 1959 (Girard 1985, B1).

After demolishing the Poor Farm structures, the county began to construct a series of public facility buildings on the site. According to an article from The Washington Post, "a County maintenance building" was completed on the site by 1960. It is unclear if this is referring to The Montgomery County Fleet Management buildings, but historic aerials show that the two buildings now known as Building C and Building A/F were completed by 1963. In addition, two small buildings were located at the southeast section of the property (The Washington Post 1960, B4/Historic Aerials, 2019).

Building A/F received rectangular-plan additions at its northwest and southwest elevations between 1970 and 1979. Building E was also constructed between 1970 and 1979 at the southeast corner of Building A and F (Historic Aerials, 2019). Additions were built onto Building E, first at the northwest elevation

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between 1979 and 1981. A small, hipped-roof addition was built at the southeast elevation of Building C between 1981 and 1988 (Historic Aerials, 2019). The county property on the west side of I-270 was divided into north and south sections in 1991 by the construction of West Ritchie Parkway north of the Fleet Management property. Upon completion in December 1991, the road was renamed Wootton Parkway (The Washington Post 1991, MD6). A second addition was built onto Building E at the southeast elevation between 1988 and 2002 (Historic Aerials, 2019). Building B/D and the associated salt storage barn and U-shaped cluster of open sheds were constructed in 2007, replacing the small structures previously located on the southeast section of the property.

As of 2019, Montgomery County Fleet Management continues to be used as a government maintenance and office complex. This facility serves many roles in the maintenance of Montgomery County's transportation systems. Activities include the construction, installation, and maintenance of the county's traffic control, traffic monitoring, traveler information equipment, road signs, and road markings; the maintenance of all the light-duty vehicles owned by Montgomery County; the storage of road maintenance equipment; testing of highway maintenance materials; and maintenance of police communications equipment.

#### Eligibility Determination

Montgomery County Fleet Management was evaluated as a maintenance and office complex in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Montgomery County Fleet Management does not have a significant association with historical trends such as transportation improvements or government expansion. It is one of several maintenance and office complexes built by Montgomery County in the immediate area in the 1960s. Therefore, it is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history, therefore Montgomery County Fleet Management is not eligible under Criterion B.

Montgomery County Fleet Management is not a notable first example or the last unaltered example of a maintenance and office complex in Montgomery County. The integrity of the overall complex was diminished by the demolition of original buildings at the southeast corner for the construction of new facilities in 2007. The remaining original buildings received additions that have diminished their integrity. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Montgomery County Fleet Management property is not eligible under Criterion C.

The evaluated property encompasses 18.58 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GR21, Parcel N940 (2018).

#### References

"Division of Fleet Management Services: Maintenance Facilities." Montgomery County Government, 2019. Accessed April 25, 2019. <https://www.montgomerycountymd.gov/DGS-FMS/MaintenanceFacilities.html>.



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Gartner, Jeanne. "Montgomery County Maryland Almshouse aka Poor Farm." Reed Brothers Dodge History 1915-2012, June 27, 2018. Accessed January 9, 2019.

<https://reedbrothersdodgehistory.wordpress.com/2018/06/27/montgomery-county-maryland-almshouse-aka-poor-farm/>.

Girard, Keith. "Montgomery Graveyard Sale is Questioned." The Washington Post, June 30, 1985, B1. Montgomery County Historical Society Archives.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2018.

NETROnline. 2019. "Historic Aerials." Accessed January 9, 2019. [www.historicaerials.com](http://www.historicaerials.com).

"Rockville: Ritchie Parkway Extension." The Washington Post, December 19, 1991, MD6. ProQuest.

"Rockville Seeks to Annex Farm." The Washington Post, September 13, 1960, B4. ProQuest.

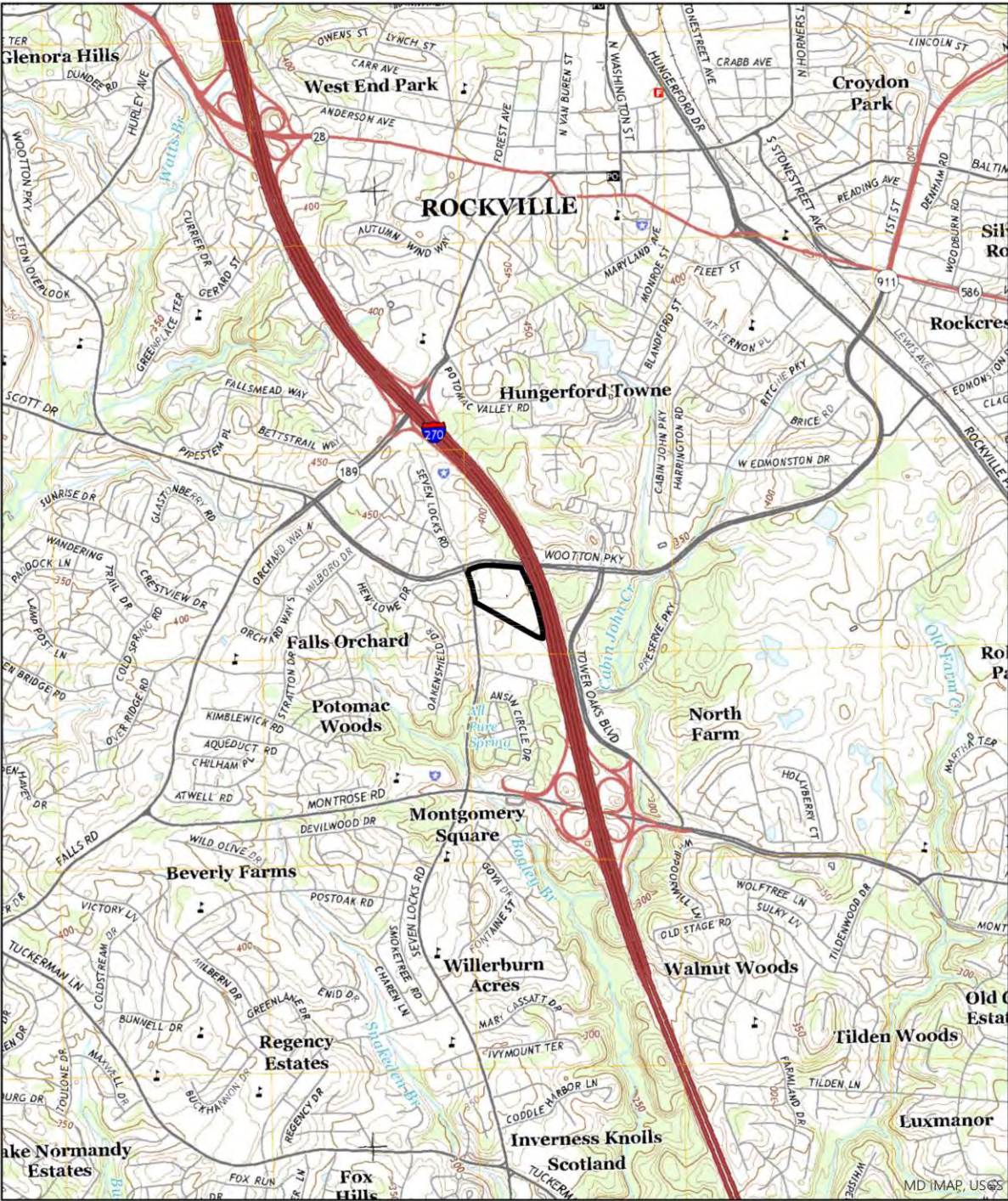
"Traffic Engineering and Operations." Montgomery County Government, 2019. Accessed April 25, 2019. <https://www.montgomerycountymd.gov/dot-traffic/>.

Montgomery County Fleet Management

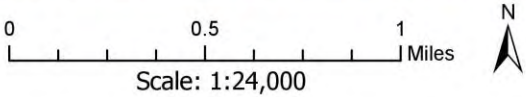
Location: 1283 Seven Locks Road

Montgomery County

City: Potomac



USGS 7.5' Quadrangle - Rockville





Montgomery County Fleet Management

Location: 1283 Seven Locks Road

Montgomery County

City: Potomac





**M: 26-83**  
**Montgomery County Fleet Management**  
1283 Seven Locks Road  
Rockville, Maryland



Circa 2019 aerial photo of the Montgomery County Fleet Management complex with building names indicated. Map from Google.





Driveway from Seven Locks Road, looking east.



Building C, southwest facade and northwest elevation, looking southeast.





Building A/F, southeast elevation; Building E southeast and southwest elevations, looking northeast.



Building A/F, southwest elevation of addition, looking northeast.





Building B/D, southwest facade, looking northeast.

**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-12-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-83\_2018-12-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Driveway from Seven Locks Road, looking east.

02.tif

Building C, southwest facade and northwest elevation, looking southeast.

03.tif

Building A/F, southeast elevation; Building E southeast and southwest elevations, looking northeast.

04.tif

Building A/F, southwest elevation of addition, looking northeast.

05.tif

Building B/D, southwest facade, looking northeast.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

**Address:** 10901 Westlake Drive

**City:** Bethesda

**Zip Code:** 20852

**County:** Montgomery

**USGS Quadrangle(s):** Rockville

**Tax Map Parcel Number(s):** GQ31

**Tax Map Number:** P674

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** RK&K, LLP

**Preparer's Name:** Jacob Bensen

**Date Prepared:** Mar 14, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

The Montgomery County Public Schools (MCPS) Transportation and Facilities Maintenance Bethesda Depot is a maintenance and office complex. The depot was constructed circa 1976 (Washington Post 1976, E27). The 13.05-acre property is bounded to the north by Tuckerman Lane, to the east by the Washington National Pike/Dwight D. Eisenhower Highway (I-270), to the south by the Potomac Electric Power Company's Bells Mill Substation, and to the west by Westlake Drive. The property is surrounded by dense trees and a tall chain link fence. A tall concrete retaining wall on the east side of the property supports the raised roadway of I-270. An asphalt driveway at the southwest corner of the property leads from Westlake Drive to the facility. The driveway has a chain link gate and is marked with a red-painted wood sign with white letters with the name of the facility and street address. The primary building is located in the northwest section of the property, surrounded by asphalt parking lots on the northwest, northeast and southeast sides. The eastern half of the property is dedicated to school bus parking. An island with grass and trees runs north-south, dividing the east side parking lot. Three modular office trailers, three prefabricated sheds, and stacked metal shipping

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date



Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

containers are in the northwest corner of the lot. A gable-roofed canopy over a double-aisle fueling station is northeast of the main building. Two prefabricated gambrel-roof sheds and several dumpsters are northwest of the building. All these secondary buildings and structures were installed after 1988. Metal flag poles are in front of the primary building and in front of the modular office trailers.

The primary building, housing the maintenance facilities and office, was constructed circa 1976 and has no architectural style. It is oriented on an approximately northwest-southeast axis. The building is L-shaped, with a one-story office located at the corner of the "L" and two taller vehicle maintenance wings. The building does not have a primary entrance; rather, it has separate entrances to individual sections of the building. The pedestrian entrances consist of single and paired metal doors, painted brown.

The office is clad in dark brown brick. The building has a flat roof with mechanical equipment. A mansard parapet, clad in red standing-seam metal, is present on the one-story office portion. The doors to the office contain thin rectangular wire glass windows and the doors to the rest of the building are solid paneled. On the office's northeast elevation, a metal staircase, painted black, provides access to a second-floor door in the west wing.

The wings are clad in white-painted concrete block and have flat roofs. The north wing has a tall one-story garage with four large bays, while the west wing appears to have a second story over smaller garage bays. Windows are metal 1/1 set in metal frames. Metal roll-up garage doors, with four or eight rectangular windows, provide vehicular access to the garage bays. The northernmost bay of the north wing has a lower roofline. On the southwest elevation of that bay, lettering reads "BUS WASH" above the garage door.

A two-story addition with a side-gabled asphalt-shingled roof projects from the southeast elevation of the west wing. A one-story addition with a shed roof projects from the northwest elevation of the north wing. The additions were constructed some time between 1988 and 2002, according to historic aerials.

The MCPS Transportation and Facilities Maintenance Bethesda Depot is a typical example of a mid-twentieth-century maintenance and office complex. It does not have a significant association with historical events or with persons that have made significant contributions to history. Therefore, it is not eligible under Criteria A or B. The building has had additions. In addition, it does not represent the work of a master and does not possess high artistic value. Therefore, the MCPS Transportation and Facilities Maintenance Bethesda Depot is not eligible under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

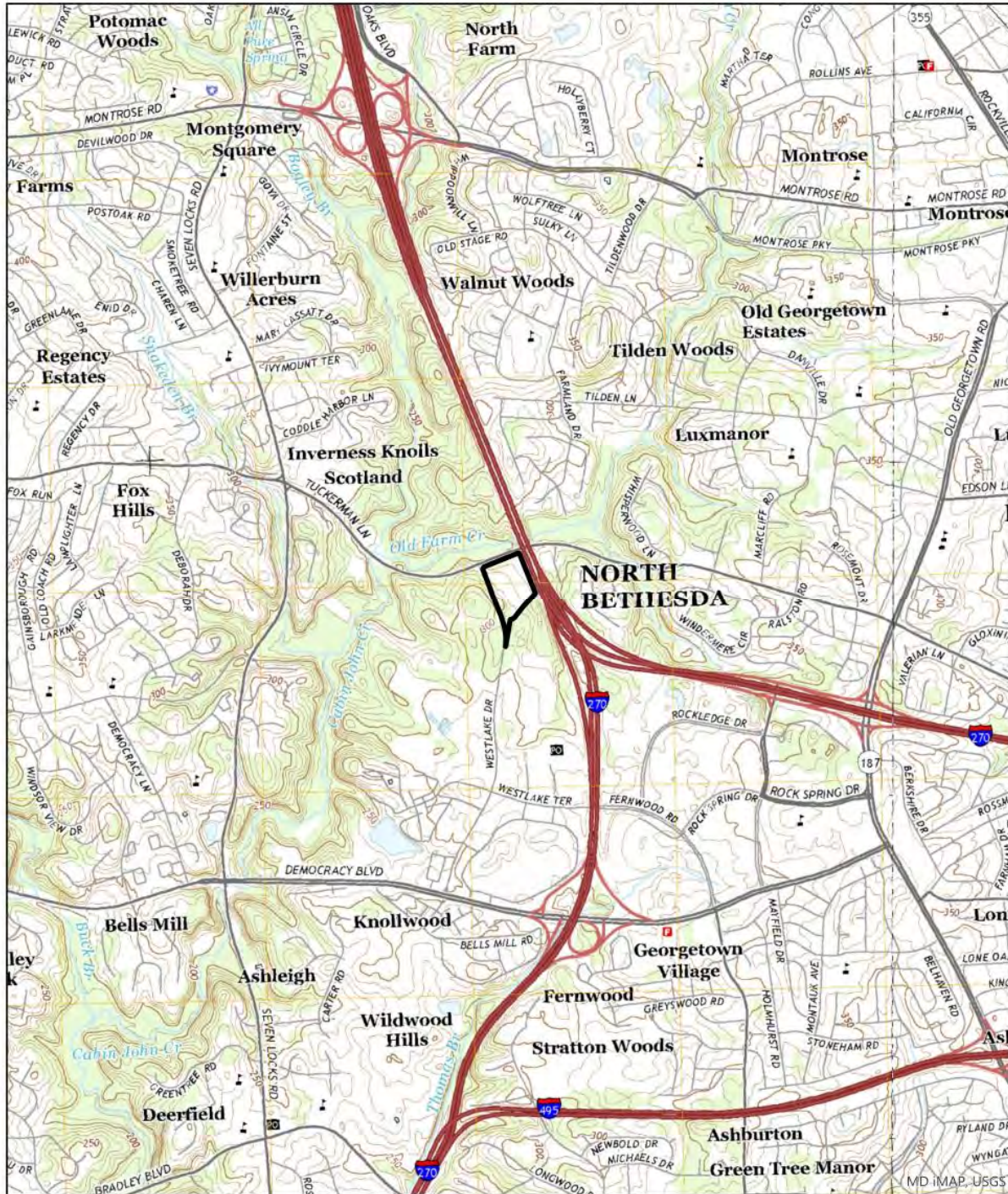
The evaluated property encompasses 13.05 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Maps GQ31, Parcel P674 (2017) and GQ41, Parcel N650 (2017).

References:

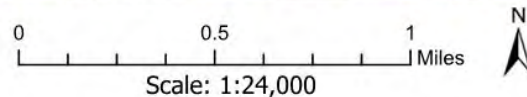
"Two Contracts Let for Sewers, Mains." The Washington Post, October 23, 1976, E27. ProQuest.

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot

**Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot**    Montgomery County  
Location: 10901 Westlake Drive    City: Bethesda



USGS 7.5' Quadrangle - Rockville





NR-ELIGIBILITY REVIEW FORM

Montgomery County Public Schools Transportation and Facilities Maintenance Bethesda Depot



Northeast elevation of garage section



Northwest and southwest elevations



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Montgomery Hills Baptist Church Inventory Number: M: 36-71  
Address: 9727-9735 Georgia AVE (MD 97) Historic district: ☐ yes ☒ no  
City: Silver Spring Zip Code: 20910 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Trustees of Montgomery Hills Baptist Church Inc. Tax Account ID Number: 13-01337597  
Tax Map Parcel Number(s): 0000 Tax Map Number: JP12  
Project: I-495/270 Managed Lane Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Melissa Butler Date Prepared: 10/18/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Montgomery Hills Baptist Church is located on Georgia Avenue (MD 97), north of I-495 in Silver Spring. The primary elevation of the church faces southwest towards Georgia Avenue. The rectangular parcel comprises 1.43 acres and contains the church building, parking lot, sidewalks, and sign. The lot is accented with trees, lawns, and ornamental shrubbery. It is located opposite the Forest Glen Metro Station in a mixed residential and commercial area of Montgomery County. This property is currently owned by the Trustees of the Montgomery Hills Baptist Church (State Department of Assessment and Taxation [SDAT] 2018).

Description:

The Montgomery Hills Baptist Church was initially constructed in 1957 in an L-shape built into the topography of the site with elements of the Colonial Revival style and designed to be primarily accessed from the north elevation where a parking lot historically filled the southeast corner of Georgia Avenue and Forest Glen Road. The original core of the church consists of a two-

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

story, six-bay building. Two additions have expanded this resource over time: a one-story, seven-bay sanctuary and entrance hall topped by a spire, and a three-story, two-bay addition to the south elevation. The entire building rests on a continuous foundation and has a structural system that is clad in five-to-one, common-bond, brick veneer with a projecting three-course water table. The church is largely covered by a side-gabled roof sheathed in asphalt shingles. Located at what was originally the north end of the building, the east and west elevation of the former narthex features a projecting bay topped by a gabled roof. At the west elevation along Georgia Avenue, this bay contained a historic entrance that is now filled by a large stained-glass window covered by a hipped pent roof clad in cooper sheeting. A secondary entrance to the original core of the church is located at the south end of the west elevation and is filed by a set of double-leaf wood doors topped by a six-light transom and surrounded by a shouldered entablature. An original three-story, three-bay, gabled projection extends from the southeast corner of the building that served as an educational wing (Montgomery Hills Baptist Church, n.d.).

Historic aerials indicate that both north and south additions to the church were constructed between 1964 and 1970 (National Environmental Title Research [NETR] 1957, 1964, 1970). The Neoclassical-style, seven-bay sanctuary added to the north end of the original building was completed and dedicated in February 1965 (Montgomery Hills Baptist Church, n.d.). It is separated from the original building by a two-story hyphen currently clad in vinyl siding on the west elevation. This addition prominently features a projecting front-gabled bay in the center of the west elevation that is marked by a large pediment with fleur-de-lis supported by two ionic columns and three-part spire topped by copper roof and cross. The recessed primary entrance located below this pediment is filled by a double-leaf, paneled-wood door below a series of three, vertical wood-framed, stained-glass windows featuring a Modern geometric design at the upper level. This same style of window is used throughout the sanctuary addition. A secondary entrance, filled by a single-leaf wood door is located at the north end of the west elevation, and likely provides access to space near the chancel. Another secondary entrance is located in the center of the east elevation off the 1965 sanctuary addition that is largely hidden by a shed-roofed vestibule extending to the paved driveway that runs along the entire east side of the property.

The south addition to the original church is less ornate and largely in keeping with original design and materials. It is three stories in height and two bays wide at the west elevation and extends six bays across the south elevation of the original building. A one-story porch topped by a front-gable-and-shed roof clad in standing-seam metal extends from the center of the south elevation and appears to have been recently constructed. The porch is supported by round metal columns on brick piers and shelters one single-leaf metal door and a set of double-leaf, metal-and-glass doors flanked by fixed, metal-framed windows.

There are many types of windows present throughout the building. Eight-over-eight, double-hung-sash wood windows are located on the south, east, and west elevations. Six-over-six double-hung-sash vinyl windows with false muntins are located at the basement level of the west elevation. One eight-over-twelve, double-hung-sash, wood-framed window and a one-over-one, metal-framed window are also located on the west elevation.

The church sanctuary was renovated in 1987, and the interior was updated again in 2001 to add an elevator and make the building more handicap accessible (Montgomery Hills Baptist Church, n.d.). A late-twentieth- to early-twenty-first-century church sign is located northwest of the church, facing southwest towards Georgia Avenue.

#### Historic Context:

Silver Spring, founded in 1842 by Francis Preston Blair, is an unincorporated suburban community located northeast of Washington, D.C. (KCI Technologies [KCI] 1999, C-99). Access to Silver Spring from Washington, D.C increased when the Baltimore and Ohio Railroad Metropolitan Branch began stopping at the Silver Spring station in 1878 (KCI 1999, C-99). Silver Spring remained fairly rural, despite the rail connection, and growth did not increase in the area until the 1930s, spurred by an

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:      A      B      C      D Considerations:      A      B      C      D      E      F      G

MHT Comments:

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Date

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Reviewer, National Register Program

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Date

increase of workers employed under the New Deal (KCI 1999, C-99). Following World War II, Silver Spring grew into a commercial center, due to the increasing population in Montgomery County overall (KCI 1999, C-99). High-rise office buildings, hotels, and apartments were added to the central business district during the late 1960s (KCI 1999, C-99).

In addition to residential and commercial development, the number of worship facilities increased in great numbers across Maryland's suburban landscape during this period. "As Marylanders populated the new suburbs in the 1950s and 1960s, a period of intense construction of religious structures ensued. Organized religion pursued two general goals: to meet the demands of the automobile centered, decentralized culture and to design places of worship that would become suitable landmarks in the modern suburban landscape" (Gournay and Corbin Sies 2002, 59). The Montgomery Hills Baptist Church exhibits this tension between automobiles, modernity, and religion, falling into a pattern illustrating; "a balance between the traditional building placement in urban settings and the new demands of an automobile-oriented life style. The tension was expressed in the way sanctuaries were situated to face large, busy roads, when congregants would process toward them mostly from back parking lots" (Gournay and Corbin Sies 2002, 59). Reflecting suburban trends in ecclesiastical design, this church had a street entrance designed to be accessed from Georgia Avenue and a parking lot entrance, originally at the north end of the building, and repositioned at the center of the building between the sanctuary and educational wing in 1965 (Price 2004, 9).

Although the current Montgomery Hills Baptist Church was constructed in 1957, the congregation's history dates to the early-twentieth century, when it was established in 1912 as the Petworth Baptist Church and worshiped in a building at the corner of 7th and Randolph Streets NW (Montgomery Hills Baptist Church, n.d.). As the church's history explains, "in July, 1954, the church voted to purchase property on Georgia Ave. in Silver Spring, MD. Services were initiated on February 14, 1955 in a rented house at 9504 Woodland Drive. By May, 1955, the Montgomery Hills Chapel had 48 charter members. In February, 1957, [the] new church building was completed" (Montgomery Hills Baptist Church, n.d.).

In the following years, the congregation was split between the old and new buildings, but in January of 1963, the last service was held at the Petworth Baptist Church (now the First Baptist Church), and a united congregation began meeting at the Silver Spring location. Once the sanctuary addition was completed in 1965, the older portion of the building became known as the "educational wing" with multi-purpose space that served a number of activities (Montgomery Hills Baptist Church, n.d.). The church has rented out their multi-purpose spaces to community organizations over time. The Siena School, a primary school with specialized curriculum, was founded in the church in 2005, but moved to a new location in 2011 (Brown 2010, Meno 2007).

#### Evaluation:

The Montgomery Hills Baptist Church was built in 1957 and greatly expanded between 1965 and 1970, featuring elements of the Colonial Revival and Neoclassical styles. The church was originally designed in an L-shaped plan with sanctuary and small multi-purpose block. The building retains a high level of historic integrity of location, setting, feeling, and association, but a moderate to low level of integrity of design, materials, workmanship. The minimal exterior ornamentation and flexible design of the original core, converted into a multi-purpose space following the 1965 sanctuary addition, became a popular church model for Baptist, Methodist, and other protestant denominations, contrasting with striking Modernist Catholic churches and Jewish temples constructed elsewhere in the county (Gournay and Corbin Sies 2002, 60). As such, the property design is typical of the era and area where it is located.

Although the Montgomery Hills Baptist Church fits into the general trend of church development in suburban areas as residential development increased in the Modern period, this resource does not have substantial significance beyond that pattern (KCI 1999, B-40). It is one of many protestant churches built around Silver Spring and within suburban Montgomery County during the mid-twentieth century. Its use of Colonial Revival and Neoclassical styling was also common in church design of this era as the

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:      A      B      C      D Considerations:      A      B      C      D      E      F      G

MHT Comments:

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preferred aesthetic of many protestant congregations. Its multiple entryways and conversion of the original narthex into a breezeway was also a common pattern in the mid-twentieth century as suburban churches sought to strike a balance between traditional forms and providing modern amenities for their congregants (Price 2004, 9). Therefore, the time period, form, and architectural style of this church are exhibited by such churches in Montgomery County, and Montgomery Hills Baptist Church has been altered so that it does not exemplify this property type.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state, or national significance were identified and the Montgomery Hills Baptist Church is not eligible for the National Register of Historic Places (NRHP) under Criterion A (events) or Criterion B (persons).

Under NRHP Criterion C, the Montgomery Hills Baptist Church is not a particularly unique or excellent example of its style or property type. It is a typical form and made of common materials, and there are many other examples of churches in this style in Montgomery County (KCI 1999, B-40). This resource does not exhibit high artistic value as the work of a master nor is it an outstanding example of its style or property type. As an architectural resource, the resource was not evaluated under Criterion D.

In sum, the Montgomery Hills Baptist Church is recommended not eligible for the NRHP under Criteria A-C.

The property encompasses 1.43 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map JP12, Parcel 0000.

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Date

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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D Considerations: \_\_\_\_\_ A \_\_\_\_\_ B \_\_\_\_\_ C \_\_\_\_\_ D \_\_\_\_\_ E \_\_\_\_\_ F \_\_\_\_\_ G

MHT Comments:

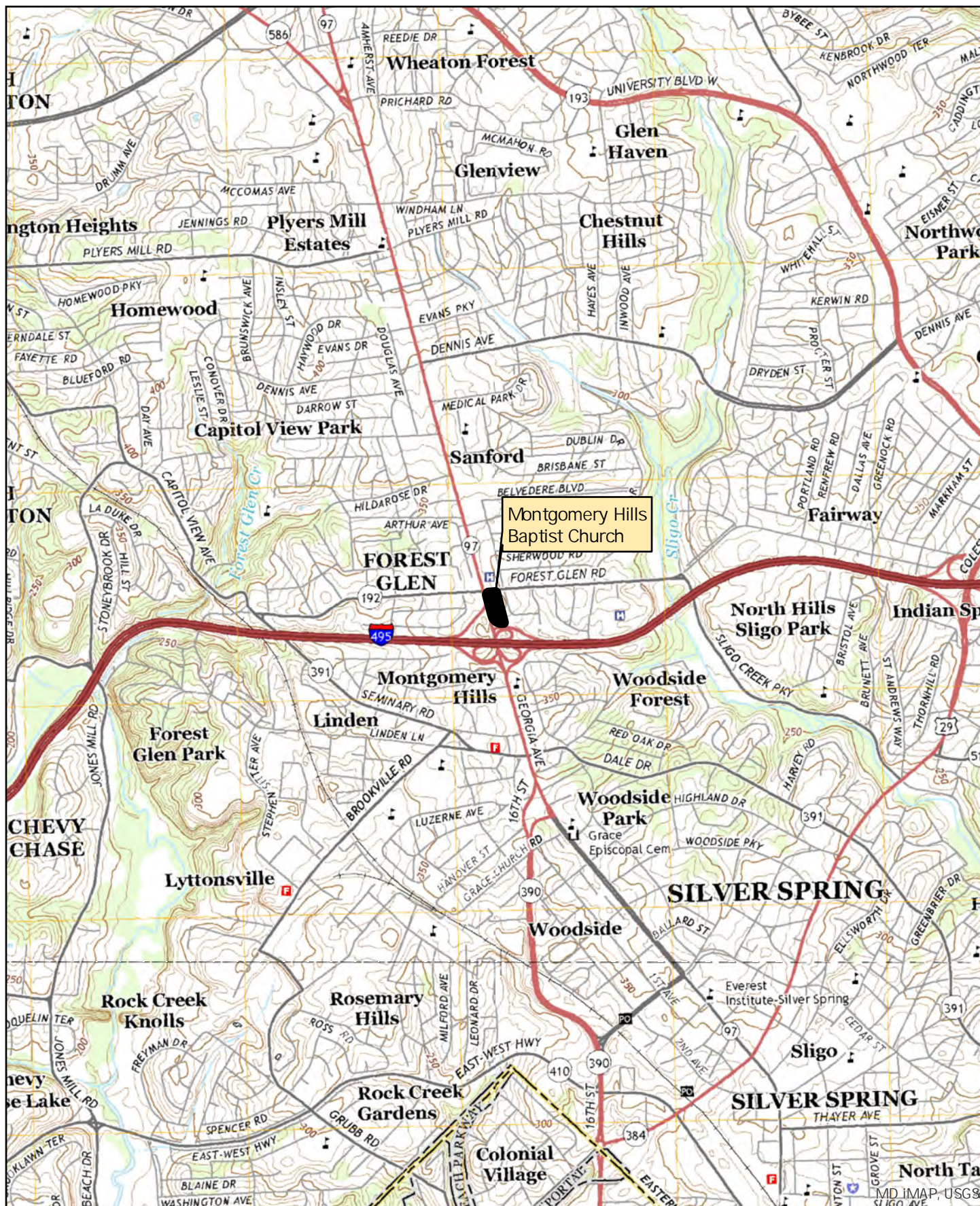
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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



# Montgomery Hills Baptist Church

Location: 9727-9735 Georgia Avenue  
City: Silver Spring

MIHP : M: 36-71  
Montgomery County



SGS 7.5 Quadrangle - Kensington

0 0.3 0.6  
Miles  
Scale: 1:24,000



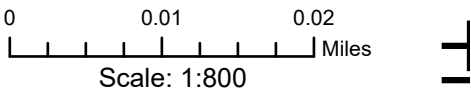
Montgomery Hills Baptist Church

Location: 9727-9735 Georgia Avenue  
City: Silver Spring

MIHP : M: 36-71  
Montgomery County



Parcel Boundaries





**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 6: West Elevation, Facing Northeast**



**Photo 2 of 6: Detail of Entry on West Elevation**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church  
**Continuation Sheet**

Number Photos Page 2

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Photo 3 of 6: West Elevation, Facing Southeast



Photo 4 of 6: East Elevation, Facing Southwest



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 6: Detail of Service Entry on East Elevation**



**Photo 6 of 6: North Elevation Facing Southeast**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 36-71

Name: Montgomery Hills Baptist Church  
**Continuation Sheet**

Number Photos Page 4

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**PHOTO LOG**

**Name of Property:** Montgomery Hills Baptist Church  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** May 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 6:**  
**West Elevation, Facing Northeast**  
**M: 36-71\_2018-05-07\_01**

**Photo 2 of 6:**  
**Detail of Entry on West Elevation**  
**M: 36-71\_2018-05-07\_02**

**Photo 3 of 6:**  
**West Elevation, Facing Southeast**  
**M: 36-71\_2018-05-07\_03**

**Photo 4 of 6:**  
**East Elevation, Facing Southwest**  
**M: 36-71\_2018-05-07\_04**

**Photo 5 of 6:**  
**Detail of Service Entry on East Elevation**  
**M: 36-71\_2018-05-07\_05**

**Photo 6 of 6:**  
**North Elevation Facing Southeast**  
**M: 36-71\_2018-05-07\_06**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Montgomery Mall (Westfield Montgomery)

Inventory Number: M: 29-73

Address: 7101 Democracy Boulevard

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GP33/GP43

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Feb 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

Montgomery Mall, today known as Westfield Montgomery, is located at 7101 Democracy Boulevard in Bethesda, Montgomery County. The mall was originally constructed in 1968 and has 1976, 1991, and 2014 additions. It is in a densely developed area, surrounded by single- and multi-family residential development and commercial office and retail development. The parcel is bounded to the north by Westlake Terrace, south by Democracy Boulevard, west by Westlake Drive, and east by the I-270 spur.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>



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The nearly sixty-acre property is accessed by two driveways from Democracy Boulevard, one from Westlake Drive, and two from Westlake Terrace, most with mall signage. Islands with grass, trees, bushes, and light standards are located throughout the property's extensive asphalt parking lots surrounding the mall building, which has attached parking garages. A service road runs around the perimeter of the property, providing access to the parking areas and loading docks/service areas. Westlake Crossing, a small strip center constructed some time between 1988 and 2002, is within the parcel, standing northwest of the mall building as it faces Westlake Drive. A 2016 bus transit center is located at the northeast corner of the property.

### Architectural Description

The nearly X-shaped enclosed shopping mall is located at the southeast end of the parcel. The building is primarily two-stories; the Sears department store has a one-story portion and the Nordstrom department store is three stories. The building's southwest/northeast axis is the original 1968 portion, with The Hecht Company (now Macy's) anchoring the southwest end and Sears, Roebuck and Company (Sears) at the northeast end, with a central pedestrian mall with smaller stores in-between. A northwest wing, anchored by a Woodward and Lothrop department store (now Macy's Home Store and other tenants), and an addition to the existing Hecht Company to the southwest, were made in 1976. A circa 1976 three-level concrete parking garage extends to the west, linked to the mall by additional stores. The garage has a 2014 ArcLight Cinemas addition on the third-floor level. The Nordstrom wing was constructed to the southeast in 1991. A three-level concrete parking garage, extending to the east, was also likely constructed in that year.

All anchor department stores and small stores connect to a remodeled enclosed pedestrian mall, which includes a food court. The mall's two-story open interior, lighted by large glass skylights and small square plastic skylights, includes escalators, elevators, and stairs. The roof is flat and houses mechanical equipment and roof access structures. Parapets of various heights surround the roof perimeter.

The 1976 mall wing has an entrance, likely renovated in 2014, that includes paired sliding metal and glass double doors. The mall entrance southwest of the Sears department store, likely built as part of the Nordstrom wing construction in 1991, consist of a triangular-prism shaped glass and metal canopy, supported by a metal frame with concrete footers, and a large backlit plastic sign reading "Westfield," shading a set of paired metal and glass doors. Pedestrian access is also provided through the parking garages and via anchor department stores. Two levels of loading docks and service areas are located just northwest of the Nordstrom southwest elevation, and below grade and adjacent to the 1976 northwest wing's mall entrance. The service areas are screened by vegetation, changes in elevation, and low walls.

A 1968 Sears auto service center building is located at the north edge of the property, near the Sears department store. A small standalone building (occupied by a Sears wireless key shop in 2018) from the same year is directly north of the main store.

The Hecht Company/Macy's (1968, 1976 addition)

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The original northeast portion of this two-story Modernist department store was constructed in 1968, with an addition constructed at its southwest elevation in 1976. The store is clad in a uniform white painted rough brick laid in a running bond. Incised vertical lines break the exterior into tall vertical panels and terminate at a wide, cantilevered cornice, giving the building a New Formalist impression. Primary entrances are located on the second story at the northwest, southwest, and southeast elevations. At the northwest elevation, the second story is at ground level and includes two entrances. The remnants of 1976 parking decks, demolished in 2014, are attached to the second level at the southwest and southeast elevations, and the upper-level entrances remain architecturally emphasized over those at ground-level. Primary entrances consist of two sets of paired metal and tinted glass doors surrounded by mirrored-glass panes in a metal frame. Glossy black panels set into black metal frames surround the doors, and three-dimensional lettering above the entrances, absent at the southwest elevation, reads “macy’s” and features the company’s red star logo. Ground-level secondary entrances at the southwest and southeast elevations consist of two sets of paired metal and glass doors.

#### Sears, Roebuck and Company (1968)

This Modernist department store, two stories on the southeast elevation and one story on the northeast and northwest elevations, is clad in tan-painted brick with columns of recessed headers dividing the brick walls into large panels. A stucco-clad paneled frieze, resembling triglyphs and metopes, crowns the walls. Below the brick panels at the southeast elevation, the ground level is clad in small square white marble panels set within what appear to be concrete frames.

A blind second-story fascia, projecting over the first story and forming a parapet above the roofline, emphasizes the northeast and northwest elevations. The decorative brick fascia holds large, backlit, “SEARS” signs at both elevations and features a running bond with alternating projecting bricks every third course. Beneath the fascia at the northwest elevation, cylindrical light fixtures are mounted at the center of each brick panel. At the northeast elevation, a lower one-story section with a projecting flat roof extends from below the fascia.

Entrances are located on the northwest, northeast, and southeast elevations. These consist of paired black metal and glass doors, surrounded by sidelights and transoms in black metal frames. Some entrances have two sets of paired doors. The transoms above the façade entrances read “SEARS ROEBUCK AND CO.” in gold paint. Automatic sliding doors are present at one of the entrances on the northeast elevation. A loading dock, hidden by brick-clad concrete walls, is also located at this elevation. A sky bridge connects a second story entrance at the southeast elevation to the east parking garage. The northeast elevation has loading docks and service areas.

#### Sears Auto Service (1968)

The Modernist building’s east section is a one-story office and showroom, and the west section is a taller one-story vehicle service garage. The building is clad in tan-painted brick, and the decorative brickwork of the east section matches that of the Sears department store. The east section elevations feature large dark-tinted glass display windows in black metal frames, shaded by an overhanging flat roof. The main

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entrance at the façade consists of paired black metal and glass doors, with a single door at the north and south elevations.

The west section is accessed by large metal roll-up garage doors with small rectangular lights and single or paired metal pedestrian doors. This section has large dark-tinted fixed sash windows. The building's roof is flat and houses mechanical equipment and ventilation stacks. This building was vacant during this survey.

#### Keyless Shop at Sears/Keyless Shop (1968)

This is a small, rectangular, one story building with a flat roof. The lower half of the building is clad in tan-painted brick. All four elevations feature ribbon windows in black metal frames. A single wood door, with six lights and two panels below, is located on the southeast elevation. An infilled door opening is also present, directly opposite on the northwest elevation. The building's roof projects over the surrounding pedestrian walkway. A double-sided backlit sign reading "Keyless SHOP" is present at the center of the roof.

#### Woodward and Lothrop/J.C. Penney/Hecht's Home Store/Macy's Home Store (1976, 2001 renovation, 2014 renovation)

This 1976 two-story department store is clad in fluted concrete block, painted white. In 2001, the first story was redeveloped into separate tenant spaces; a mall entrance at the northeast elevation was likely added at that time. The northeast elevation was fully remodeled in 2014 and has façades and exterior entrances for three restaurants: Bobby's Burger Place, The Cheesecake Factory, and Crave. The mall entrance, with its triple metal and glass doors, was also likely remodeled at that time. There are also metal service doors at the northwest and southwest elevations. Three-dimensional lettering reading "macy's HOME STORE" and the company's red star logo are present on all public-facing elevations.

#### Nordstrom (1991)

This is a three-story brick- and concrete-clad department store.

#### Historic Context

Montgomery Mall, the first fully-enclosed and air-conditioned shopping center in Montgomery County, was originally planned in 1963 as the Cabin John Shopping Center by a group of investors led by Bethesda surgeon Dr. John H. Soloman. His group was unable to raise the funds needed to construct the mall and in 1965 sold the property to a group including an affiliate of the May Department Stores Company (parent of The Hecht Company) and a Philadelphia-based real estate firm, Strouse, Greenberg and Company. Strouse, Greenberg and Company was a national retail real estate developer and an early pioneer in the development of enclosed regional shopping centers, constructing many on the East Coast, including Deptford Mall in New Jersey (1975) and Washington East (1971) in Washington, D.C. (Philadelphia Inquirer, 2013/Koprowski 1969, F1). The mall was designed by the Seattle, Washington and New York City-based architecture and engineering firm of John Graham and Associates in collaboration with the Springfield, Virginia-based Ward and Hall Associates. The general contractor was the John A. Volpe Construction Company (Goodman 1968, F5).



John Graham, Jr. is best known, with architect Victor Steinbrueck, as the architect of the Space Needle (1962) for the Seattle World's Fair. Graham and his firm, John Graham + Company, specialized in retail design and became prominent nationwide for designing shopping centers. Graham's work included outdoor shopping centers such as Northgate Center in Seattle, Washington (1950) and Northshore Shopping Center in Peabody, Massachusetts (1958). John Graham + Company employed 32 draftsmen; designers; and structural, mechanical and electrical engineers. The firm was favored by developers, corporations, and institutional clients for Graham's reputation as a "businessman's architect" who could accurately assess the schedule, budget, and feasibility of a project. John Graham + Associates completed over 1,000 projects nationwide, including the Wells Fargo Building in San Francisco (1966) and Bank of California Building (1974) (docomomo, 2019).

The architecture firm of Ward and Hall Associates was founded in 1964 when George Truman Ward, FAIA partnered with Charles Ellis Hall Jr. As the firm was headquartered in Springfield, Virginia, it primarily worked in that state, winning the Virginia AIA award in 1971 for their work on the Washington Plaza Baptist Church in Reston (Washington Post 1971, C20). In addition to Montgomery Mall, the firm designed the seventh building of the Washington Science Center (1971) and the Marriott Hotel (1979) in Bethesda (Washington Post 1971, D21/Kelly 2015, 204). Prior to forming the firm of Ward and Hall, Ward was a partner in Vosbeck-Ward + Associates, which designed many churches in Montgomery County, including the Montrose Baptist Church (1958) in Rockville, Clifton Park Baptist Church (1961) in Silver Spring, and a building for American Speech and Hearing (1965) in Bethesda (Kelly 2015, 195).

### Building History

At 55 acres, Montgomery Mall was the second largest shopping center in the Washington, D.C., suburbs in 1968, surpassed only by Wheaton Plaza. On opening day, March 6, 1968, the mall included three major department stores: Sears; The Hecht Company; and Julius Garfinckel and Company, along with 58 other shops and businesses, ranging from large stores like F. W. Woolworth, Raleigh Haberdasher, Lerner's, and Hot Shoppes Cafeteria to smaller retailers like Baker Shoes, Corset World, and Tip Top Ties. Noted at the time of the mall's opening was Georgetown Row, eight boutiques with colonial-inspired interior storefronts featuring overhanging roofs and small-paned windows (Goodman 1968, F5). The mall also originally had three bank branches. Four months after Montgomery Mall's opening, the larger Tyson's Corner Shopping Center opened in northern Virginia (Goodman 1968, F5). By 1969, thirteen enclosed shopping malls had been constructed in the Washington, D.C. area with two more scheduled for completion by 1971 (Koprowski 1969, F1).

In spring of 1976, the mall's first expansion projected from the mall's northwest elevation. The wing included a branch of the Washington D.C.-based Woodward and Lothrop department store and thirty smaller shops and restaurants. The Woodward and Lothrop store at Montgomery Mall differed from other branch stores of the chain by excluding appliance sales, focusing instead on fashion and home goods. At that time, most branch stores acted as smaller versions of the downtown department stores, offering a full line of goods and services. The new store was designed by Ralph Kelman, a Dallas-based architect (Jones 1976, D6). A three-level concrete parking garage was also added to the mall circa 1976, projecting west from the northwest elevation at the juncture of the original mall and the 1976 Woodward and Lothrop

wing (Historic Aerials, 2018). That same year, the mall's Hecht Company store was renovated and expanded with an addition to the southwest, and the construction of parking decks on the southwest and southeast elevations (Washington Post 1976, D15/Historic Aerials, 2018). A three-screen K-B movie theater was built in 1985 likely on the first story of the in the mall, in the space between the west parking garage and the 1968 mall building. A food court occupied the second story at this location (Potts 1984, WB1/Coursey, 2013/Personal Interview, 2019).

Facing pressure from rival regional malls such as Tysons Corner Center, Chevy Chase Pavilion, White Flint Mall, and Wheaton Plaza, Montgomery Mall embarked on a full renovation of the building's interior and exterior in 1991, which included a new wing projecting southeast from the mall's southeast elevation. The wing included smaller shops and a three-story Nordstrom department store. This expansion brought the total size of the mall to 1.25 million square feet (Swisher 1991, 1). In addition, a three-level concrete parking garage was built southeast of the Sears department store, likely at the same time as the Nordstrom wing (Historic Aerials, 2018). The mall was purchased by a group of investors, including the Australian firm Westfield Holdings in 1993; by 1997 Westfield America was the mall's sole owner (Salmon 1993, B11/Pressler 1997, D3). In 1995, J. C. Penney Company acquired the former Woodward and Lothrop space after the chain closed, opening a branch of its own department store in the vacant space (Stoughton 1999, H1). The J. C. Penney store closed in 2000 and was replaced by a Hecht's Home Store on the upper level and smaller stores on the lower level in 2001 (Hedgpeth 2000, E1/Connection, 2004). In 2005, the parent companies of the national Macy's chain and regional Hecht's chain merged and converted all department stores to Macy's. The Hecht's and Hecht's Home Store at Montgomery Mall changed names the following year (Doherty, 2006).

In 2014, the mall again expanded and renovated, introducing an ArcLight movie theater, which was constructed on top of the circa 1976 west parking garage. The Woodward and Lothrop/J. C. Penney/Hecht's Home Store/Macy's Home Store building was renovated to include restaurants with exterior-facing entrances in addition to cosmetic changes to the interior and exterior of the building. The 1985 theater also closed in that year and the parking decks at The Hecht Company/Macy's building were partially demolished (Coursey, 2013/Historic Aerials, 2018). In 2016, a bus transit center was constructed on the mall's northeast parking lot to improve transit circulation at the mall and, in 2018, Montgomery Mall's owner, Unibail-Rodamco-Westfield, announced plans for a major redevelopment and partial demolition of the mall. The proposed changes would introduce residential space to the mall property, and include the demolition of the mall's original Sears building and construction of new buildings on the mall's surface parking lots (Peetz, 2018).

#### Eligibility Determination

Montgomery Mall was evaluated in accordance with the Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. It was not evaluated for eligibility under Criterion D.

Montgomery Mall does not have a significant association with historical trends such as transportation improvements, demographic changes, or the environmental movement. Although the mall is the first example of its type to locate in the Washington, D.C. suburbs, it does not retain sufficient integrity to reflect this association. Therefore, Montgomery Mall is not eligible under Criterion A.

Research has shown no association with persons important to local, state, or national history. Therefore, Montgomery Mall is not eligible under Criterion B.

Montgomery Mall lacks integrity of design and materials due to extensive renovations and additions in the 1990s and 2000s that have removed or altered character-defining features of the mall; it appears only the original Hecht Company (Macy's) and Sears department stores and the free-standing Sears buildings retain any remnants of such features. The mall was the first of its kind in Montgomery County and was designed, in part, by master architect John Graham, Jr. However, due to its lack of integrity, the resource cannot be considered an example of its type or a significant example of Graham's work. It does not possess high artistic value. Therefore, Montgomery Mall is not eligible under Criterion C.

The evaluated resource encompasses 59.85 acres and is confined to the current property tax parcels, which are found on Montgomery County Tax Map GP33 and GP42, Parcels N625, N655, N833, N861 (2017).

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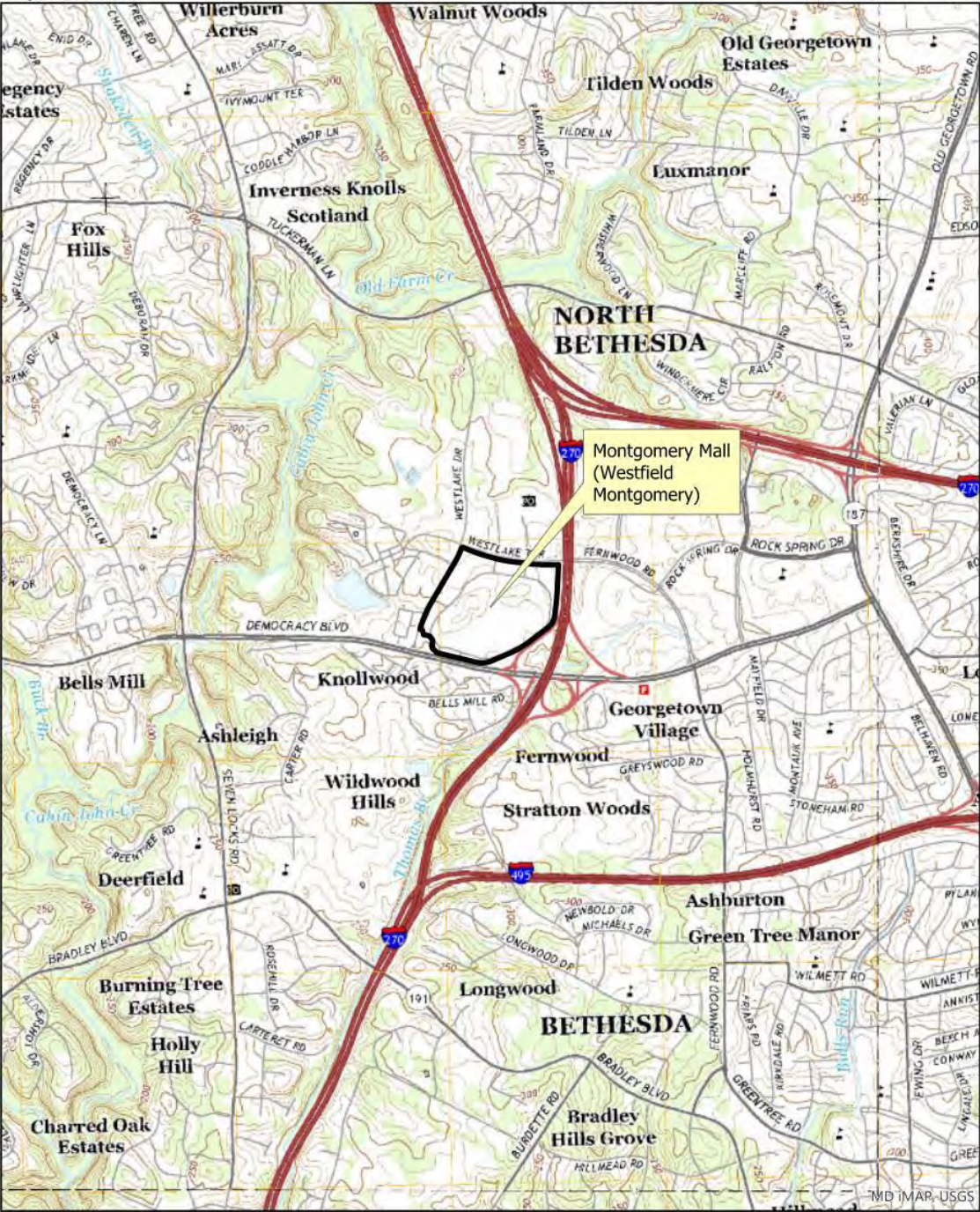
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Montgomery Mall (Westfield Montgomery)

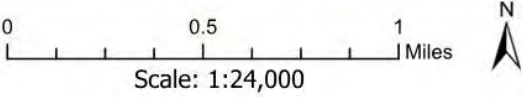
Location: 7101 Democracy Boulevard

City: Bethesda

Montgomery County



USGS 7.5' Quadrangle - Rockville





Montgomery Mall (Westfield Montgomery)

Location: 7101 Democracy Boulevard  
City: Bethesda

Montgomery County



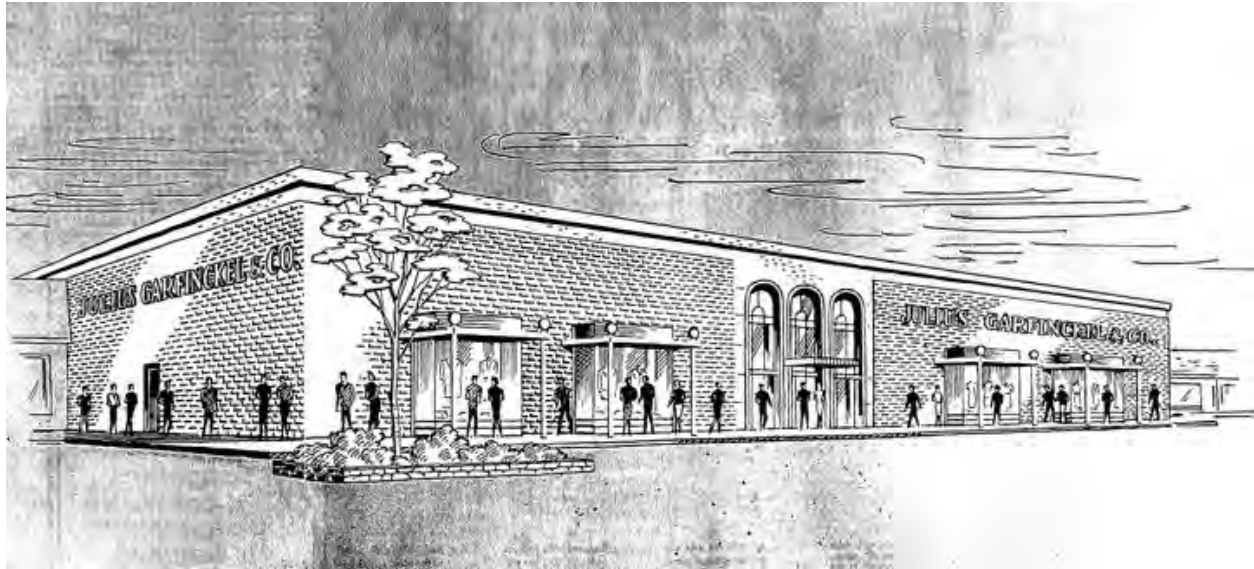


**M: 29-73**

**Montgomery Mall (Westfield Montgomery)**

7101 Democracy Boulevard

Bethesda, Montgomery County, Maryland



Historic Image 1: Julius Garfinckel & Company department store, Montgomery Mall, 1967.  
Photo from The Department Store Museum, [www.thedepartmentstoremuseum.org](http://www.thedepartmentstoremuseum.org).



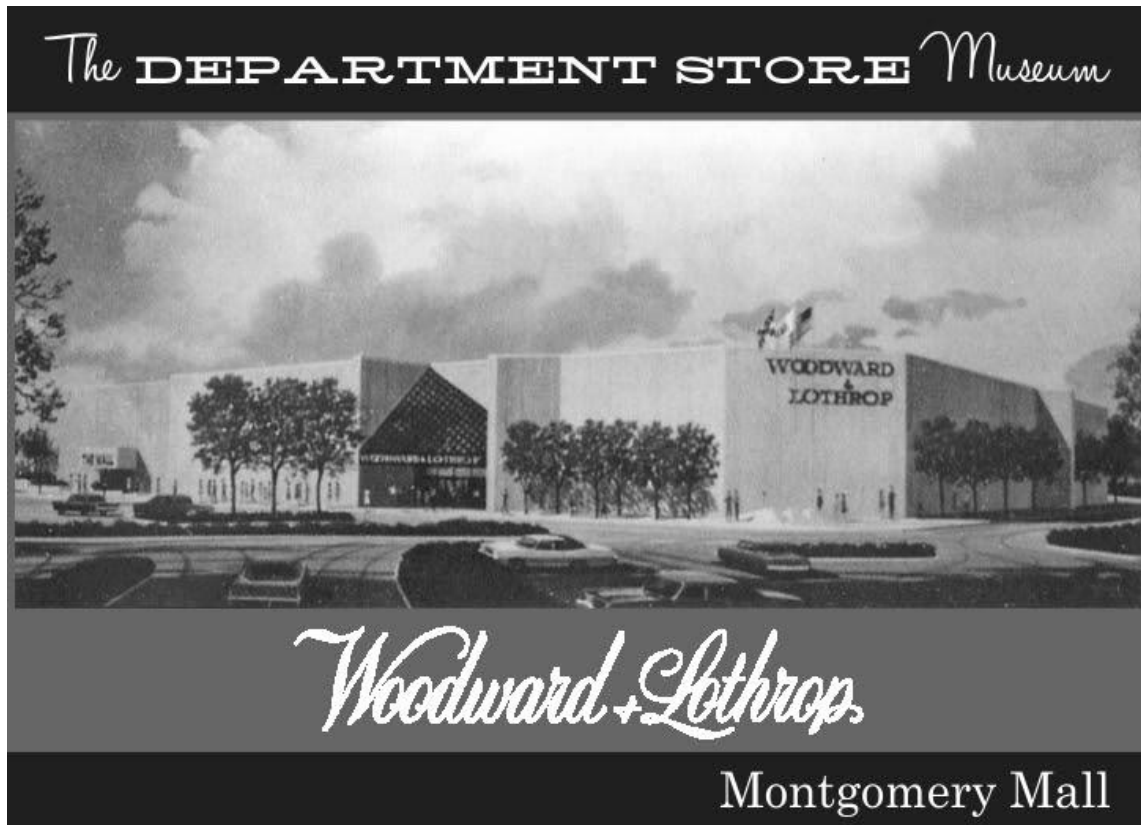
Historic Image 2: Montgomery Mall, 1973.  
Image from Wikimedia Commons, Author: Bethesda/Chevy Chase Facebook Page.

M: 29-73

**Montgomery Mall (Westfield Montgomery)**

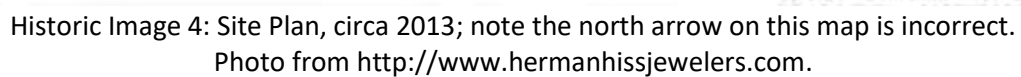
7101 Democracy Boulevard

Bethesda, Montgomery County, Maryland



Historic Image 3: Woodward & Lothrop department store, Montgomery Mall, 1976.  
Photo from The Department Store Museum, [www.thedepartmentstoremuseum.org](http://www.thedepartmentstoremuseum.org).

**Montgomery Mall (Westfield Montgomery)**  
7101 Democracy Boulevard  
Bethesda, Montgomery County, Maryland





PHOTOGRAPHS

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Hecht Company/Macy's, northwest and southwest elevations, looking southeast, with west parking garage and ArcLight Cinemas to the left.



Hecht Company/Macy's entrance, northwest elevation, looking southeast.



Sears, Roebuck, and Company, northeast elevation and northwest facade, looking south.



Sears, Roebuck, and Company interior first story entrance, looking east.





Sears Auto Service, east facade and north elevation, looking southwest.



Keyless Shop at Sears, northeast and southeast elevations, looking west.





Former Woodward and Lothrop in foreground and general mall entrance in background, northeast elevation, looking south.



Nordstrom, southwest elevation, looking northeast.



West parking garage and ArcLight Cinemas, south elevation, looking northeast.



General 1968 mall interior, looking northeast towards Sears.



General 1991 mall interior, looking southeast.



**PHOTOGRAPHS**

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Number of Photos: **11**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-10-02**

Location of Original Digital File: **MD SHPO**

File Format: **M: 29-73\_2018-10-02\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Hecht Company/Macy's, northwest and southwest elevations, looking southeast, with west parking garage and ArcLight Cinemas to the left.

02.tif

Hecht Company/Macy's entrance, northwest elevation, looking southeast.

03.tif

Sears, Roebuck, and Company, northeast elevation and northwest facade, looking south.

04.tif

Sears, Roebuck, and Company interior first story entrance, looking east.

05.tif

Sears Auto Service, east facade and north elevation, looking southwest.

06.tif

Keyless Shop at Sears, northeast and southeast elevations, looking west.

07.tif

Former Woodward and Lothrop in foreground and general mall entrance in background, northeast elevation, looking south.

08.tif

Nordstrom, southwest elevation, looking northeast.

09.tif

West parking garage and ArcLight Cinemas, south elevation, looking northeast.

10.tif

General 1968 mall interior, looking northeast towards Sears.

11.tif

General 1991 mall interior, looking southeast.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Montrose Woods Inventory Number: M: 30-48  
 Address: Southeast corner of I-270 and Montrose Road intersection Historic District: Yes  
 City: Rockville Zip Code: 20852 County: Montgomery  
 USGS Quadrangle(s): Rockville  
 Property Owner: Multiple Tax Account ID: Multiple  
 Tax Map Parcel(s): Multiple Tax Map: GQ32; GQ33; GQ42  
 Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
 Agency Prepared By: Dovetail CRG  
 Preparer's Name: Danae Peckler Date Prepared: Jan 31, 2019  
 Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Montrose Woods is a planned residential development located just east of I-270 and south of Montrose Road in Rockville. It is bounded by Cabin John Regional Park and I-270 on the west, Montrose Road on the north, and Old Farm residential subdivision on the east and south sides. This resource contains approximately 55.4 acres including 170 single-family dwellings on lots between 0.21 and 0.55 acre. Curvilinear streets are 60 feet wide with concrete curbs and landscaped islands in the center of cul-de-sacs. Montrose Woods is largely devoid of public sidewalks, although narrow concrete strips line either side of Old Stage Road. Individual lots are further landscaped with grassy lawns, shrubs, ornamental foliage, and some mature trees. Small-scale streetlights scattered throughout the development are topped by Colonial-style lanterns.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	
Date:	
Reviewer, National Register Program:	
Date:	

**Description:**

Montrose Woods contains 170 single-family dwellings largely constructed between 1961 and 1972. A handful of outliers scattered throughout the neighborhood were built in the early 1980s, infilling open lots, or in the last two decades, replacing older houses. Dwellings are predominantly Two-Story Massed forms, including Garrison and Modern Colonial subtypes, and Split-Level or Split-Foyer forms although some Ranch, Minimal Traditional, and Cape Cod houses are also present. Nearly all of the dwellings were constructed in some variation of the Colonial Revival style with simplified Georgian, Federal, and Dutch Colonial architectural features. Outliers include properties like the circa-1982, one-story, Shed-style dwelling at 12111 Hitching Post Lane and New Traditional Colonial dwelling at 11817 Hitching Post Lane.

Houses in Montrose Woods are one, one-and-a-half, or two stories tall and four to seven bays wide. Depending on the slope of the terrain, dwellings may include lower-level garages or full basements, commonly clad in a brick veneer. At the upper levels, exterior cladding includes stretcher-bond, American-bond, or painted brick veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. Roofs vary widely, including side and front gables or a combination thereof, as well as hipped and gambrel varieties. Most are sheathed in asphalt shingles and lined by a boxed cornice, some with partial or full gabled end returns. Most dwellings feature a single brick chimney set along a side elevation.

Primary entrances are centrally located on the façade and commonly contain a single-leaf wood door accessed by a brick or concrete stoop. Many entrances are set within a wood or metal surround with Colonial Revival characteristics such as an arched or triangular pediment, fluted pilasters, or paneled sidelights. Entry porches are a common feature, including one-story, one-bay porticos, partial-width porches, or pent roofs extending across a portion of the façade. Original, six-over-six, eight-over-eight, or twelve-over-twelve, wood-frame, double-hung windows and some wood-frame picture windows of various arrangements are common, as are replacement one-over-one, vinyl-framed, double-hung units with faux muntins. Many houses also feature fixed, aluminum or vinyl, louvered or paneled shutters flanking windows at the façade. Some decorative aprons, arches, and lintels further augment windows in the neighborhood. Most dwellings have attached or inset garages for one or two vehicles. A small number of detached garages appear to be original.

Additions to houses in Montrose Woods are typically found at side or rear elevation, most of which are in scale with the original building. Where present, additions to the primary elevation commonly include enlarged front porches or enclosed/enlarged garage spaces. Common secondary structures include small sheds.

**Historic Context:**

Land within Montrose Woods was previously part of two larger agricultural properties. A portion of the subdivision was created from a 68.75-acre agricultural property called "I Will Not Yet I Will" and "Shub Hill" that was purchased by husband and wife Mason C. and Ann Prichard from Nellie May O'Neale and her sons in October 1946 (Montgomery County Deed Book [MCDB] CKW 1041, 409). This property included a circa-1918, single-family dwelling known as the John Henry O'Neale House (located at 11807 Dinwiddie Drive), after Nellie May's husband. Another 41.1-acre portion of the "I Will Not Yet I Will" tract was



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purchased by the Prichards from Arthur P. and Miriam G. Becker and Stanley and Muriel F. Rakusin in April 1960 (MCDB CKW 2725, 405-406).

In 1959, the Prichards subdivided a small strip of land at the northeast corner of their property into 12 residential lots on either side of what is now Hitching Post Lane, naming it Montrose Woods (Montgomery County Plat [MCP] 5711). The following year, this property and surrounding acreage was purchased by Martha F. Reiss and Elise E. Marks and further subdivided into the first three sections of Montrose Woods between December 1960 and January 1964, creating 173 residential lots (MCP 6203, 6927, 7342). In 1979, land at the west end of the neighborhood was subdivided into 43 residential lots after the Prichard family sold the remaining acreage of the O'Neale farm, excepting the 1.1-acre lot with the circa-1918 dwelling, to Norman and Elizabeth Sabatini of NORSAB, Inc. (MCDB HMS 5269, 439-441; MCP 12358). Houses in this section were built post-1980 and differ substantially in form and style from the original development.

Although it was platted by Reiss and Marks, lots in Montrose Woods were sold in large groups to the Cooley Construction Company and affiliated subsidiaries. In 1961, Cooley Construction Company was slated to build 169 Colonial homes on 50 wooded acres bordered by Rock Creek Park, Montrose Road, and the Kettler Brother's Old Farm subdivision (The Washington Post 1961, B2). Shortly after its initial development, some Cooley Company advertisements began referring to the neighborhood as "Walnut Woods" with "custom designed new homes" priced from \$38,950 to \$44,950 that included three to four baths, formal entrance foyers, "tremendous all-electric kitchen," a high-standard temperature control system, "meticulous site grading [offering] lasting protection," and superior materials (Evening Star 1963, B5, 1964, D10). Both names are used to reference this development in advertisements into the early 1970s, with realtors often calling it Montrose Woods (Evening Star 1970, 51). No architects or other design professionals were marketed in association with Montrose Woods or Walnut Woods, suggesting that the designs for these dwellings may have been developed in-house by the Cooley Construction Company.

In business since 1924, Cooley Construction Company became well known in the D.C. area for all types of residential construction, from row homes in the city to single-family dwellings in the suburbs (The Washington Post 1962, D1). In the early 1960s, the firm was led by William O. Cooley, Jr., who also served as chair of the Montgomery County chapter of the Home Builders Association Builders. His brother, Charles Cooley, and cousin, D. C. Gruver, established Gruver and Cooley to erect houses in Montrose Woods and other Cooley Construction developments in Montgomery County like Hillmead, Springfield, Rock Creek Highlands, and Maryknoll (The Washington Post 1962, D1).

#### Evaluation:

Montrose Woods was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and National Register of Historic Places Criteria A, B, and C.

As a planned residential development, Montrose Woods, also known as Walnut Woods, is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many subdivisions created by a developer in partnership with a handful of homebuilders using a range of popular house models, its design and development also repeated many patterns established during the late Modern Period (1930-1960). As such, it did not introduce design innovations and does not demonstrate significant associations with exurban development. Furthermore, it is not known to be

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associated with any events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The professionals involved in the development of this section of Montrose Woods are not known to have made significant contributions to suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The subdivision is one of many constructed by the Cooley Construction Company and associated firms and is not known to be associated with any architectural firm or other design professionals. Full of traditionally styled, popular house forms, this type of development is fairly common in Montgomery County. Many houses within Montrose Woods have been modified over time through the introduction of replacement windows and exterior cladding, conversion of an original garage into living space, and additions that have diminished its historic integrity of design, materials, and workmanship. Although uncommon, a few recently constructed dwellings have introduced new forms and styles to the development. Because Montrose Woods is not an outstanding example of its type and does not convey high artistic value as the work of a master, it is not eligible under Criterion C. This resource was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 55.4 acres and is defined by Montrose Road to the north, Cabin John Park and I-270 to the west, and other residential subdivisions to the south and east. It includes multiple parcels found on Montgomery County Tax Map GQ32, GQ33, and GQ42 (2018).

#### References:

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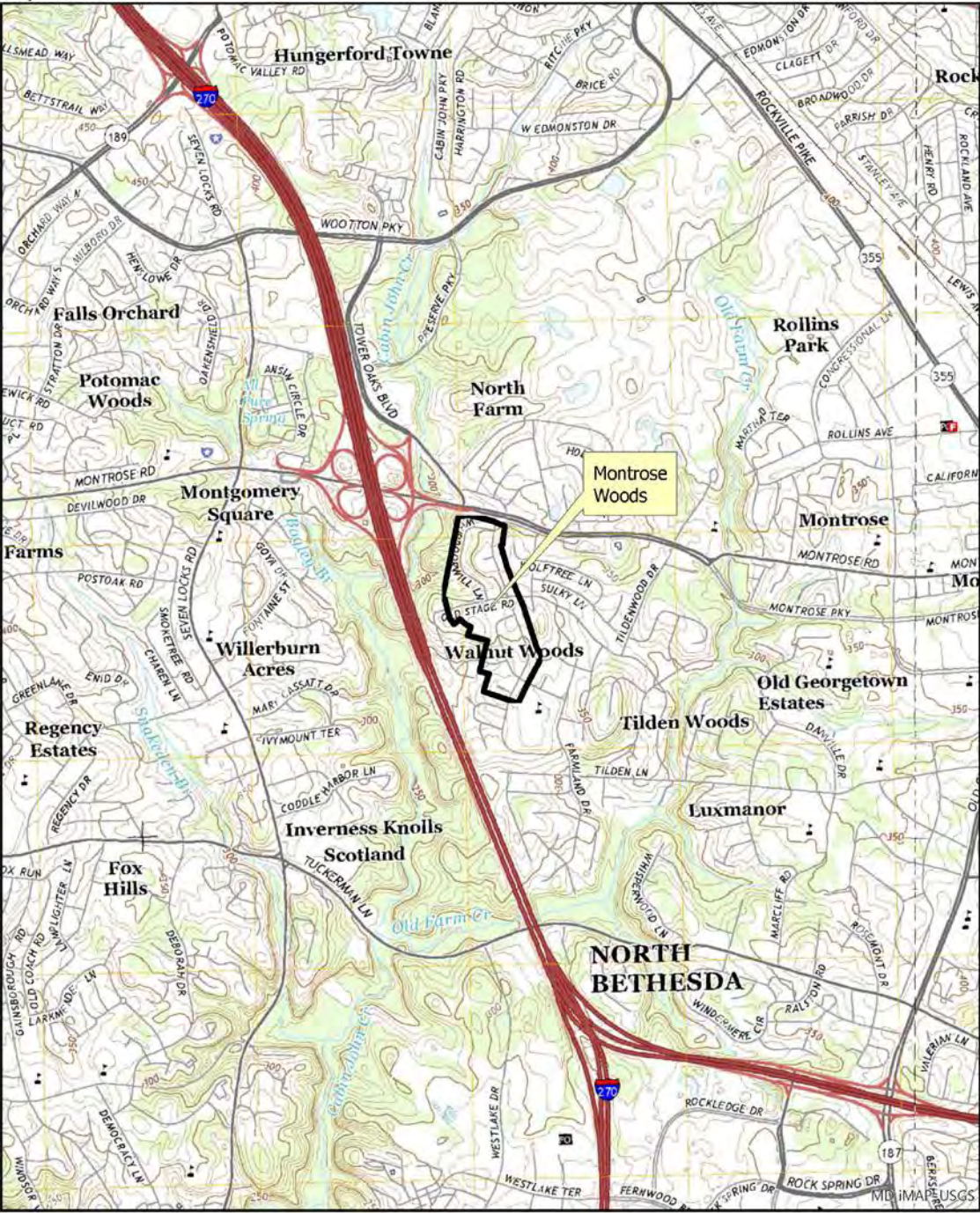
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--- 1962. "William O. Cooley Spans a Cycle: From Row House to Suburbia." May 12, 1962, D1.



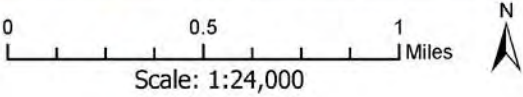
Montrose Woods

Location: Southeast corner of I-270 and Montrose Road intersection  
City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville





Montrose Woods

Location: Southeast corner of I-270 and Montrose Road intersection  
City: Rockville

Montgomery County







View of 12003-12007 Hitching Post Lane, looking north along east side of road.



View of 12118 and 12120 Whippoorwill Lane, looking east along north side of road.





View of Old Stage Court cul-de-sac, looking southeast.



Southwest elevation, 1 Hitching Post Place.



Northeast Oblique, 7200 Old Gate Road.



West elevation, 12026 Whippoorwill Lane.





East oblique of 12112 Whippoorwill Lane and detached garage.



11701 Hitching Post Place, looking east.



**PHOTOGRAPHS**

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12005 Hitching Post Lane, west elevation.

**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-48\_2018-12-05\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 12003–12007 Hitching Post Lane, looking north along east side of road.

02.tif

View of 12118 and 12120 Whippoorwill Lane, looking east along north side of road.

03.tif

View of Old Stage Court cul-de-sac, looking southeast.

04.tif

Southwest elevation, 1 Hitching Post Place.

05.tif

Northeast Oblique, 7200 Old Gate Road.

06.tif

West elevation, 12026 Whippoorwill Lane.

07.tif

East oblique of 12112 Whippoorwill Lane and detached garage.

08.tif

11701 Hitching Post Place, looking east.

09.tif

12005 Hitching Post Lane, west elevation.

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Morningside Shell Service Station

**Address:** 6815 Suitland Road (MD 218)

**City:** Morningside

**Zip Code:** 20746

**County:** Prince George's

**USGS Quadrangle(s):** Anacostia

**Tax Map Parcel Number(s):** 0000

**Tax Map Number:** 0089

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Matt Manning

**Date Prepared:** Oct 16, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The commercial building at 6815 Suitland Road (MD 218) is a one-story former gas and service station. The resource occupies a 1.08-acre parcel north I-495 in Morningside. According to state tax data, the property was constructed in 1971. The Contemporary-style station includes a front-gabled service building and convenience store with a gable-roofed pump canopy to the northeast along Suitland Road. The station is surrounded by asphalt paving, with concrete paving beneath the pump canopy. The property is accessed via two entrances along Suitland Road. A large grass island with sidewalk separates the parking lot from the highway.

The four-bay service building, facing northeast along Suitland Road, is faced with rough-textured brick and ribbed aluminum panels and features a pair of conjoined low-pitched, front-gabled roofs. The larger roof, to the southwest, encompasses three vehicle bays with overhead doors. The smaller roof shelters an aluminum-framed storefront with a glazed single-leaf entrance and plate-glass windows. The storefront windows wrap around to the northwest elevation, which otherwise consists of a blind brick wall. A single flush metal door occupies the southeast elevation. The roof features a wide aluminum rake and fascia and exposed beams at the façade. A slab chimney pierces the roof at the intersection of the two gables. The roof is clad in asphalt composition shingles. The gabled pump canopy, supported on four square steel columns, features the same low-pitched roof and aluminum rake and fascia as the building. The pumps have been removed.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



## NR-ELIGIBILITY REVIEW FORM

### Morningside Shell Service Station

Morningside Shell Service Station is an altered example of a twentieth-century commercial type common throughout Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places (NRHP) under Criteria A or B. Since its construction, the building has been modified by new exterior cladding and the removal of windows and the fuel pumps. Because of these changes, the property has lost its integrity of design and materials. Morningside Shell Service Station does not represent the work of a master or possess high artistic value and is not eligible for the NRHP under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The boundary for the property encompasses 1.08 acres and is confined to the current property tax parcel which is found on Prince George's County Tax Map 0089, Parcel 0000 (2019).

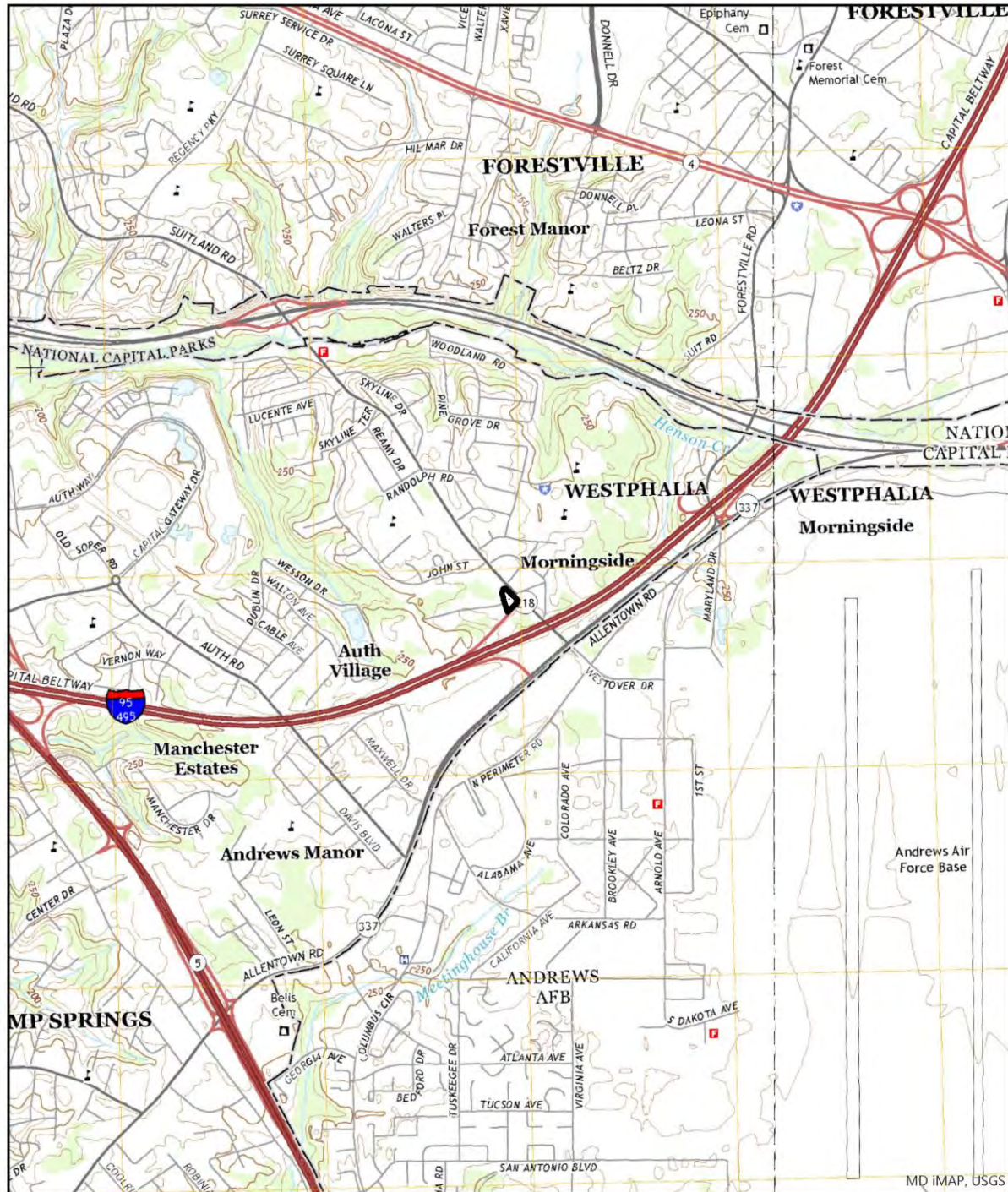
Morningside Shell Service Station

**Morningside Shell Service Station**

Location: 6815 Suitland Road

Prince George's County

City: Morningside



USGS 7.5' Quadrangle - Anacostia

0 0.5 1 Miles  
Scale: 1:24,000



Morningside Shell Service Station



North oblique from Suitland Road.



Southeast elevation



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Morris Park

**Address:** 520 Summit Hall Road

**City:** Gaithersburg

**Zip Code:** 20877

**County:** Montgomery

**USGS Quadrangle(s):** Gaithersburg

**Tax Map Parcel Number(s):** 0646, 0530, 0197, 0130, 0196, 0007, 0453, 0078      **Tax Map Number:** F5563

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Jun 6, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

Morris Park, at 520 Summit Hall Road in Gaithersburg, Maryland (Montgomery County), is a approximately 30-acre city park. It consists of a recreational core that includes a full-court basketball court, three lighted tennis courts, two baseball fields, and a playground as well as wooded areas to the southwest and northeast along Muddy Branch, which runs through the park. Research did not identify its exact date of construction, but aerial photographs suggest it was built in the early 1970s.

Morris Park is located east of I-270 and north of Sam Eig Highway. It is accessed via Summit Hall Road; Summit Hall Elementary School is to the northeast of the Park, and townhouses are to the north and west side of Summit Hall Road.

Two paved off-street parking lots are at the southwest terminus of Summit Hall Road. The three tennis courts are west and south of the parking lots, and the playground is along the east side of the tennis court enclosure. The two baseball fields have opposite orientations and are between the east parking lot and Summit Park Elementary. Paved paths encircle the baseball fields, while dirt paths provide circulation in the wooded areas. A metal pedestrian bridge crosses Muddy Branch southeast of the southern baseball field.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Morris Park

The park includes a cluster of two brick buildings and a brick pavilion to the north of the east parking lot, south of Summit Hall Road. The two brick buildings have composite gable-hip roofs. The larger building has a rectangular footprint and contains restrooms. The smaller building has a square footprint and is a snack building. The pavilion has a pyramidal roof.

The baseball fields feature metal stands, concrete masonry announcer boxes, scoreboards, and field lighting.

Morris Park was established in the early 1970s under the tenure of former Gaithersburg mayor Harold C. Morris (1967 to 1974), during which time the city's Park and Recreation Department was also created (1970), initially with three parks. The park was named for Morris in 1994. Harold Morris was also a builder-developer and a co-founder of Heritage Builders Inc., which built homes in Montgomery, Frederick and Washington counties, and a partner in Morris and Spencer, a development firm. Mr. Morris served on the city council before his tenure as mayor, a period when Gaithersburg grew significantly both in population and land size.

Morris Park is not eligible for listing in the National Register of Historic Places. While Morris Park is associated with a period of intensive growth in Gaithersburg, and is named for the mayor who led the city during this period, these associations are not significant and do not qualify the park under Criteria A or B. Its program of recreational offerings is typical, and the park does not incorporate stylistic elements or landscape features that would elevate it for eligibility under Criterion C. Morris Park was not evaluated under Criterion D as part of this assessment.

The surveyed limits consist of approximately 30 acres, including Montgomery County Tax Map FS563 Parcels 530 (17.83 acres), 453 (4.53 acres), 646 (3.95 acres), 197 (0.87 acres), 130 (0.921 acres), 196 (0.25 acres), 7 (1.637 acres), and 78 (0.505 acres).

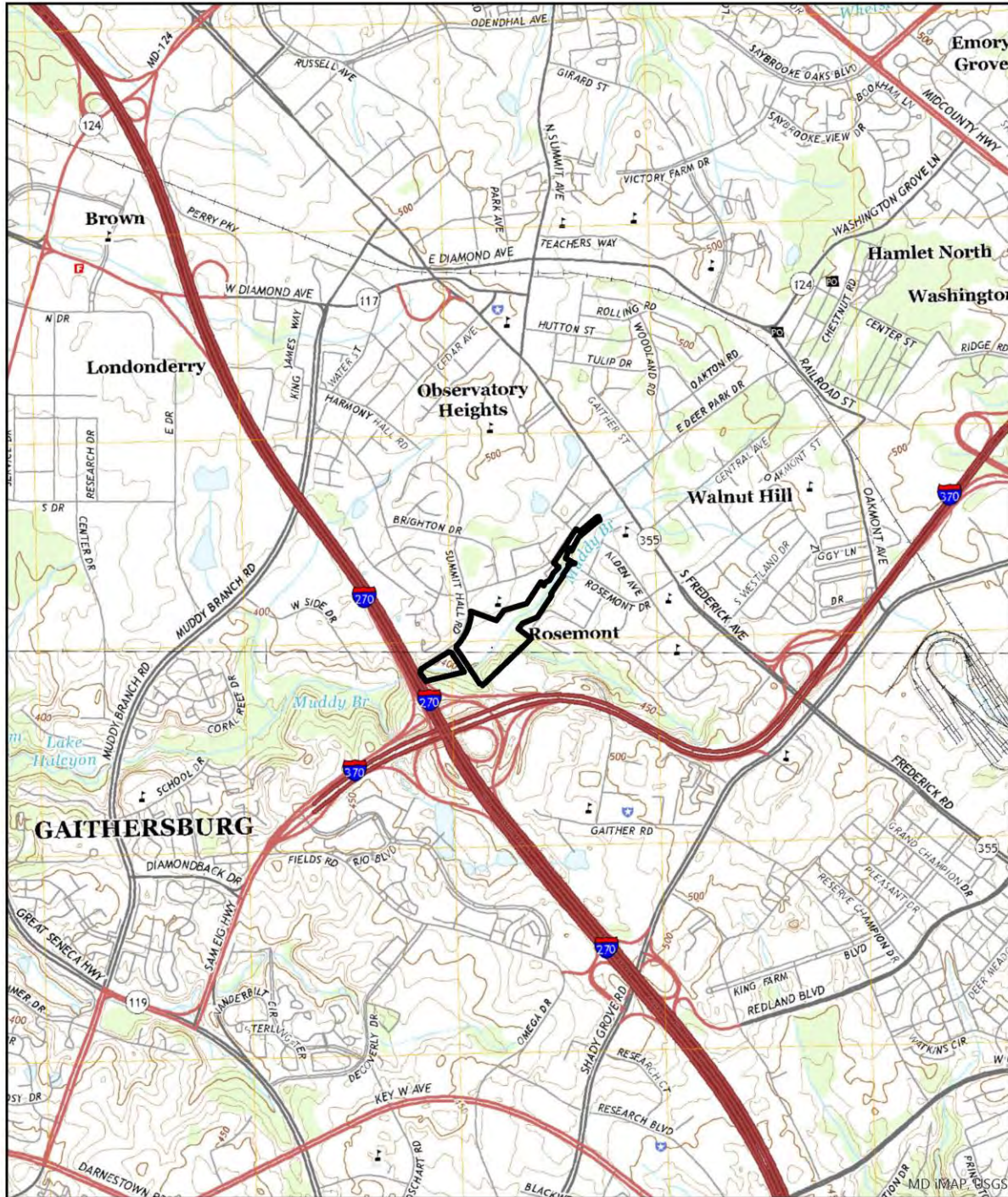
Morris Park

**Morris Park**

Location: 520 Summit Hall Road

Montgomery County

City: Gaithersburg



USGS 7.5' Quadrangle - Gaithersburg

0 0.5 1 Miles  
Scale: 1:24,000



Morris Park



Facing northeast towards south side of restroom building



Overview of southern field, facing east.



Morris Park



Facing south towards tennis courts.



Facing southeast towards playground.



Morris Park



Facing northwest towards footpath bridge.



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Museum Warehouse, Building 178, Forest Glen Annex

**Address:** Linden Lane at Smith Drive

**City:** Silver Spring

**Zip Code:** 20910

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Tax Map Parcel Number(s):** P939

**Tax Map Number:** HP562

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT State Highway Administration

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Aug 9, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

**Description of Property and Justification:** (Please attach map and photo)

The Forest Glen Annex Warehouse includes 2.46 acres on the north side of Linden Lane, east of Smith Drive, west of the CSX Railroad tracks, in Silver Spring, Maryland (Montgomery County). It is part of the larger 136-acre Forest Glen Annex U.S. Army installation, opposite Linden Lane.

The Forest Glen Annex Warehouse is a large utilitarian building completed between 1957 and 1963. Constructed of concrete, it is clad in synthetic stucco, and has a low-pitched gable roof with a ridgeline running approximately north-south. The east elevation has a raised loading platform that runs almost its entire length, but the platform terminates prior to the north end of the building. The platform is sheltered by a flat roof, supported by regularly spaced metal poles, that are approximately one-and-a-half-stories in height. A concrete ramp is at the south end of the east elevation. Three enclosed mechanical equipment areas are on the east side of the building, connected to the building via metal ducts.

The north and south elevations are solid walls devoid of openings and ornament, although mechanical equipment adjoins the south elevation.

The west elevation also has a raised concrete masonry loading platform that spans most of the elevation, but it is

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

## NR-ELIGIBILITY REVIEW FORM

### Museum Warehouse, Building 178, Forest Glen Annex

centered on the west elevation. The platform has a metal railing and is sheltered by a cantilevered flat roof about one-story above the platform. Mechanical equipment is set along the west side of the building.

The Forest Glen Annex Warehouse is not eligible for listing in the National Register of Historic Places. Research did not reveal significant associations with historic events or individuals, and it is not eligible for listing under Criterion A or B. The Forest Glen Annex Warehouse is an undistinguished and utilitarian warehouse property and does not possess design characteristics that would elevate it as an outstanding example of a ubiquitous property type. The property was not evaluated under Criterion D as part of this assessment.

The surveyed boundary includes approximately 2.46 acres, east of Smith Drive, north of Linden Lane, and west of the CSX Railroad which is included in Montgomery County Tax Map HP62, Parcel 939.

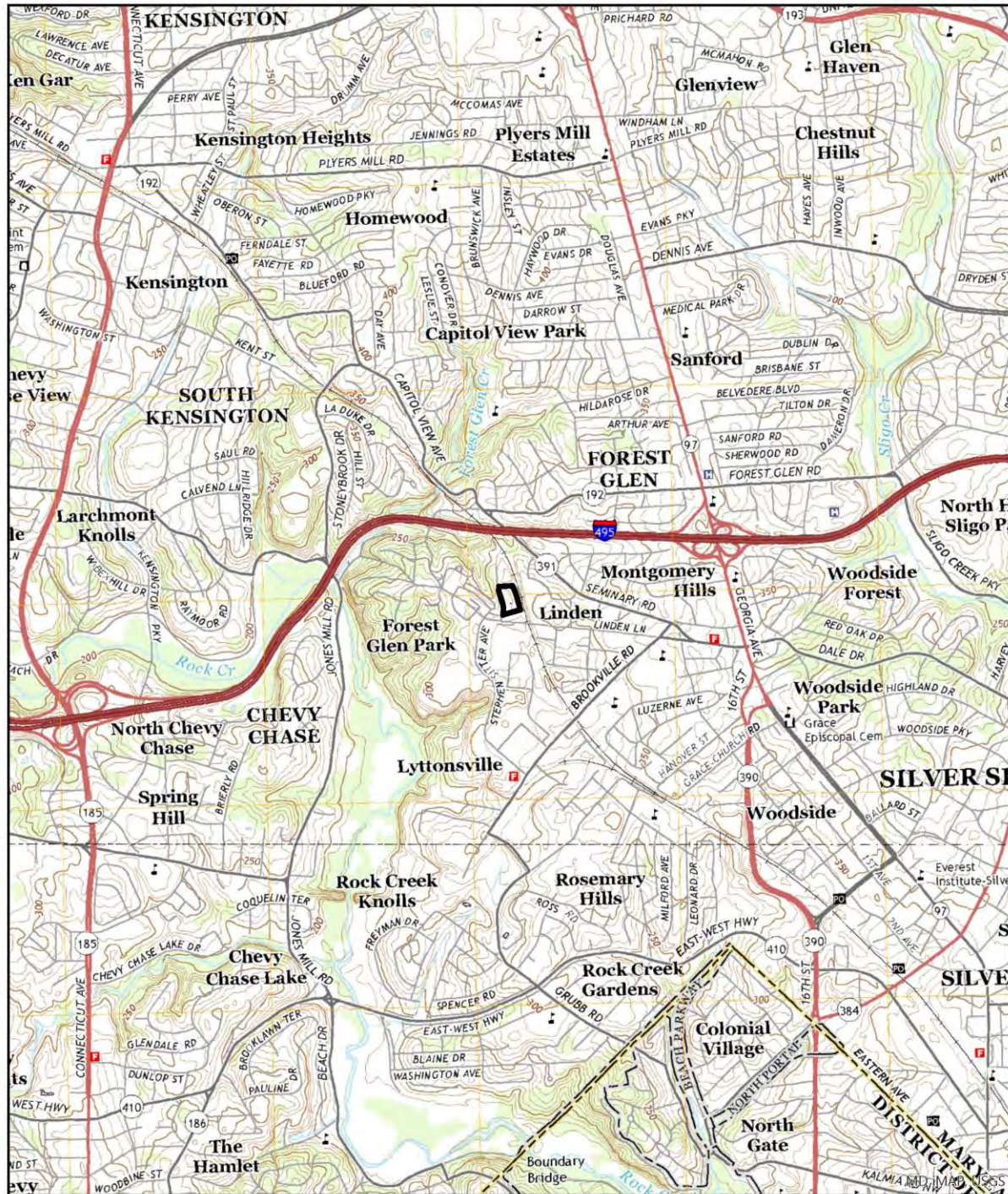
Museum Warehouse, Building 178, Forest Glen Annex

**Museum Warehouse, Building 178, Forest Glen Annex**

Montgomery County

Location: Linden Lane at Smith Drive

City: Silver Spring



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000



NR-ELIGIBILITY REVIEW FORM

Museum Warehouse, Building 178, Forest Glen Annex



Facing northeast to west and south elevations.



Facing northwest towards east elevation.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: New Carrollton Inventory Number: PG:69-000

Address: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy, Fermont St Historic district: ☐ yes ☒ no

City: Hyattsville Zip Code: 20784 County: Prince George's

USGS Quadrangle(s): Washington East, Lanham

Property Owner: Multiple Tax Account ID Number: Multiple

Tax Map Parcel Number(s): Multiple Tax Map Number: 0043, 0044

Project: I-495/I-270 Managed Lane Study Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Adriana Moss Date Prepared: 10/18/2018

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes

Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Planned Suburban Development known as New Carrollton is the original portion of the City of New Carrollton, Prince George's County, located immediately northwest of the Interstate-495 (I-495) and Annapolis Road (MD 450) interchange. It is bounded on the north by Good Luck Road, on the east by I-495, on the south by commercial buildings situated on the north side of Annapolis Road, and on the west by the Wildercroft subdivision. Originally platted during the 1950s by Albert W. Turner as Carrollton, New Carrollton contains single-family dwellings and accompanying schools and parks, all constructed between 1955 and the mid-1960s on lots ranging between approximately 43 to 122 feet of street frontage and 70 to 139 feet in depth. Signage reading "City of New Carrollton" marks the main entrances to the city, which are the current resource boundaries. One, which is composed of wood, is located within the resource boundaries at the intersection of Lamont Drive and Carrollton Parkway within a grassy median strip.

The vast majority of the single-family dwellings on the thousands of manicured and landscaped lots in New Carrollton were built

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

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Reviewer, National Register Program

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in variations of the Minimal Traditional and Colonial Revival styles and the Ranch, split-level, split-foyer, and Cape Cod forms. The subdivision contains an estimated 444 acres of land divided by multiple streets laid out in a combination of grid-like and curvilinear patterns. Brier Ditch crosses through the middle of the subdivision from east to west. Buildings are set on lots that measure less than 0.25 acre, according to state tax data, and in some cases, rear yards are fenced in with metal chain-link or varying types of wood fencing. Front yards enclosed by fencing is rare in New Carrollton. Most streets are lined with a poured-concrete, public sidewalk and a walkway composed of brick, concrete, or pavers extends from either the sidewalk or driveway towards each dwelling. Driveways, often made of concrete although there is the occasional paved-asphalt version, extend from the street to a side of the dwelling, occasionally to an attached carport or detached garage. Attached garages are not common.

#### Description:

According to current state tax data, most houses in this subdivision were built between 1955 and 1963, although some houses have been significantly altered in recent years (e.g., 6441 Fairbanks Street). A vast majority of buildings in New Carrollton are built in some variation of the Minimal Traditional, and Colonial Revival styles and Ranch, Split-level, Split-foyer, and Cape Cod forms, in models chosen by the Albert W. Turner's company, Modern Construction Company. Dwellings were primarily constructed as one to two stories in height and between three to four bays wide. They are commonly clad in a brick veneer with a mix of original (aluminum, asbestos, or bead board) or replacement (vinyl) materials (e.g., 6209 87th Street, 8205 Quentin Street, and 8213 Quentin Street). Rooflines are primarily side gabled, with a moderate number of cross-gabled examples (e.g., 8301 Fremont Street and 8213 Quentin Street), and are sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or rear elevation. Dormers, mainly single and set along the rear of a dwelling, are almost exclusively shed and clad in siding (e.g., 8317 Stanwood Street and 6211 87th Avenue).

Depending on the model, houses' primary entrances are either centered or off-centered in the façade and filled with a single-leaf original wood or replacement door. Metal-and-glass storm doors are common; however, side lights around the primary entrance are rare (e.g., 8507 Nicholson Street). Several entrances are recessed beneath the roof eave (e.g., 8202 Quentin Street and 6416 Lamont Drive). Other fenestration includes single, paired, or tripartite double-hung-sash, replacement windows, some with faux muntins; however, several examples retain original wood windows in a two-over-two or six-over-six form (e.g., 5817 87th Avenue). Bay windows are uncommon among the houses in New Carrollton (e.g., 6419 Fairbanks Street). Some dwelling's windows are flanked by louvered shutters. Primary entrances are commonly accessed by a brick-veneered or poured-concrete stoop and typically recessed beneath the roof eave (e.g., 6112 87th Avenue, 8604 Fremont Street, and 8507 Oliver Street). Additions to a dwelling within New Carrollton are rare; however, when present, it is a one-story extension from a rear elevation (e.g., 5909 85th Place) (Google 2018). A majority of the lots within New Carrollton include a driveway and a moderate number of dwellings feature an attached carport

Common secondary buildings associated with dwellings in New Carrollton include one-story sheds or detached garages. These outbuildings, typically set behind the house, are primarily of frame or concrete-block construction and covered by gabled or shed roofs.

Several public educational facilities were concurrently planned within the boundaries of New Carrollton. These schools, all built by 1963, include Lamont Elementary School, Charles Carroll Middle School, Carrollton Elementary School, and Robert Frost Elementary School (Nationwide Environmental Title Research, LLC [NETR] 1963). Modern Construction Company provided recreational facilities at what is now the Vera Cope Weinbach Neighborhood Park on Westbrook Drive which currently comprises a pool, sports fields, and tennis courts for the residents. This facility along with its tennis and basketball courts were constructed between 1963 and 1968 (United States Department of Agriculture 1963 and 1968).

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

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## Historic Context:

The resource, New Carrollton, is the original portion of the incorporated city known as New Carrollton in the northern third of Prince George's County within the Lanham District. For further information detailing the history and development of Prince George's County, in particular this area, during the nineteenth and twentieth centuries, please reference the Maryland-National Capital Park and Planning Commission's (M-NCPPC) Approved Historic Sites and Districts Plan (M-NCPPC 2010, 197-204, 220-221).

Albert W. Turner, owner and president of the Berwyn-based Modern Construction Company, purchased two tracts of land known as "Carrollton" from Maurice Downes in 1951, which became the basis for the current name, New Carrollton (Prince George's County Deed Book [PGCDB] 1358, 1266; 1375, 197). Other properties purchased by Turner and his company that were subdivided as part of Carrollton include: 24.07 acres from trustees of Lanham Development Co., Inc.; 0.55 acres from John A and Grace W. Rector; 99.6 acres from Nathan Mitchell; about 21 acres from A. Hansel and Oquerita Rust; and 17 acres from Albert D. and Ethel W. Rust (PGCDB 1371, 378; 1415, 457; 1441, 459; 1448, 460; 1933, 81; 2165, 137). Turner's company was already known for developing other neighborhoods in the county and in Washington, D.C. Soon after their purchase and prior to construction, the company promptly began lobbying the "Maryland Legislature to incorporate an undeveloped area between Riverdale and Lanham as the City of Carrollton" (EHT Traceries Inc. [EHT] 2008). The city was named for the "historically famous family of Carrolls—founders of American democracy" (EHT 2008). According to an article in The Washington Post and Times Herald, "The project was begun in September, 1955, and ultimately it will contain 1300 homes and a 14-acre shopping center. Plans also include provisions for school, churches, parks, and playgrounds" (The Washington Post and Times Herald 1957a, E51).

Turner platted 17 sections of Carrollton, between 1953 and 1959. These early plans called for approximately 1,515 lots within blocks that were platted for residential, recreational, educational, and governmental/community use, divided by many linear and curvilinear streets with several cul-de-sacs, typical of planned suburban developments, including the curved collector road of Carrollton Parkway (KCI Technologies, Inc. [KCI] 1999, D-12). Lots front the street with about 43 and 95 feet with setbacks between approximately 70 and 139 feet.

Carrollton Reality, established by Turner, exclusively sold the lots and helped individual buyers choose from approximately 20 pre-approved models reflecting the Ranch, Minimal Traditional, and Colonial Revival styles and tri-level and bi-level split-level and Cape Cod forms, which would be constructed by Modern Construction Co. (The Washington Post and Times Herald 1957b). Houses were initially advertised to cost between \$15,990 and \$23,950, with special military veteran financing, and appeal to a wide variety of tastes, to "grow as your family grows," and to include "many modern amenities such as gas or electric appliances, ceramic tiled baths and mirrored medicine cabinets, and sodded lots" (The Washington Post and Times Herald 1957a, C-1, 1957b, C-13). Approximately 13 covenants regarding the construction on and use of the property were included with each sale of a residential lot within Carrollton (PGCDB 2258, 141). The requirements included, but were not limited to: a detached dwelling could not be more than two-and-one-half-stories in height, floor plans must be approved by the City government and mayor, no noxious or offensive activity were allowed, no livestock could be raised on residential lots, lots could not be used for dumping grounds, and no temporary structures such as barns, trailers, and tents were allowed (PGCDB 2258, 141). New Carrollton deeds did not carry any racial covenants. Covenants and restrictions were not uncommon additions to land transactions within planned suburban developments in the Modern Period (1930–1960) as they assisted in regulating the overall appearance of the community (KCI 1999, D-14).

Initial construction began in the southern end of Carrollton and by 1957, 250 houses were built (NETR 1957, 1963; The Washington Post and Times Herald 1957c, C1). Sales continued to grow, rising to 426 homes being sold in Carrollton in 1959, bringing the total to 900 homes sold by that time (The Washington Post and Times Herald 1959, B6). Turner continued to develop

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

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Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
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Carrollton throughout the 1960s, adding a shopping mall (1973) and commercial strips and apartment buildings (KCI 1999, 220; M-NCPPC 2010, 221; PGCPB 47, 98; 52, 3). In the mid-1960s, the name of the city was officially changed to New Carrollton as two other cities in Maryland were already named Carrollton in Carroll and Frederick counties (M-NCPPC 2010, 221). The Capital Beltway (I-495) was constructed through the area in 1965, spurring further construction of apartment complexes (KCI 1999, 220). In the late-twentieth century, the city government of New Carrollton annexed adjoining land and by 1978, Washington Metropolitan Area Transit Authority's (WMATA) Orange Line extended to the city when it terminates (M-NCPPC 2010, 221; WMATA 2018).

#### Evaluation:

Designed in the latter half of the Modern Period (1930-1960) and continuing into the very early Suburban Diversification Period (1961-1980), New Carrollton shares most of the Modern Period's patterns and physical characteristics. It also meets the context's definition of a Planned Suburban Development (KCI 1999, D-11).

As the appearances of Planned Suburban Developments were heavily controlled by developers, which often resulted in entire areas and neighborhoods with similar or identical house forms and types, with the main variation occurring in exterior materials; therefore, at a minimum, these developments should retain integrity of setting, design, materials, feeling and association (KCI 1999, D-14). Good examples of a Planned Suburban Development should be intact, have limited infill, and retain a large majority of landscape elements and buildings from the first wave of construction and an overall cohesive feel (KCI 1999, D-14).

New Carrollton contains all of the character-defining elements established in Maryland's suburbanization context for this property type, such as a mix of grid-like and curvilinear pattern of streets and cohesive grouping of buildings by function and construction date, many of which share cohesion in architectural style as defined by a developer (KCI 1999, D-14). New Carrollton has an especially high concentration of houses from a particular period as they were all built within a single decade, a characteristic found throughout many mid-twentieth-century suburbs located along I-495 and within Prince George's County. The overall aesthetic of the original subdivision of New Carrollton was tightly controlled, as house plans were set by the Modern Construction Company; therefore, many of the dwellings within the development share common architectural styles, forms, materials, and workmanship and reflect the builder's interpretation or take on common residential plans of the period.

Taken as a whole, New Carrollton appears to be one of the more intact planned suburban subdivisions from the Modern Period (1930-1960) in this area of Prince George's County. Although, the development retains many defining characteristics of a Planned Suburban Development of the Modern Period including an intact planned community design and cohesive architectural styles from a single period of construction. It is not the earliest or leading example of such a planned development, and Turner and his company were responsible for many developments in the county and District of Columbia including Lewis Heights (PG:65-47) and Hollywood (PG:66-39). The development is unique in that the "developers were granted a charter prior to the construction of any houses," however, this did not influence later developments or building patterns in the suburbs (KCI 1999, D-6-D-11). Therefore, the resource is not eligible under Criterion A (events).

Although Albert Turner and his companies were known to have designed and constructed other Planned Suburban Subdivisions throughout the region, they were not known to have initiated the trend, rendering the resource not eligible for listing in the NRHP under Criterion B (persons).

New Carrollton is one of many mid-twentieth century developments along the I-495 corridor in Prince George's County. Although on a whole intact, it is a typical example of this resource type composed of common building styles, forms, and materials. For these reasons, New Carrollton is not eligible for the NRHP under Criterion. As an architectural resource, the resource was not evaluated under Criterion D.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

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Reviewer, National Register Program

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The boundary for the New Carrollton Survey District comprises roughly 444 acres and is confined to the city's limits as shown in the 17 plats ranging from 1953 to 1959 in Prince George's County Plat Book WWW, bounded on the north by Good Luck Road, on the east by I-495, on the south by commercial buildings situated on the north side of Annapolis Road, and on the west by the Wildercroft subdivision.

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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D    Considerations:    A    B    C    D    E    F    G

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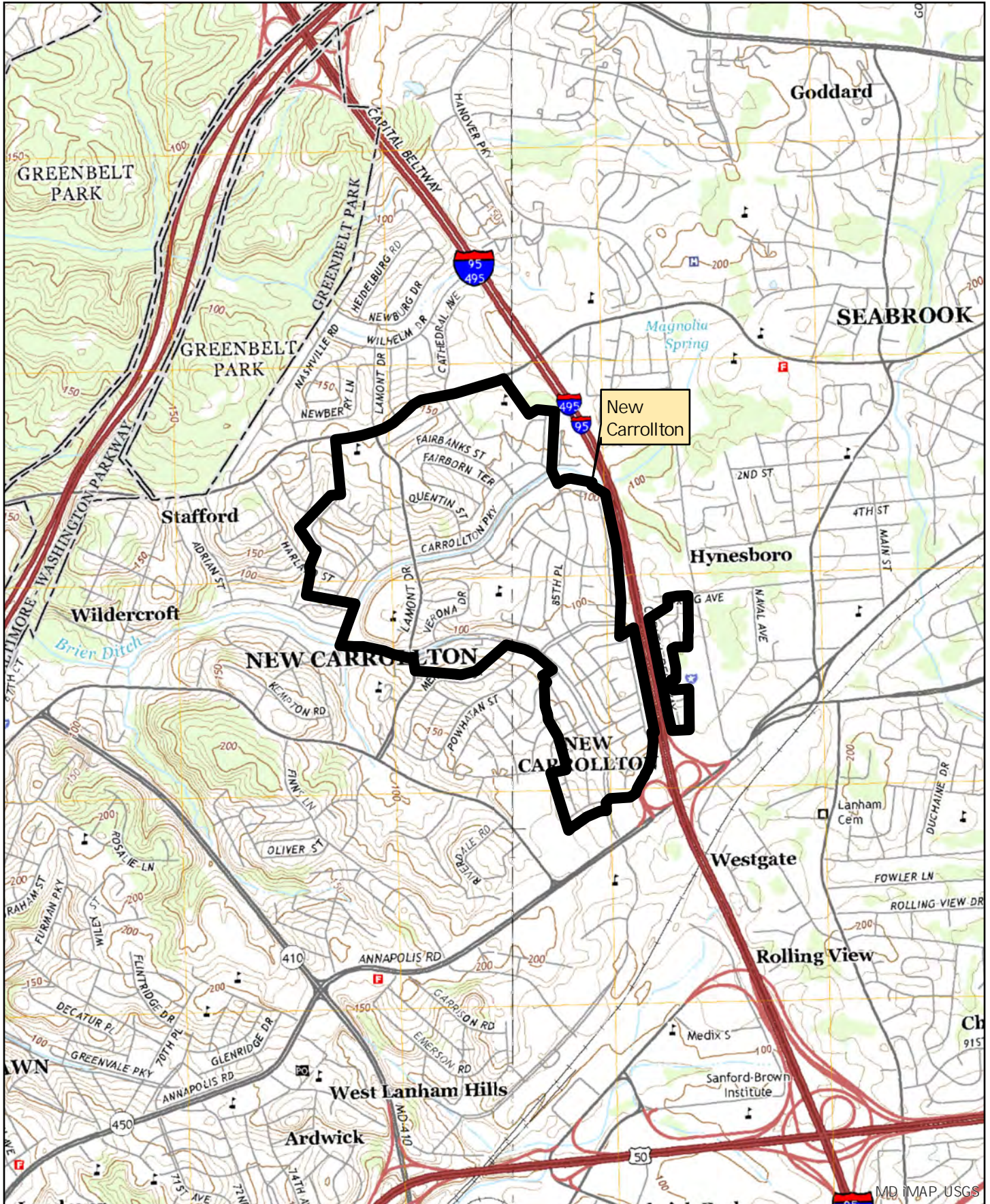
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## New Carrollton

Location: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy,  
Fermont St  
City: Hyattsville

MIHP : PG:69-000  
Prince George's County



SGS 7.5 Quadrangle - Washington East Lanham

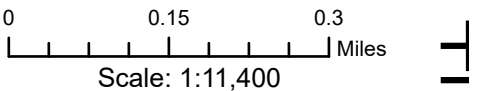
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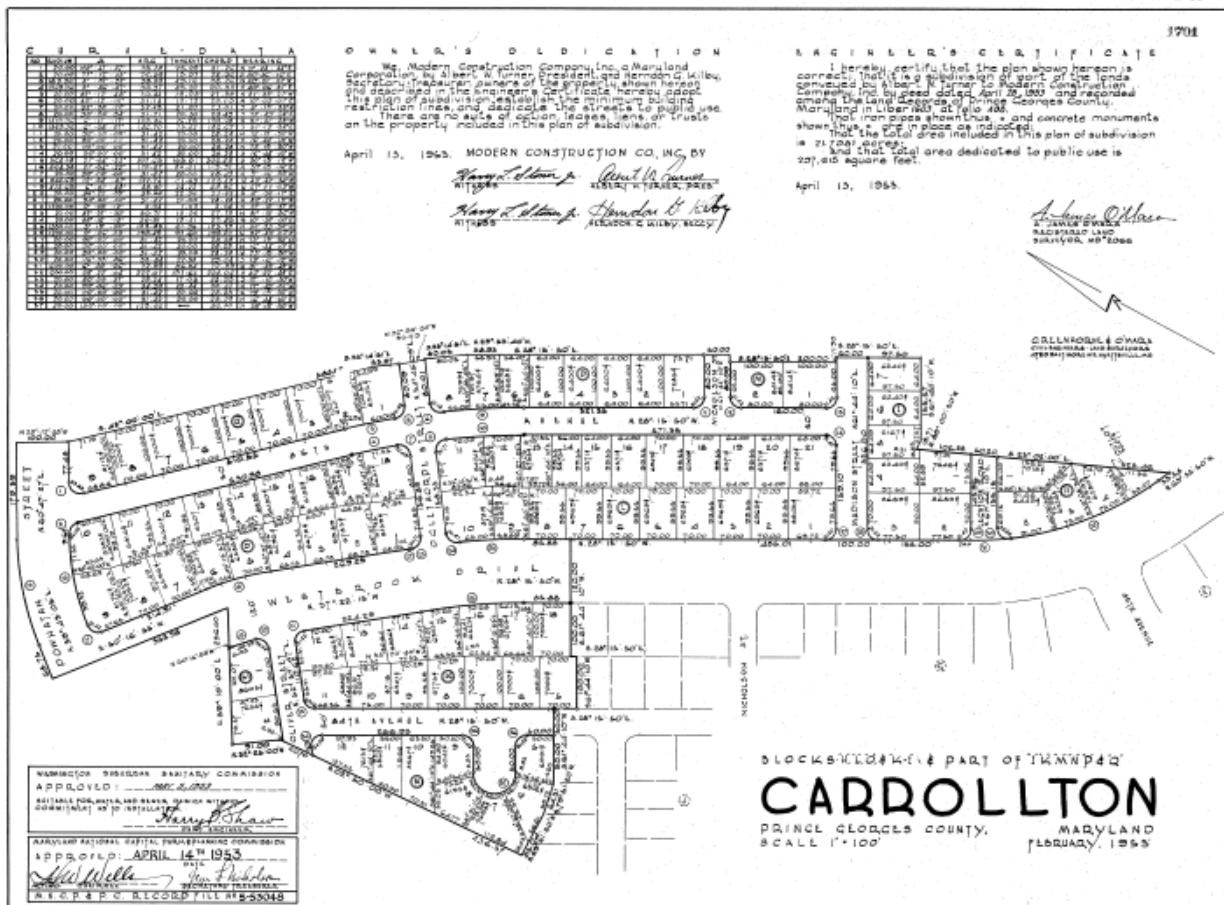
New Carrollton

Location: Westbrook Dr, Powhatan St, 85th, 86th, & 87th Ave, Preston St, Carrollton Pkwy, Fermont St  
City: Hyattsville

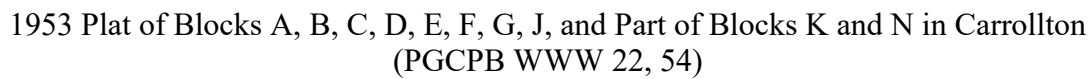
MIHP : PG:69-000  
Prince George s County

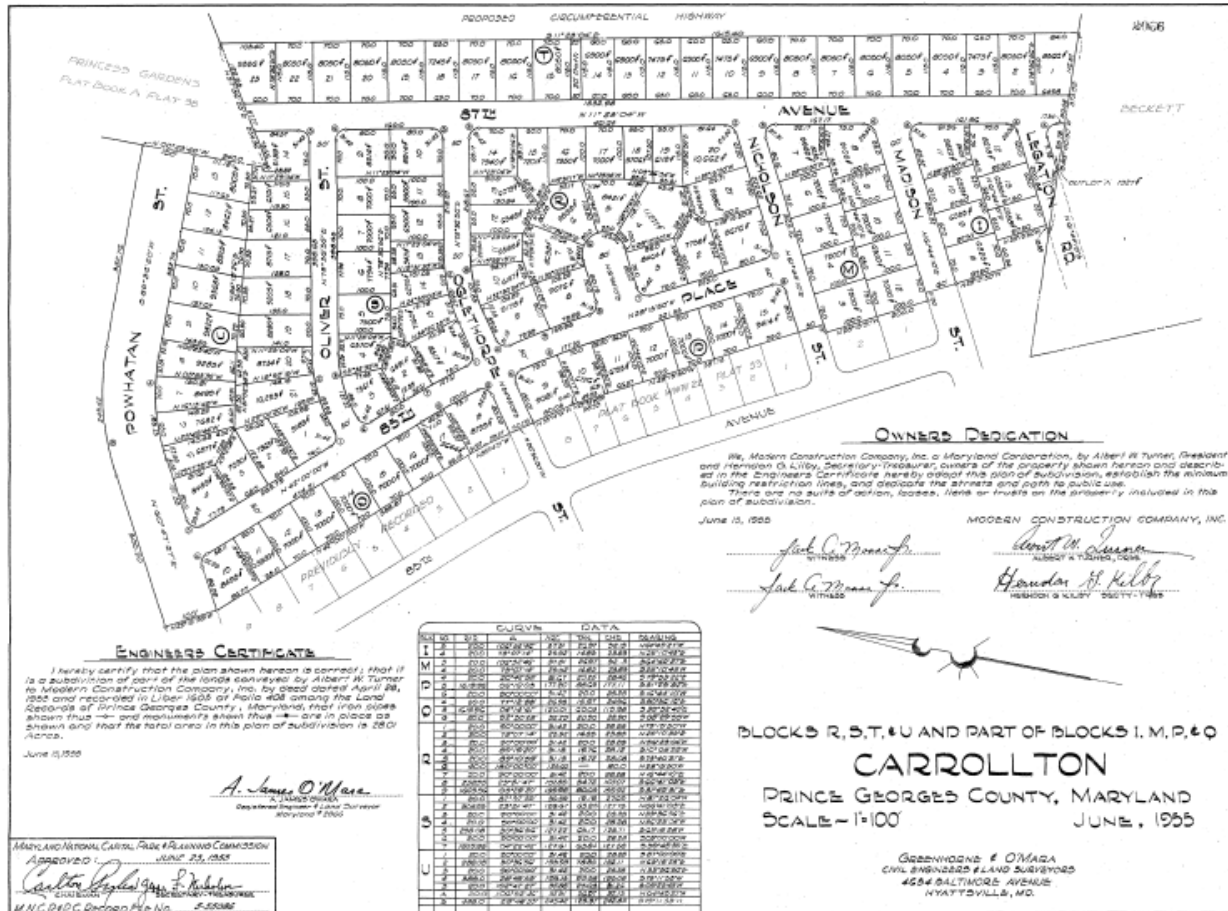






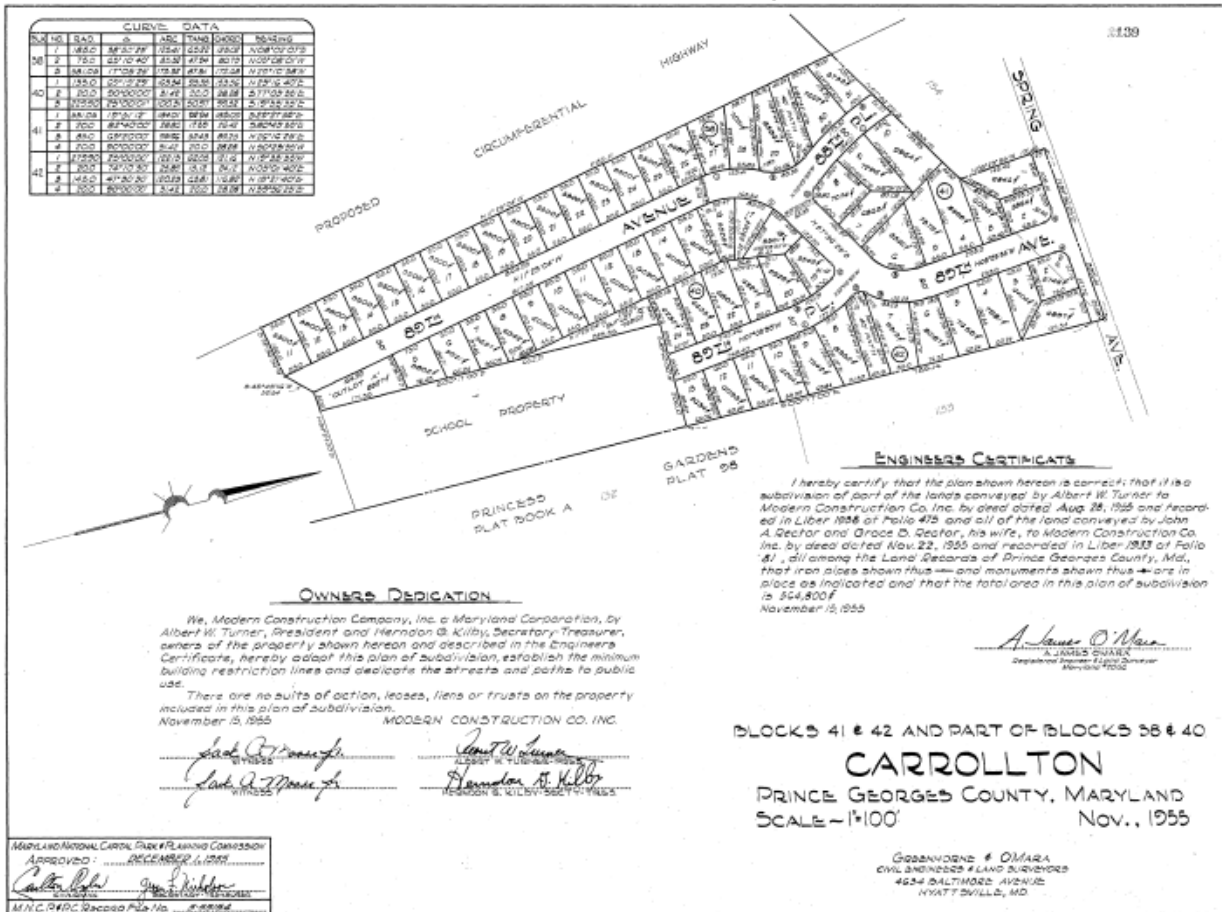
1953 Plat of Blocks W, L, O, and K and Part of I, K, M, N, P, and O in Carrollton  
 (PGCPB WWW 22, 53)



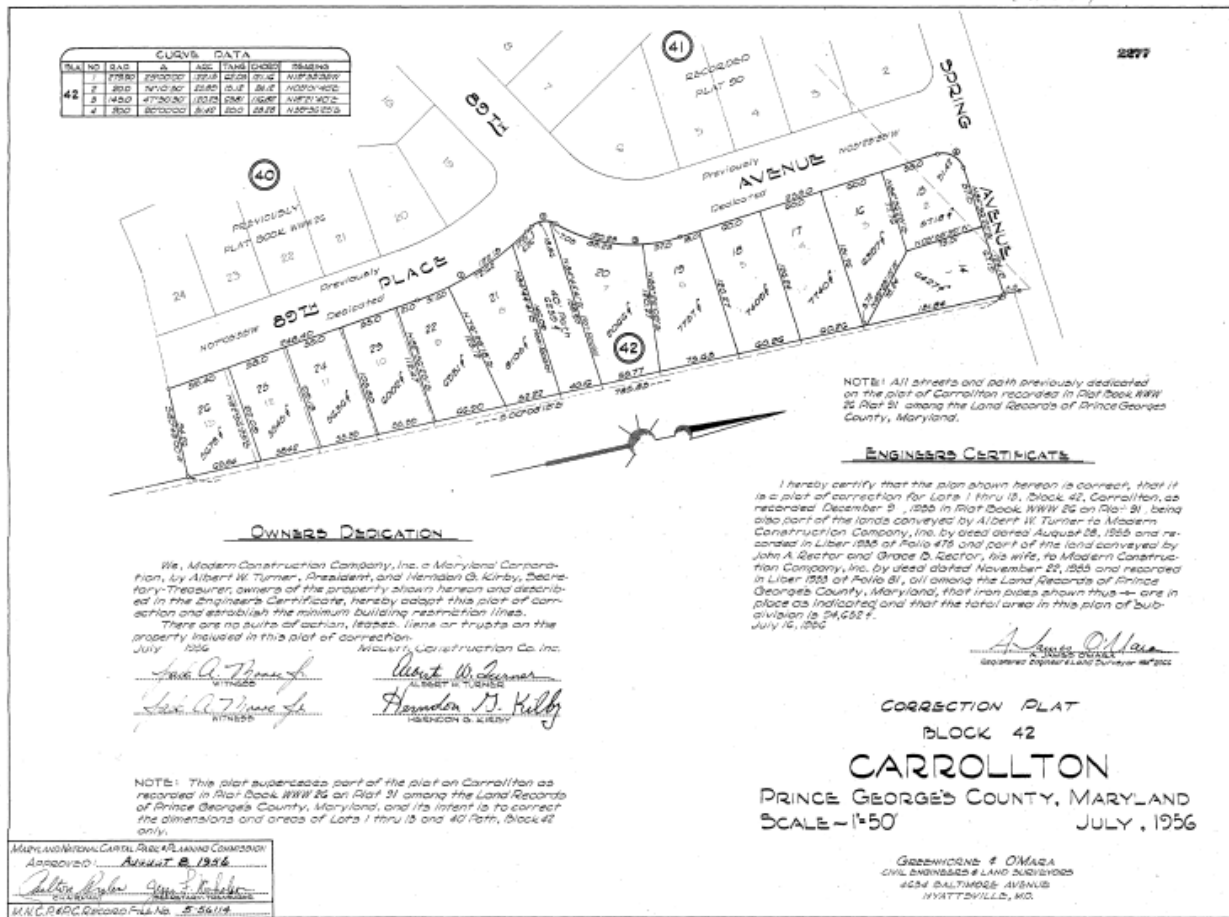


1955 Plat of Blocks R, S, T, and U and Part of Blocks I, M, P, and Q in Carrollton  
(PGCPB WWW 26, 18)

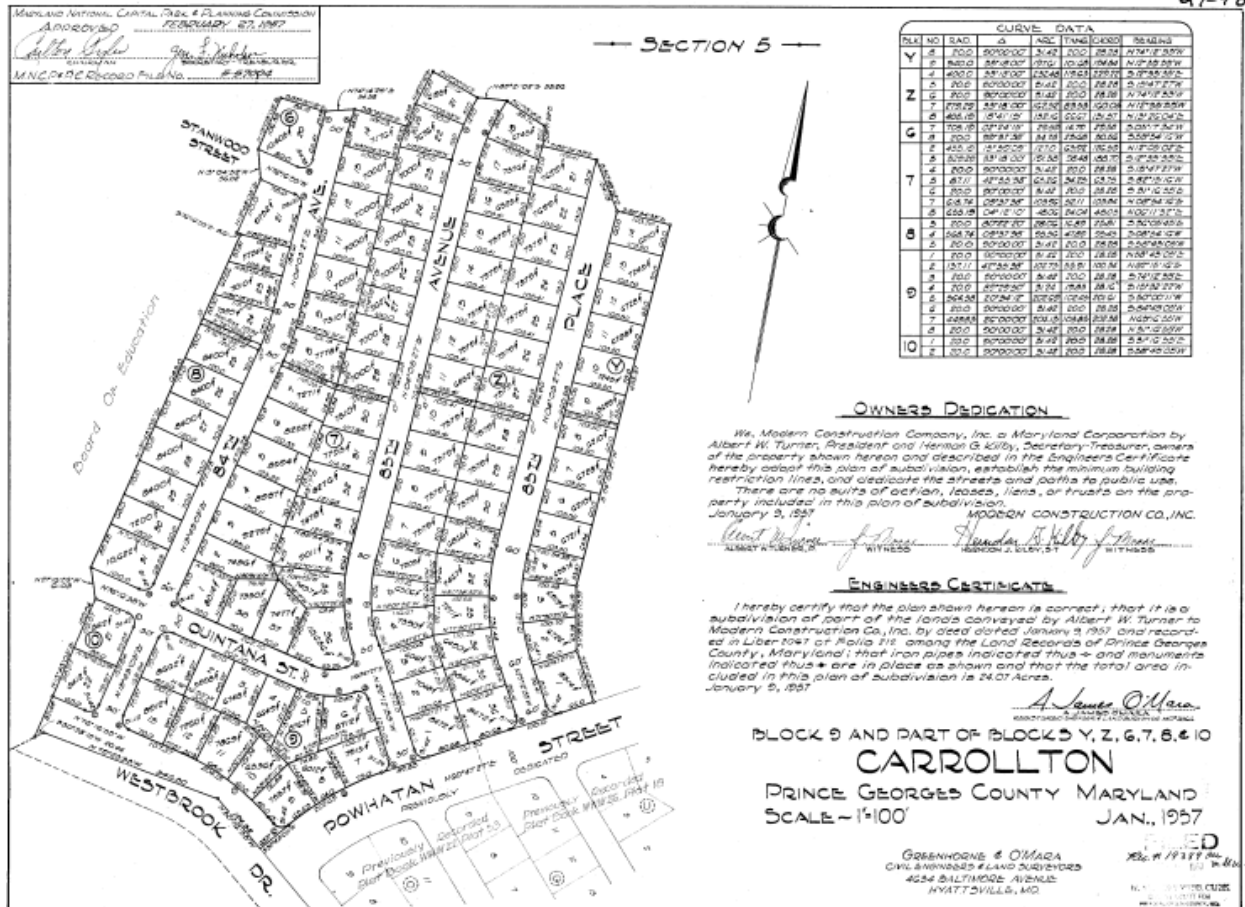




1955 Plat of Blocks 41 and 42 and Part of Blocks 38 and 40 in Carrollton  
(PGCPB WWW 26, 91)



1956 Correction Plat for Block 42 in Carrollton (PGCPB WWW 28, 29)

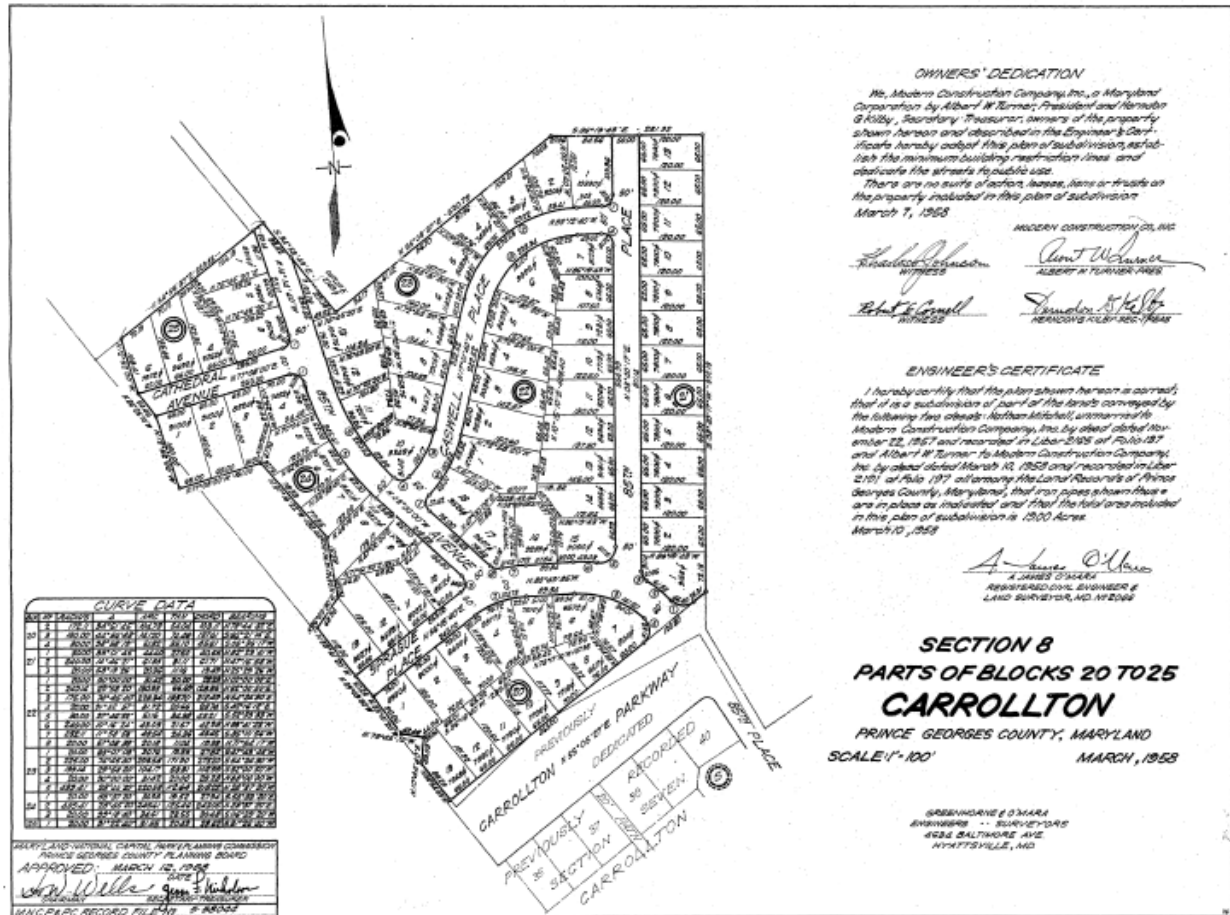


1957 Plat of Section 5 Including Block 9 and Part of Blocks Y, Z, 6, 7, 8, and 10 in Carrollton (PGCPB WWW 29, 48)



1957 Plat of Section 6 Including Blocks V and X and Part of Blocks W, Y, Z, 1, 2, 3, 4, and 7 in Carrollton (PGCPB WWW 31, 23)

1958 Plat of Section 7 Including Parts of Blocks 1, 2, 3, 4, 5, and W in Carrollton  
(PGCPB WWW 31, 95)



1958 Plat of Section 8 Including Parts of Blocks 20 to 25 in Carrollton (PGCPB WWW 31, 96)






OWNERS' DEDICATION

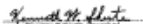
We, Carrollton Recreation Club, Inc., by Kenneth R. Stute, President, and John R. Harney, Secretary, and Modern Construction Co., Inc., by Albert W. Turner, President and Harrison G. Hays, Secretary, owners of the property shown hereon and described in the Engineer's Certificate, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the plots to public use.


There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision.


JUNE 14, 1958

CARROLLTON RECREATION CLUB, INC.




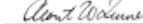








MODERN CONSTRUCTION CO., INC.










CURVE DATA									
STATION	CHORD BEARING	CHORD	ARC BEARING	ARC	ANGLE	CHORD BEARING	CHORD	ARC BEARING	ARC
1	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
2	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
3	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
4	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
5	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
6	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
7	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
8	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
9	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00
10	123° 10' 00"	100.00	123° 10' 00"	100.00	123° 10' 00"	123° 10' 00"	100.00	123° 10' 00"	100.00

ENGINEER'S CERTIFICATE

I hereby certify that the plan shown hereon is correct, that it is a subdivision of the lands conveyed by Albert W. Turner to Carrollton Recreation Club, Inc. and Modern Construction Co., Inc. by deeds dated March 21, 1958 and June 10, 1958, and recorded in Land 2708 and 2204 of Folio 504 and 551 among the Land Records of Prince Georges County, Maryland, that the plan shown hereon is in place as indicated, and that the total area included in this plan of subdivision is 102.00 acres.

JUNE 16, 1958



Albert W. Turner  
Registered Engineer and  
Land Surveyor - MARYLAND

**PARTS OF BLOCKS 11 AND 12  
SECTION 10  
CARROLLTON**

PRINCE GEORGES COUNTY, MARYLAND

SCALE: 1" = 100'

JUNE, 1958

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION  
PRINCE GEORGES COUNTY PLANNING BOARD  
APPROVED: JUNE 11, 1958  
[Signature]  
[Signature]  
MINOR & P.C. RECORD FILE NO. 8-82112

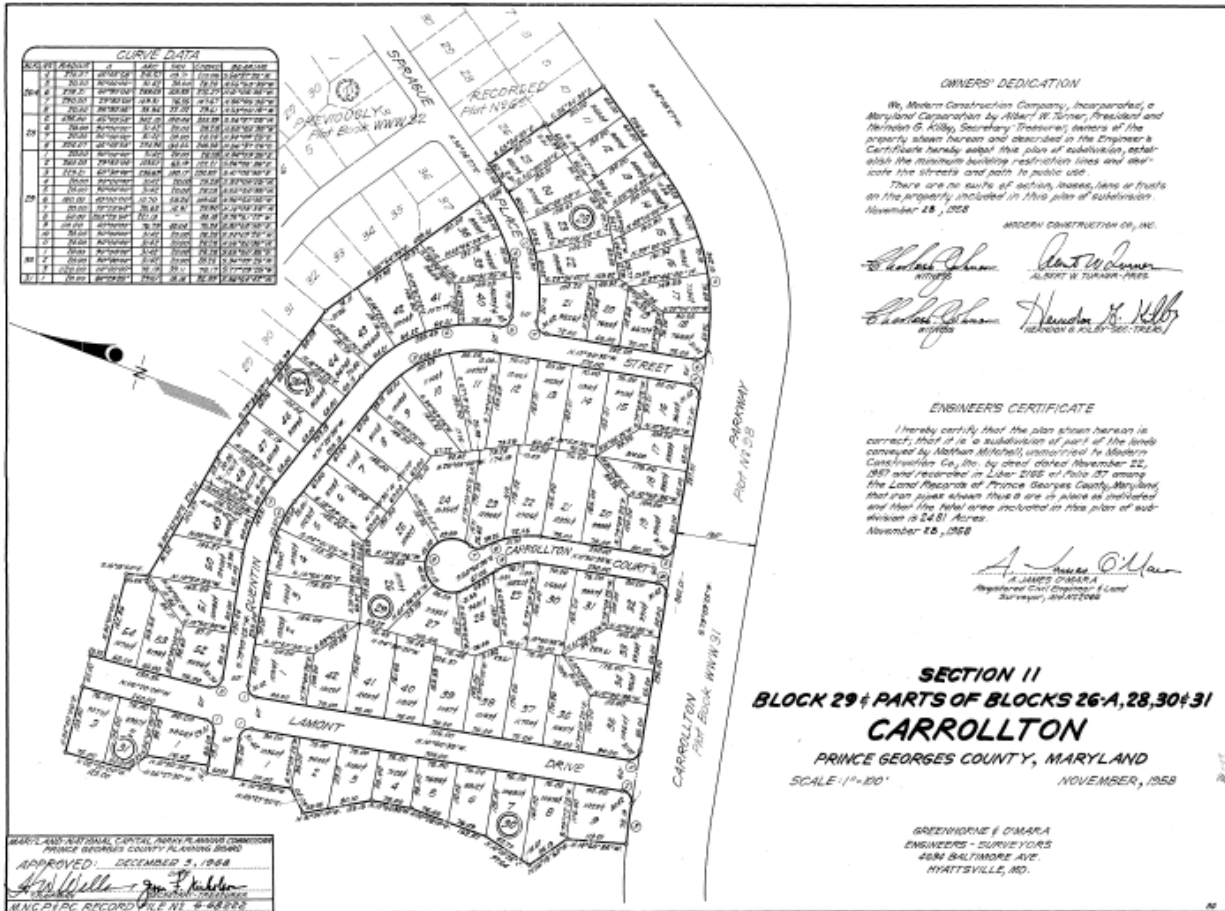
GREENWALD & O'MARA  
ENGINEERS - SURVEYORS  
4824 BALTIMORE AVENUE  
HYATTSVILLE, MD.

1958 Plat of Section 10 Including Blocks 11 and 12 in Carrollton (PGCPB WWW 32, 68)

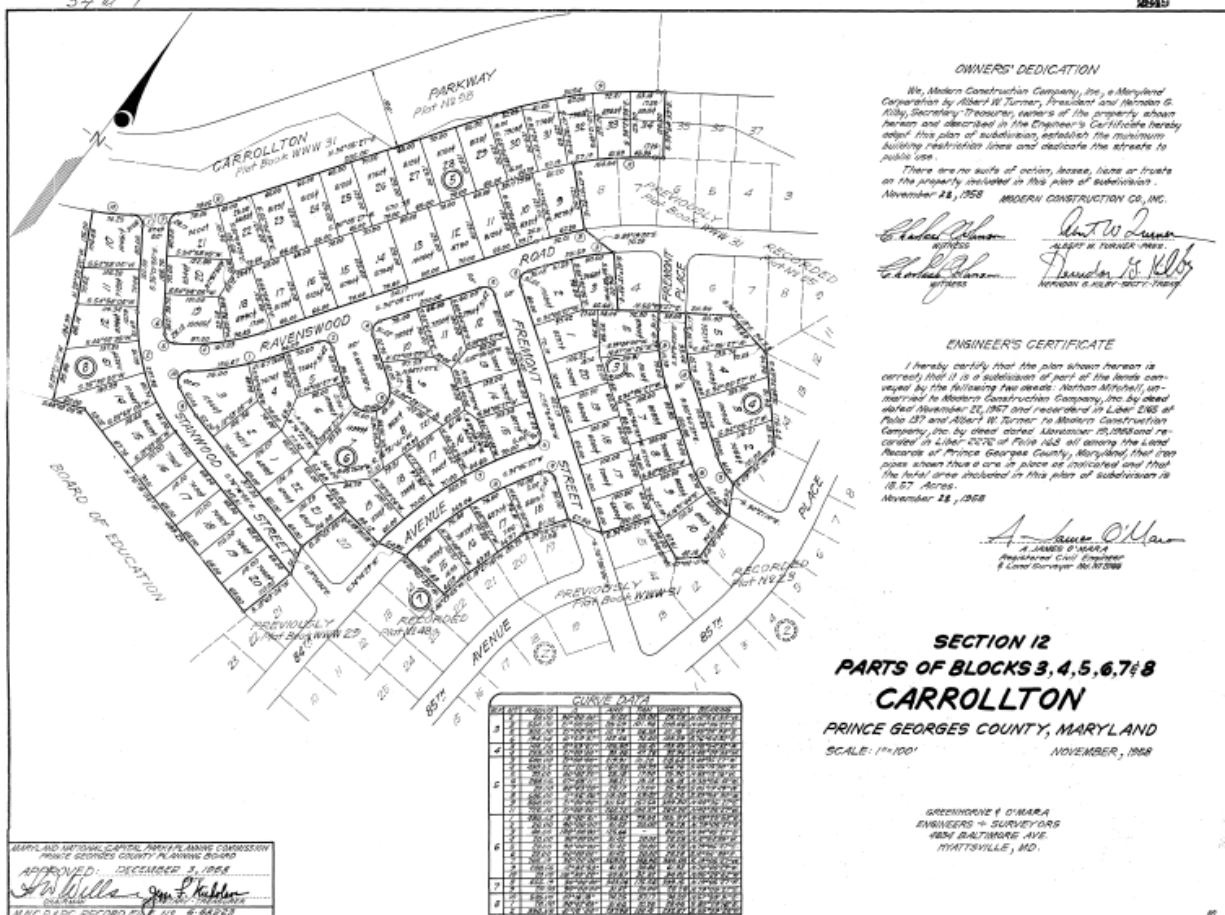


1958 Plat of Section 9 Including Parts of Blocks 20 and 24 Thru 28 in Carrollton  
(PGCPB WWW 32, 69)





1958 Plat of Section 11 Including Block 29 and Parts of Blocks 26 A, 28, 30, and 31 in Carrollton (PGCPB WWW 33, 100)



I hereby certify that the plan shown herein is correct, that it is a subdivision of part of the lands conveyed the following two blocks A. 116 and B. 252 and is incorporated by reference in the Constitution Company, Incorporated by deed dated May 21, 1951 and recorded in Liber 371 of Folio 78 and by Albert B. Rust and Ethel W. Rust, his wife, to Boulevard Construction Company, Incorporated by deed dated December 3, 1951 and recorded in Liber 146 of Folio 455 as recorded among the Land Records of Prince Georges County, Maryland, that iron pipes shown thus & are in place as indicated and that the total area included in this plan of subdivision is 26.835 acres.

*A. J. O'Mara*  
A. JAMES O'MARA  
Registered Civil Engineer &  
Land Surveyor 00142008

[illegible]

We, Boulevard Construction Company, Incorporated, a Maryland Corporation by Albert W. Turner, President, and Theres L. Turner, Secretary-Treasurer, owners of the property shown herein and described in the Engineer's Certificate, hereby adopt this plan of subdivision, establish the minimum building restriction lines and dedicate the streets to public use.

Harold W. Gorman      Albert W. Gorman  
G-153      ALBERT W. GORMAN - President  
A. Louis O'Hara      Theresa L. Gorman  
WITNESS      THERESA L. GORMAN - Sec'y/Treas.

CURVE DATA							
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158	1						

WARTLAND-NATIONAL CAPITAL PARK & PLANNING BOARD'S ADV  
OFFICE GEORGE COUNTY PLANNING BOARD

APPROVED: MARCH 11, 1999

*Jim Wells* *Jim F. Nicholson*  
CHAIRMAN SECRETARY-TREASURER

M.N.C.R.P.G. RECORD FILE NO. 8-60000

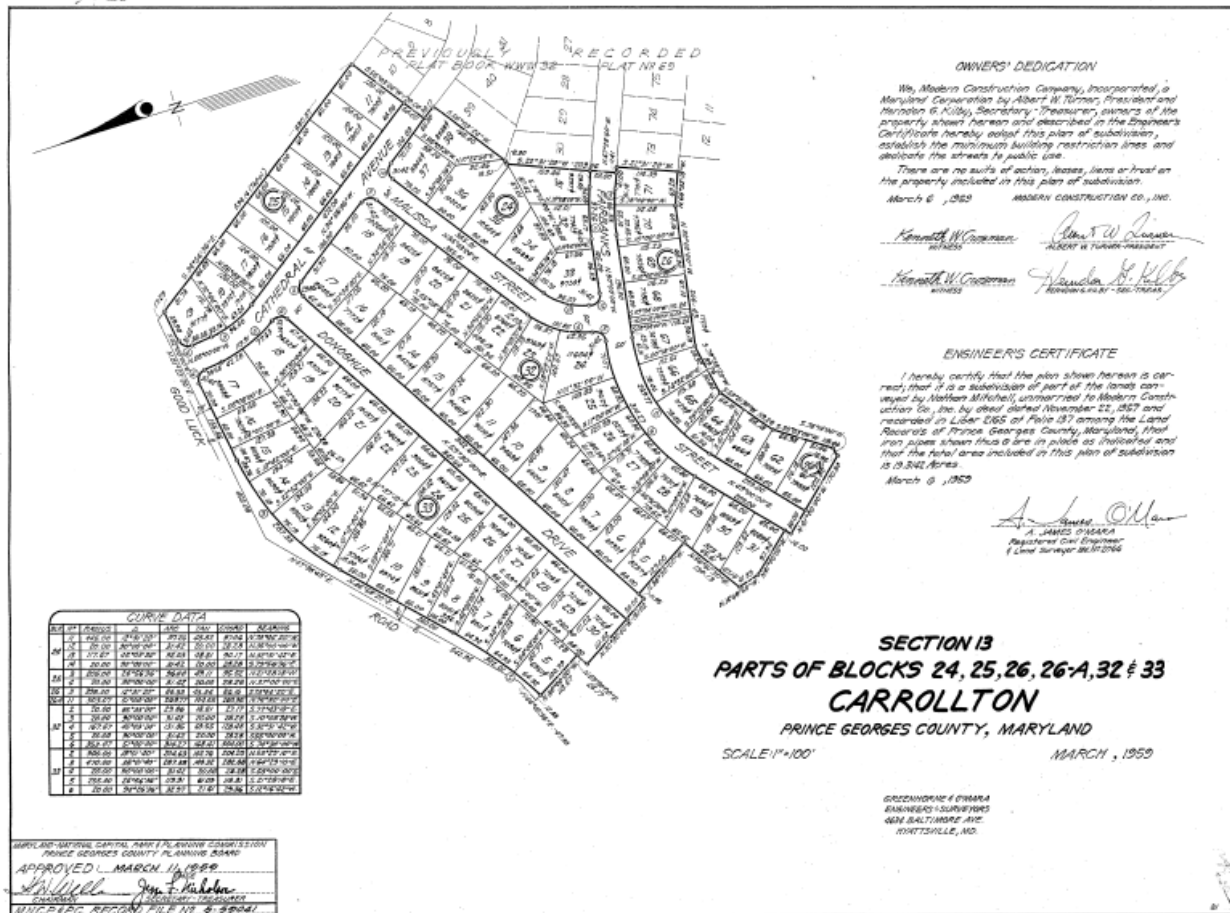
SECTION 17  
BLOCKS 37 & 44 & PARTS OF BLOCKS  
35, 36, 43, 45, 46 & 48  
CARROLLTON  
PRINCE GEORGES COUNTY, MARYLAND  
SCALE: 1"=100' MARCH, 1959

STEVENSON & O'MARA  
ENGINEERS & SURVEYORS  
4634 BALTIMORE AVE.  
HYATTSVILLE, MD

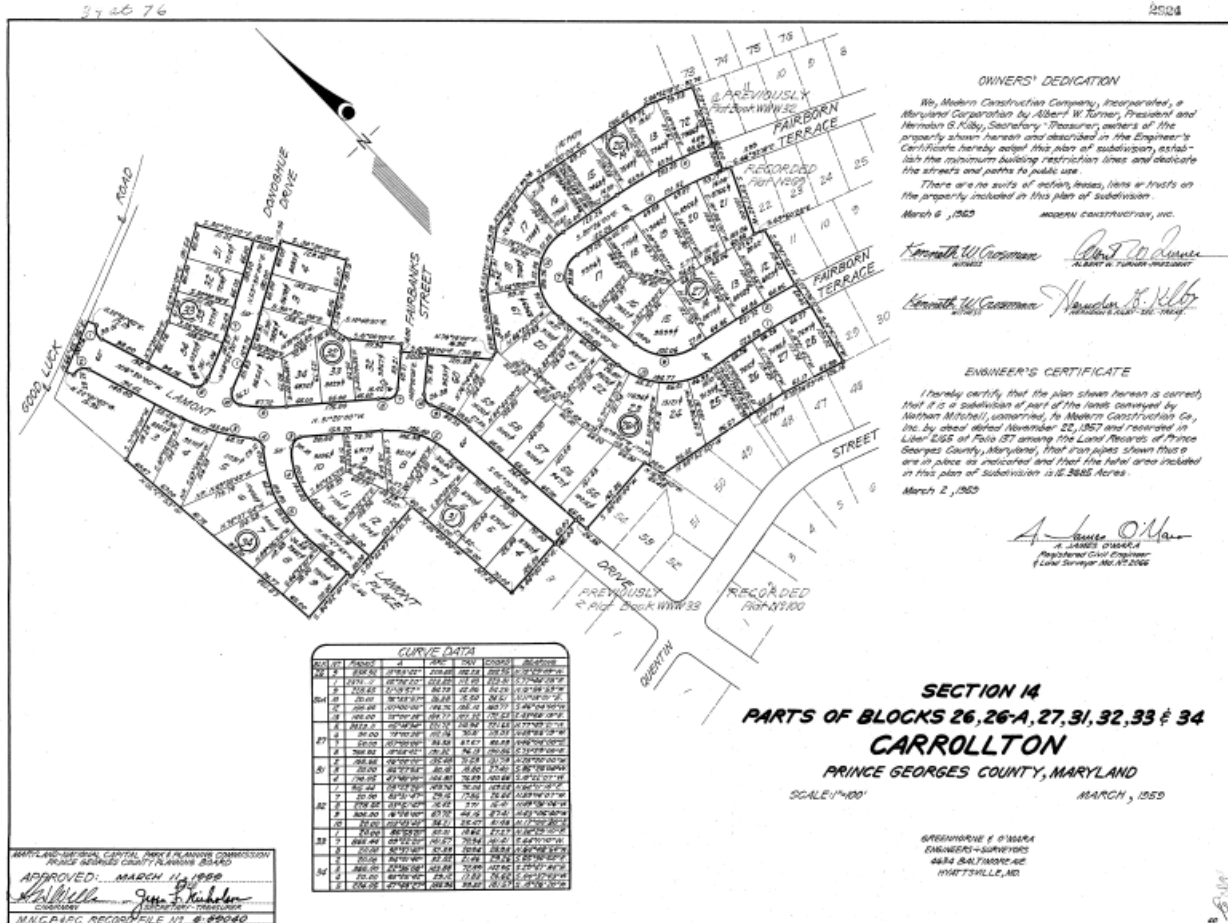
MKA 651125A-16238

1959 Plat of Section 17 Including Blocks 37 and 44 and Parts of blocks 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB 34, 79)

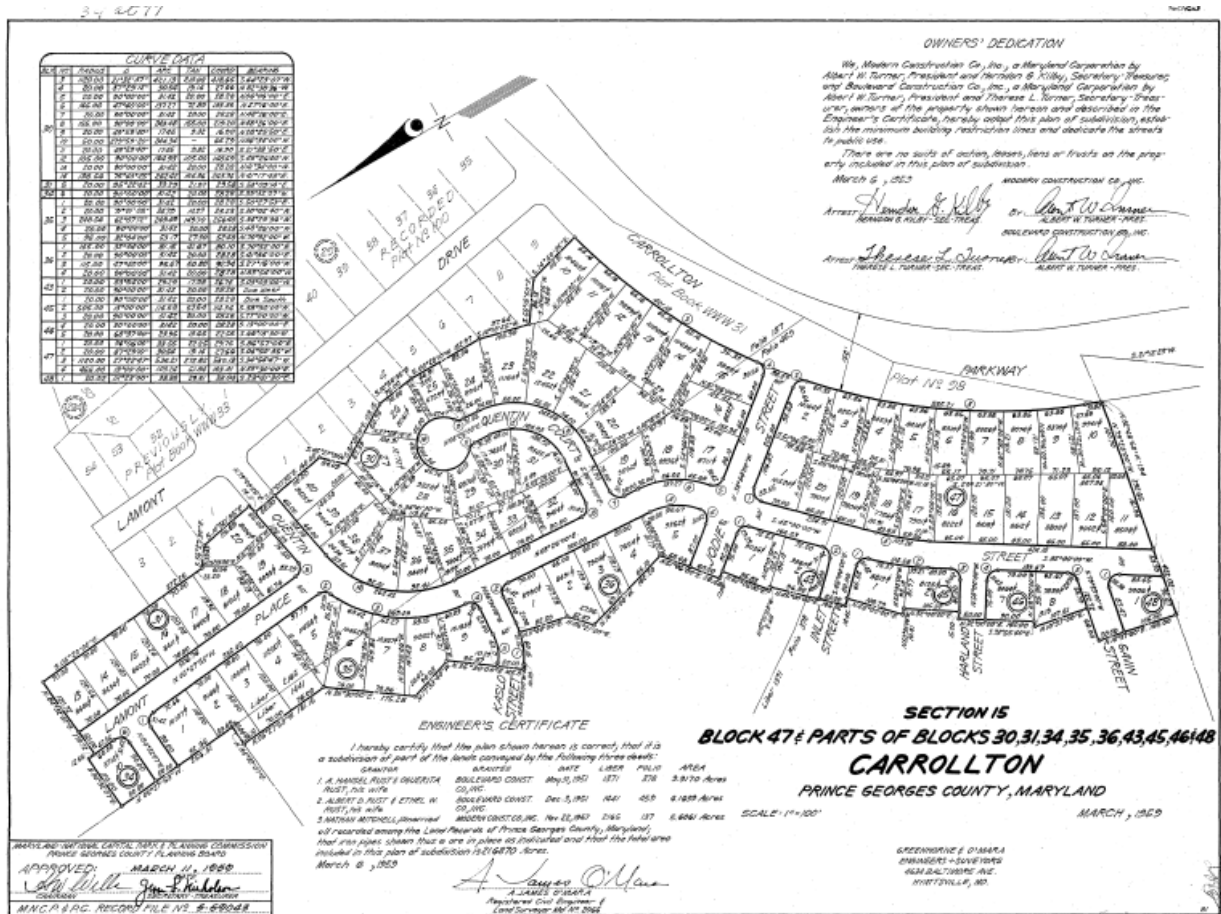




1959 Plat of Section 13 Including Part of Blocks 24, 25, 26, 26-A, 32, and 33 in Carrollton  
(PGCPB WWW 34, 75)

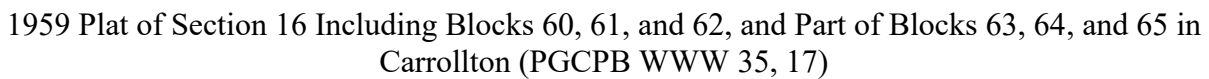


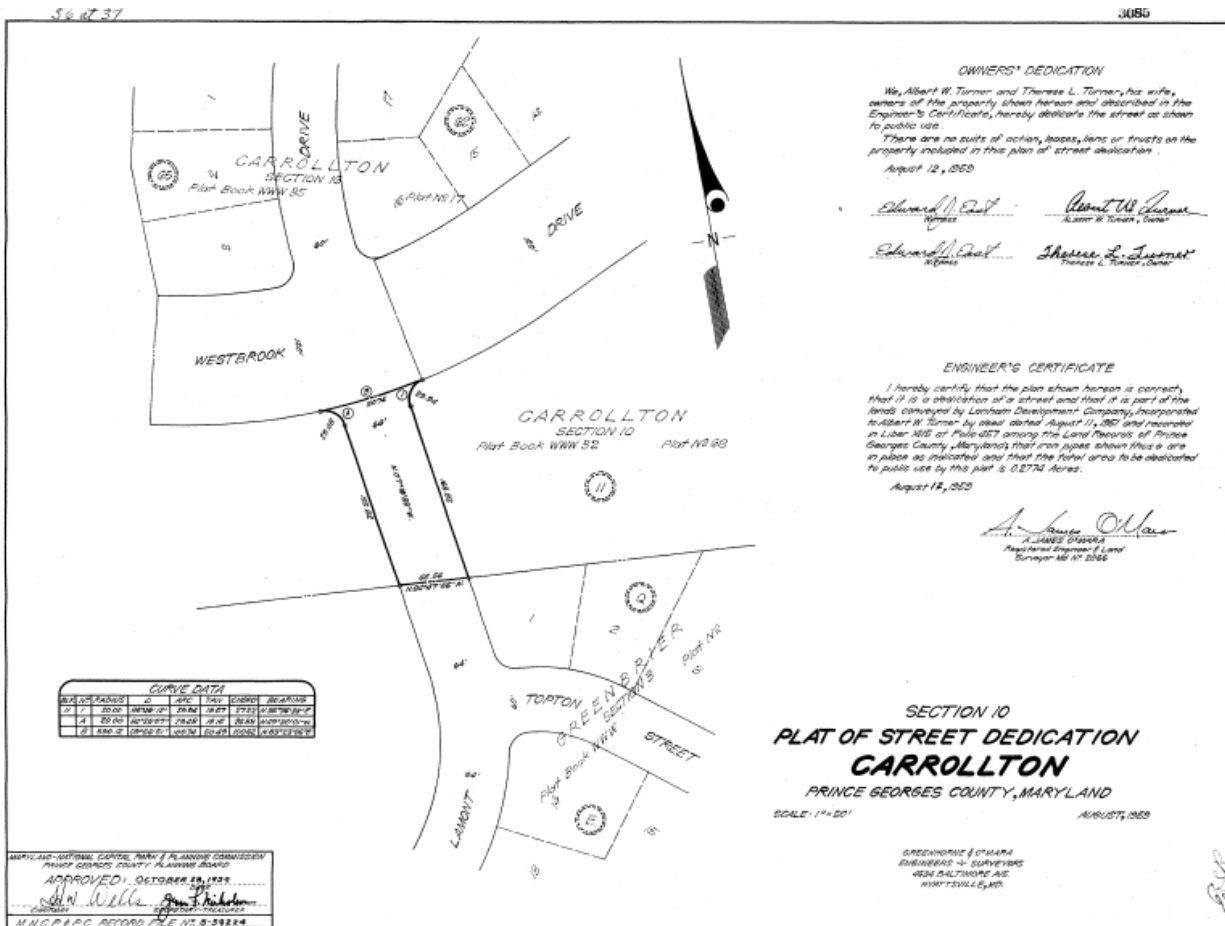
1959 Plat of Section 14 Including Parts of Blocks 26, 26-A, 27, 31, 32, 33, and 34 in Carrollton (PGCPB WWW 34, 76)



1959 Plat of Section 15 Including Block 47 and Parts of Blocks 30, 31, 34, 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB WWW 34, 77)



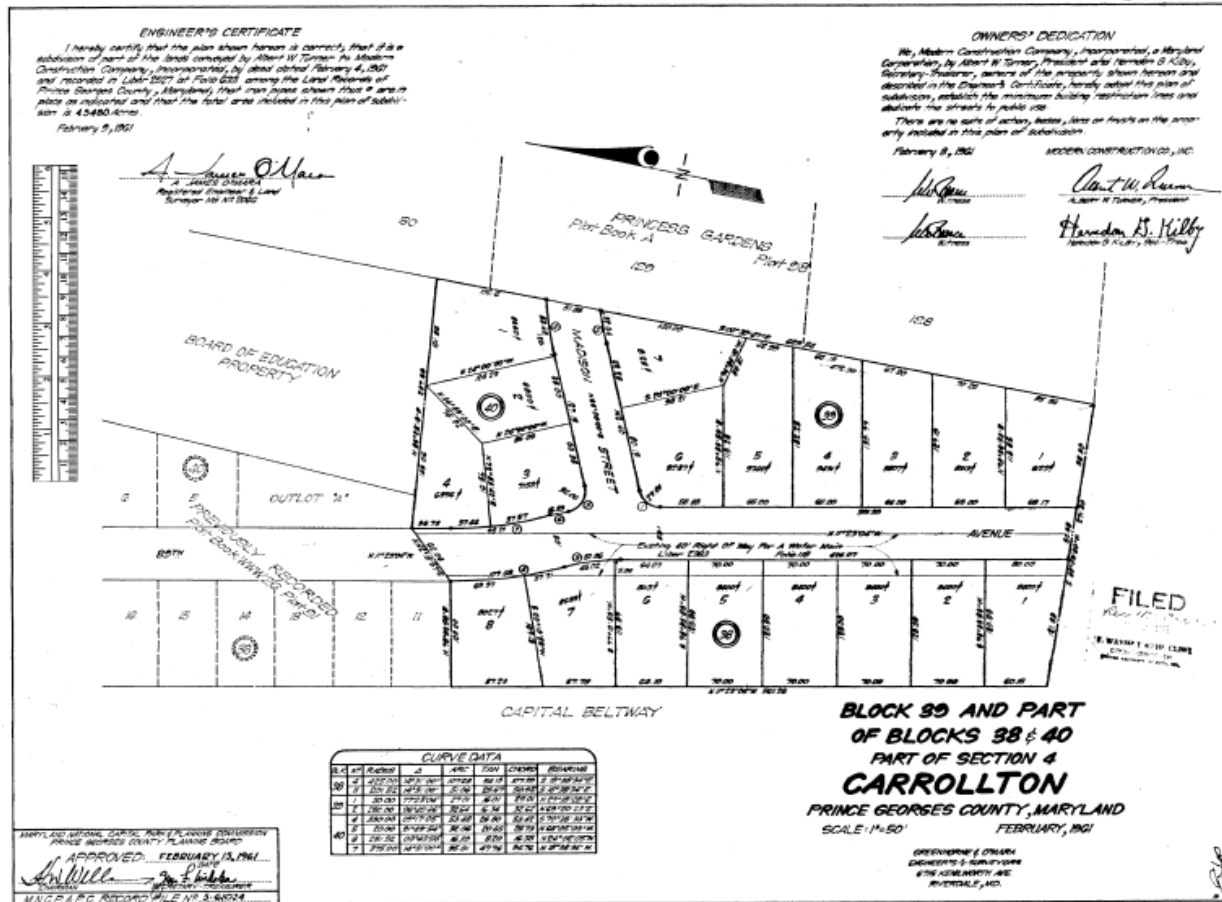


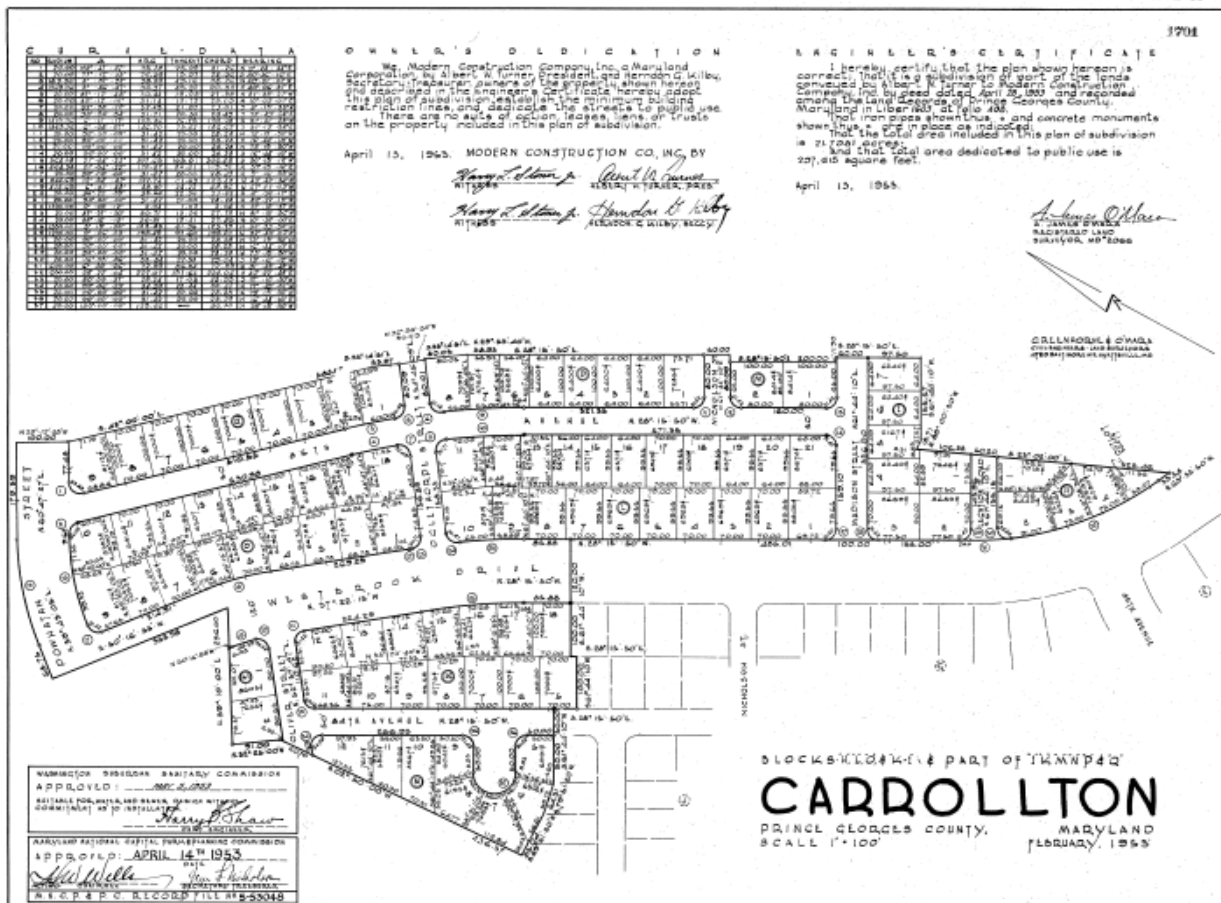


1959 Plat of Section 10 Including Street Dedication in Carrollton (PGCPB WWW 36, 37)

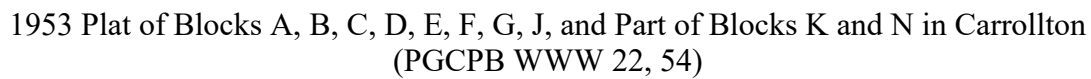




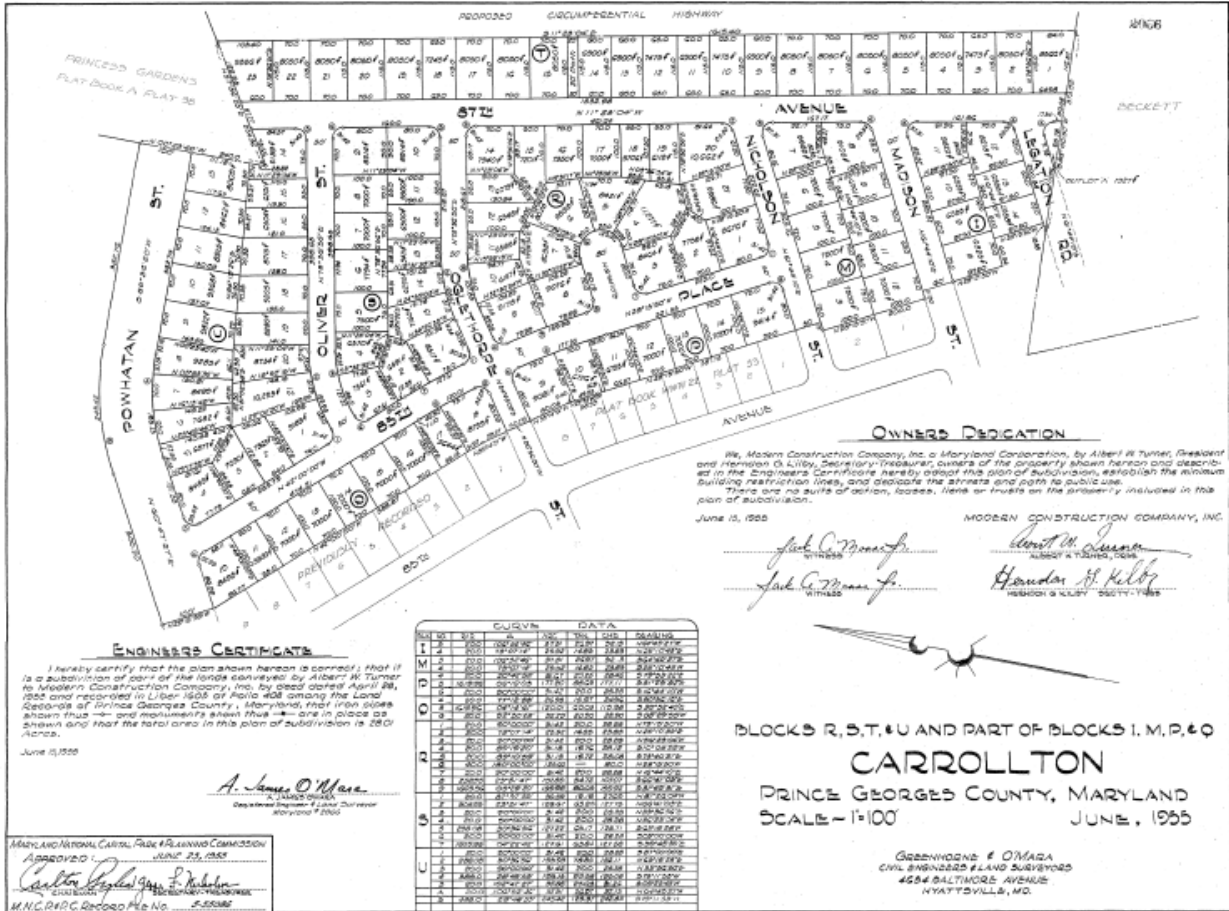




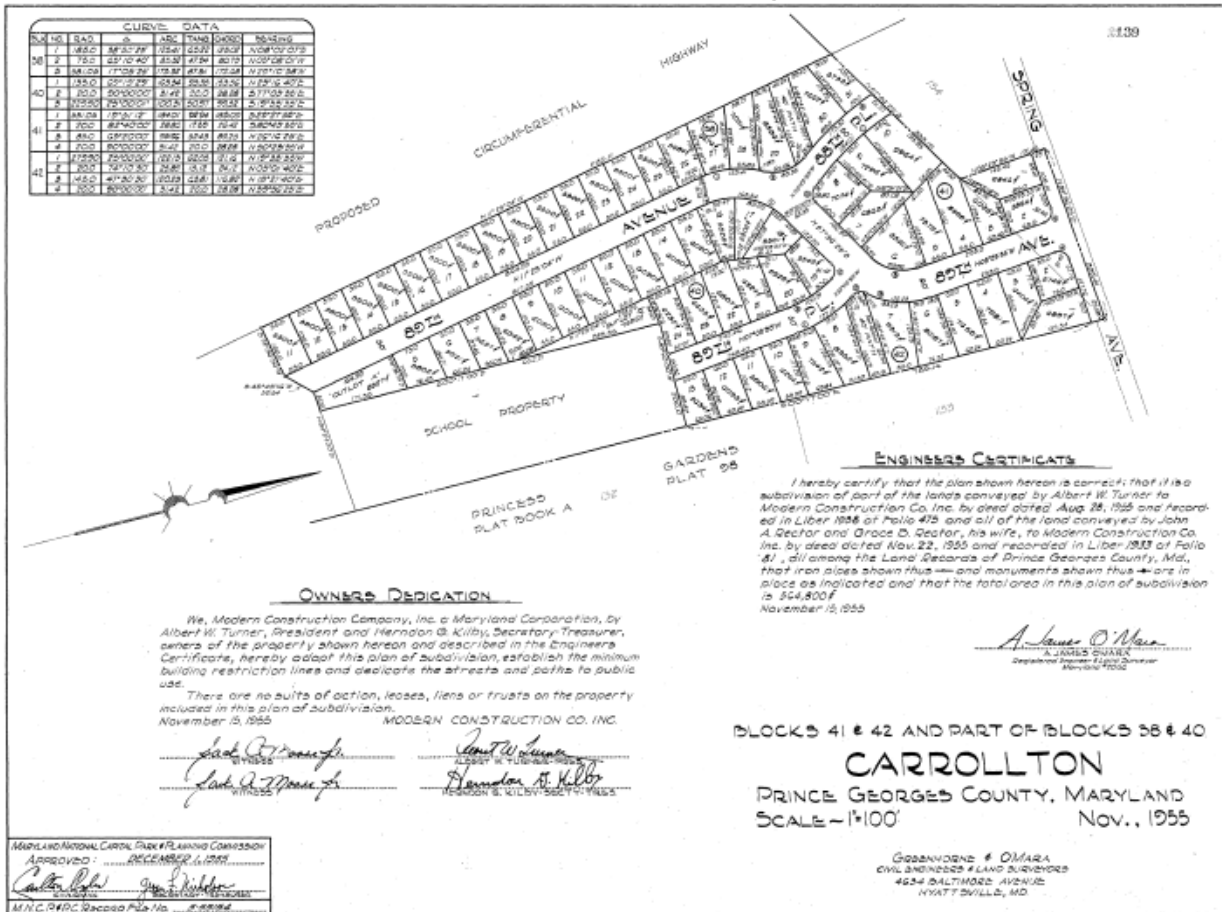
1953 Plat of Blocks W, L, O, and K and Part of I, K, M, N, P, and O in Carrollton  
(PGCPB WWW 22, 53)



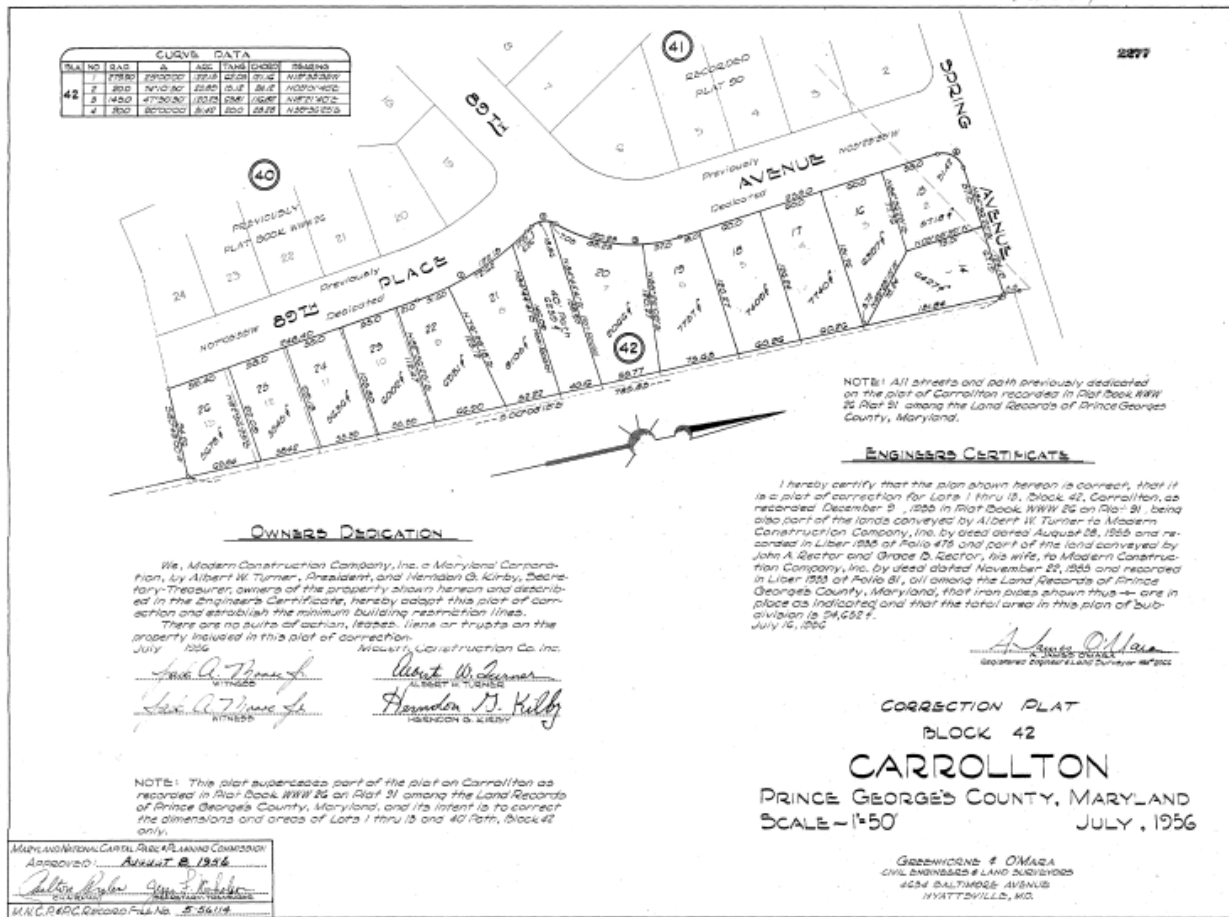




1955 Plat of Blocks R, S, T, and U and Part of Blocks I, M, P, and Q in Carrollton  
(PGCPB WWW 26, 18)

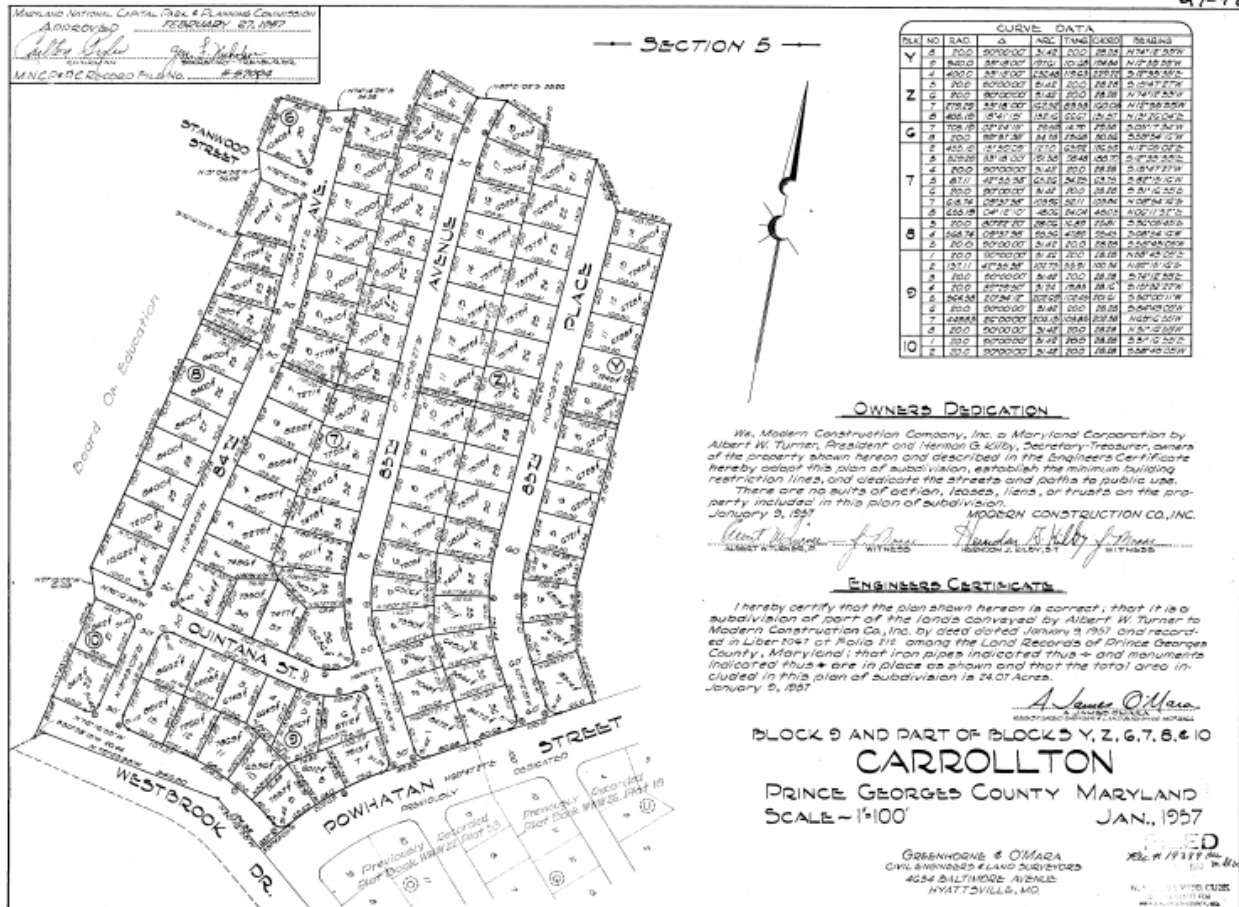


1955 Plat of Blocks 41 and 42 and Part of Blocks 38 and 40 in Carrollton  
(PGCPB WWW 26, 91)

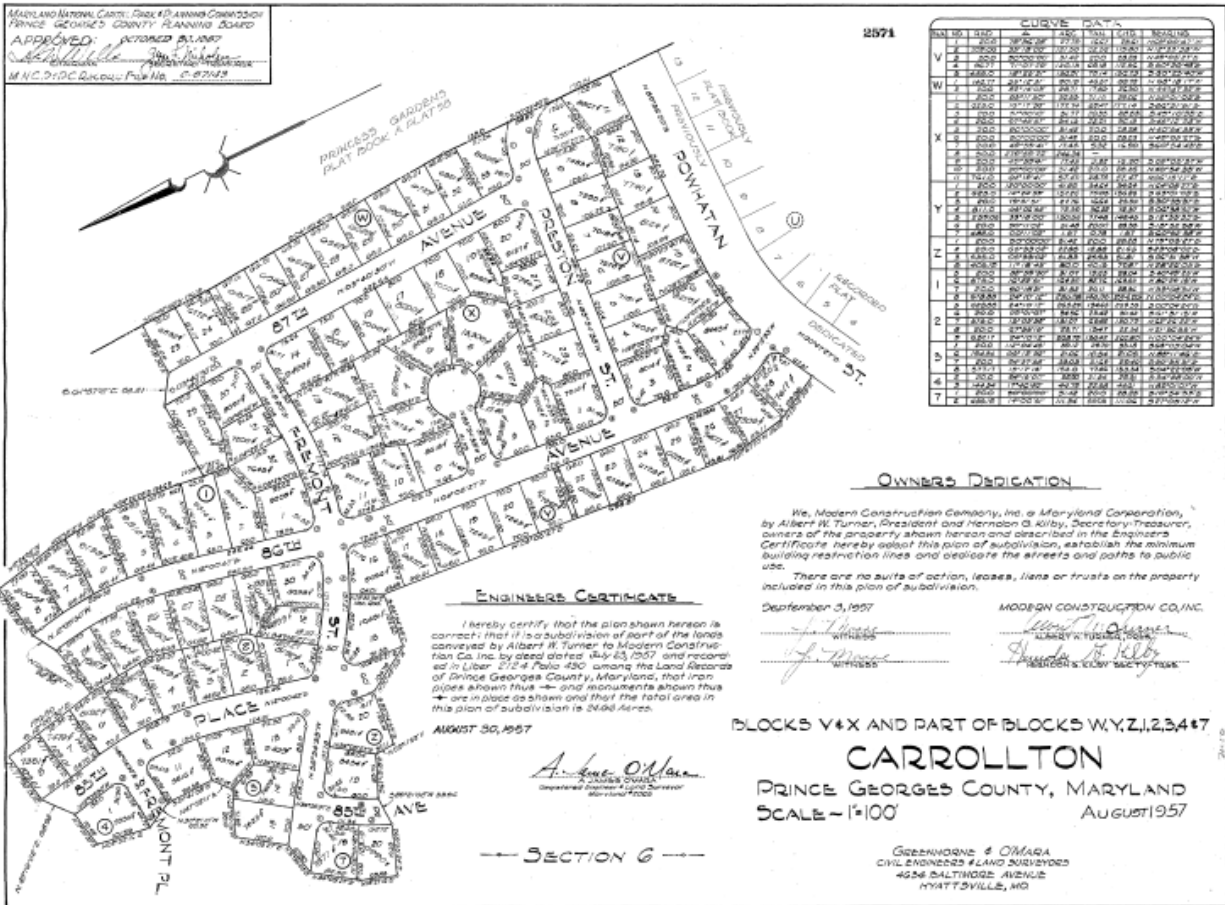


1956 Correction Plat for Block 42 in Carrollton (PGCPB WWW 28, 29)

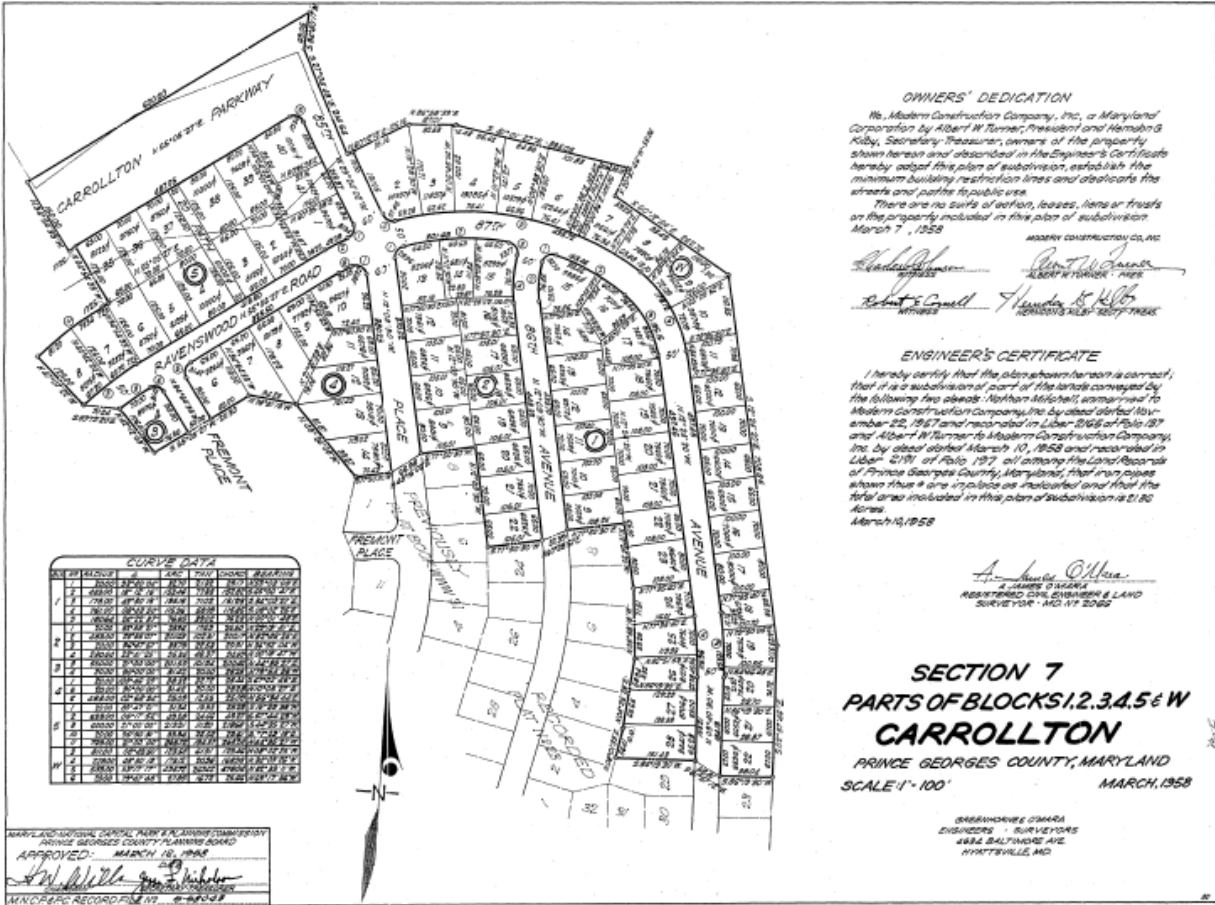




1957 Plat of Section 5 Including Block 9 and Part of Blocks Y, Z, 6, 7, 8, and 10 in Carrollton (PGCPB WWW 29, 48)

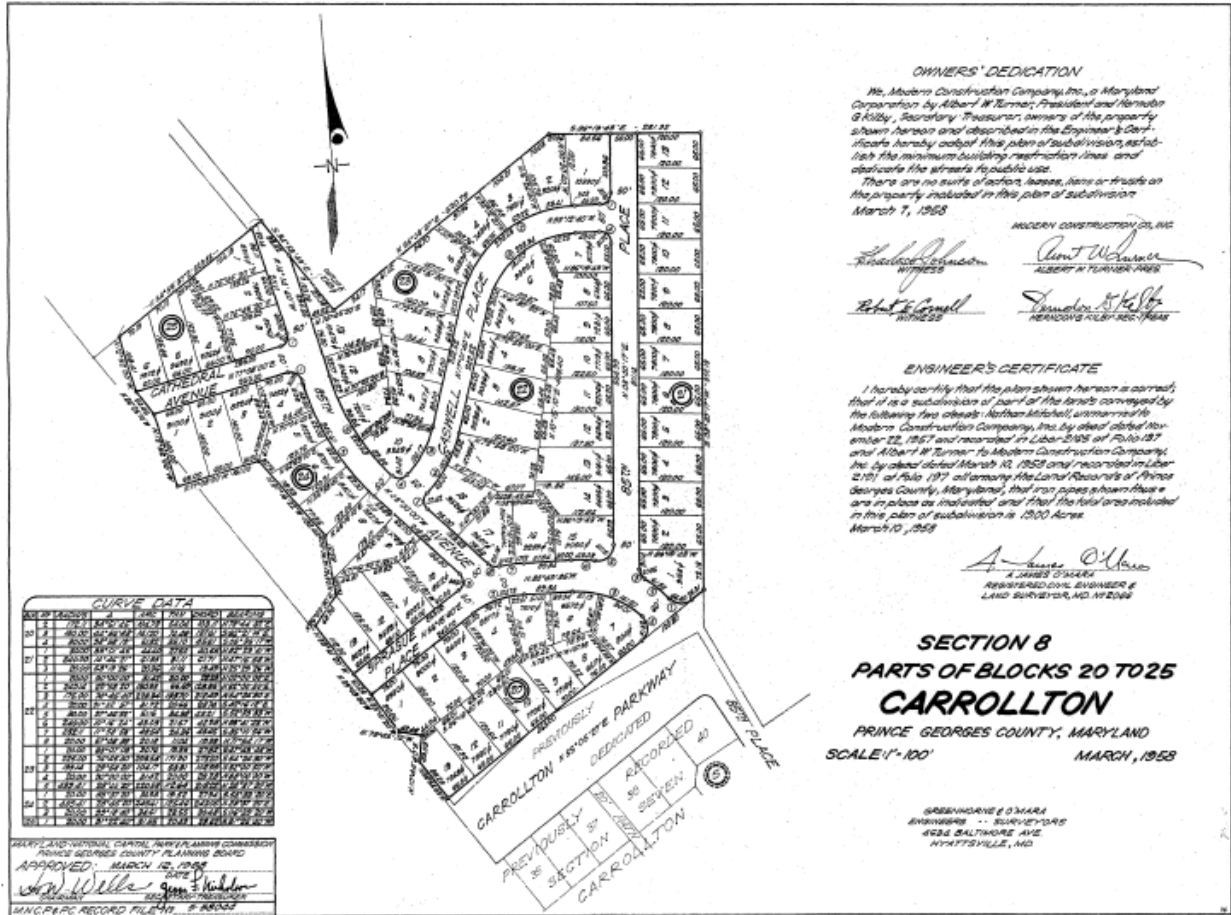


1957 Plat of Section 6 Including Blocks V and X and Part of Blocks W, Y, Z, 1, 2, 3, 4, and 7 in Carrollton (PGCPB WWW 31, 23)

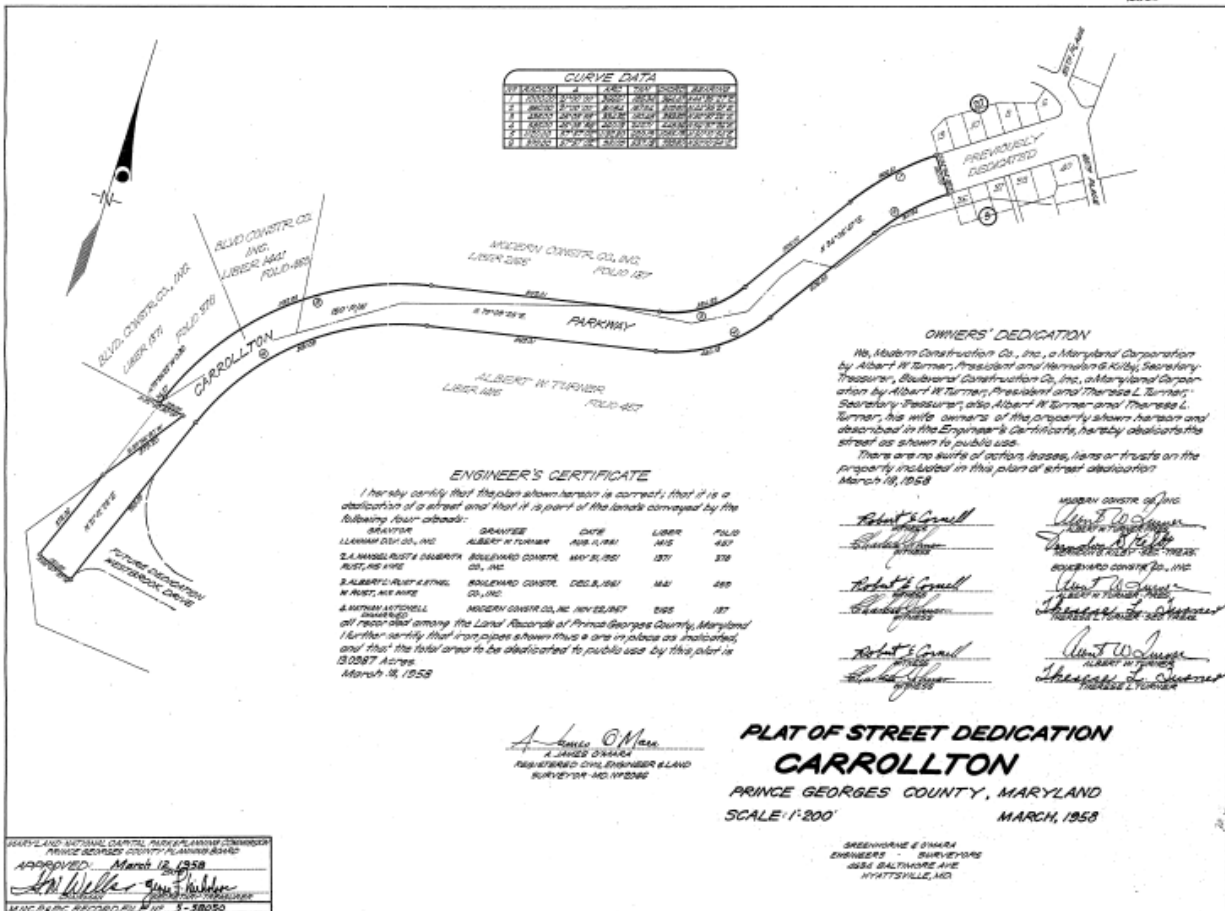


1958 Plat of Section 7 Including Parts of Blocks 1, 2, 3, 4, 5, and W in Carrollton  
(PGCPB WWW 31, 95)

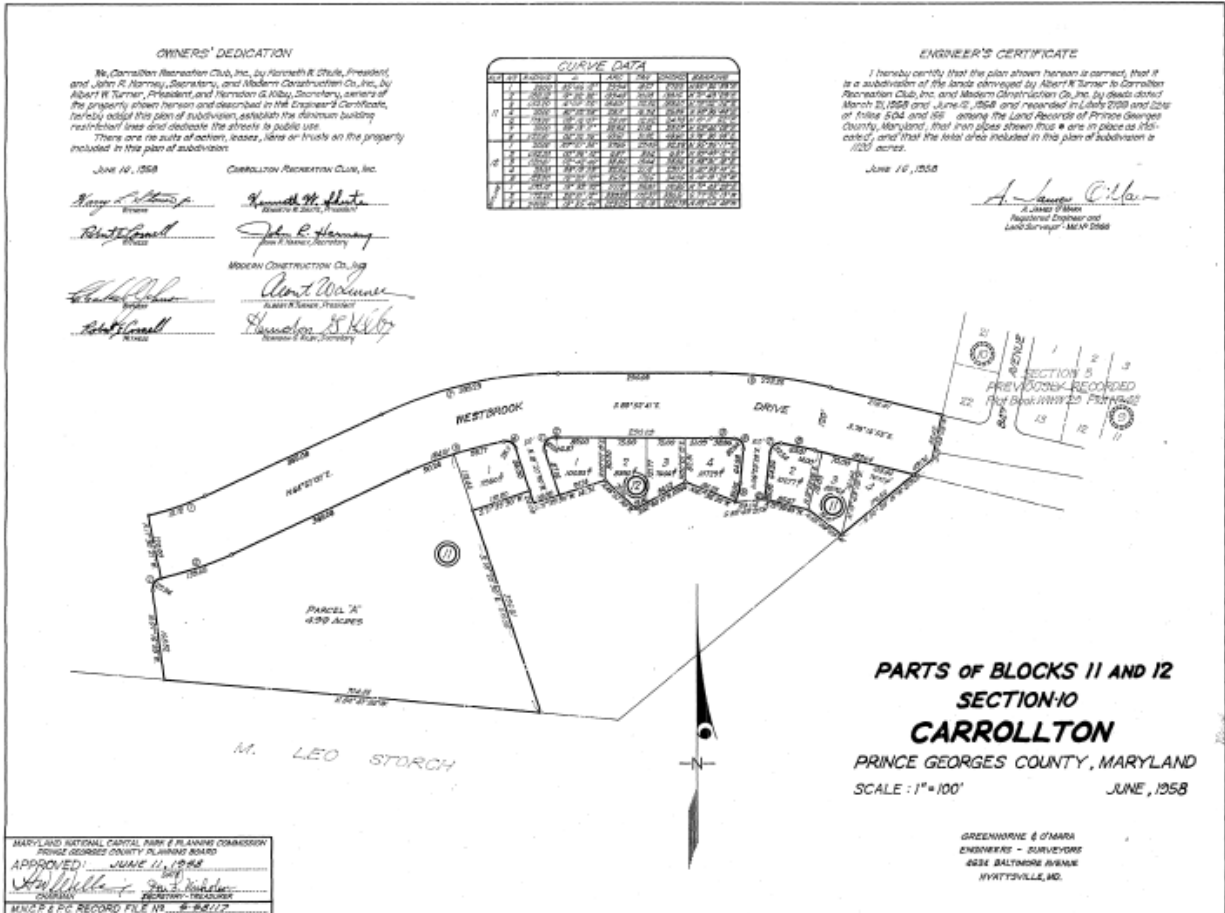




1958 Plat of Section 8 Including Parts of Blocks 20 to 25 in Carrollton (PGCPB WWW 31, 96)

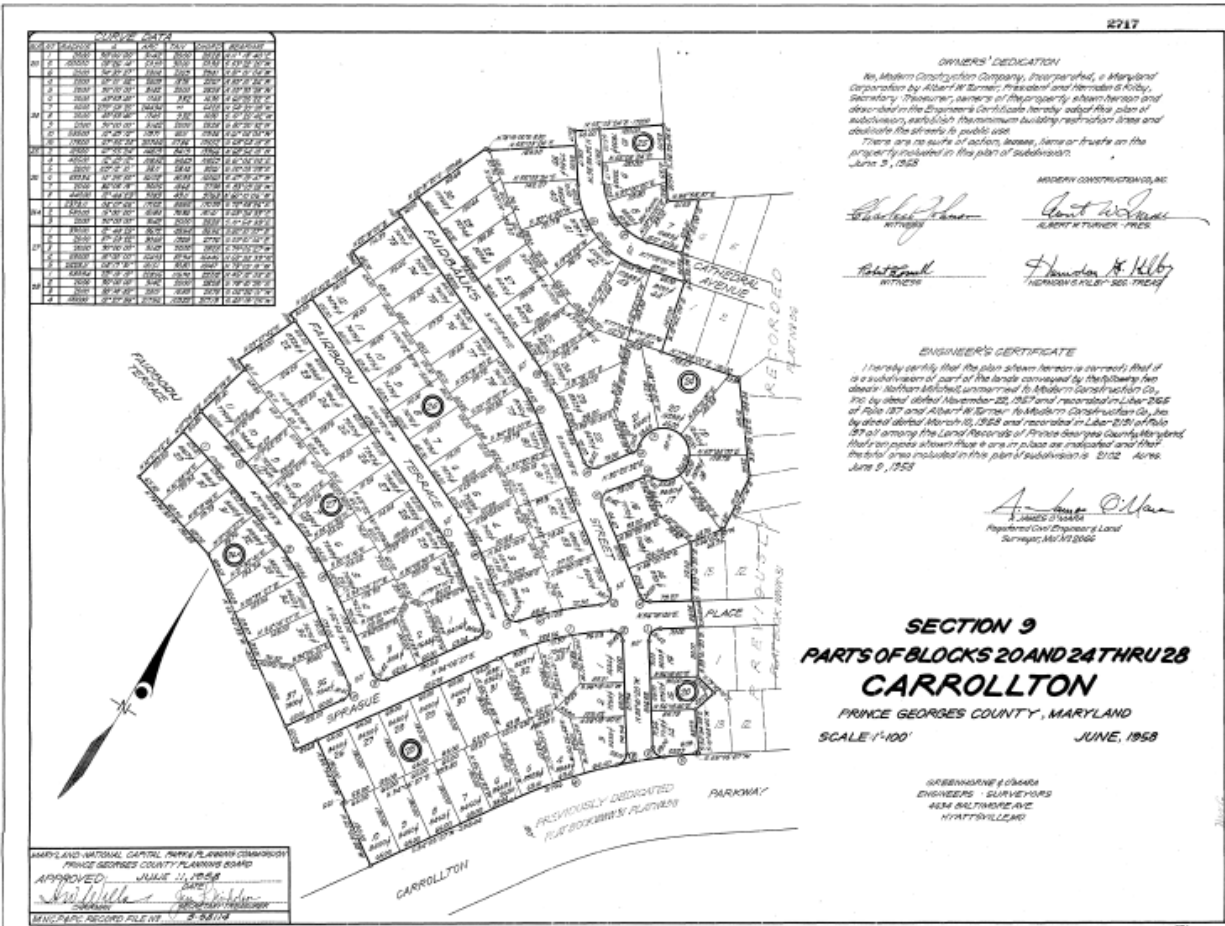


1958 Plat of Street Dedication in Carrollton (PGCPB WWW 31, 98)

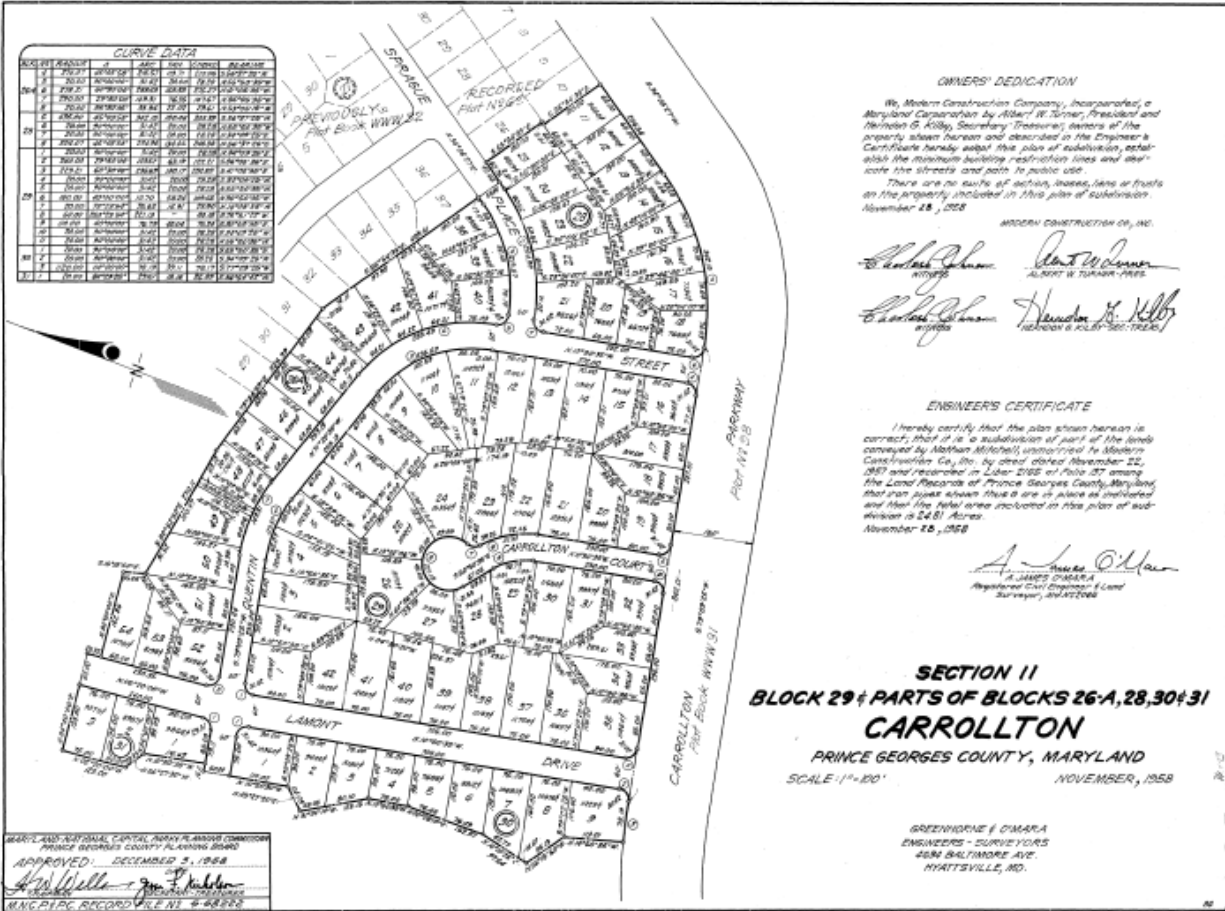


1958 Plat of Section 10 Including Blocks 11 and 12 in Carrollton (PGCPB WWW 32, 68)

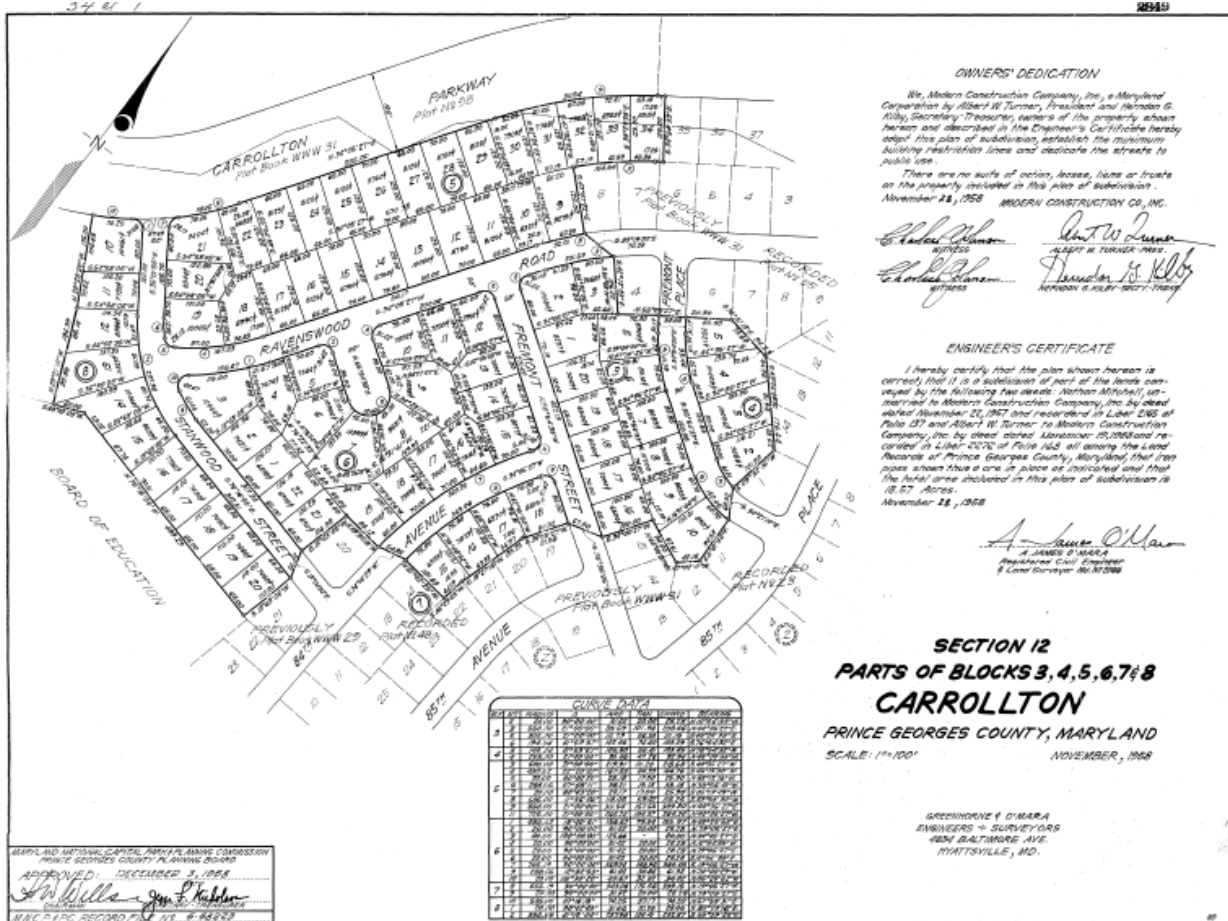




1958 Plat of Section 9 Including Parts of Blocks 20 and 24 Thru 28 in Carrollton  
(PGCPB WWW 32, 69)

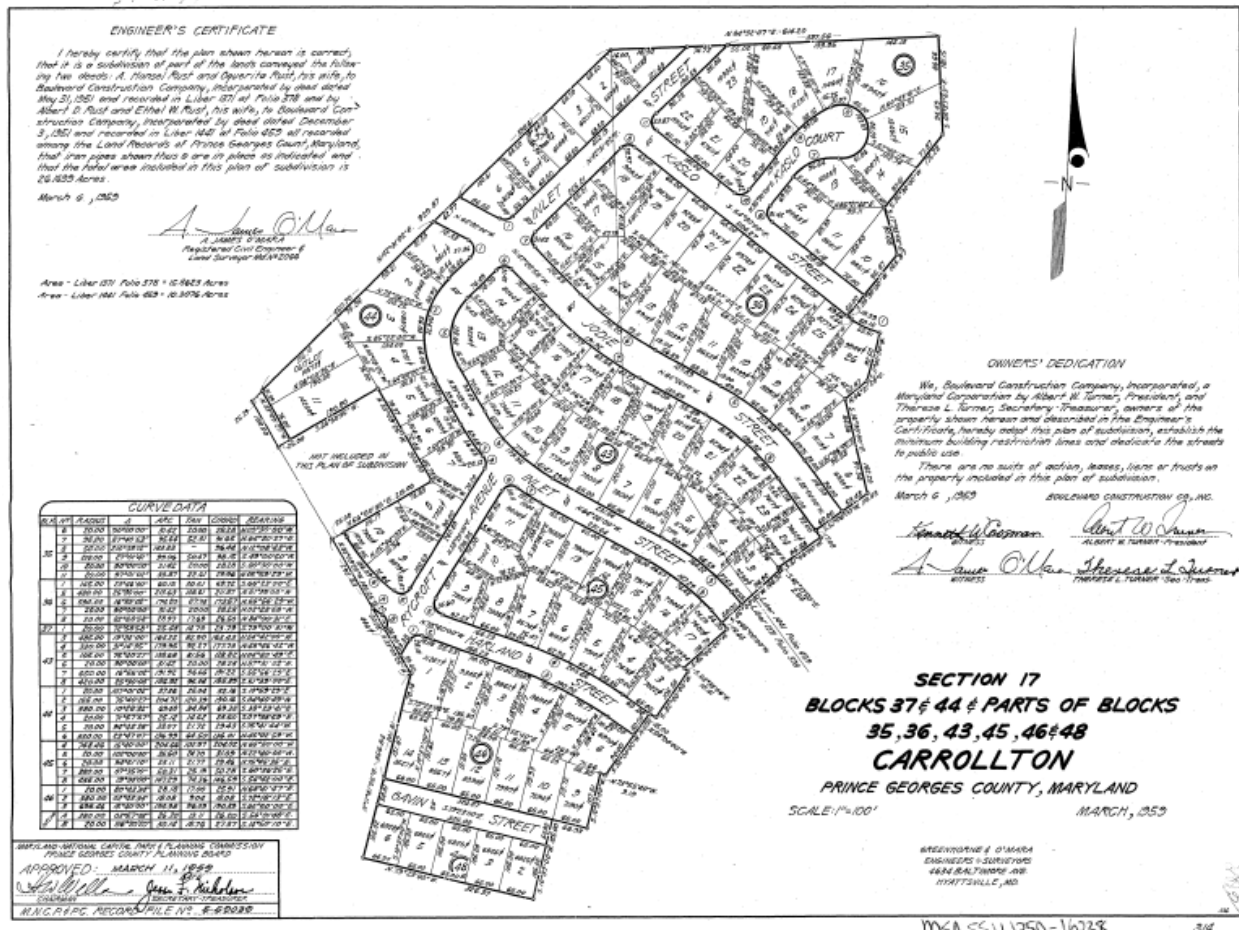


1958 Plat of Section 11 Including Block 29 and Parts of Blocks 26 A, 28, 30, and 31 in Carrollton (PGCPB WWW 33, 100)

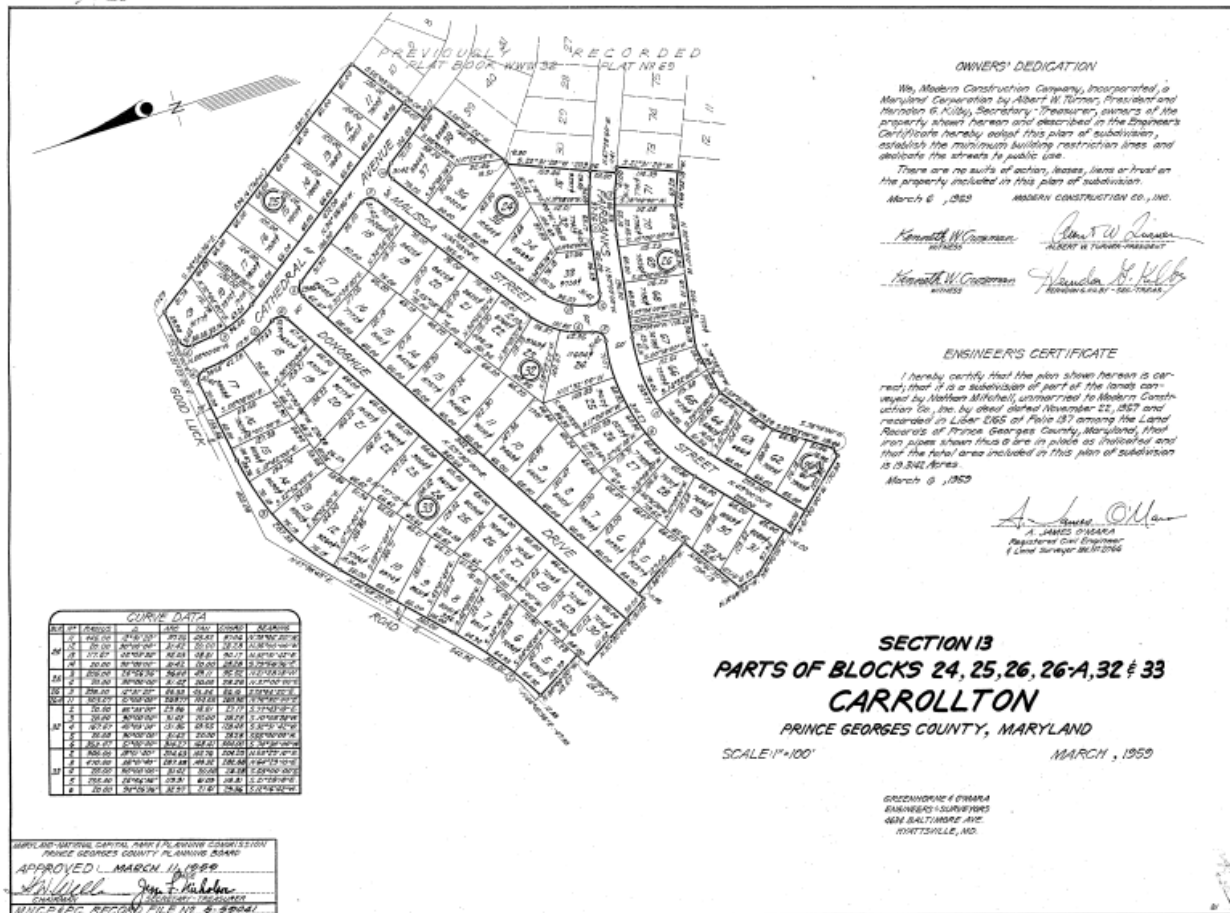


1958 Plat of Section 12 Including Parts of Blocks 3, 4, 5, 6, 7, and 8 in Carrolllton  
(PGCPB WWW 34, 1)

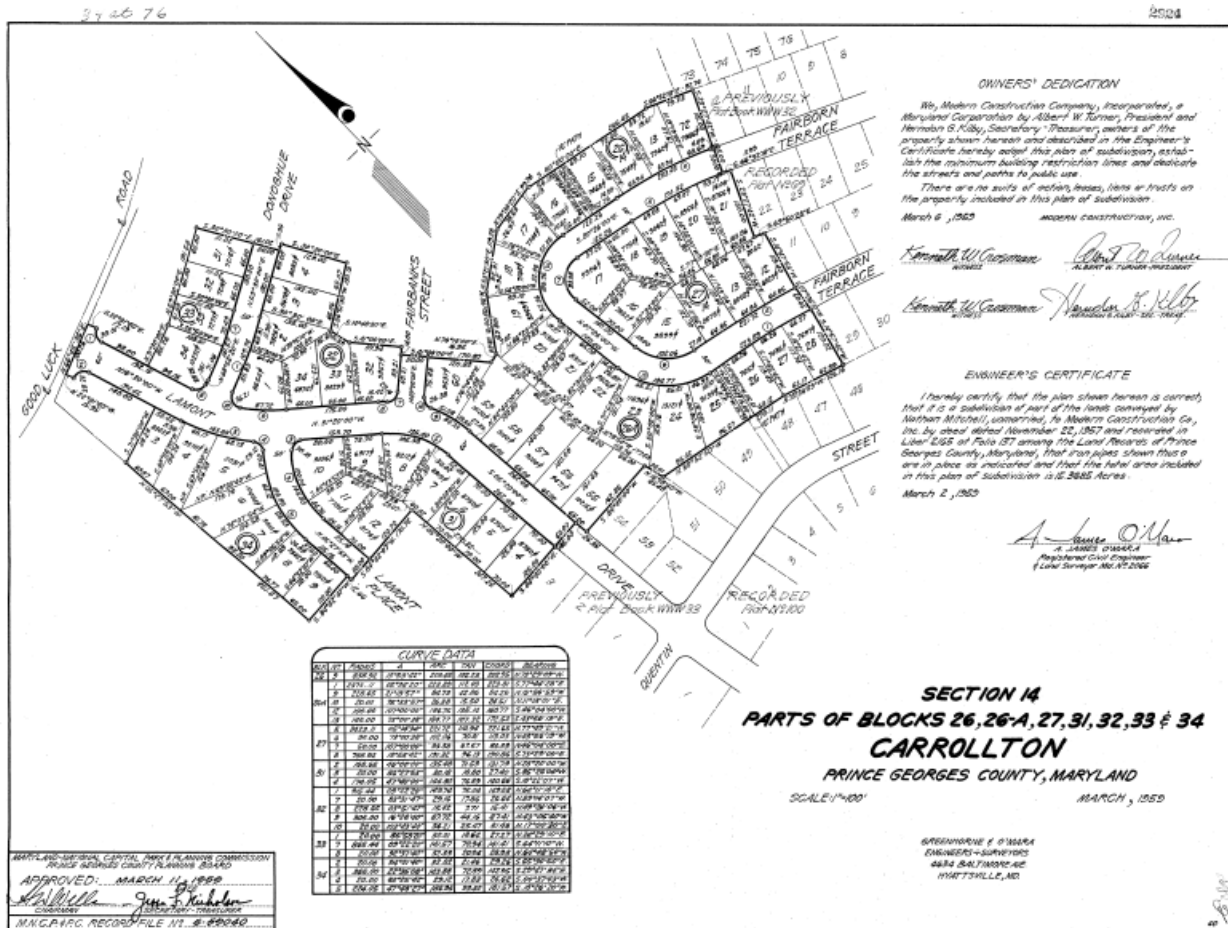




1959 Plat of Section 17 Including Blocks 37 and 44 and Parts of blocks 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB 34, 79)

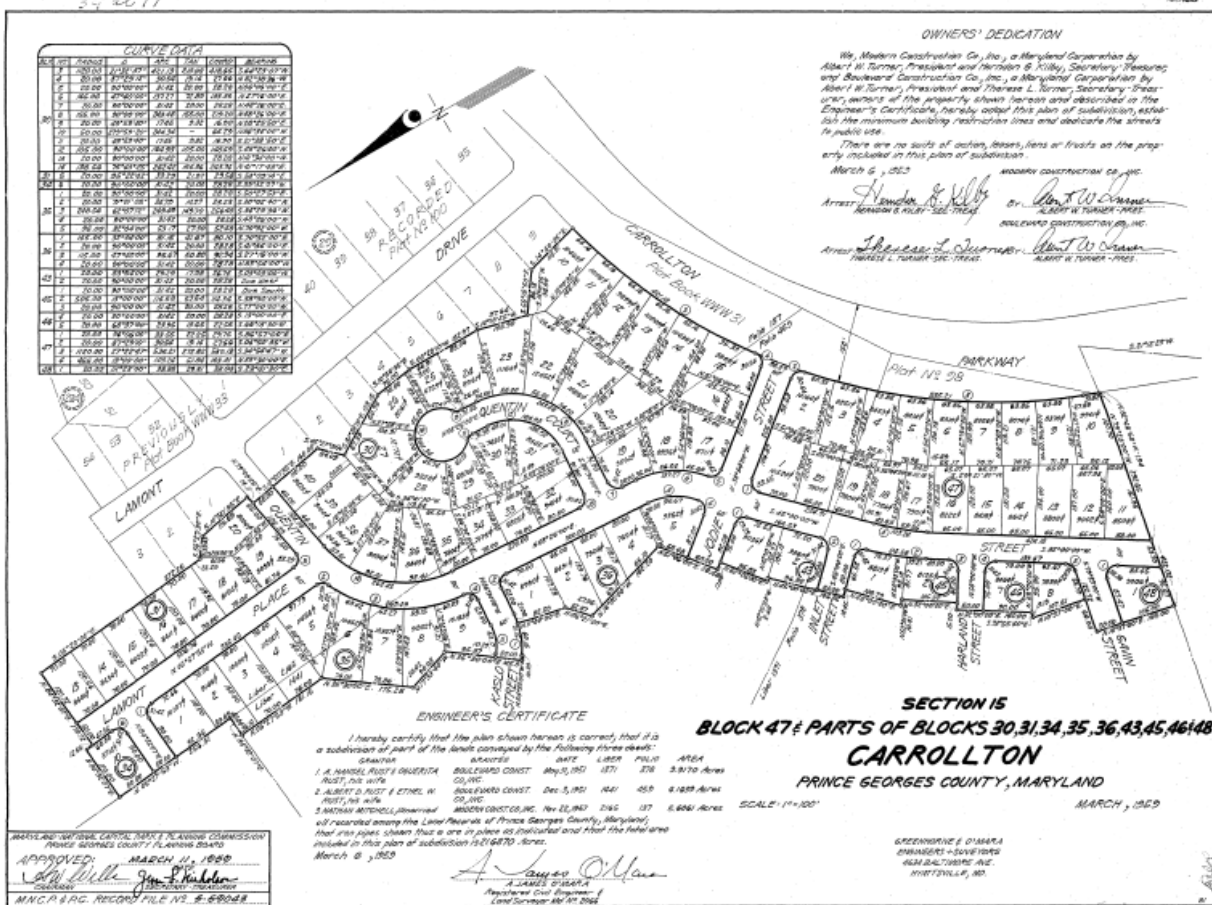


1959 Plat of Section 13 Including Part of Blocks 24, 25, 26, 26-A, 32, and 33 in Carrollton  
(PGCPB WWW 34, 75)

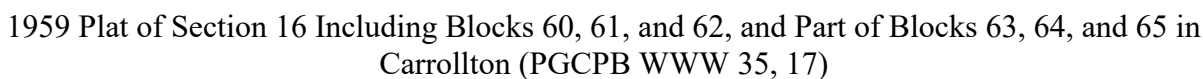


1959 Plat of Section 14 Including Parts of Blocks 26, 26-A, 27, 31, 32, 33, and 34 in Carrollton (PGCPB WWW 34, 76)



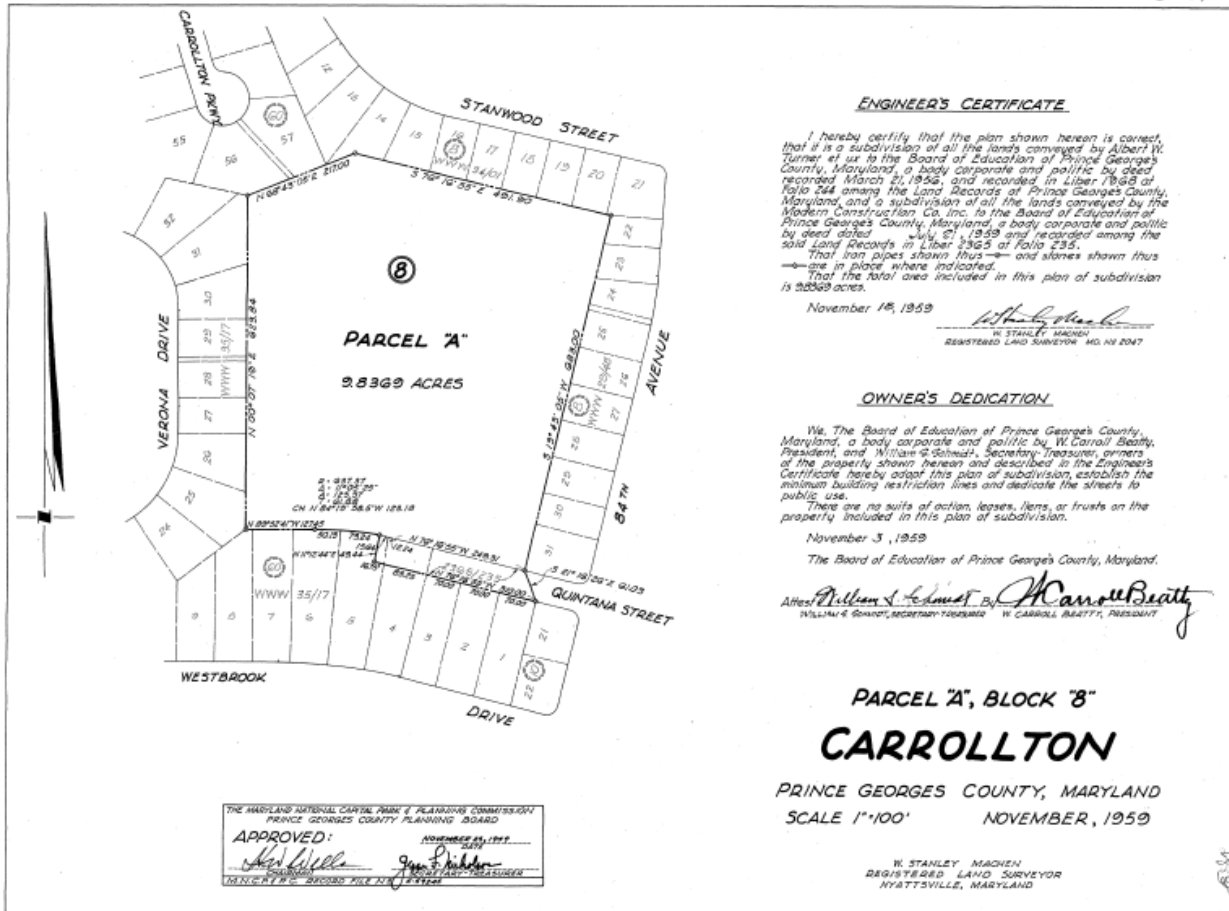


1959 Plat of Section 15 Including Block 47 and Parts of Blocks 30, 31, 34, 35, 36, 43, 45, 46, and 48 in Carrollton (PGCPB WWW 34, 77)

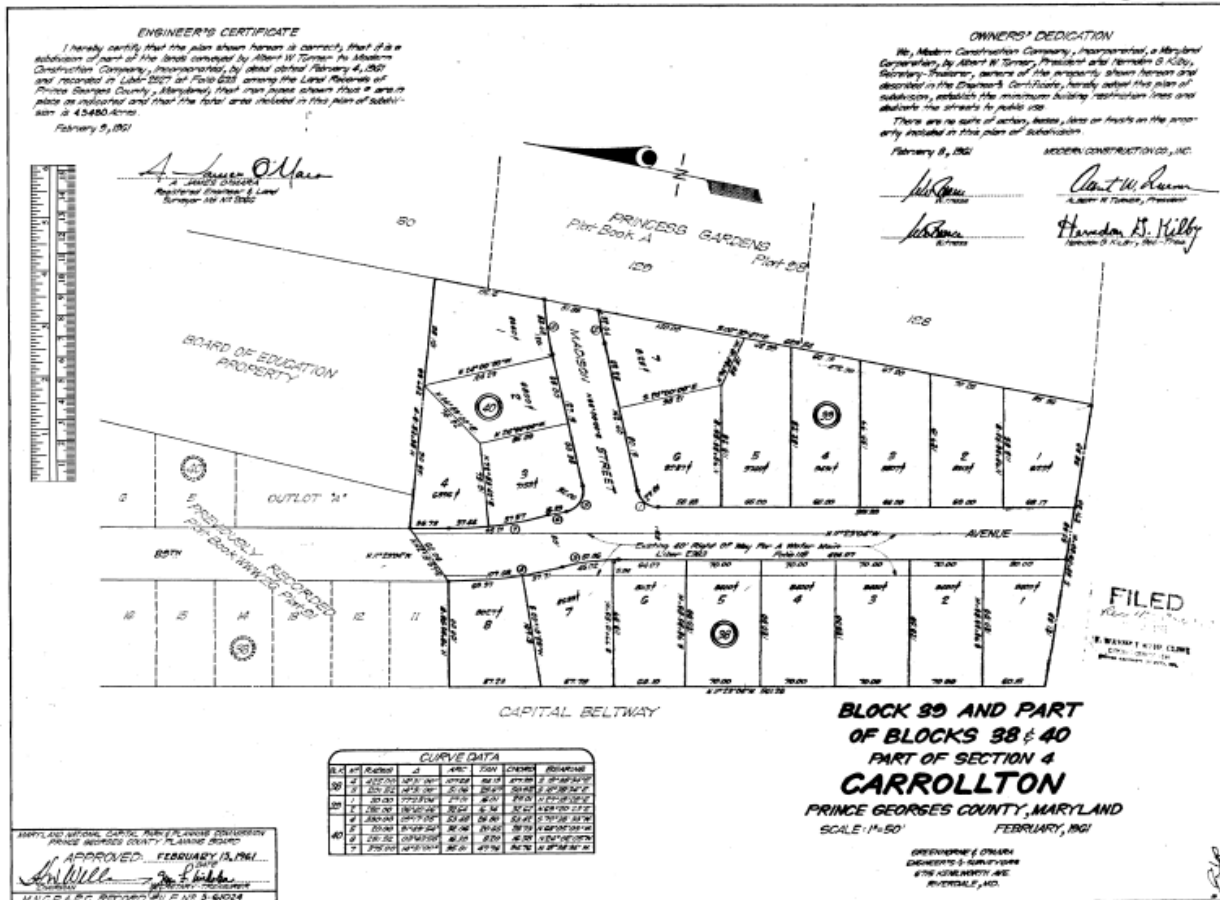


1959 Plat of Section 10 Including Street Dedication in Carrollton (PGCPB WWW 36, 37)





1959 Plat of Parcel A, Block 8 in Carrollton (PGCPB WWW 36, 57)



1961 Plat of Part of Section 4 Including Block 89 and Part of Blocks 38 and 40 in Carrollton  
(PGCPB WWW 39, 60)

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:69-000

Name: New Carrollton  
**Continuation Sheet**

Number Photos Page 1

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Photo 1 of 8: 8200 Quentin Street, Southeast Oblique



Photo 2 of 8: 8208 Quentin Street, Southeast Elevation



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:69-000

Name: New Carrollton  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 8: Intersection of Quentin and Kaslo Streets, Looking North from 8211 Quentin Street**



**Photo 4 of 8: 6416 Lamont Street, Northeast Elevation**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:69-000

Name: New Carrollton  
**Continuation Sheet**

Number Photos Page 3

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Photo 5 of 8: 6441 Fairbanks Street, Southwest Elevation



Photo 6 of 8: Fairbanks Street Cul-de-sac, Looking Northeast



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:69-000

Name: New Carrollton  
**Continuation Sheet**

Number Photos Page 4



Photo 7 of 8: 6209 87<sup>th</sup> Avenue, West Elevation



Photo 8 of 8: West Side of Lamont Drive, Looking Southwest from Quentin Street



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:69-000

Name: New Carrollton  
**Continuation Sheet**

Number Photos Page 5

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**PHOTO LOG**

**Name of Property:** New Carrollton  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** May 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 8:**  
**8200 Quentin Street, Southeast Oblique**  
**PG:69-000\_2018-05-03\_01**

**Photo 2 of 8:**  
**8208 Quentin Street, Southeast Elevation**  
**PG:69-000\_2018-05-03\_02**

**Photo 3 of 8:**  
**Intersection of Quentin and Kaslo Streets, Looking North from 8211 Quentin Street**  
**PG:69-000\_2018-05-03\_03**

**Photo 4 of 8:**  
**6416 Lamont Street, Northeast Elevation**  
**PG:69-000\_2018-05-03\_04**

**Photo 5 of 8:**  
**6441 Fairbanks Street, Southwest Elevation**  
**PG:69-000\_2018-05-03\_05**

**Photo 6 of 8:**  
**Fairbanks Street Cul-de-sac, Looking Northeast**  
**PG:69-000\_2018-05-03\_06**

**Photo 7 of 8:**  
**6209 87th Avenue, West Elevation**  
**PG:69-000\_2018-05-03\_07**

**Photo 8 of 8:**  
**West Side of Lamont Drive, Looking Southwest from Quentin Street**  
**PG:69-000\_2018-05-03\_08**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no \_\_\_\_\_

Property Name: New Carrollton Metrorail Station and Yard Inventory Number: PG:72-76  
Address: 4700 Garden City Drive Historic district: \_\_\_\_\_ yes X no  
City: New Carrollton Zip Code: 20784 County: Prince George's  
USGS Quadrangle(s): Lanham  
Property Owner: Washington Metropolitan Transit Authority (WMATA) Tax Account ID Number: Multiple  
Tax Map Parcel Number(s): Multiple Tax Map Number: Multiple  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: RK&K, LLP  
Preparer's Name: Jacob Bensen Date Prepared: 12/20/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: X Eligibility recommended \_\_\_\_\_ Eligibility not recommended  
Criteria: X A    B X C    D Considerations:    A    B    C    D    E    F    G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_\_\_ yes Listed: \_\_\_\_\_ yes  
Site visit by MHT Staff \_\_\_\_\_ yes X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Location/Setting**

The New Carrollton Metrorail Station and Yard is an above-ground rail transit station and railroad maintenance facility located at 4280 Garden City Drive in New Carrollton, Prince George's County. New Carrollton is a densely developed suburban area of Prince George's County. New Carrollton Metrorail Station and Yard is an intermodal station served by Washington Metropolitan Area Transit Authority (WMATA or Metro) Metrorail, MetroBus, Prince George's County TheBus, the Maryland Department of Transportation Maryland Rail Commuter (MARC), Amtrak, and Greyhound. It is located within the triangle formed by the Capital Beltway (I-495), John Hanson Highway (U.S. 50), and the railroad tracks of the Amtrak Northeast Corridor/Metrorail Orange Line.

The station is accessed by paved driveways connecting to Garden City Drive (MD 950) to the east and Ellin Road to the west. Due to construction during fieldwork, it was not possible to confirm whether the rectangular vertical "Metro" pylon sign, common to Metrorail stations, is still extant at the Garden City Drive entrance. Asphalt paved parking lots are present on both sides of the station. Closest to the station on both the east and west sides are ungated "Kiss and Ride" parking lots for passenger pick-up and

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_  
Criteria:    A    B    C    D Considerations:    A    B    C    D    E    F    G  
MHT Comments:

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

drop-off. Large, gated parking lots for daily parking are located northwest, east, and southeast of the station. During field investigations in August and September of 2018, the daily parking lots to the east and southeast were inaccessible due to construction. The east daily parking lot is under reconstruction and the southeast daily parking lot has been closed permanently. An office building and parking garage are under construction on the southeast daily parking lot.

### Architectural Description

The New Carrollton Metrorail Station and Yard was built in two stages. The Metrorail concourse and platform were constructed in 1978. The Amtrak/MARC concourse and platform are an addition constructed in 1983, blending seamlessly with the original station. The station's Metrorail concourse is a one-story concrete building with covered train platforms above. The Brutalist building is built into the prism beneath the Metrorail and Amtrak/MARC tracks and overall has low, linear massing. The building's façade is on the east, facing a large concrete plaza. Due to the building's siting beneath the railroad tracks, only the façade is visible. The façade is smooth concrete, with simple geometric lines incised into the concrete as decoration.

The building has two main entrances at the façade. On the south side, a large unenclosed entrance allows access to the Metrorail concourse and to the elevator and escalators that run to the Metro platform above the station. To the north, an entrance enclosed by a window wall and features automatic sliding doors leading to the Amtrak concourse and the Amtrak/MARC platform above. Both entrances are identified by raised lettering affixed to the concrete façade. Above the south entrance, the lettering reads "New Carrollton Station" and includes the Metro logo. Above the north entrance, the lettering reads "New Carrollton Amtrak Station" and features the MARC and Amtrak logos. On the façade, the entrance is on the platform level and consists of an escalator and staircase surrounded by a low cast-stone wall and an elevator. The entrance is sheltered by a circa 1997 multi-barrel-vault metal and glass canopy, which connects to a pedestrian bridge that spans Ellin Road, providing access to the adjacent New Carrollton Federal Building.

A concrete plaza at each entrance connects the station building to the adjoining parking lots, parking garages, and bus terminals. The east plaza features a tall four-sided concrete clock tower, constructed in 1983 as part of the station's expansion. The tower is partially decorated with brightly colored mosaic tile, installed in 1999. The Greyhound Ticket Office (circa 2005), a small rectangular-plan metal modular building located on the east entrance plaza provides service for Greyhound passengers. Bus shelters constructed of three black-painted metal and glass walls with a wood bench and plexiglass roof are located throughout the property, including eight on the east side and four on the west side. These replaced the original bus shelters. The plaza is lit by simple fixtures consisting of a slender black pole holding a single light source covered by a clear glass globe.

Above the station building are the Metrorail and Amtrak/MARC platforms, connected to the station waiting areas below. The Metrorail platform is concrete with red hexagonal tile flooring. The platform is partially sheltered by a concrete canopy, consisting of paired barrel-vault canopies connected by an arched metal and glass hinge, held aloft by thin concrete columns. Black-painted metal and glass shelters, similar to the bus shelters found in the plaza, are located on the platform as well. Simple glass globe light fixtures, similar in design to those found on the plaza, are attached to the side of the concrete canopy at the connection between the paired barrel-vault canopies. The same light fixtures are attached to four-sided pylons, painted black, that also include the name of the station and information about the Orange Line. The Amtrak/MARC platform does not share design features with the Metrorail platform and consists of a concrete platform, elevator tower, and a partially enclosed escalator. The platform is partially covered by a long, flat concrete roof supported by black-painted metal posts.

The gated parking lots feature small rectangular security booths (circa 1980s), which replaced the original automated gates. These black-painted booths are located on concrete medians and include vehicle gates and ticket machines. They are included at the entrances to all daily parking lots. Due to construction, only the security booth at the west entrance could be surveyed.

### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date



A four-story concrete parking garage (1986) with five levels of parking is located to the northeast of the station on the site of one of the station's original surface parking lots. Enclosed elevator/stair towers are present on all four of its elevations. This garage is highly geometric in design with triangular projections extending from the façade at the support columns. The columns, made of concrete, echo the design of the plaza clock tower. The concrete walls of the building feature impressions likely made by the forms used to pour the concrete. Colorful mosaic tiles decorate the stair towers and some of the support columns of the building.

A seven-story concrete parking garage (2007) with eight levels of parking is located northeast of the station on the site of one of the station's original surface parking lots. Enclosed glass and concrete elevator/stair towers are present at its northwest, southwest, and southeast corners. The architecture of the garage is simple, with poured concrete slabs supported by exterior concrete columns. The façade is broken up by deep grooves in the concrete that separate each slab into smaller concrete panels.

To the north of the station is its rail yard, one of the two where the trains and train operators start and finish their service days on Metro's Orange Line. The rail yard is the hub for the cleaning, repair, and storage of Metrorail trains and maintenance-of-way equipment. The rail yard is surrounded by a tall metal security fence topped with razor wire. Due to access restrictions, observations of the rail yard were made from the top level of a station parking garage and using historic images taken circa 2014. The rail yard's vehicular entry is a gated driveway with a gatehouse accessed from Garden City Drive. Pedestrian access is via a metal turnstile in the fence near the gatehouse. The primary structural component of the complex is the electrified tracks used for the storage, movement, and maintenance of Metrorail passenger trains and WMATA maintenance-of-way equipment. These tracks, like those that service the station, have been continuously repaired and updated since installation. Trains enter the yard via a siding off the main Orange Line north of the station. From there, tracks continue throughout the complex with switches allowing movement between the maintenance buildings and storage tracks. An employee surface parking lot is at the center of the yard. The buildings of the rail yard are simple, industrial type buildings. These buildings include:

- Gatehouse (1978): A small, one-story black-painted building with a flat roof. Large, single pane windows allow guards to surveil the rail yard's vehicular and pedestrian access gates.
- Administration building (1978): A one-story brick-clad rectangular plan building with flat roof. A two-leaf glass door with a black-painted metal frame and glass sidelights and single-pane windows are visible on the southern elevation. A flat-roofed canopy projects from the southern elevation and shades the walkway between the building and the train storage tracks.
- Yard tower (1978): A two-story building, clad in brick, consisting of a rectangular base and a smaller second story. The second story features large ribbon windows looking out over the yard.
- Car wash (1978): A long, two story brick-clad building with clerestory windows. Rails enter through large doorways on the north and south elevations and allow trains access to the building's interior.
- Car Track Equipment Maintenance (CTEM) building (ca. 1978-1980): An eight-bay, two-story building clad in metal sheathing with a low-pitched side-gable roof and seven prominent metal ventilation stacks. Rails enter the building from the north.
- Small storage building (ca. 1978-1980): This building could not be field verified. A small, square-shaped brick-clad storage building located north of the yard tower. A garage door and pedestrian door are located on the building's west elevation, facing an access road.
- The rail yard's other buildings, including the current repair shop, salt dome, and small storage buildings were constructed between

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

1980 and 2004.

#### Historic Context

The New Carrollton Metrorail Station and Yard is part of the rail transit system operated by WMATA (often referred to as Metro) a regional public transportation entity providing mass transit for Washington, D.C., and surrounding counties in Maryland and Virginia. The original plan for the Metrorail was built out between 1969 and 2001 (Schrag 2009). The Silver Line, an 11.7-mile segment connecting northern Virginia to Washington, D.C. was completed in 2014. An expansion of the Silver Line from downtown Washington, D.C., to Reagan-Dulles International Airport is under construction as of 2018 (WMATA 2014).

The Metrorail traces its beginnings to the 1952 passage of the National Capital Planning Act, a law which mandated the creation of a comprehensive plan for moving people and goods throughout the capital region. The Mass Transportation Survey was completed seven years later and called for the creation of a \$500 million rail rapid transit system for the nation's capital by 1980 (WMATA 2010). By the 1950s, the expansion of the federal government during the 1930s and 1940s had created significant traffic issues in the nation's capital. The existing road and rail networks, which had been laid out many years before, could not handle the increased traffic. As suburban areas in Maryland and Virginia continued to expand, commuter traffic into and out of the city increased. The 1952 plan advocated for the construction of a system of highways as a solution to Washington D.C.'s significant transportation problems as well as to connect the nation's capital to the Interstate Highway System. To complement the highways, the plan called for a 33-mile rail rapid transit system (Schrag 2009). In 1960, the National Capital Transportation Agency (NCTA) was formed and tasked with studying and developing a plan for the region's transportation infrastructure (WMATA 2010). By 1962, the NCTA had developed a proposal for an 83-mile-long rapid transit system with 65 stations, which it presented to President John F. Kennedy. This proposed system was spearheaded by the NCTA's administrator, C. Darwin Stolzenbach, who sought a regional transportation plan that emphasized mass transit over highway development. This plan proved to be controversial, and critics accused the NCTA of being "anti-highway" for delaying construction of the proposed interstates while the rail transit plan was studied (Eisen 1963, A1).

Following Stolzenbach's resignation in 1965, the NCTA proposed a smaller rail rapid transit system that planners emphasized would work with rather than against highways (Schrag 2009). This 25-mile, \$431 million-dollar system was approved by Congress and signed by President Lyndon B. Johnson the same year (WMATA 2010). The following year the NCTA was dissolved, and oversight of the proposed system was given to the newly-formed WMATA. With representatives from Washington, D.C., Maryland, and Virginia on its governing board, WMATA emphasized a regional approach to transportation planning, extending the proposed system beyond the borders of Washington and into the surrounding suburbs (Schrag 2009). In 1968, the WMATA approved a plan for a 97.2-mile system that would connect Washington, D.C., Maryland, and Virginia, naming the new system Metrorail (WMATA 2010).

Revisions to station locations continued into early 1969, growing the system to its final 98-mile size. After approval by all jurisdictions in September of 1969, construction of the Metrorail began in December with a ground breaking at Judiciary Square in Washington, D.C. WMATA hired De Leuw, Cather, & Company to engineer the system and Harry Weese and Associates to design the station architecture.

Harry Weese's design created large, open, and clean stations that reflected the grand civic architecture of the nation's capital while meeting the needs and wants of the users of the system (Baldwin, 2011). Weese created a "design kit-of-parts" to be used in the design of stations to ensure architectural unity throughout the system. The parts included the bare concrete station construction, hexagonal terra-cotta floor tiles, coffered precast concrete panels for underground stations, and paired barrel-vault canopies for aboveground stations (Gerfen, 2014). The monumental coffered concrete vaults of the stations became the signature design

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

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Reviewer, Office of Preservation Services

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Reviewer, National Register Program

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element of the system (Carter, 2016). The paired barrel-vault canopies over the platforms of the aboveground stations were designed to evoke the vaults of the underground stations. The first aboveground station was Rhode Island Avenue, terminus of the original Red Line, which opened in 1976 (Johnson, 2014). Weese's design for the Metrorail contrasted strongly with existing subways systems in the United States, especially the cramped and (at the time) dirty New York Subway system (Gerfen 2014).

In March of 1976 the Metrorail opened its first line, the Red Line, which featured five stations between Rhode Island Avenue and Farragut North. The Blue Line, the Metrorail's second rail line, opened just over a year later in July of 1977 (WMATA 2010). The Orange Line, which connects New Carrollton in Prince George's County to Washington, D.C., opened on November 20, 1978 (WMATA 2010). Construction of the Orange Line brought Metrorail service to the east side of the Anacostia River and was the furthest extension of the system, bringing Metrorail service as far as the Capital Beltway (Feaver 1978, C1). New Carrollton Station, the terminus of the Orange Line, was sited near the Beltway so that commuters from across the area could easily drive from their homes to the station. The New Carrollton and Landover Station designs appealed to suburban commuters, offering the first "park and ride" facilities in the system. The majority of the Orange Line's 4,000 parking spaces on opening day were available at those two stations. New Carrollton Station, with its large parking lots and easy access to both the John Hanson Highway and the Capital Beltway, was the most popular Orange Line station on opening day. All 1,900 spaces of its parking lot were filled by 8:45 AM (Feaver 1978, C1).

As one of the termini of the Orange Line, New Carrollton Metrorail Station and Yard was constructed with a rail yard for the maintenance and storage of the line's trains and track/station maintenance equipment. Each Metrorail line has rail yards at or near its terminal stations. By siting rail yards at both ends of each line, Metro runs more efficiently by avoiding having to run empty trains across the line each morning and evening (Johnson 2015). At the line's opening, the rail yard included a gatehouse, administration building, yard tower, car wash, and tracks for the movement and storage of Metrorail trains (WMATA/USDOT 2014, Appendix A, 2). Historic aerial images show that the CTEM building and small storage building were also constructed by 1980 and may also date to the original construction of the rail yard.

The opening of the New Carrollton Metrorail Station and Yard spurred new development on previously undesirable property within walking distance of the station. The property, bordered by the Capital Beltway, John Hanson Highway, and the rails of Amtrak's Northeast corridor, was previously undesirable due to lack of direct access. With the opening of the station and the accompanying ramps to the Capital Beltway and John Hanson Highway, the property was developed as the Metro East office park. The property's easy access to Metrorail, Amtrak, and two major highways made it very appealing to developers (Conway 1978, MD1). By 1981, eight buildings had been constructed on the property.

In 1983, Amtrak constructed an addition to WMATA's station to serve intercity passenger trains. The New Carrollton Amtrak Station replaced the Capital Beltway Station just north of New Carrollton. Capital Beltway Station was a small prefabricated station constructed by the Penn Central Railroad between 1969 and 1970 (Penn Central News 1970, 3/Amtrak, 1983).

The New Carrollton Metrorail Station proved so popular upon opening that adequate parking was an issue from day one. Less than a year after opening, WMATA officials restriped parts of the parking lots to add 161 new parking slots and were in the process of constructing another 200 spots. The station's overcrowded parking lots had led to cars being parked illegally throughout the station complex and surrounding area. In six months, five security gate arms a week needed to be replaced due to damage from angry commuters (Contreras 1979, C3). Plans for increased parking were underway in the late 1970s, with construction to begin in the mid-1980s (Hodge 1979, MD1). The addition of the Amtrak/MARC station at New Carrollton worsened the parking shortage, so in 1986 WMATA, the Federal Railway Administration, and the Prince George's County Government began construction of a parking garage on part of the northeast parking lot. The garage was a joint effort between the three agencies, allowing them to share construction costs. The garage opened in December of 1986 with 1,192 spaces, 600 of which were reserved for Amtrak

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date



customers, 400 for Metro customers, and 192 shared spaces (Henderson 1986, B1).

The New Carrollton Federal Building, a complex of three Internal Revenue Service office buildings, was constructed in 1997 across from the station on Elgin Road. As part of the complex's construction, a covered pedestrian bridge was constructed over Elgin Road and connected to the Metro station's west entrance plaza (Forgey 1997, D5).

In 1999, Prince George's County commissioned architect Ben Van Dusen and painter-sculptor Heidi Lippman to create public art for the New Carrollton Station. The result, titled "Dawn and Dusk," was the addition of brightly colored mosaic tiles to the station's clock tower and 1986 parking garage. The tiles consist of glass pieces in shades of red, blue, yellow, green, magenta, orange, and pieces of marble, granite, and other stone. The mosaic work was created and installed by German and Italian craftsman based on designs by Lippman and Van Dusen (Forgey 1999, C5).

In 2004, Metro constructed new service and inspection facilities within the rail yard and re-aligned tracks within the yard to provide access to the new facilities (WMATA/USDOT 2014, Appendix A, 2).

In 2014, the American Institute of Architects (AIA) awarded the Metrorail the 25 Year Award for Architecture in recognition of its endurance as "an exemplar of good design in its community" (Gerfen, 2014).

#### Eligibility Determination

The New Carrollton Metrorail Station and Yard is a representative example of the aboveground rail stations designed by architect Harry Weese for the Metrorail during the first phase of its construction. This station was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C, using the guidelines set forth in the National Register Bulletin How to Apply the National Register Criteria for Evaluation. The property was not evaluated for eligibility under Criterion D.

This evaluation does not cover the entire Metrorail system. As of 2017, WMATA is in the process of preparing an evaluation for the full system (Capps, 2017).

The New Carrollton Metrorail Station and Yard is significant as part of the Metrorail, a major post-World War II transportation engineering project, and for its role in the growth and development of the Washington, D.C., region. As the Maryland terminus of the Orange Line, the station's rail yard serves an important role in the daily operations and maintenance of the system, including the New Carrollton Metrorail Station. As part of the larger Metro system, New Carrollton Metrorail Station and Yard gave the people of Prince George's County access to fast, efficient public transit and further connected the suburbs to Washington, D.C. The station's opening directly spurred development of the adjacent office park and federal office complex and contributed to the overall development of Prince George's County as a suburb of Washington, D.C. Therefore, the New Carrollton Metrorail Station and Yard is eligible under Criterion A.

Research has found no significant association between the New Carrollton Metrorail Station and Yard and the lives of persons significant to our history. Therefore, it is not eligible under Criterion B.

The New Carrollton Metrorail Station and Yard embodies the type, period, and method of construction of the Metrorail system. The station building and Metrorail platform are significant as one of the original aboveground stations designed by architect Harry Weese and are representative of the AIA award-winning design for the Metrorail system. The station features many of the elements from Weese's "design kit of parts," that provide an architectural unity to the system. These elements include the use of smooth exposed concrete, paired barrel-vault-canopies that evoke the vaults of the underground stations, and red hexagonal tiles on the

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date

Metrorail platform. Research did not reveal the architect of the 1983 Amtrak addition to the station nor whether the addition was planned during the building's initial design. The exterior of the addition blends seamlessly into the original station and continues the use the materials and design elements prescribed by Weese for the system. Therefore, the New Carrollton Metrorail Station and Yard is eligible under Criterion C.

The New Carrollton Metrorail Station and Yard retains integrity to convey its significance. The resource remains in its original location. The integrity of setting remains intact, with suburban commercial, office, and residential development surrounding the resource.

The station's design remains intact, with both the original station and Amtrak/MARC addition exhibiting character-defining features such as low, linear massing, restrained decoration, and bare concrete surfaces. The Metrorail platform's character-defining features, including the paired barrel-vault canopies, light fixtures, pylon-style signage, and the red hexagonal floor tiles remain unaltered. Other original features, such as the east entrance plaza, with its expansive concrete surfaces, simple light fixtures, and centrally-located concrete clock tower remain intact. The addition of the colored tiles of "Dusk and Dawn" to the plaza clock tower have not diminished its integrity. The west entrance plaza, although altered by the construction of the pedestrian bridge and new entrance canopy in the 1990s, retains character-defining features such as its expansive concrete surfaces and simple globe light fixtures. The surface parking lots, both the "Kiss and Ride" and daily lots on the east and west sides of the station, have been reconfigured continuously since the station's opening. However, this reconfiguration had not impacted their integrity, as the presence of the parking lots and the role they play in the station's function as a suburban commuter station are what conveys significance, not the physical fabric of the lots.

Based on the evaluated Criteria, the New Carrollton Metrorail Station and Yard is eligible for listing in the NRHP with a period of significance from 1978 (construction of New Carrollton Metrorail Station and Yard) to 1983 (completion of Amtrak addition).

All features constructed during the period of significance are contributing elements: the station building and platforms, both entrance plazas including the clock tower, and rail yard buildings: gatehouse, administration building, yard tower, car wash, CTEM building, and small storage building. The surface parking lots also contribute the significance of this resource, although their presence is what is significant, rather than their physical fabric.

The property encompasses 71.65 acres and is confined to the property owned by WMATA, bounded to the north by Cobb Road, to the south by the John Hanson Highway (U.S. 50), to the west by Ellin Road, and to the east by Garden City Drive (MD 950).

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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 Reviewer, Office of Preservation Services

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 Date

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 Reviewer, National Register Program

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

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Date



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**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

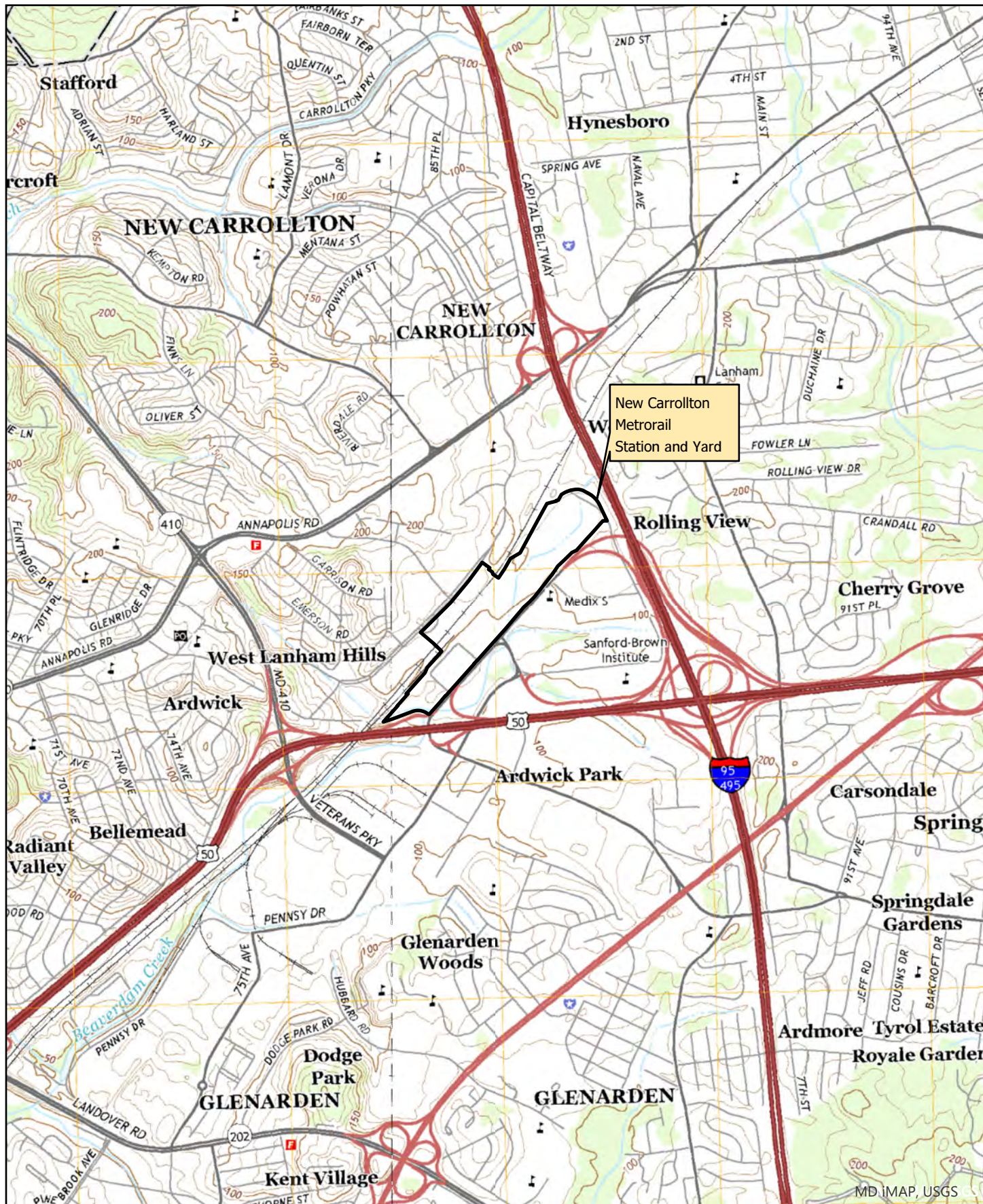
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Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



## New Carrollton Metrorail Station and Yard

Location: 4700 Garden City Drive  
City: New Carrollton

MIHP#: PG:72-76  
Prince George's County



USGS 7.5' Quadrangle - Lanham

0 0.3 0.6  
Miles  
Scale: 1:24,000





New Carrollton Metrorail Station and Yard

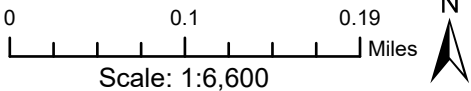
Location: 4700 Garden City Drive  
City: New Carrollton

MIHP#: PG:72-76  
Prince George's County



Parcel Boundaries

Contributing Element →  
\*=Unable to Field Verify



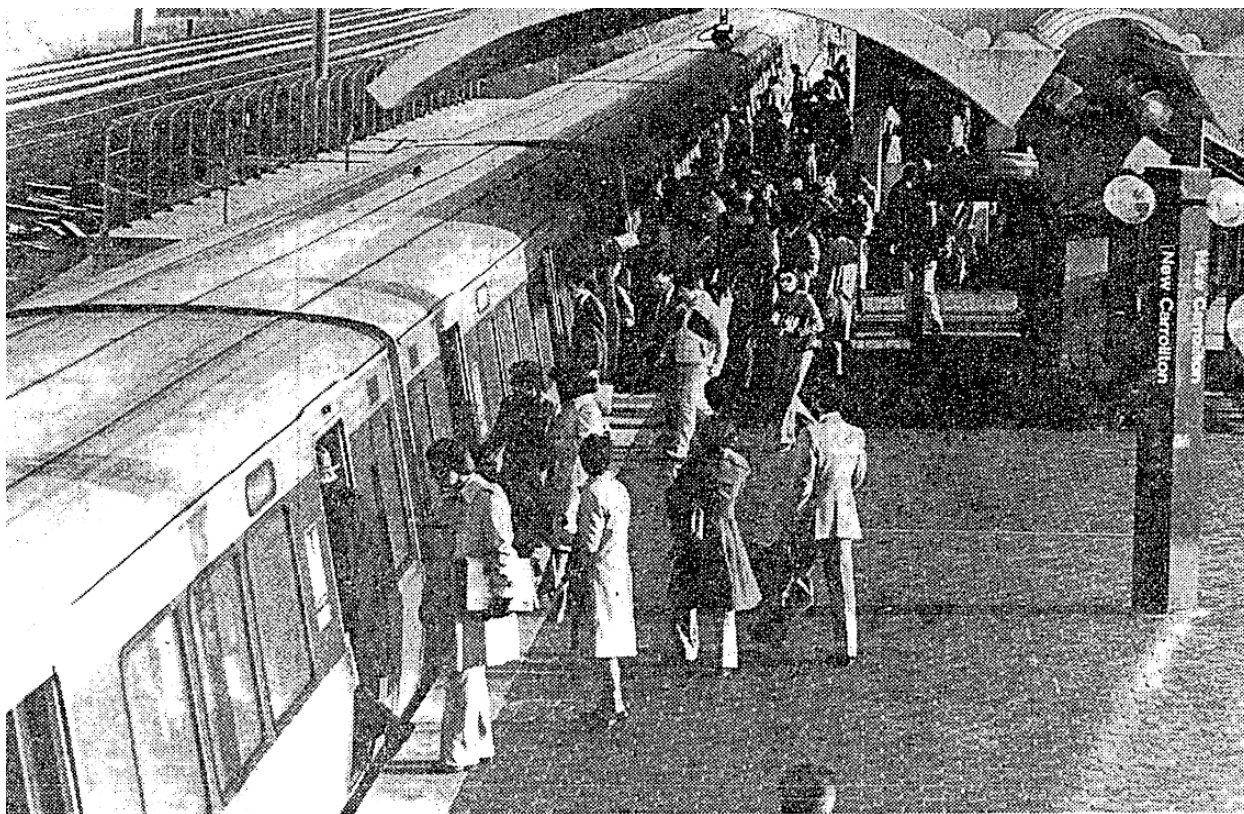


**New Carrollton Metrorail Station and Yard**  
4700 Garden City Drive  
New Carrollton, Prince George's County, Maryland



By James M. Thresher—The Washington Post

Historic Image 1: New Carrollton Metrorail Station under construction, 1978.  
Photo by James M. Thresher, *The Washington Post*, November 12, 1978, C1.



By Larry Morris—The Washington Post

Historic Image 2: New Carrollton Metrorail platform, 1978.  
Photo by Larry Morris, *The Washington Post*, November 21, 1978, C1.

**New Carrollton Metrorail Station and Yard**  
4700 Garden City Drive  
New Carrollton, Prince George's County, Maryland



*At the New Carrollton Metro station, the 1,900 parking spaces are usually filled by 8 a.m.* By Larry Morris—The Washington Post

Historic Image 3: New Carrollton parking lots, 1979.  
Photo by Larry Morris, *The Washington Post*, September 13, 1979, MD1.

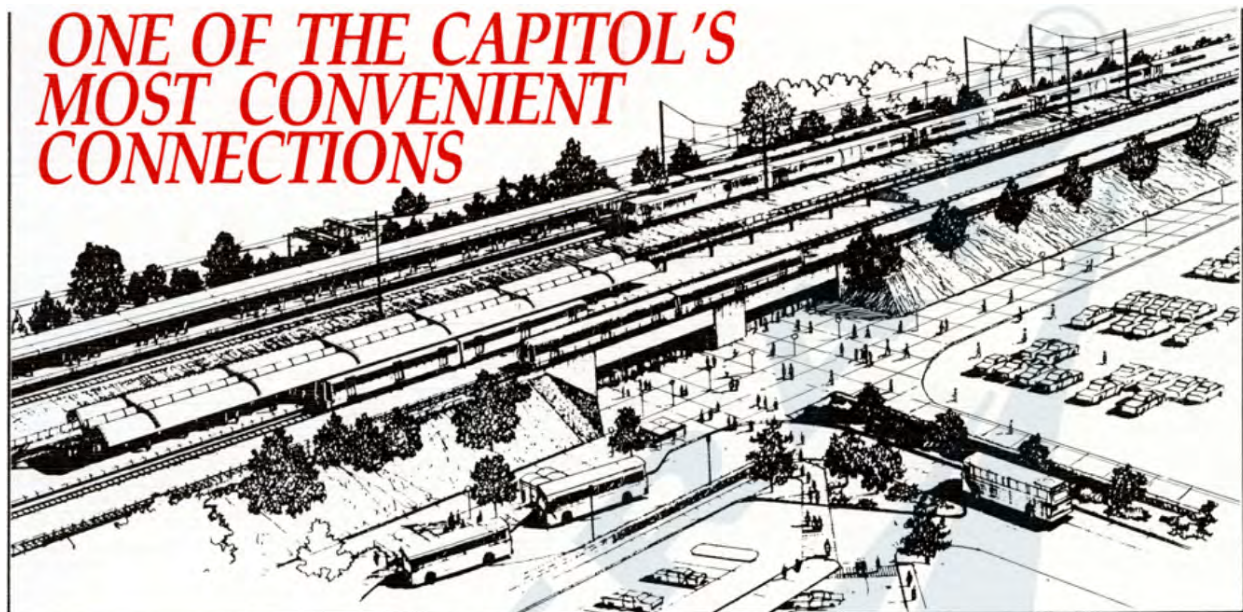


BY DENNIS WHITEHEAD FOR THE WASHINGTON POST

Historic Image 4: Parking attendant Don DeWeese at entrance to  
New Carrollton Metrorail Station parking lot, 1981.  
Photo by Dennis Whitehead, *The Washington Post*, April 9, 1981, MD1.



**New Carrollton Metrorail Station and Yard**  
4700 Garden City Drive  
New Carrollton, Prince George's County, Maryland



Historic Image 5: New Carrollton Metrorail Station with Amtrak addition, 1983.

Image from Amtrak promotional brochure.

<https://history.amtrak.com/archives/i-new-i-new-carrollton-station-brochure-1983>.



Historic Image 6: Yard tower (1978) and repair shop (2004) as seen from Garden City Drive.  
Photo from *New Carrollton and Landover Yards Improvements Environmental Assessment*, 2014.



**New Carrollton Metrorail Station and Yard**  
4700 Garden City Drive  
New Carrollton, Prince George's County, Maryland



Historic Image 7: View of rail yard employee parking lot and circa 1978-1980 small storage building.  
Photo from *New Carrollton and Landover Yards Improvements Environmental Assessment*, 2014.



Historic Image 8: New Carrollton Metrorail platform.  
Photo by Stephen Grütering, September 2018, from Google Maps.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 16: East station entrances, view from east "Kiss and Ride" parking lot, looking northwest.**



**Photo 2 of 16: East parking lots showing construction, view from east "Kiss and Ride" parking lot, looking northeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 16: New construction on former southeast daily parking lot, view from east “Kiss and Ride” parking lot, looking southwest.**



**Photo 4 of 16: West daily parking lot, view within lot, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 3



Photo 5 of 16: Security booth at entrance to west parking lot, view from driveway, looking southwest.



Photo 6 of 16: East entrances, view from parking garage (1986), looking southwest.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

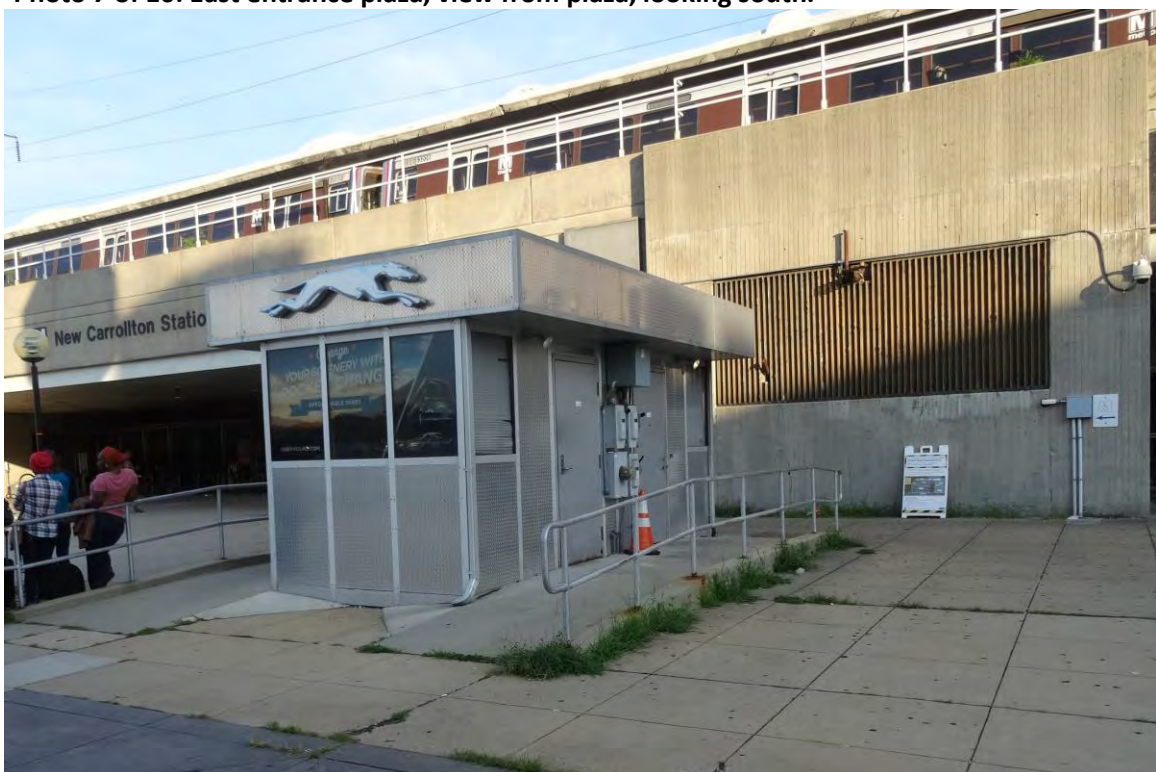
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Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 4



**Photo 7 of 16: East entrance plaza, view from plaza, looking south.**



**Photo 8 of 16: Greyhound ticket booth, view from east entrance plaza, looking southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 5



Photo 9 of 16: West entrance plaza, view from plaza, looking southeast.



Photo 10 of 16: Metrorail platform, view from parking garage (1986), looking southwest.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 6



Photo 11 of 16: Amtrak/MARC platform, view from west side of tracks, looking east.



Photo 12 of 16: Parking garage (1986), view from east entrance plaza, looking northeast.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 7



**Photo 13 of 16: Parking garage (2007), view from east "Kiss and Ride" parking lot, looking north.**



**Photo 14 of 16: New Carrollton rail yard administration building and gatehouse at far right, view from parking garage (1986), looking northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 8

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**Photo 15 of 16: New Carrollton rail yard: gatehouse, administration building, CTEM building, and yard tower, view from parking garage (1986), looking northeast.**



**Photo 16 of 16: New Carrollton rail yard car wash, view from parking garage (1986), looking northeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 9

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**PHOTO LOG**

**Name of Property:** New Carrollton Metrorail Station and Yard  
**Name of Photographer:** Heather Staton, Dovetail Cultural Resource Group  
**Date of Photographs:** August 9<sup>th</sup>, September 6<sup>th</sup>, and September 12<sup>th</sup> 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 16:**  
East station entrances, view from east "Kiss and Ride" parking lot, looking northwest.  
PG;72-26\_2018-08-09\_01.tif

**Photo 2 of 16:**  
East parking lots showing construction, view from east "Kiss and Ride" parking lot, looking northeast.  
PG;72-26\_2018-09-12\_02.tif

**Photo 3 of 16:**  
New construction on former southeast daily parking lot, view from east "Kiss and Ride" parking lot, looking southwest.  
PG;72-26\_2018-09-12\_03.tif

**Photo 4 of 16:**  
West daily parking lot, view within lot, looking north.  
PG;72-26\_2018-09-12\_04.tif

**Photo 5 of 16:**  
Security booth at entrance to west parking lot, view from driveway, looking southwest.  
PG;72-26\_2018-09-12\_05.tif

**Photo 6 of 16:**  
East entrances, view from parking garage (1986), looking southwest.  
PG;72-26\_2018-08-09\_06.tif

**Photo 7 of 16:**  
East entrance plaza, view from plaza, looking south.  
PG;72-26\_2018-08-09\_07.tif

**Photo 8 of 16:**  
Greyhound ticket booth, view from east entrance plaza, looking southwest.  
PG;72-26\_2018-08-09\_08.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:72-26

Name New Carrollton Metrorail Station and Yard  
**Continuation Sheet**

Number Photos Page 10

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**Photo 9 of 16:**

**West entrance plaza, view from plaza, looking southeast.**

**PG;72-26\_2018-09-12\_09.tif**

**Photo 10 of 16:**

**Metrorail platform, view from parking garage (1986), looking southwest.**

**PG;72-26\_2018-08-09\_10.tif**

**Photo 11 of 16:**

**Amtrak/MARC platform, view from west side of tracks, looking east.**

**PG;72-26\_2018-09-12\_11.tif**

**Photo 12 of 16:**

**Parking garage (1986), view from east entrance plaza, looking northeast.**

**PG;72-26\_2018-08-09\_12.tif**

**Photo 13 of 16:**

**Parking garage (2007), view from east "Kiss and Ride" parking lot, looking north.**

**PG;72-26\_2018-09-12\_13.tif**

**Photo 14 of 16:**

**New Carrollton railyard, view from parking garage (1986), looking northwest.**

**PG;72-26\_2018-09-06\_14.tif**

**Photo 15 of 16:**

**New Carrollton railyard, view from parking garage (1986), looking northeast.**

**PG;72-26\_2018-09-06\_15.tif**

**Photo 16 of 16:**

**New Carrollton railyard train wash, view from parking garage (1986), looking northeast.**

**PG;72-26\_2018-09-06\_16.tif**

*Digital image files only, located at the Maryland Historical Trust.*

**None.**

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: NOAA World Weather Building Inventory Number: PG:76A-60  
Address: 5200 Auth Road Historic district: ☐ yes ☒ no  
City: Suitland Zip Code: 20746 County: Prince George's  
USGS Quadrangle(s): Anacostia  
Property Owner: Auth Road Associates Tax Account ID Number: 17060420463  
Tax Map Parcel Number(s): 0000 Tax Map Number: 0088  
Project: I-495/I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: RK&K, LLP  
Preparer's Name: Matthew Bray, Jacob Bensen Date Prepared: 11/26/2018  
Documentation is presented in: Project review and compliance files.  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (October 2018).

**Location/Setting**

The National Oceanic and Atmospheric Administration (NOAA) World Weather Building is at 5200 Auth Road in Camp Springs, Prince George's County, Maryland. The surrounding area is suburban, consisting mainly of car dealerships, small office buildings, and single-family residences. The 3.8-acre property is located just northeast of the Capital Beltway (I-495)/Branch Avenue (MD 5) interchange and is bound by Auth Place to the west, Auth Road to the south, and a retention pond adjacent to Woods Road to the north. An office building and parking lot border the property to the east.

The evaluated property is accessible by a gated driveway on Auth Road and two gated driveways along Auth Place. Its building is located at the southwest corner of the property. Narrow, grass planting beds separate the parking lot from the public sidewalk on the south and west sides; the planting bed at Auth Road has a metal flag pole. The parking lot, which surrounds the building and

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
**MHT Comments:**

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**Reviewer, National Register Program**

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extends behind the neighboring office building to the east, features both concrete and grass medians. Tall two and four lamp parking lot lights are present throughout the parking lots, and there is a small security booth adjacent to the north end of the east elevation.

### Architectural Description

The New Formalist-influenced NOAA World Weather Building was constructed in 1974. This eight-story, mid-rise office building is square-shaped, although there is a central recessed bay running the full height of the exterior at each of the four symmetrical elevations. The first floor is set back and has square piers, six per elevation; the upper floors extend over it, creating a covered walkway around the entire building; the walkway ceiling has recessed circular lights. A pedestal-like horizontal concrete band separates the first story from the floors above.

The primary entrance is located at the south-facing façade and consists of a vestibule with white marble-clad walls and multiple recessed circular lights at the ceiling. The entrance itself is a central, double-leaf darkly-tinted glass door with black-painted metal frame, with a single leaf door to each side. Tinted-glass panels flank the doors. Three darkly-tinted glass transom windows are present above the entrance, with the central transom featuring the words "World Weather Building" and the number "5200" in gold lettering. Connecting the entrance to the parking lot is an asphalt-paved path with a central, black-painted metal railing. The ramp is flanked by two small, planting beds, each with bushes and a four-lamp light post. The light posts, likely original, feature brown-colored, cylindrical-shaped glass globes. The secondary entrance is at the north elevation, facing the parking lot and set into the central recessed bay. This entrance has three single-panel metal doors, built into brick walls. The center door consists of an active leaf/inactive leaf door. Two single leaf doors are present to the sides. A single leaf door is also located on the east wall of the entry. This floor otherwise has small individual commercial or office spaces with glass storefront windows and multiple single-action doors.

The upper floors of the four elevations are identical, consisting of glass and metal curtain walls with alternating bands of dark brown-tinted, square glass panels and spandrel glass. Directly above each of the first-floor columns are vertical concrete bands extending the full height of the building. Between the other windows are thinner, vertical concrete bands. The flat roof is bordered by an entablature-like horizontal concrete band. A large equipment shelter with satellite dishes is centrally located atop the roof. A large American flag is painted on the exterior of the rooftop shelter. Although currently unoccupied, a back-lit plastic sign, hanging from the building's first-floor overhang on the south elevation, reads "NOAA Science Center" with the NOAA logo.

### Historic Context

The United States Weather Bureau began as a military agency in 1870 and was established as a civilian agency in 1890 (NOAA n.d.). The Central Analysis Unit of the Weather Bureau was established in 1942 and renamed the National Weather Analysis Center (NWAC) in 1955 (WPC 2013, 1-6). In 1954, the Bureau began installing high-powered radars along the coastline to detect and track hurricanes (WPC 2013, 1-6). The following year, the first regularly-scheduled operational computer forecasts were begun by the Joint Numerical Forecast Unit of the NWAC (NOAA n.d.). Three years later, analysis capabilities were again combined to form the National Meteorological Center (NMC) (NOAA n.d.). In 1959, the Weather Bureau's first WSR-57 weather surveillance radar was commissioned at the Miami Hurricane Forecast Center (NOAA n.d.). By the mid-1960s, the NMC had developed computer-based numerical models capable of making sea level predictions as accurate as those made manually (NOAA n.d.). The world's first weather satellite was launched in 1960 (NOAA n.d.). Throughout the 1950s and 1960s, the majority of early meteorological computer research and analysis occurred at the Suitland Federal Center, where combined Weather Bureau, Navy, Air Force, and university researchers formed the Joint Numerical Weather Prediction Forecast Unit (Fenix 2006).

### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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The Weather Bureau was renamed the National Weather Service (NWS) and consolidated with several others to form NOAA on October 1, 1970 (NOAA n.d.). The World Weather Building was soon thereafter constructed in 1974 by private real-estate investors. No information regarding the architect or builder could be found. By July 1974, the building had at least one tenant, GE MATSCO, a government contractor. By then, the company was performing meteorological work from its space in the building (The Washington Post 1974, D32). It is also likely NMC occupied the building almost immediately after construction was completed (Hodge 1977, MD3) since the agency was moved in and fully functioning by January 1975 (NOAA n.d.). The building provided NMC offices and storage for the growing number of weather reports, research documents, photographs and computers, as well as senior NMC leadership, administrative staff and leading meteorological researchers. The building served as headquarters for the agency and acted as a central hub for the analysis of complex weather data and computer-based weather forecasting.

In 1976, the Automation of Field Operations and Services (AFOS) computer system came online, connecting all NWS field offices and greatly expanding the ability to collect and transfer data electronically (Fenix 2006). Computer systems advanced rapidly through the 1980s and 1990s. The NMC acquired six different super computers between 1958 and 1989; all were housed at the Suitland Federal Center (Shuman 1989, 294-295). Although data collection occurred all over the world and the super computers were largely kept at Suitland, all data output and analysis occurred at the World Weather Building. As noted by David Laskin in 1996, "The NMC is where national weather comes into focus. All the maps you see in newspapers, all those long-range outlooks that flash up on the Weather Channel: they all originate here. This is where the global networks converge; this is where the super computers are run; this is where the nation's weather happens: the NMC is Weather Central" (Laskin 1996, 153).

The NMC was renamed the National Centers for Environmental Prediction (NCEP) in 1995. The NCEP continues to deliver global weather, water, climate, and space weather guidance, forecasts, warnings, and analyses as part of the NWS, under the larger umbrella of NOAA (NOAA n.d.). In the mid-1990s, NOAA began planning new facilities to house various weather forecasting units (Meyer 1998, C3). After multiple delays, the final employees and equipment were moved to the newly-completed NOAA Center for Weather and Climate Prediction in 2012 (American Meteorological Society 2012). The building remains unoccupied and approval was granted by the Prince George's County Planning Board for a change in zoning from Commercial Office to Commercial Shopping (Retail Food, Beverage, and Gas Station) in July 2018.

#### Eligibility Determination

The NOAA World Weather Building is an example of the suburban corporate office building type. It was evaluated for significance under National Register of Historic Places (National Register) Criteria A, B, and C, using the Maryland Suburbanization Historic Context Addendum (1961-1980). The property was not evaluated for eligibility under Criterion D.

Under Criterion A, office buildings should have significant associations with historical trends, such as transportation improvements, government expansion, or the environmental movement. Because many equivalent office properties are present in the suburbs, eligible buildings or campuses must clearly convey particularly important or unique associations with historical trends, demonstrate exceptional integrity, and retain all character-defining elements. From 1974 until 2012, the building was one of several facilities involved in the collection, processing, and distribution of weather data for the United States. However, research has not found that any revolutionary developments or significant advancements in meteorology can be attributed specifically to the World Weather Building. As one of several buildings used by NOAA, the resource does not have any significant associations. Therefore, the property is not eligible under Criterion A.

The resource is not associated with the lives of persons significant in the past and is not eligible under Criterion B.

Office buildings may derive significance under Criterion C as the work of a master or for possessing high artistic value. Because of

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

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Reviewer, National Register Program

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Date

their ubiquity, to be considered under Criterion C as a type, period, or method of construction, eligible office buildings should be notable first examples or one of the last unaltered examples. Similar style office buildings exist along major suburban transportation corridors throughout Prince George's County, as well as through Maryland and the United States. In addition, no architect or builder could be identified. The building is of a common design and does not have distinctive architectural features to be considered a true representative of a type, period or method of construction. It also does not represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction. It is not eligible under Criterion C.

The property encompasses 3.8 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0088, Parcel 0000 (2018).

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#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

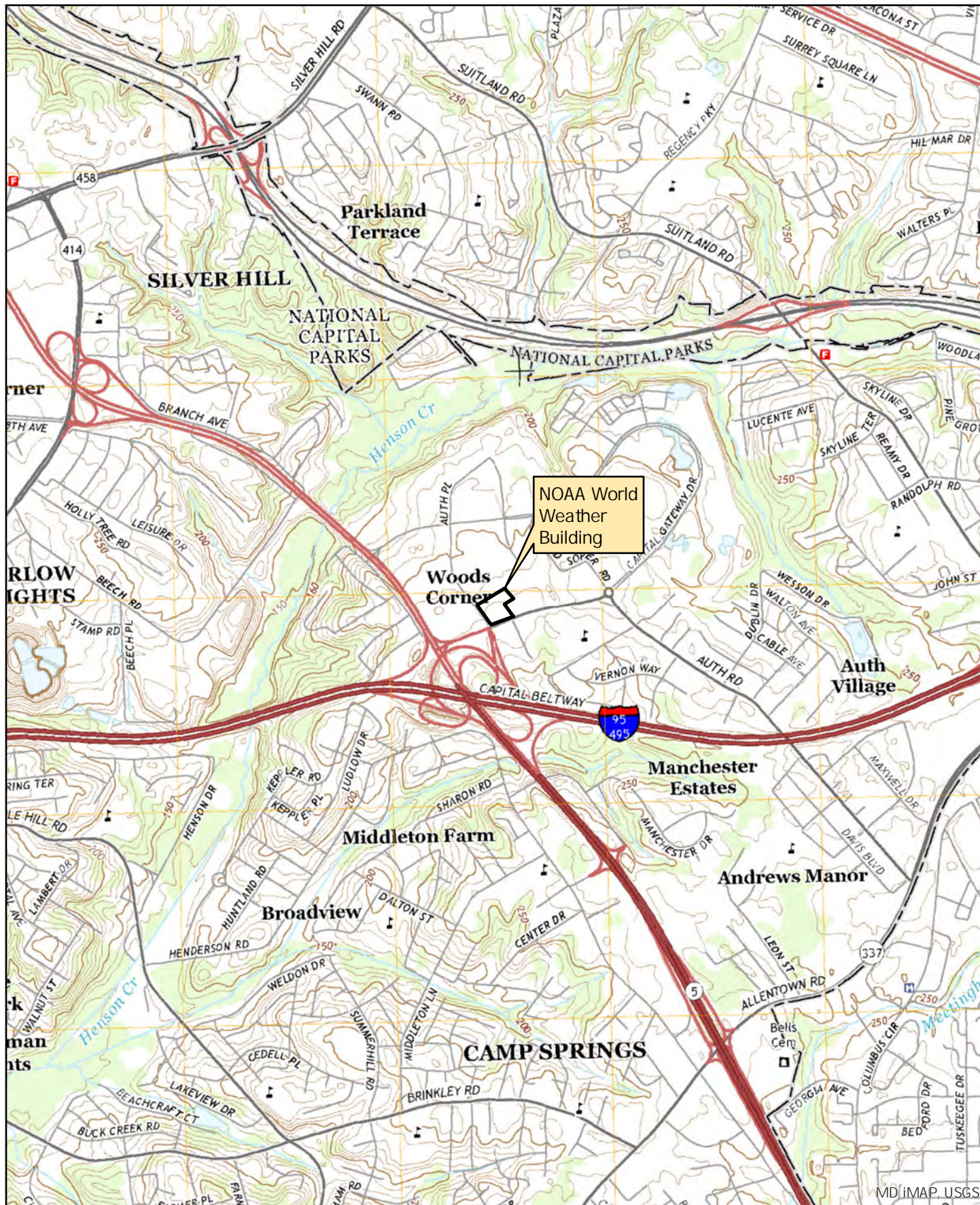
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Date



National Oceanic and Atmospheric Administration (NOAA) World Weather Building

Location: 5200 Auth Road  
City: Suitland

MIHP#: PG:76A-60  
Prince George's County



SGS 7.5 Quadrangle - Anacostia

0 0.3 0.6  
Miles  
Scale: 1:24,000



Location: 5200 Auth Road  
City: Suitland

MIHP#: PG:76A-60  
Prince George's County



Parcel Boundaries

00.010.02

Miles

Scale: 1:1,000





**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 5: South and west elevations, facing northeast.**



**Photo 2 of 5: North elevation, facing south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 5: North and west elevations and parking area, facing southeast.**



**Photo 4 of 5: South elevation main entry, facing northwest.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 5: South elevation main entry detail, facing northeast.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No PG:76A-60

Name National Oceanic and Atmospheric Administration (NOAA) World Weather Building  
**Continuation Sheet**

Number Photos Page 4

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**PHOTO LOG**

**Name of Property:** NOAA World Weather Building  
**Name of Photographer:** Dovetail Cultural Resource Group  
**Date of Photographs:** August 9, 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 5:**  
South and west elevations, facing northeast.  
PG;76A-60\_2018-08-09\_01.tif

**Photo 2 of 5:**  
North elevation, facing south.  
PG;76A-60\_2018\_08\_09\_02.tif

**Photo 3 of 5:**  
North and west elevations and parking area, facing southeast.  
PG;76A-60\_2018-08-09\_03.tif

**Photo 4 of 5:**  
South elevation main entry, facing north.  
PG;76A-60\_2018-08-09\_04.tif

**Photo 5 of 5:**  
South elevation main entry detail, facing northeast.  
PG;76A-60\_2018-08-09\_05.tif

*Digital image files only, located at the Maryland Historical Trust.*

**None**



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** North Bethesda Grove

**Inventory Number:** M: 30-43

**Address:** Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave

**Historic District:**

**City:** Bethesda

**Zip Code:** 20814

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** 0000

**Tax Map:** HP12

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Adriana Moss

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

The North Bethesda Grove community is a single-family, planned suburban development located on the south side of Grosvenor Lane just west of the I-495 and I-270 interchange in Bethesda, Montgomery County. The neighborhood is bounded by Grosvenor Lane on the north, the residential development of Alta Vista Gardens on the west, the residential development of Grosvenor Heights and I-270 on the east, and I-495 on the south. Roxboro comprises four linear

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

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streets and one cul-de-sac (Dickens, Edward, and Fleming Avenues, Lone Oak Drive, and Raleigh Tavern Court) lined with 171 single-family dwellings on residential lots averaging about 0.1 acre. The subdivision encompasses an estimated 44.9 acres and includes the 13-acre Fleming Local Park. All streets are lined with a concrete curb and a concrete sidewalk. Most individual lots are slightly sloped, landscaped with moderate tree coverage, plant beds, and bushes, and often have fenced-in rear yards. Secondary buildings include sheds. Approximately two thirds of the lots feature a concrete or asphalt driveway. The Bethesda Trolley Trail, which runs north-south in this area, cuts through the community along the east side of Fleming Avenue. Fleming Local Park features baseball courts, tennis courts, baseball and softball fields, a playground, picnic pavilion, and a paved-asphalt parking area with two access points from Fleming Avenue.

Description:

The North Bethesda Grove community is a planned suburban neighborhood with single-family dwellings constructed between 1950 and 2018, although most dwellings were constructed between 1950 and 1953 during the Modern Period (1930-1960) (KCI Technologies, Inc. [KCI] 2011). Approximately a quarter of the dwellings in North Bethesda Grove are recent infill. The streets are in a grid pattern, connecting with Grosvenor Lane, an access road to several residential communities such as Lone Oak, Wildwood Manor, and Alta Vista Gardens. Most of the original single-family dwellings were constructed in variations of the Minimal Traditional, Transitional Ranch, and Split-Level forms, with examples of the Colonial Revival styles. Many dwellings in the blocks on the north side of Lone Oak Drive constructed in the 1950s are set at a slight angle on their lots. Most dwellings do not have an attached or inset garage.

Houses in North Bethesda Grove are primarily between three to five bays wide and between one to two stories tall. Two-story dwellings were common in the southern portion of the community. Depending on the slope of the terrain, houses sit atop a crawl space or basement of concrete block; typically, the foundation in the primary elevation would be sheathed with a brick veneer. Cladding includes stretcher-bond brick veneer and asbestos shingles; however, vinyl replacement siding was common. Several of the original dwellings concentrated in the northern portion of the subdivision also feature vertical wood board. Rooflines are primarily front and side gabled, but front-gabled peaks, gambrel roofs, and hipped roofs are also present. Roofs are primarily sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or front elevation or pierce the roof slope. Dormers are present on a few dwellings as shed dormers are set typically on the façade and rear elevation.

Primary entrances are often located on the elevation that faces the road; however, several examples feature it on a side elevation, such as at 9916 and 9918 Fleming Avenue. Entrances are typically filled with a single-leaf wood or metal door and storm door. Concrete stoops and entry porches are most common throughout the neighborhood; however, partial-width porches are also present. Windows are single or paired two-over-two (horizontal muntins), wood-

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framed, double-hung sash or single-light, metal-frame, casements; however, one-over-one, vinyl-framed, double-hung-sash units are also common. Windows in the northern segment feature a configuration of one or two casement or double-hung-sash windows above a larger fixed window. Tripartite or bay windows are rare. Additions are typically found at the rear elevation and are in scale with the building's core.

Fleming Local Park was developed between 1975 and 1979 and does not appear in the original plats of the North Bethesda Grove subdivision. A wood sign is situated on the south side of the southern entrance to the park from Fleming Avenue. It reads "Fleming Park, M-NCPPC Department of Park, Montgomery County." Situated at the northwest corner of the park are a pair of tennis courts and a pair of basketball courts constructed in the late 1970s. They are both enclosed by tall metal chain-link fencing and lighted by original fixtures that consist of a tapered metal pole with hinged lights. A one-story, wood-frame, original picnic pavilion is located west of the athletic courts. The pavilion is set on a concrete slab foundation and is covered by a low-pitched, gabled roof supported by square wood posts. A baseball field is on the south side of the entrance to the park. It features a metal, chain-link backstop with wood and metal bleachers flanking each side and a dirt diamond. A metal, chain-link backstop is located east of the baseball diamond near the eastern tree line. A circa-2002, metal-frame, playground is located to the north of the pavilion. Scattered around the park are metal-frame, wood-plank benches. Asphalt pathways traverse the park. Modern drainage systems consisting of infiltration trenches were recently added by Montgomery County's Department of Environmental Protection.

#### Historic Context:

The North Bethesda Grove community's residential portion is located on the south side of Grosvenor Lane and was once part of the larger tract known as "Dann" on the west side of the Georgetown and Rockville Electric Railway (Montgomery County Deed Book [MCDB] CKW 1035, 29-30; United States Geological Survey [USGS] 1923). This section was platted in two phases: by Austin F. Canfield in 1947 and Covell Builders, Inc., in 1969 (Montgomery County Plat [MCP] 1961, 1962, 9529). Austin F. Canfield purchased the 30.46-acre tract of land from Edward C. Ostrow and his wife, Sylvia G. in August 1946 (MCDB CKW 1035, 29-30). Canfield subdivided the parcel into 161 lots among six blocks divided by Fleming, Dickens, and Edwards Avenues and Lone Oak Drive laid out in a grid pattern (MCP 1961, 1962).

Construction on the dwellings within the community did not begin immediately. According to local tax data and historic maps, the southern portions of Fleming and Dickens Avenues were constructed between 1950 and 1953, and by 1957, all houses in the first phase of development were complete. They were advertised mainly to World War II veterans and exclusively sold by Shannon + Luchs, Co. Realtors (The Evening Star 1952, 44). Other advertisements indicated that houses were eligible for Federal Housing Administration loans (The Evening Star 1959, 18).



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Newspaper articles suggest this subdivision was developed by two different firms: City Engineering + Constriction Corporation of Chevy Chase and Burman and Hammond of Arlington (The Washington Post 1951, R6; The Washington Post and Times Herald 1955, G3). Burman and Hammond, franchised as builders of National Homes and consisting of Paul I. Burman and Paul Hammond, were known for “prize-winning developments of Hammond Wood and Hammond Hills in the Wheaton area, and custom home construction at Lake Barcroft” (The Washington Post and Times Herald 1955, G3). National Homes were constructed throughout Montgomery County and the Washington, D.C., metropolitan area in the latter half of the twentieth century (The Evening Star 1970, 51). Information regarding City Engineering + Construction Corporation was not uncovered during this effort.

The second phase of construction was completed by Covell Builders, Inc., which purchased a 2.25-acre parcel on the south side of the Canfield tract from William P. Weiss and his wife, Joan H., in September 1969 (MCDB CKW 3900, 471). Covell Builders also developed a portion of neighboring subdivisions such as Alta Vista (The Evening Star 1968, 78). The company still exists as Covell Communities, LLC, and operates in Easton, Kent Island, Chestertown, and Central Maryland (Covell Communities, Inc. 2018).

Prior to the 1960s, the Fleming Local Park property was a tree-lined open field owned by Gilbert H. Grosvenor and his wife, Elsie May (MCDB CKW 1687, 151; NETR 1957). During the 1960s, the lot was cleared of vegetation, and a pedestrian path connected the top northwest corner of the parcel to the bottom southwest (NETR 1964, 1970). The property was acquired by the Maryland-National Capital Park and Planning Commission (M-NCPPC) in December 1973 (MCDB HMS 4478, 356). In May 1975, the M-NCPPC advertised a call for proposals for constructing “tennis courts, multiuse courts, entrances and parking area, softball field, storm water management structure, recreation shelter, widening Fleming Avenue and other allied development located in Fleming Local Park” (The Washington Post 1975, 121). By 1979, the tennis courts, basketball courts, and a baseball field and associated vehicular and pedestrian entryways were constructed (NETR 1979). Playground equipment was replaced in 2002 (The Washington Post 2002, T02).

#### Evaluation:

North Bethesda Grove was evaluated in accordance with Maryland’s “Suburbanization Historic Context,” “Suburbanization Historic Context Addendum,” and National Register of Historic Places (NRHP) Criteria A, B, and C.

The North Bethesda Grove community reflects common trends in single-family residential developments in the latter part of the Modern Period (1930-1960) and the early part of the Suburbanization Diversification Period (1961-1980). It is a typical and basic example of a planned residential development constructed during these periods. The community was not the

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first of its type in this area, nor did it shape future single-family development design. Archival research indicates that the resource has no important associations with events in local or regional planning history or significant demographic changes, or with individuals of local, state, or national significance. Therefore, the property is not eligible under Criteria A or B.

Surrounded by similar subdivisions, North Bethesda Grove is a modest, basic, and altered example of a planned residential development, created by a developer with a limited selection of house models. Furthermore, the development's Two-Story Massed, Transitional Ranch, and Split-Level forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms which have been altered over time; windows, doors, and exterior cladding has been replaced, and rear additions are present. Additionally, recent infill in the form of larger-scaled homes is prevalent in this community, with over one quarter of the subdivision being demolished and replaced. Collectively, these alterations obscure the development's historic appearance and diminish its integrity of design, materials, workmanship, feeling, and association. Because North Bethesda Grove is a common example of a planned residential development, does not convey any distinctive characteristics or artistic values, and has been altered, the property is not eligible under Criterion C.

As an architectural resource, the resource was not evaluated under Criterion D.

This property encompasses 44.9 acres and is confined to the current property tax parcels, which is found on Montgomery County Tax Map HP12, Parcel 0000 and also as seen in Montgomery County plat records 1961, 1962, and 9529.

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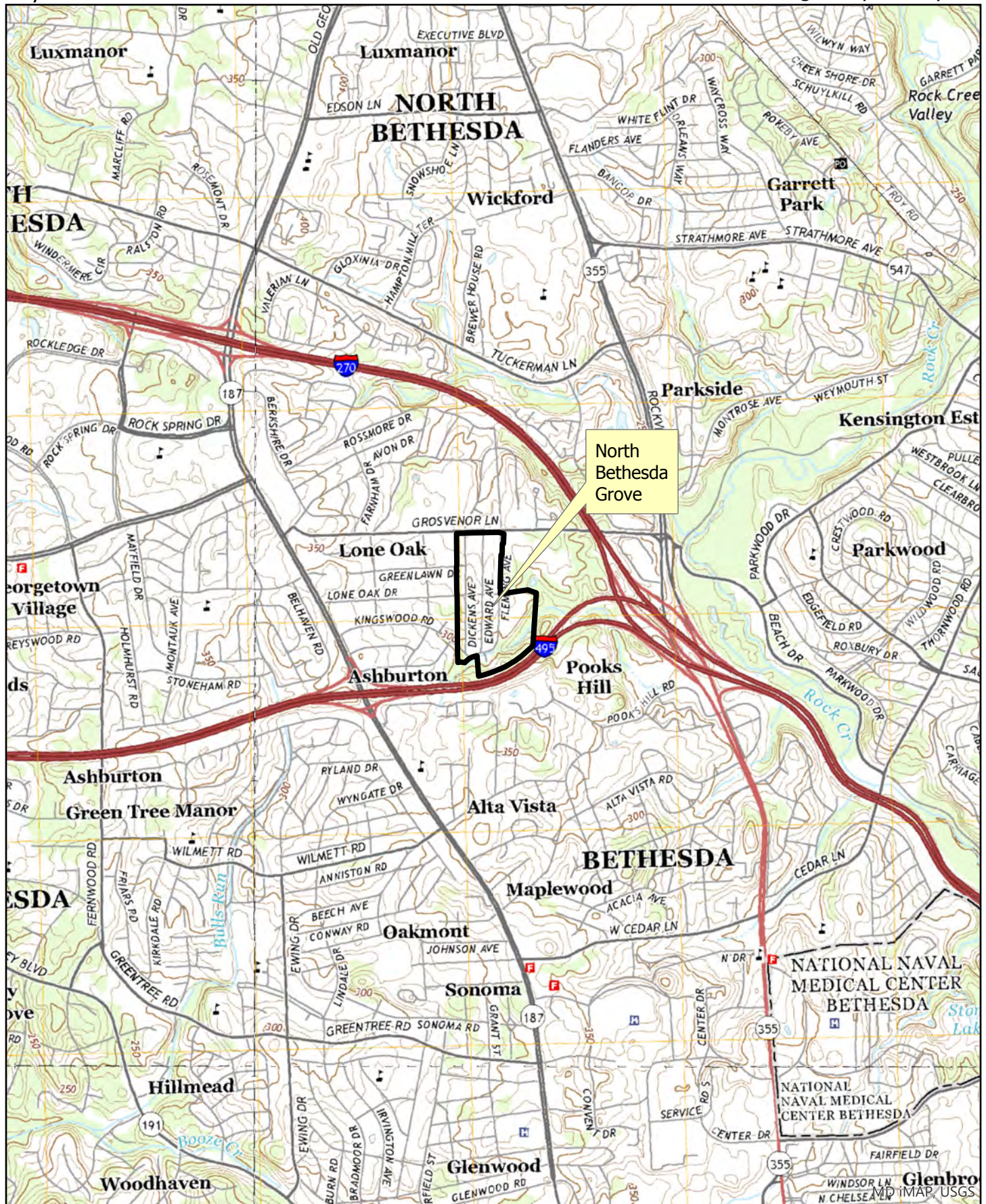
The Washington Post and Times Herald. 1955. "The State of Real Estate." May 22, 1955, G3.



## North Bethesda Grove

Location: Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave  
City: Bethesda

**MIHP#: M: 30-43**  
Montgomery County

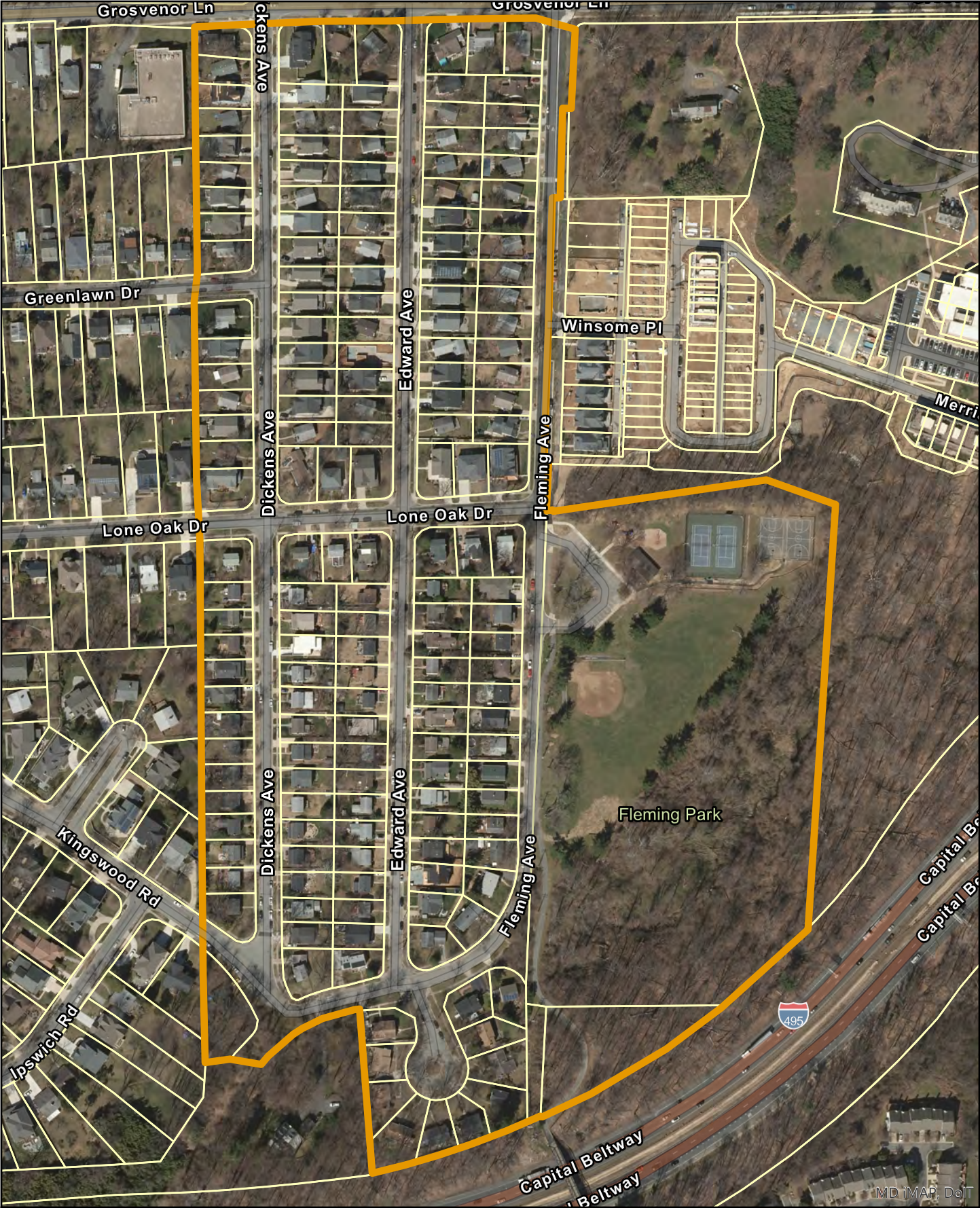




North Bethesda Grove

Location: Grosvenor Lane at Dickens Ave, Edward Ave, & Fleming Ave  
City: Bethesda

MIHP#: M: 30-43  
Montgomery County



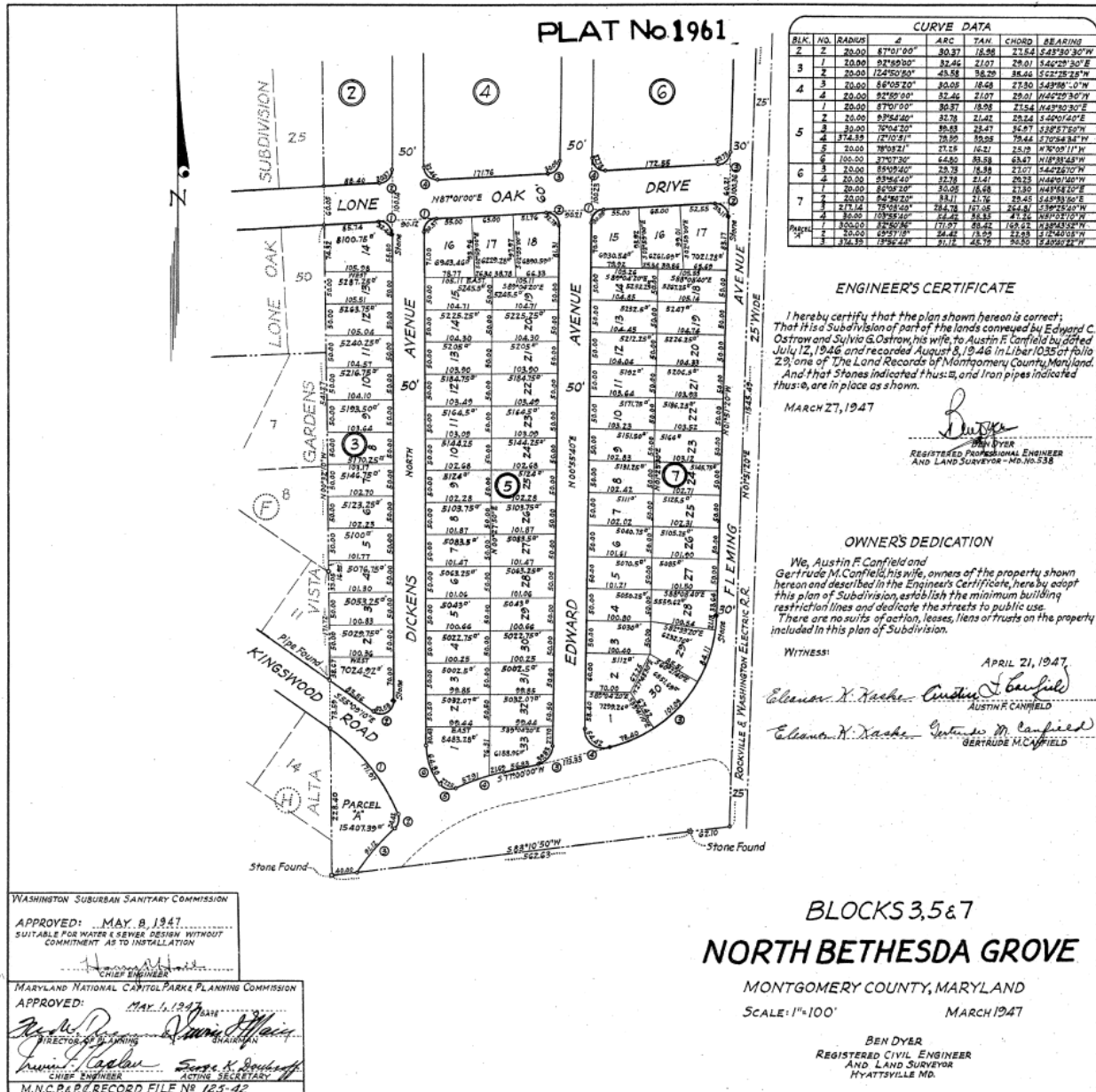
Parcel Boundaries

0 0.05 0.1 Miles  
Scale: 1:3,000



**North Bethesda Grove (M: 30-43)**

5602, 5608, 5608 Grosvenor Lane; 9904, 9905, 9907-9908, 9910-9932 (evens only), 9909, 9929, 10002-10014 (evens only), 10100-10114 (evens only) Fleming Avenue; 9901-9928, 10001-10015, 10100-10114 Edwards Avenue; 5600-5604, 5605-5611, 5700 Lone Oak Drive; 5700 Kingswood Road; 9900-9902, 9904-9925, 9927-9931 (odds only), 1000, 10002-10012, 10021, 10100-10117 Dickens Avenue  
Bethesda, Montgomery County, Maryland

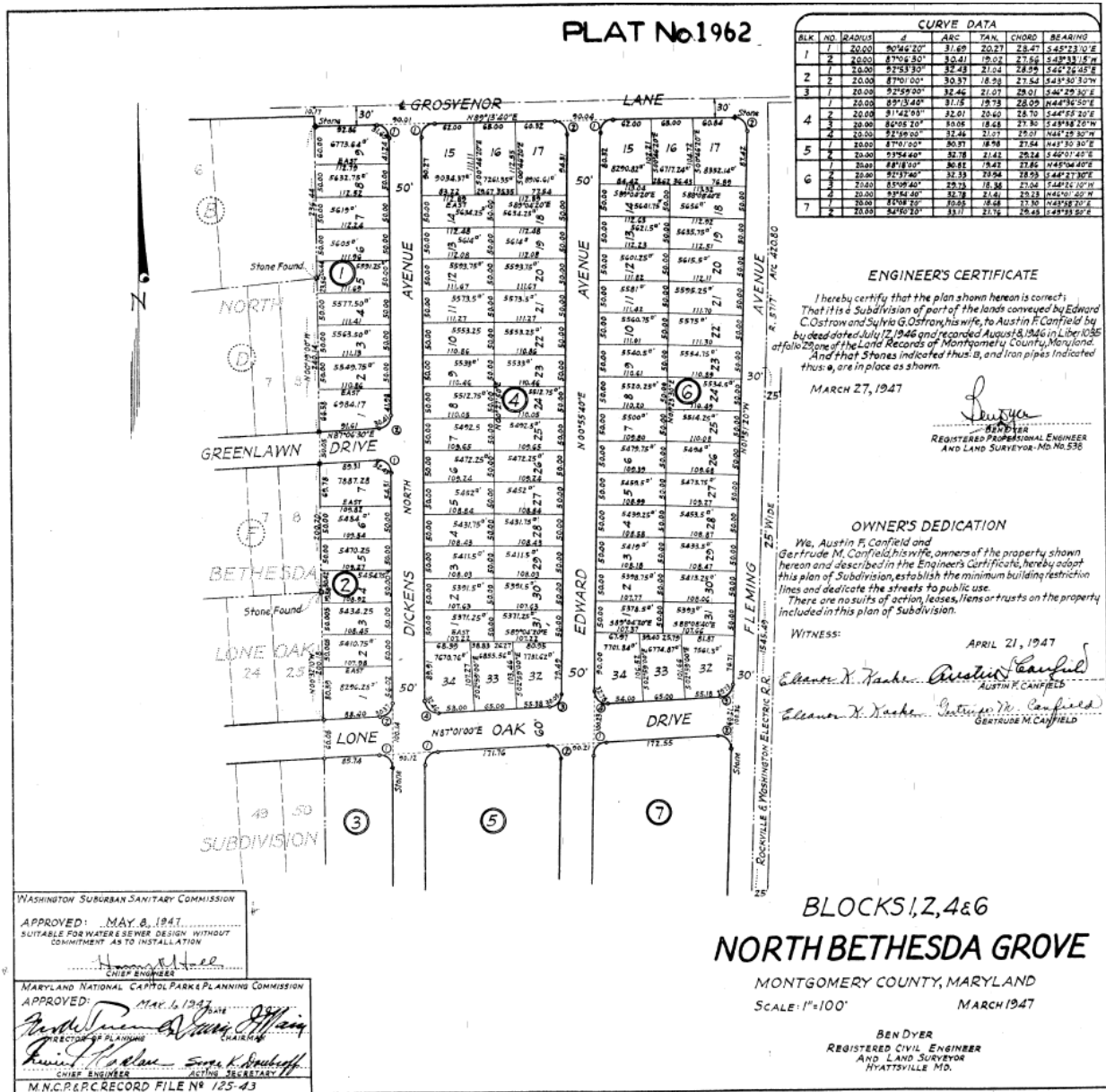


1947 Plat of Blocks 3, 5, and 7 of North Bethesda Grove (MCP 1961).



# North Bethesda Grove (M: 30-43)

5602, 5608, 5608 Grosvenor Lane; 9904, 9905, 9907-9908, 9910-9932 (evens only), 9909, 9929, 10002-10014 (evens only), 10100-10114 (evens only) Fleming Avenue; 9901-9928, 10001-10015, 10100-10114 Edwards Avenue; 5600-5604, 5605-5611, 5700 Lone Oak Drive; 5700 Kingswood Road; 9900-9902, 9904-9925, 9927-9931 (odds only), 1000, 10002-10012, 10021, 10100-10117 Dickens Avenue  
Bethesda, Montgomery County, Maryland



1947 Plat of Blocks 1, 2, 4, and 6 of North Bethesda Grove (MCP 1962).

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 1

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Photo 1 of 11: West side of Fleming Avenue, looking southwest from Grosvenor Lane.



Photo 2 of 11: 10106 Fleming Avenue, east elevation.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 2

---



Photo 3 of 11: 10102 and 10104 Fleming Avenue, looking southwest from 10106 Fleming Avenue.



Photo 4 of 11: West side of Dickens Avenue, looking southeast from 9912 Dickens Avenue.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 3

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Photo 5 of 11: View of Raleigh Tavern Court, looking east from 9806 Raleigh Tavern Court.



Photo 6 of 11: 9916 and 9918 Fleming Avenue, east elevations, view of roofs and side entrances.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 11: 10010 Edward Avenue, east elevation.**



**Photo 8 of 11: 10108 Edward Avenue, second story addition, looking southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 5

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Photo 9 of 11: Fleming Local Park, overview of parking area, looking north.



Photo 10 of 11: Fleming Local Park, pavilion, looking northwest.



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 6

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Photo 11 of 11: Fleming Local Park, sign, looking southeast.

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 7

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**PHOTO LOG**

**Name of Property:** North Bethesda Grove  
**Name of Photographer:** Adriana Moss and Melissa Butler  
**Date of Photographs:** 10/2/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 11:**  
West Side of Fleming Avenue, looking southwest from Grosvenor Lane.  
M; 30-43\_2018-10-02\_01.tif

**Photo 2 of 11:**  
10106 Fleming Avenue, East Elevation.  
M; 30-43\_2018-10-02\_02.tif

**Photo 3 of 11:**  
10102 and 10104 Fleming Avenue, looking southwest from 10106 Fleming Avenue.  
M; 30-43\_2018-10-02\_03.tif

**Photo 4 of 11:**  
West side of Dickens Avenue, looking southeast from 9912 Dickens Avenue.  
M; 30-43\_2018-10-02\_04.tif

**Photo 5 of 11:**  
View of Raleigh Tavern Court, looking east from 9806 Raleigh Tavern Court.  
M; 30-43\_2018-10-02\_05.tif

**Photo 6 of 11:**  
9916 and 9918 Fleming Avenue, east elevations, view of abstract roofs and side entrances.  
M; 30-43\_2018-10-02\_06.tif

**Photo 7 of 11:**  
10010 Edward Avenue, east elevation.  
M; 30-43\_2018-10-02\_07.tif

**Photo 8 of 11:**  
10108 Edward Avenue, second story addition looking southwest.  
M; 30-43\_2018-10-2\_08.tif

**Photo 9 of 11:**  
Fleming Local Park, overview of parking area, looking north.  
M; 30-43\_2018-10-2\_09.tif

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 30-43

Name North Bethesda Grove  
**Continuation Sheet**

Number Photos Page 8

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**Photo 10 of 11:**

**Fleming Local Park, pavilion, looking northwest.**

**M; 30-43\_2018-10-2\_10.tif**

**Photo 11 of 11:**

**Fleming Local Park, playground, looking northwest.**

**M; 30-43\_2018-10-2\_11.tif**



**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** North Chevy Chase Local Park

**Address:** 4105 Jones Bridge Road

**City:** Chevy Chase

**Zip Code:** 20815

**County:** Montgomery

**USGS Quadrangle(s):** Kensington

**Tax Map Parcel Number(s):** P695, P806, P539

**Tax Map Number:** HP41

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Sarah Groesbeck

**Date Prepared:** Jun 3, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The North Chevy Chase Local Park comprises a 29.53-acre parcel of land at 4105 Jones Bridge Road. The park is owned by Montgomery County Department of Parks, Maryland-National Capital Park and Planning Division. This park sits southwest of the I-495 and MD 185 interchange in a suburban area with residential development. To the west, the park is bounded by Walter Reed National Military Medical Center. The majority of North Chevy Chase Local Park is wooded with clearings for the various courts and fields on the property. Access to the park is from Jones Bridge Road to the south; an access road runs north-south with paved parking spots on the east and west sides of the road. A public activity building sits at the north end of the access road. Playground areas are south and west of the building, baseball and soccer fields are to the north, and basketball and tennis courts are located to the east of the activity building. These facilities were constructed on the property during the mid- to late-1960s, though many of the sheds, fences, playground equipment and other small-scale features were added in the late twentieth or early twenty-first century.

The public activity building is a one-story rectangular Contemporary-style structure. Its asphalt-shingle side-gable roof has canted rakes (wider at the peak) and an exterior end chimney on the west gable. Walls are clad with stretcher-bond brick and vinyl siding. The north and south elevations have ribbons of one-over-one slider

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

North Chevy Chase Local Park

windows under the eaves, though several windows have been removed and the openings covered with vinyl siding. The building faces south, with an off-center double-leaf metal door.

The North Chevy Chase Local Park is an example of a local and neighborhood park common throughout suburban Maryland. It is not associated with events or persons that have made a significant contribution to history and is therefore not eligible for the National Register of Historic Places under Criteria A or B. The park is a type found commonly throughout suburban Maryland and does not represent the work of a master nor does it possess high artistic value; therefore, it is not eligible under Criterion C. The resource was not evaluated under Criterion D.

The boundary for the property encompasses 29.53 acres and is confined to the current property tax parcels found on Montgomery County Tax Map HP41, Parcels P695, P806, and P539 (2019).

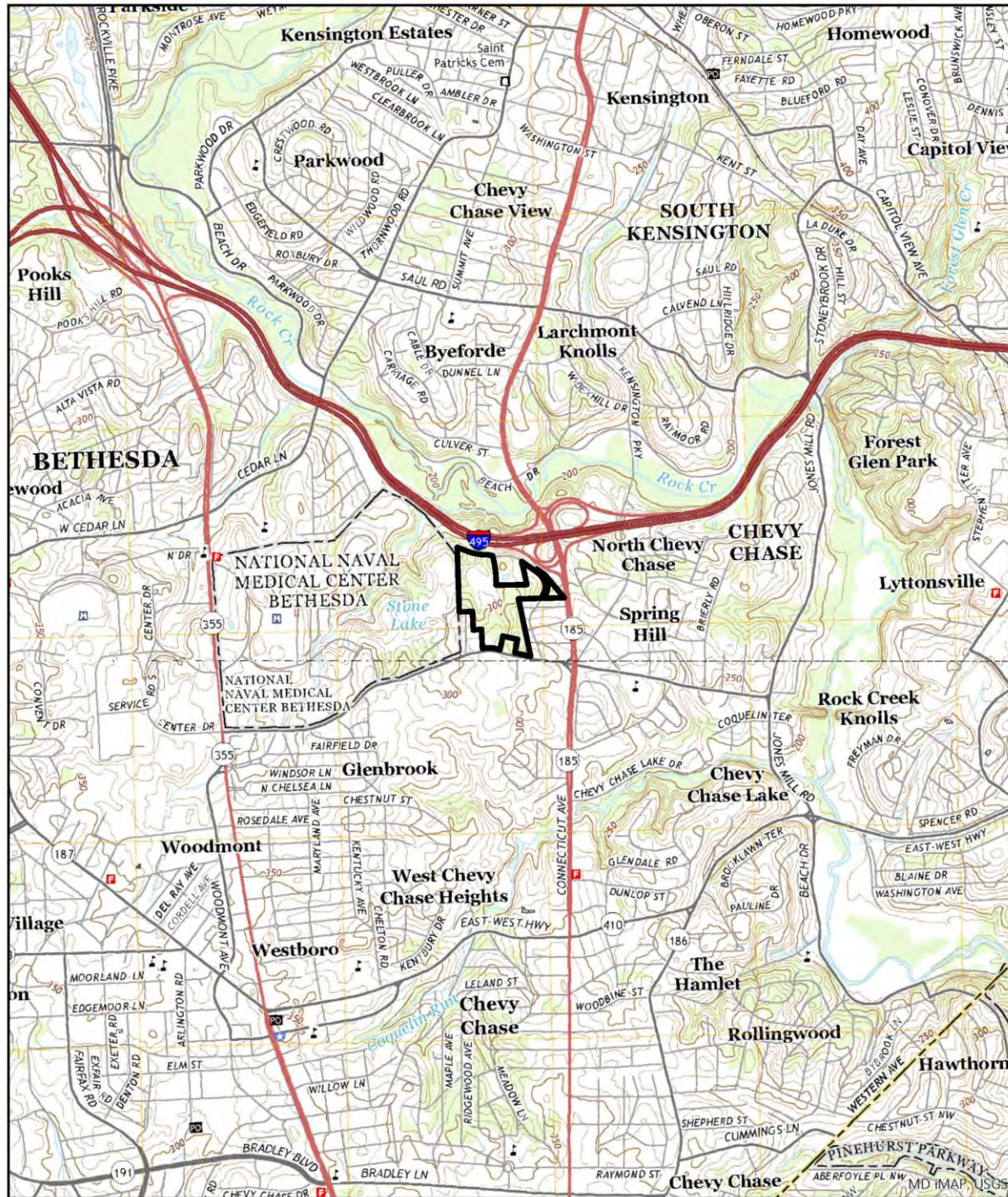
North Chevy Chase Local Park

**North Chevy Chase Local Park**

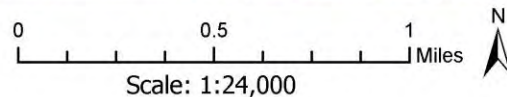
Location: 4105 Jones Bridge Road

Montgomery County

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington





North Chevy Chase Local Park



**View North to Baseball Fields**



**Southwest Corner of the Public Activity Building Looking Northeast**



North Chevy Chase Local Park



**Tennis Courts Looking North**



**Basketball Court and Public Activity Building Looking West**

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: North Farm

Inventory Number: M: 26-80

Address: Northwest of the Montrose Road and I-270 intersection

Historic District: Yes

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GQ33, DQ43

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Jan 31, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

North Farm is a planned residential development located just east of I-270 and north of Montrose Road in Rockville. It is bounded by Tower Oaks Boulevard on the west, Montrose Road on the south, and the Woodmont Country Club on the north and east sides. This resource contains approximately 90 acres with 262 single-family dwellings on 0.2- to 0.47-acre lots and the 5.48-acre North Farm public park, now owned by the City of Rockville. This development has a manicured park-like setting with 60-foot-wide curvilinear streets flanked by concrete curbs, narrow sidewalks, and trees. Small-scale streetlights scattered throughout the development are topped by Colonial-style lanterns. Some of the natural, gentle sloping topography was retained in the development. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage. Two circa-2010 signs with stone-veneer posts and decorative pre-cast concrete elements identify the area as "North Farm" and are located at the intersections of Tower

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>



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Oaks Boulevard and North Farm and Montrose Road and Farm Haven Drive. A circa-2010 sound wall lines the neighborhood's southern boundary along Montrose Road.

Description:

North Farm contains 262 single-family dwellings constructed between 1978 and 1983 by homebuilders Kettler Brothers, Inc., using an array of traditionally styled, four- and five-bedroom houses. Dwellings in this subdivision are Two-Story Massed and Split-Level forms with built-in garages. The Two-Story Massed types commonly feature a one-story garage wing, while the garage is incorporated into the lower level of Split-Level houses. Significant variation in appearance occurs through simplified architectural features of the Georgian Revival, Federal, Dutch Colonial, or Neoclassical styles.

Dwellings in this subdivision are two stories tall and six bays wide. Exterior cladding varies throughout the subdivision to include masonry veneers like stretcher-bond brick, often with some decorative features like quoins, beltcourses, jack or segmental arches, and pre-cast lintels, and uncoursed random-cut stone, which are commonly limited to the façade. Some houses are predominantly clad in simple-drop or beaded aluminum, vinyl, or cementitious-fiberboard siding, with brick-veneer foundations and chimneys. Decorative wood elements like denticulated cornices also add interest to some façades in the neighborhood.

Roofs are predominantly side gabled, hipped, or a combination of the two. Some false-gambrel roofs with gabled dormers and narrow pent roofs augment side-gabled houses. Nearly all houses in this subdivision have asphalt-shingled roofs (three wood-shake roofs mark the stone-veneer, false-gambrel houses at 982 and 992 Farm Haven Drive and 424 Green Pasture Drive). Many dwellings feature one or two exterior-end brick chimneys set along a side or rear elevation; however, a large number have none.

Primary entrances are centrally located on the façade and have a single- or double-leaf wood or metal door. When no porch is present, most of these entries are set within a decorative wood surround featuring decorative Classical elements like arched, scrolled, or triangular pediments. Other entries are flanked by long louvered shutters. Narrow front porches line many houses in North Farm and are frequently supported by square wood posts. Original, six-over-six and six-over-nine, wood-frame, double-hung windows remain in most houses, but one-over-one, vinyl-framed, double-hung units with faux muntins and other types of replacement units are not uncommon. Fixed, louvered, aluminum or vinyl shutters flank most window openings, while wood, louvered, semi-circular and circular vents add interest to many projecting gables at the façade. In some, windows at the façade are set above decorative aprons, below arched inserts, or topped by decorative lintels. Built-in, two-car garages facing the street feature paneled, wood or aluminum overhead doors, either as two separate units or a single wide door.

Common modifications to the dwellings include the introduction of replacement materials through new windows, doors, and siding. Gabled dormers have been added to one-story garage wings of a few houses and small additions have been made to rear elevations, most of which do not detract from the houses' designs. Several houses have been substantially altered at the façade by second story additions over the garage wing, seen at 23 Lily Pond Court, 945 Farm Haven Drive, and 14 Chancelet Court, or across the main massing, like the Split-Level house at 25 Lily Pond Court.

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Centrally located along the southern boundary of the subdivision, North Farm Park contains 5.48 acres with passive and active recreation amenities. The northern half of the park is largely open green space bordered by mature trees, while the southern half includes a pair of tennis courts, playground area, basketball court, and a small picnic shelter and restroom facility connected by paved, curvilinear, multi-use paths. Much of the southern half of the park and its southern border along Montrose Road is densely wooded.

#### Historic Context:

Land within the North Farm subdivision was purchased by Kettler Brothers, Inc., from the trust of Law Bradley Watkins in 1976 (Montgomery County Deed Book [MCDB] 4866, 665). The property's location across the street from another Kettler Brothers' development, Old Farm, and proximity to "Montgomery County's finest golf and country clubs, private academies, White Flint Mall, [and] important business centers," along the bustling I-270 corridor appealed to the Gaithersburg-based firm (The Washington Star 1980, E-3).

Kettler Brothers, Inc., was founded by brothers, Charles, Milton, and Clarence Kettler in 1952 (Byrnes 1962, B-1). Prior to uniting in business together, Charles and Milton Kettler had been working in commercial real estate sales and mortgage banking as Clarence started building homes (Sichelman 1972, D-4). Their business grew alongside the postwar housing boom of the 1950s and 1960s in Montgomery County. The brothers' 500-house Old Farm residential subdivision, built between 1962 and 1967, had a reputation for quality construction and development, and their 2,200-acre new town development, Montgomery Village, brought them national recognition when construction began in 1966 (Sichelman 1972, D-4).

All six sections of North Farm were carefully planned by the time the first plat was filed in April 1977, including a large parcel identified as "proposed park for City of Rockville" (Montgomery County Plats [MCP] 11572, 11617, 13492, 12173, 13492, 13682). Slight revisions were made to some lots and streets as sections were opened in phases between 1977 and 1979. Advertisements indicate that by November of 1983, just two new houses remained available in the subdivision (The Washington Post 1983, F22). Initially houses in North Farm started at \$112,500, rising to \$153,200 in 1980, and just below \$180,000 in late 1983, reflecting a higher cost of living in an area marketed for its proximity to high-end recreation, educational, and commercial facilities and for its sizable single-family dwellings with ample space to entertain (The Washington Post 1983, F22; The Washington Star 1977, B-11, 1980, E-3).

Although no architectural firm or model names were included in advertisements for the development, the forms and features in North Farm bear striking resemblance to Old Farm models like the Embassy, Montgomery, Harford, and Longmeadow houses, which were designed by Patterson and Worland (Greater Farmland Civic Association n.d.). Established by Michael A. Patterson and Wilfrid V. Worland in 1950, both architects were adept in historic revival styles for religious institutions, office buildings, and residential designs that included single-family houses, townhouses, and apartment housing complexes, particularly the Colonial Revival style (Kelly 2015, 192; The Washington Post 1994, D9; 1999, B7). Other examples of their traditionally designed subdivisions in Montgomery County include Fallsmead, Luxmanor, Falls Reach, and Windermere.

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Identified as a county-approved cluster development, Kettler Brothers, Inc. set aside three parcels of land later deeded to the City of Rockville. The largest of these, North Farm Park, was deeded to the City of Rockville in May 1977 along with a narrow 1.1-acre parcel along the north side of the development (MCDB 4949, 399). In 1979, the City obtained the remainder of what had been a 2.85-acre lot reserved for the State Highway Administration, identified as Parcel A in Plat One of North Farm (MCDB 5285, 119; MCP 11572).

#### Evaluation:

North Farm was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

As a planned residential development, North Farm is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a prolific developer with a limited selection of traditionally styled house models, it did not introduce design innovations and does not demonstrate significant associations with exurban residential development. Furthermore, this development is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals at Kettler Brothers, Inc., involved in the development of North Farm may have made significant contributions to the suburbanization of Montgomery County by the influential positions they maintained in various local and national organizations related to the homebuilding real estate industry. However, their work at Montgomery Village best reflects their influence in Montgomery County. Research has not shown that North Farm has any direct associations with the lives of other significant individuals. Therefore, the resource is not eligible under Criterion B.

Located just north of the Kettler Brothers' Old Farm development, the North Farm subdivision echoes many features of its traditional design, including curvilinear streets, popular house forms, and Colonial Revival styling. It is similar to many other Kettler Brothers, Inc., developments in Montgomery County, and is not known to be an innovative or outstanding example of their work.

Modifications to many dwellings over time, including replacement windows, exterior cladding, and some out-of-character additions, have diminished the historic integrity of design, materials, and workmanship of the subdivision. Because North Farm is not an outstanding example of its type of planned residential development and does not convey any distinctive characteristics or artistic values as a singular development, it is not eligible under Criterion C. North Farm was not evaluated for eligibility under Criterion D as part of this assessment.

The boundary for the resource encompasses approximately 90 acres and is bordered by Montrose Road to the south, Tower Oaks Boulevard to the west, and the Woodmont Country Club to the north and east. It includes multiple parcels found on Montgomery County Tax Map GQ33 and GQ43 (2018).

#### References

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<http://www.greaterfarmland.org/old-farm.html>

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Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. RK+K. 2018. *Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland*. Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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Montgomery County Plats (MCP). n.d. *Montgomery County Land Survey, Subdivision, and Condominium Plats*, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.msa.md.gov>.

Sichelman, Lew. 1972. "The Kettler Brothers: Twenty Years as Builders." *The Evening Star and Daily News*. September 22, 1972, D-4.

State Department of Assessments and Taxation (SDAT). 2018. *Assorted Montgomery County Tax Records*. Accessed December 20, 2018. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

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--- 1994. Obituary for Michael A. Patterson, Architect. January 4, 1994, D9.  
--- 1999. "Architect Wilfrid Worland Dies at 92." December 14, 1999, B7.

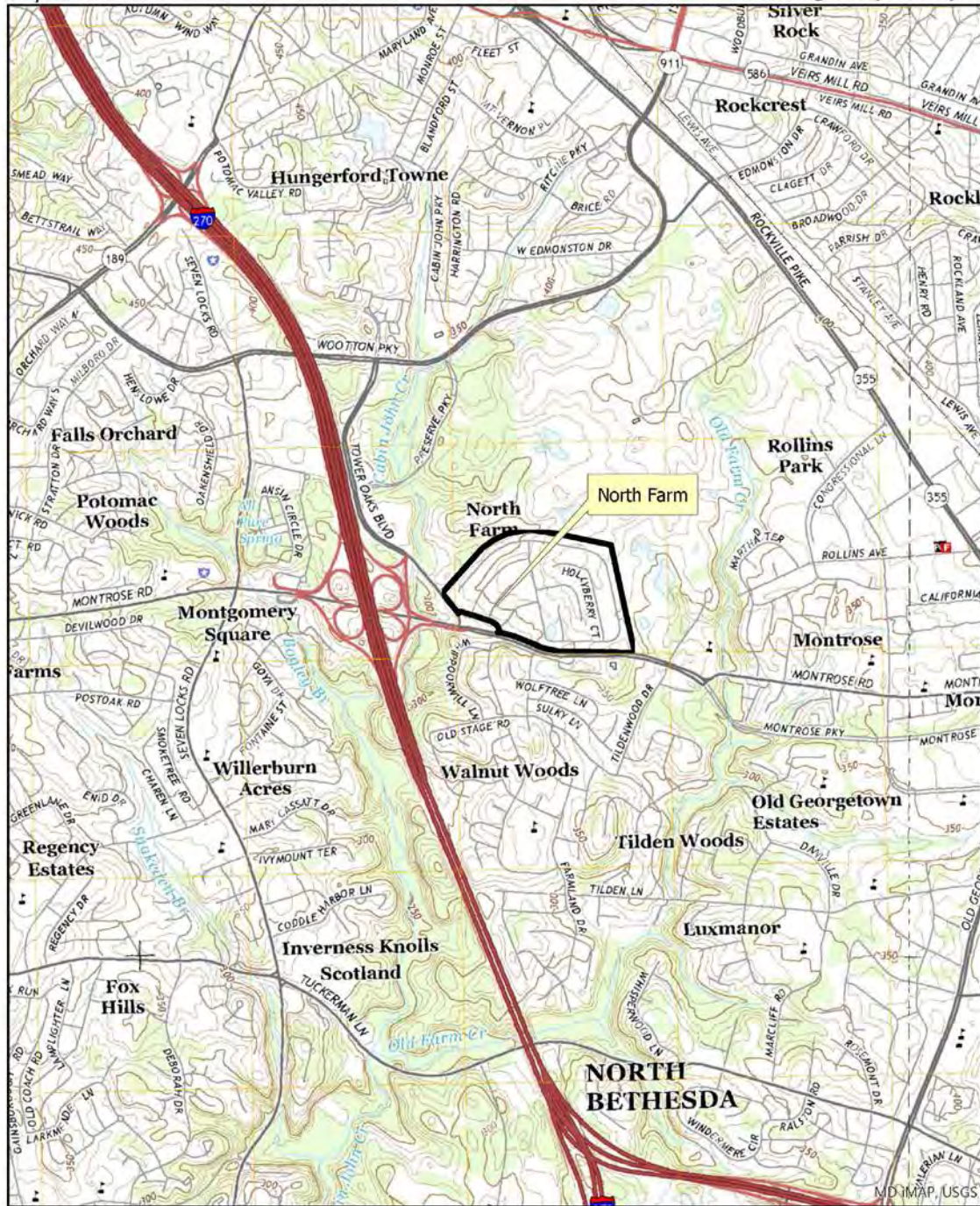
The Washington Star. 1977. Advertisement for North Farm. Kettler Brothers, Inc. October 14, 1977, B-11.  
--- 1980. Advertisement for North Farm. Kettler Brothers, Inc. March 16, 1980, E-3.

**North Farm**

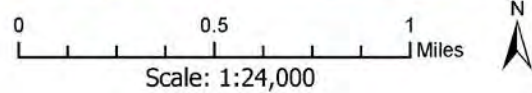
Location: Northwest of the Montrose Road and I-270 intersection

City: Rockville

Montgomery County



USGS 7.5' Quadrangle - Rockville





### North Farm

Location: Northwest of the Montrose Road and I-270 intersection

City: Rockville

Montgomery County







View of 602-606 Farm Pond Lane, looking northeast along north side of road.



View of 21 and 22 Farm Haven Court and cul-de-sac, looking southeast.



East elevation, 985 Farm Haven Drive.



Northeast elevation, 19 Farm Haven Court.





Northeast oblique, 999 Farm Haven Drive.



View of tennis courts and playground, North Farm Park, looking west.



PHOTOGRAPHS

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View of picnic shelter and restroom facilities, North Farm Park, looking east.



View of paths and landscape elements, North Farm Park, looking southwest.

**PHOTOGRAPHS**

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Northwest corner of Montrose Road and Farm Haven Drive, looking west.



View of 19-21 Hollyberry Court, looking northwest.

**PHOTOGRAPHS**

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View of 14 and 15 Lily Pond Court and cul-de-sac, looking south.



**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-10-03**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-80\_2018-10-03\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 602-606 Farm Pond Lane, looking northeast along north side of road.

02.tif

View of 21 and 22 Farm Haven Court and cul-de-sac, looking southeast.

03.tif

East elevation, 985 Farm Haven Drive.

04.tif

Northeast elevation, 19 Farm Haven Court.

05.tif

Northeast oblique, 999 Farm Haven Drive.

06.tif

View of tennis courts and playground, North Farm Park, looking west.

07.tif

View of picnic shelter and restroom facilities, North Farm Park, looking east.

08.tif

View of paths and landscape elements, North Farm Park, looking southwest.

09.tif

Northwest corner of Montrose Road and Farm Haven Drive, looking west.

10.tif

View of 19-21 Hollyberry Court, looking northwest.

11.tif

View of 14 and 15 Lily Pond Court and cul-de-sac, looking south.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Northmont

Inventory Number: M: 36-95

Address: Forest Glen Road on the north, I-495 on the south, Seminary Road on the west

Historic District: Yes

City: Silver Spring

Zip Code: 20910

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: JP12

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: Feb 27, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Northmont is a single-family, planned residential development on the north and south sides of I-495. The northern section is bounded by Forest Glen Road on the north, Georgia Avenue on the west, I-495 on the south, and Holy Cross Hospital on the east. The southern section is bounded by I-495 on the north, Georgia Avenue on the west, the Woodside Forest residential subdivision on the south, and Sligo Creek Park on the east. The 175 single-family dwellings sit on lots ranging between 0.14 and 0.42 acre. Individual lots are evenly graded or slightly sloped with moderate tree coverage, plant beds, and bushes. All lots feature a concrete driveway and rear lots are occasionally fenced. Northmont has 12 curvilinear streets, four of which terminate in cul-de-sacs. Within the 44.26-acre development, all streets are lined with a concrete curb and sidewalks. Lighting includes lamps attached to metal posts. Secondary resources include sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

**Description:**

Northmont is a planned residential development comprising 175 single-family dwellings constructed between 1951 and 1957 during the Modern Period (1930-1960). Most of the houses are constructed in variations of the Contemporary or Colonial Revival styles and Ranch, Split-Level, Minimal Traditional, or Cape Cod forms.

Dwellings are primarily four to five bays wide and one to two stories tall. Depending on the slope of the terrain, the dwellings have a crawl space or basement. Cladding on the houses includes stretcher-bond brick veneer, vinyl siding, and stone veneer. Roofs include side gable and hipped examples, all of which are sheathed in asphalt shingles. Most dwellings feature a single brick chimney, although placement varies between exterior (at the façade or side) and interior ends.

Primary entrances are typically centrally located on the façade and contain a single-leaf wood or fiberglass door and storm door often accessed by a concrete or brick stoop or entry porch. Original windows are four-over-four or two-over-two, double-hung-sash, wood-framed bay, or metal-framed sliding units. Many houses in the neighborhood have replacement vinyl windows, some with faux muntins. Paneled or louvered shutters commonly flank windows on the primary elevation. Attached, single-car carports are incorporated into the design of many houses.

**Historic Context:**

In March 1950, Eig Development Corporation, owned by Sam Eig and Louis Otterburg and later known as Eig and McKeever, purchased nearly 65 acres from Edith E. Bean (The Evening Star 1956a, B-7; Montgomery County Deed Book [MCDB] 1358, 127; Montgomery County Plats [MCP] 2992). The land was originally part of several larger tracts known as “Grubby Thicket,” “Labyrinth,” and “Joseph’s Park” (MCDB 1358, 127). By the next year, Eig Development Corporation platted the first section of Northmont, located south of Forest Glen Road and inclusive of three new roads: Admiralty Drive, Saxony Road, and Dameron Drive with 47 lots (MCP 2992). Over the next four years, Eig Development Corporation created three additional sections of Northmont located east, south, and southeast of the first platted area, resulting in a 44.26-acre development comprising 175 lots. The later plats make it clear that this subdivision was designed in anticipation of I-495 (MCP 3775). Construction of dwellings in each platted section began shortly after platting and was mostly completed by 1957 (National Environmental Title Research 1957).

Early newspaper advertisements touted three- and four-bedroom spacious ramblers in a convenient location near schools and transportation (The Evening Star 1955a, B-6, 1956b, B-19). In advertisements in the mid 1950s, Eig and McKeever boasted appliances, finished dens, and proximity to Silver Spring and priced the houses between \$18,995 and \$25,950 (The Evening Star 1952, B-17, 1955b, B-18).

Sam Eig was influential in the development of Montgomery County during the 1950s and 1960s, especially in the Chevy Chase and I-270 corridor areas (Kelly 2015, 183). Eig was well-known as a real estate developer with principal works such as the Rock Creek Forest subdivision in Silver Spring, the Eig Building at 8641 Colesville Road, the 26-story Washingtonian Towers on Fields Road in Gaithersburg, as well as several non-residential buildings along I-270 (Kelly 2015, 33, 85, 129). In addition to these achievements,



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Eig was a well-known philanthropist; throughout his career, he donated land for the development of many religious facilities, such as the Montgomery Community Jewish Center (Kelly 2015, 83, 183).

#### Evaluation:

Northmont was evaluated as a planned residential development in the Modern Period (1930-1960) in accordance with Maryland's Suburbanization Historic Context and National Register of Historic Places Criteria A, B, and C.

Northmont is typical of most planned residential developments in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County in the Modern Period. The development did not introduce design innovations and does not demonstrate significant associations with suburban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the resource is not eligible under Criterion A.

Although Sam Eig was influential in the development of Montgomery County during the third quarter of the twentieth century; Northmont does not exhibit direct and significant associations with his life or career. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Northmont is one of several developments constructed by Eig Development Corporation/Eig and McKeever and is not known to be associated with any architectural firm or other design professionals. The development's Ranch, Split-Level, Minimal Traditional, or Cape Cod forms include standard features typical of the period and demonstrate no distinctive stylistic details. Because Northmont is a modest and basic example of a planned residential development and does not convey any distinctive characteristics or artistic values, the resource is not eligible under Criterion C. Northmont was not evaluated under Criterion D.

The boundary for the resource encompasses 44.26 acres and is intersected by I-495. The northern section is bounded by Forest Glen Road on the north, Georgia Avenue on the west, I-495 on the south, and Holy Cross Hospital on the east. The southern section is bounded by I-495 on the north, Georgia Avenue on the west, a residential subdivision called Woodside Forest on the south, and Sligo Creek Park on the east, as defined in Montgomery County Plats 2992 and 3775. It includes multiple parcels found on Montgomery County Tax Map JP12.

#### References:

- The Evening Star. 1952. "Minutes from downtown Silver Spring..." September 13, 1952, B-17.  
---1955a. "Advertisement." August 13, 1955, B-6.  
---1955b. "Advertisement." November 5, 1955, B-18.  
---1956a. "Eig & McKeever Has Two Projects of 300 Houses." April 28, 1956, B-7.  
---1956b. "Advertisement." December 13, 1956, B-19

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Montgomery County Plat (MCP). n.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed November 20, 2018. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

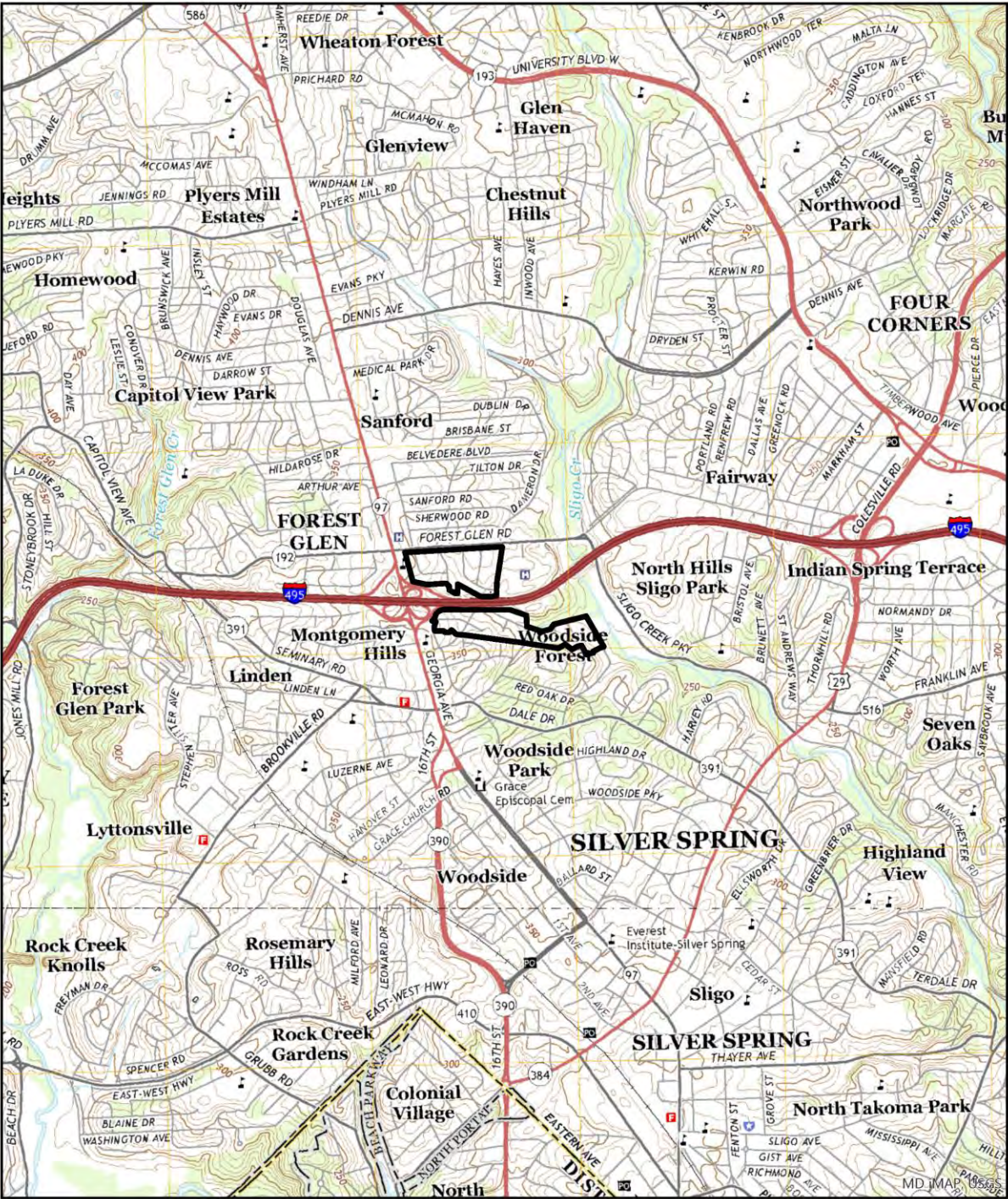
National Environmental Title Research. Misc. years. Historic Aerial Mosaic, Montgomery County, Maryland. <https://www.historicaerials.com/viewer>.

Northmont

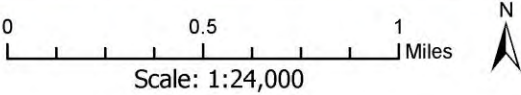
Montgomery County

Location: Forest Glen Road on the north, I-495 on the south, Seminary Road on the west

City: Silver Spring



USGS 7.5' Quadrangle - Kensington



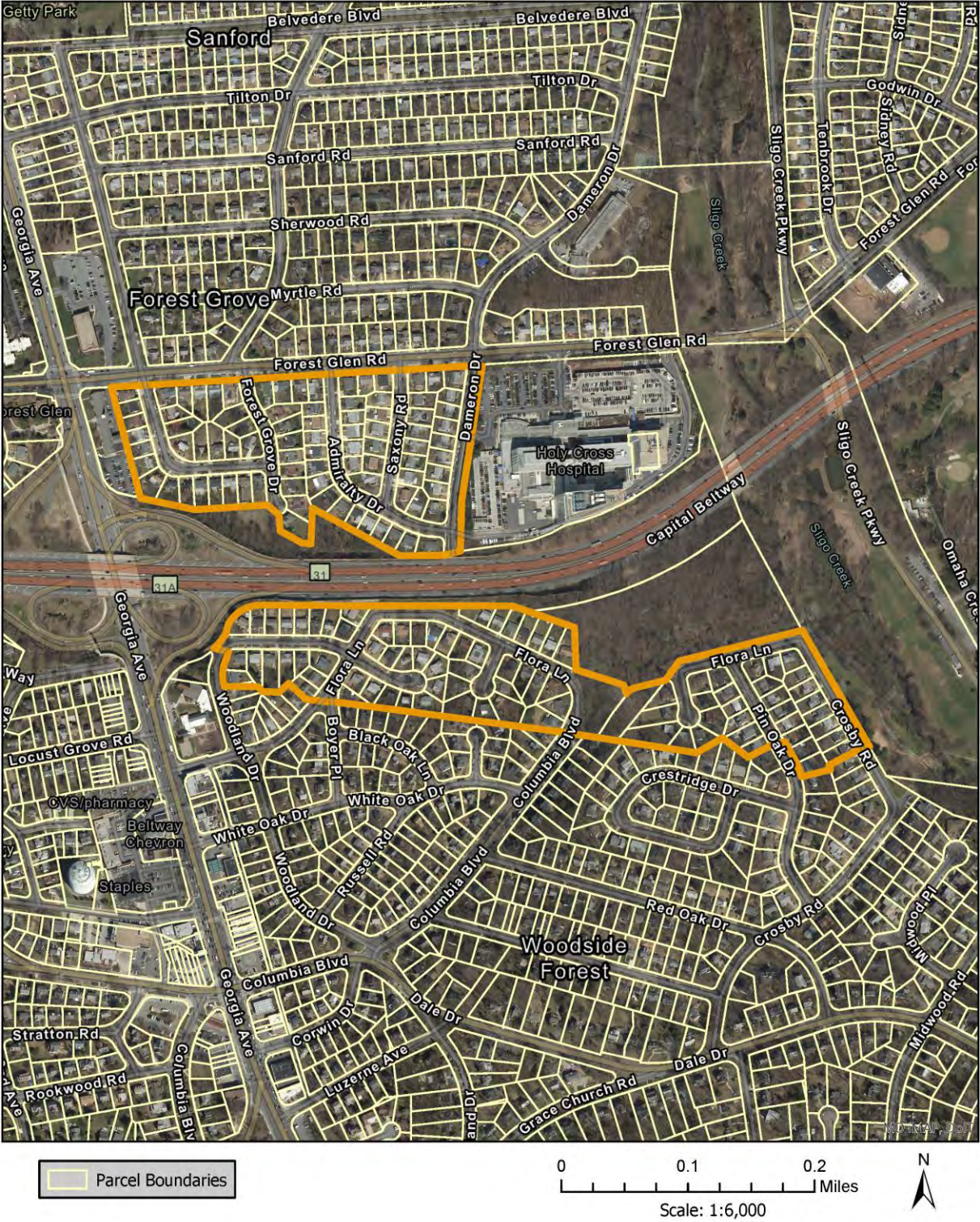


Northmont

Montgomery County

Location: Forest Glen Road on the north, I-495 on the south, Seminary Road on the west

City: Silver Spring







9710 Woodland Drive, northwest oblique.



9705 Forest Grove Drive, northwest oblique.





9712 Forest Grove Road, east elevation.



Streetscape of Admiralty Drive, looking north.





9712 Saxony Road, east elevation.



1604 and 1606 Lansdowne Way, looking east.





1705 and 1707 Lansdowne Way, looking northeast.



9512 Pine Oak Drive, east elevation.



Crosby Road streetscape toward 9514 Crosby Road, looking northwest.



**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-17**

Location of Original Digital File: **MD SHPO**

File Format: **M: 36-95\_2019-01-17\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

9710 Woodland Drive, northwest oblique.

02.tif

9705 Forest Grove Drive, northwest oblique.

03.tif

9712 Forest Grove Road, east elevation.

04.tif

Streetscape of Admiralty Drive, looking north.

05.tif

9712 Saxony Road, east elevation.

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1604 and 1606 Lansdowne Way, looking east.

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1705 and 1707 Lansdowne Way, looking northeast.

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9512 Pine Oak Drive, east elevation.

09.tif

Crosby Road streetscape toward 9514 Crosby Road, looking northwest.

# MARYLAND HISTORICAL TRUST DETERMINATION OF ELIGIBILITY FORM

NR Eligible: Yes ☐

No ☐

Property Name: Oakview Inventory Number: M: 37-15  
 Address: Southwest of intersection of I-495 and New Hampshire Avenue Historic District: Yes  
 City: Silver Spring Zip Code: 20903 County: Montgomery  
 USGS Quadrangle(s): Beltsville  
 Property Owner: Multiple Tax Account ID: Multiple  
 Tax Map Parcel(s): Multiple Tax Map: KP12  
 Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
 Agency Prepared By: Dovetail CRG  
 Preparer's Name: Adriana Moss Date Prepared: Mar 5, 2019  
 Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: Oakview

Inventory Number: M: 37-15

Eligible:

Listed:

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

Description of Property and Justification:

Setting:

Oakview is a planned residential development located on the south side of I-495 and west of the New Hampshire Avenue (Route 650) in Silver Spring. The resource was previously recorded and determined not eligible for listing in the National Register of Historic Places (NRHP) in 2000. At that time, the boundaries of the 121.7-acre Oakview development were defined as Hedlin Drive and Arbor Hill Drive and Northwest Branch Stream Valley Park to the west, I-495 to the north, New Hampshire Avenue to the east, and individual residential properties to the south. Research and fieldwork suggest that the boundaries for this resource should be expanded to the west to include an additional 114 houses, the Brookview Local Park, the Roscoe Nix Elementary School, and the Oakview pool facility, and to the east to include 37 houses along New Hampshire Avenue. All 151 lots range from 0.14 to 0.37 acre. The expanded resource is bounded on the north by I-495, on the east by New Hampshire Avenue, on the south by the individual residential lots, and on the west by I-495 and Northwest Branch Stream Valley Park. The expansion to Oakview is approximately 58.3 acres, resulting in 180 total acres. The expansion includes four additional streets (Corliss Street, Hedin Drive, Arbor Hill Drive, and Avenel Road) laid out in a curvilinear pattern and lined with concrete curbs and sidewalks,

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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except for the east side of Avenel Road. A concrete culvert lined with a stone parapet runs beneath Oakview Drive between E. Light and Arbor Hill Drives. Arched streetlights are appended to wood utility poles throughout the residential portion while metal streetlights with rectangular lights on concrete circular bases are situated around the pool and school. An asphalt parking lot, playground, basketball court, and concrete walking paths are associated with the school. A pedestrian access point to the walking paths and park is located between 9822 and 9824 Hendin Drive. Overall lots are slightly sloped with moderate tree coverage, plant beds, and bushes and often have fenced-in rear yards. All lots feature a concrete or asphalt driveway. Secondary buildings include sheds.

#### Description:

Like the previously surveyed section of Oakview, the expansion is a planned residential development with single-family dwellings constructed between 1958 and 1961 during the Modern (1930-1960) and the Suburban Diversification (1961-1980) periods. The houses were constructed in variations of the Two-Story Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles.

Dwellings in the expansion of Oakview are primarily three to five bays wide and one to two stories tall. Depending on the slope of the terrain, dwellings have a crawl space or basement, primarily clad in a brick veneer. Cladding on the remainder of the houses includes stretcher-bond brick veneer or vinyl, aluminum, or T1-11 siding, commonly in a combination of the two. Roofs within the expansion of Oakview include side or cross gables, all of which are sheathed in asphalt shingles. Roofs have closed or open eaves. Most dwellings have a single brick chimney or metal flue set along a side or rear elevation or piercing the roof.

Primary entrances are typically off-center on the façade with a single-leaf wood or fiberglass door and storm door while some Split-Foyer houses have a double-leaf door (9910 Hedin Drive). Most entrances feature a wood or vinyl door surround and sometimes feature a sidelight and/or transom (9313 Avenel Road). Entrances are accessed by a concrete or brick stoop recessed beneath the roof eave or entry or partial-width porches. Original windows are single metal-frame sliding units and at times are paired with fixed units; however, numerous windows are vinyl replacements or replaced by one-over-one, vinyl-framed, double-hung-sash units sometimes with faux muntins. Tripartite, bow, and bay windows are common throughout the neighborhood. A moderate number of houses also have fixed, vinyl or aluminum, louvered shutters flanking windows on the façade. Attached sunrooms, single-car garages or carports are uncommon. Additions are typically at the rear or side elevation and in scale with the building's core. However, several dwellings feature additions that are larger in scale than the core (9419 Avenel Road).

Constructed in 1957, the abandoned Oakview community pool facility at 1101 Corliss Street is surrounded by a metal chain-link fence and accessed by a concrete walkway extending from the Roscoe Nix Elementary School's Corliss Street parking lot (Holmes 2014). The pool facility includes an in-ground concrete pool, a concrete wading pool, a pool house with bathroom facilities, wood and metal benches, a small circa-1990 playground, and a circa-2000 metal shelter. The pools and pool house are surrounded by concrete. The one-story, front-gabled pool house with a shed-roofed rear extension is clad in a combination of brick veneer and aluminum siding and features wide eaves with exposed rafters and a recessed entryway on the façade (east elevation). Wood walls extend from the northeast and southeast corners of the building and terminate at covered shelters.

The circa-1958 Brookview Local Park is situated immediately northeast of the Roscoe Nix Elementary School and encompasses a baseball diamond, chain-link backstop, and an open field lined with trees (Nationwide Environmental Title Research, LLC [NETR] 1957, 1963). A circa-1958 metal and wood sign that reads "Brookview Park M-NCPPC, Oakview Pool" is located at the northwest corner of the intersection of Hendin and Oakview drives.

Constructed in 2006, the Roscoe Nix Elementary School at 1100 Corliss Street is situated between the Oakview community pool facility and Brookview Local Park and is on the site of the demolished circa-1955 Brookview Elementary School (NETR 2006). Associated with the two-story, masonry educational building are a circa-1958 basketball court and a circa-2006 playground, both of which are enclosed by metal chain-link fencing.

#### Historic Context:

The Oakview expansion was platted between 1958 and 1959 by the Hampshire Investors Corporation. They purchased the land from Light Development Corporation, the developers of the original portion of Oakview (M: 37-15). The original portion of



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Oakview, built from the late 1940s to the mid-1950s, featured Split-Level, Minimal Traditional, and Cape Cod houses in the Colonial Revival style (Leach 2000).

In 1958, Light Development Corporation sold approximately 33.5 acres to Hampshire Investors Corporation (MCDB 2433, 130-135). Between January 1958 and July 1959, Hampshire Investors Corporation subdivided 135 residential lots on Hendin Drive, Oakview Drive, Corliss Street, Arbor Hill Drive, and Avenel Road as an addition to the original portion of Oakview (Montgomery County Plat [MCP] 5169, 5237, 5245, 5305, 5342, 5689). Two earlier houses on what is now Corliss Street are no longer extant. In 1960, Humphrey Construction Company, Inc., platted an additional 18 lots on Avenel Road as part of Oakview after they purchased the land along New Hampshire Avenue from Eric and Alberta Garedinger (MCP 6160). Construction of dwellings on these lots was initiated immediately after being platted.

The houses in the Oakview expansion, constructed by Hampshire Investors Corporation, were laid out in a similar fashion to the original Oakview houses; however, the new houses were variations of the Two-Story Massed, Split-Level, Split-Foyer, Minimal Traditional, and Ranch forms with elements of the Colonial Revival and Contemporary styles. The dwellings were initially advertised as part of an entry for the 1958 Festival of Homes (The Evening Star 1958a, 30). The entry showed a Split-Foyer house with a double-leaf, primary entry door recessed beneath the side-gabled roof. They were advertised for \$18,750 (The Evening Star 1958b, 64). Other advertisements boasted tree-shaded and well-landscaped residential lots in walking distance to a school, churches, shopping, and bus routes (The Washington Post and Times Herald 1962, B14). Some publications called this expansion section Oakview Park (The Evening Star 1960a, 19). Lerner advertised three-bedroom, two-bath ramblers with basements in the new Oakview Park for \$19,950 and four-bedroom ramblers for \$20,750 (The Evening Star 1960a, 19). In 1960, Humphrey Construction Company, Inc., advertised homes within the Oakview expansion designed by Cohen, Haft & Associates with four bedrooms and two bathrooms starting at \$21,990 located near the Hillandale Shopping Center, a church, and two schools (The Evening Star 1960b, 16; 1960c, 30).

Hampshire Investors Corporation was a development venture between Milton Polinger and Jimmie R. Henry (The Washington Post 2000, B05). The company also constructed houses in Tuckerman Woods and Potomac Court in Potomac in the late 1950s and early 1960s (The Evening Star 1966a, 75; The Washington Post and Times Herald 1963, D6). An active builder in the Washington, D.C., metropolitan area, Milton Polinger owned another company called Polinger Construction Corporation and was responsible for notable projects such as Brighton Village in Gaithersburg, Rollins Park and Congressional Towers in Rockville, and the Van Ness complex in Washington, D.C. (The Washington Post 1976, D6). Jimmie R. Henry began at Polinger Construction Corporation prior to starting Hampshire Investors Corporation with Polinger; there he designed and built Montgomery County subdivisions such as the expansion section of Oakview and Yale Village in Gaithersburg (The Washington Post 2000, B05). James I. Humphrey, a prominent Silver Spring builder and developer, was the president of Humphrey Construction Corporation as well as three other building firms (The Evening Star 1963, 31; 1966b, 32). Cohen, Haft & Associates, run by Jack Cart Cohen and Leonard A. Haft, was a prominent architecture firm in the area and produced single-family designs for many other developments in the Maryland suburbs. (Kelly 2015, 179).

To keep up with an ever-growing student population in the county, the Board of Education of Montgomery County opened, the Brookview Elementary School in September of 1955 (The Washington Post 1955a, 20). It was demolished between 1989 and 2002 due to declining enrollment and was initially replaced by a neighborhood park prior to construction of the Roscoe R. Nix Elementary School in 2006 (Bevacqua 2006; NETR 1988, 2002).

In 1956, the Oakview Recreation Corporation purchased 2.9 acres from Xaverian Brothers, Inc., for the construction of a community swimming pool after residents petitioned the Montgomery County Board of Appeals in 1955 (MCDB 2179, 317; The Washington Post and Times Herald 1955b, 25). Construction of the pool and an associated building began immediately afterward and was completed by M. H. Gillespie of Washington, D.C. (The Evening Star 1956, 26). Brookview Local Park, situated just northeast of the school and pool, was developed by the Maryland-National Capital Park and Planning Commission after the purchase of a 4.58-acre lot from the State Roads Commission of Maryland (MCDB 2440, 227).

#### Evaluation:

The expanded version of Oakview was evaluated in accordance with the Suburbanization Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C. In 2000, MHT staff determined the original portion of Oakview was

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not eligible for listing in the NRHP. The expansion of the Oakview boundary does not change the prior eligibility determination.

Oakview reflects common trends in planned residential developments in the Modern (1930-1960) and Suburban Diversification (1961-1980) periods. However, it is not the first of its type in the area, nor did it shape future residential design at the local or regional level. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Oakview is not eligible under Criterion A.

Although Polinger, president of the Hampshire Investors Corporation, was a substantial developer in the Washington, D.C., metropolitan area during the mid-twentieth century, the expansion of Oakview is not a good representative of his work. Furthermore, Humphrey and Henry are not known to be particularly innovative or prolific in their work or in suburban development. Research has not shown that the resource is associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

Oakview was not the first planned residential development in this area of Montgomery County or Silver Spring. The buildings within the community retain most of the character-defining features of their resource types; however, additions and replacement materials negatively impact the overall aesthetic of the community and its historic integrity of design and workmanship. Community amenities have either fallen into disrepair, such as the pool, or have been demolished and replaced by new construction, in the case of the school. The community itself is not an exemplary or unique example of a planned residential development. For these reasons, this resource is not eligible under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Oakview, including the existing MIHP-listed resource and the expansion described in the addendum, is southwest of the intersection of I-495 and New Hampshire Avenue and encompasses approximately 180 acres. It is bounded on the north by I-495, on the east by New Hampshire Avenue, on the south by the individual residential lots, and on the west by I-495 and Northwest Branch Stream Valley Park. Oakview is confined to the current property tax parcels, which are found on Montgomery County Tax Map KP12 and the expansion of the resource is also as seen in Montgomery County plat record 5169, 5237, 5245, 5305, 5342, 5689, and 6160.

#### References:

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---1958a. "1958 Festival of Homes: Hampshire Investors Exhibit." September 27, 1958, 30.

---1958b. "87 Homes Listed for Fall Festival Opening Today." September 5, 1958, 64.

---1960a. "New Oakview Park." November 26, 1959, 19.

---1960b. "Firm Announces 18-Home Project." December 17, 1960, 16.

---1960c. "Oakview Homes by Humphrey." October 8, 1960, 30.

---1963. "New S&L Director Elected." November 8, 1963, 31.

---1966a. "Potomac Court." December 2, 1966, 75.

---1966b. "R.S. Humphrey, Springbrook High Junior, 16." October 4, 1966, 32.

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Nationwide Environmental Title Research, LLC. Misc. years. Historic Aerial Mosaics of Montgomery County, Maryland. Accessed December 2018. <https://www.historicaerials.com/>.

The Washington Post. 2000. "Obituaries." March 3, 2000, B05.  
---1976. "Milton Polinger, Builder, Is Dead at 62." December 22, 1976, D6.

The Washington Post and Times Herald. 1955a. "Brookview School Will Open Today." September 14, 1955, 20.  
---1955b. "Swimming Pool Plea Unopposed." December 16, 1955, 25.  
---1962. "Silver Spring-Oakview." September 18, 1962, B14.  
---1963. "Homes of '63 In Maryland." September 14, 1963, D6.

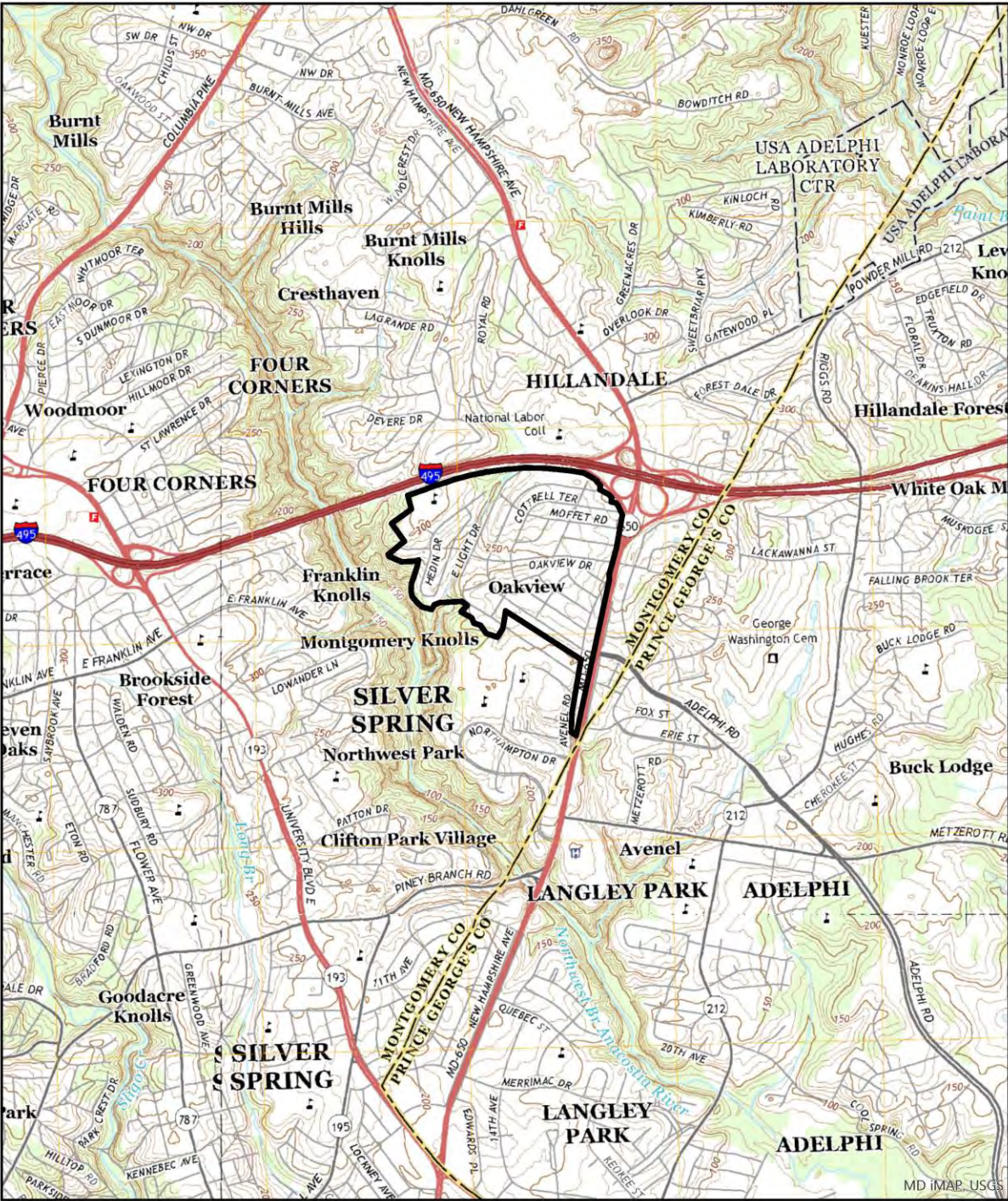


**Oakview**

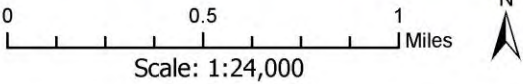
Montgomery County

Location: Southwest of intersection of I-495 and New Hampshire Avenue

City: Silver Spring



USGS 7.5' Quadrangle - Beltsville



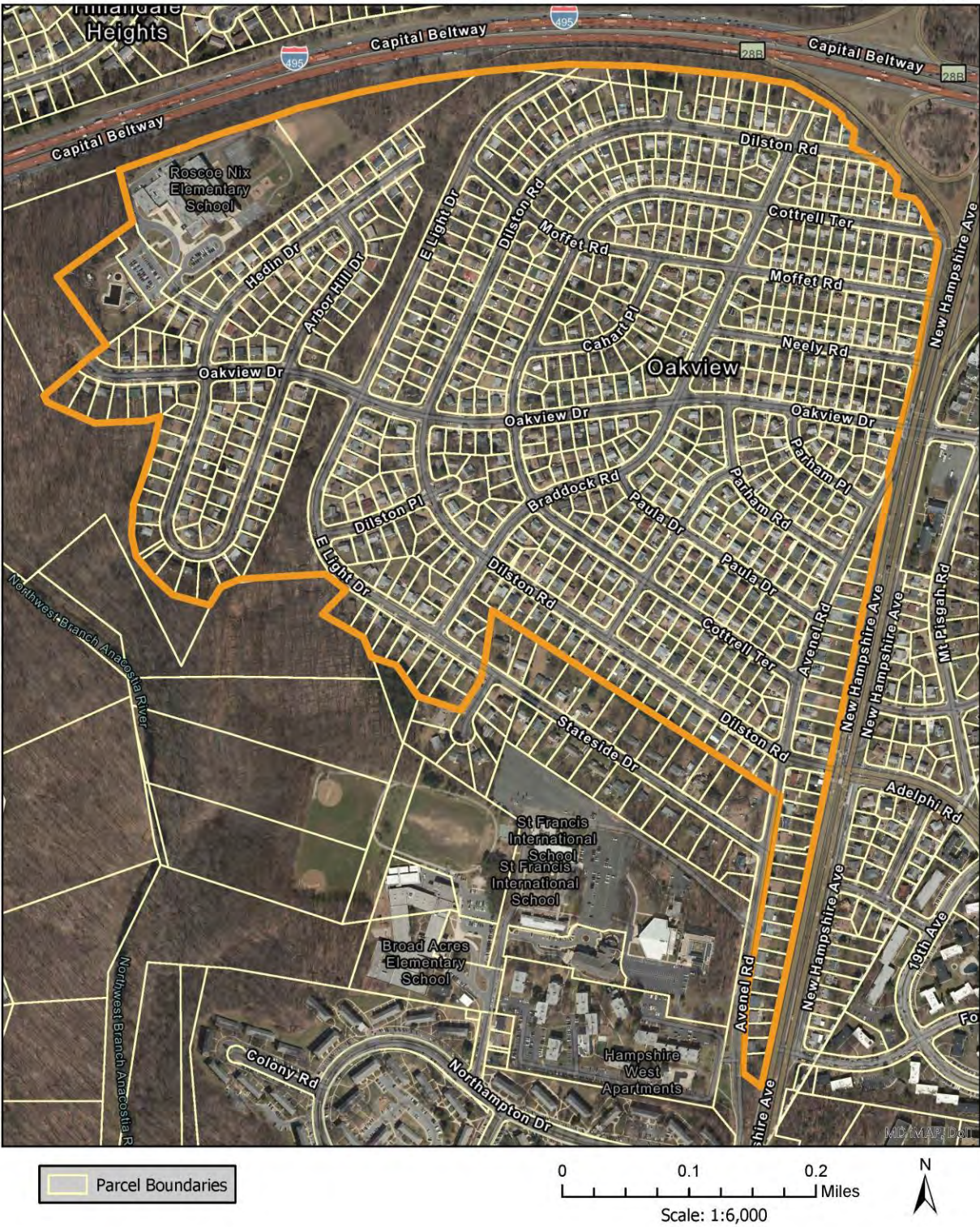


Oakview

Location: Southwest of intersection of I-495 and New Hampshire Avenue

Montgomery County

City: Silver Spring







9809 Arbor Hill Drive, northwest elevation.



9812 and 9814 Arbor Hill Drive, looking north.





Park and pool signage at north corner of intersection of Hendin and Oakview Drives, looking northwest.



Streetview of Oakview Drive looking west from E. Light Drive.





Stone parapet for culvert bridge at Oakview Drive, looking west.



9419 Avenel Road, northwest elevation.





9417 Avenel Road, northwest elevation.



9305 Avenel Road, northwest elevation.





Baseball diamond of Brookview Local Park, looking north.



Façade of Roscoe R. Nix Elementary School, looking north from Corliss Street.



Oakview pool facility, looking northwest from Corliss Street.

**PHOTO LOG**

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Number of Photos: **11**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2019-02-04**

Location of Original Digital File: **MD SHPO**

File Format: **M: 37-15\_2019-02-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

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9809 Arbor Hill Drive, northwest elevation.

02.tif

9812 and 9814 Arbor Hill Drive, looking north.

03.tif

Park and pool signage at north corner of intersection of Hendin and Oakview Drives, looking northwest.

04.tif

Streetview of Oakview Drive looking west from E. Light Drive.

05.tif

Stone parapet for culvert bridge at Oakview Drive, looking west.

06.tif

9419 Avenel Road, northwest elevation.

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9417 Avenel Road, northwest elevation.

08.tif

9305 Avenel Road, northwest elevation.

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Baseball diamond of Brookview Local Park, looking north.

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Façade of Roscoe R. Nix Elementary School, looking north from Corliss Street.

11.tif

Oakview pool facility, looking northwest from Corliss Street.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Old Branch Avenue Houses

Inventory Number: PG:76B-80

Address: South of I-495, east of Old Branch Avenue

Historic District: Yes

City: Temple Hills

Zip Code: 20748

County: Prince George's

USGS Quadrangle(s): Anacostia

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0097

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Heather Staton

Date Prepared: May 22, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

The Old Branch Avenue Houses are a group of seven houses in Temple Hills (5316-5414 Old Branch Avenue, evens only) primarily constructed in the 1950s. They are bounded by I-495 on the north, Old Branch Road on the west, residential lots on the south, and Branch Avenue on the east; Manchester Drive intersects with Old Branch Avenue between 5320 Old Branch Avenue and 5400 Old Branch Avenue. The 3.6-acre group comprises seven lots, all of which extend east from Old Branch Avenue and range in size from 0.39 to 0.56 acre. The individual lots are slightly sloped, with moderate tree coverage, plant beds, and bushes and some have fenced rear yards. Secondary buildings include sheds, and all lots have a driveway that is made of either asphalt or poured concrete. Brick pillars at the intersection of Manchester Drive and Old Branch Avenue mark the entrance to the larger Manchester Estates subdivision across Branch Avenue to the east

Description:

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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The houses were primarily constructed between 1950 and 1959 during the Modern Period (1930-1960), with one example of infill: 5406 Old Branch Avenue, circa 1993. The group includes variations of the Split-Level, Two-Story Massed, and Ranch forms.

Dwellings are three to five bays wide and one to two stories tall. Foundation and structural system cladding includes stretcher-bond brick veneer or vinyl siding. Roofs are cross or side gabled and sheathed in asphalt shingles. Houses have either an exterior-end or interior-slope brick chimney.

The primary entrances on the façade are often centered and contain a single-leaf wood or fiberglass door and storm door. Entrances are accessed by entry porches or concrete stoops. Original windows are two-over-two, wood-frame, double-hung-sash and wood-frame bow or bay units; however, many houses have vinyl, replacement windows, sometimes with faux muntins. Shutters flanking windows on the façade are common. All seven houses have attached garages. Additions are rare.

#### Historic Context:

In December 1946, Edson W. and Louise Briggs and Minnie L. and Harvey L. Raul sold 67.62 acres to Dewey M. and Mary M. Freeman (Prince George's County Deed Book [PGCDB] 892, 289; Prince George's County Plat Book [PGCPB] WWW 33, 72-73). The Freemans created the first plat for Manchester Estates in June 1949; it was inclusive of several blocks along curvilinear streets, such as Manchester Drive and Gunston Lane, a dedicated public park area, and the seven lots that make up the current resource (PGCPB WWW 33, 72-73).

While there was some sporadic development in Manchester Estates in the early 1950s, the proposed construction of I-495 and realignment of Branch Avenue to provide access to the new highway likely slowed house construction throughout the neighborhood in the late 1940s and 1950s, including the lots along present-day Old Branch Avenue. Only one lot along Old Branch Avenue (5400 Old Branch Avenue) was constructed soon after Freemans platted the subdivision. In 1958, Dewey and Mary Freeman sold several tracts of land within the subdivision to Joseph E. and Madeline C. Mitchell (PGCDB 2242, 13). That same year, they created a revision of the original Manchester Estates plat for several lots located between Old Branch Avenue and the newly constructed Branch Avenue (PGCPB 34,26). The Mitchells constructed Split-Level houses at 5316-5320, 5410, and 5414 Old Branch Avenue, which surrounded the circa-1950 one-story dwelling at 5400 Old Branch Avenue, and sold them to individual home buyers (e.g., PGCDB 2344, 326; 2357, 548). Around 1993, under the ownership of Joseph H. and Miranda L. Bennet, the last of the seven houses was constructed (PGCDB 576, 405). Meanwhile, the bulk of the Manchester Estates subdivision was developed over a quarter mile away, accessed along Manchester Drive across Branch Avenue to the east. This section, containing larger houses on estate lots of 0.5 to 1.5 acres, is physically and visually distinct from the houses constructed along Old Branch Avenue.

Research did not identify any individual advertisements for these seven properties; however, one of the houses was on a list of Prince George's County construction projects in March 1959; it noted that Joseph E. Mitchell was the owner and builder of the lot and it had an estimated cost of \$14,000 (The Evening Star 1959, B-10).

Dewey M. Freeman was involved in Prince George's County real estate from the 1940s to the 1970s, primarily as a real estate agent. In 1948, he was elected president of the Real Estate Board in Prince George's County and was listed as the seller for many individual houses in southern Prince George's County in the decades following World War II (The Evening Star 1947a, B-10; 1947b, E-9; 1948, B). Joseph and Madeline Mitchell participated in small-scale real-estate construction during the mid- to late-1950s. Among others in addition to the houses on Old Branch Avenue, they constructed one-story dwellings on 36th Place, SE and Q Street, SE, both in Washington, D.C. (The Evening Star 1955, B-5; 1956, B-13)

#### Evaluation:

The Old Branch Avenue Houses were evaluated as a resource in the Modern Period (1930-1960) in accordance with Maryland's Suburbanization Historic Context and the National Register of Historic Places Criteria A, B, and C.

The Old Branch Avenue Houses represent a common housing type constructed in Prince George's County during the Modern Period. The houses do not demonstrate significant associations with important suburban trends, such as local or regional residential development and planning or demographic changes, and are not known to have associations with any other events

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that have made a significant contribution to the broad patterns of history. The Old Branch Avenue Houses are not eligible under Criterion A.

Dewey M. Freeman, a real-estate agent, and Joseph and Madeline Mitchell, local builders, had no significant influence on suburbanization in Maryland. Research has not shown that these houses are associated with the lives of other persons significant in the past. Therefore, the resource is not eligible under Criterion B.

The Old Branch Avenue Houses are modest and basic examples of the Transitional Ranch, Split-Level, and Two-Story Massed forms. The houses include standard features typical of the period and demonstrate no distinctive stylistic details. They are not the work of master architects and exhibit common materials and forms. Therefore, the houses are not significant under Criterion C. The resource was not evaluated under Criterion D.

This resource is bounded by I-495 on the north, Old Branch Avenue on the west, Branch Avenue on the east, and 5418 Old Branch Avenue on the south. It encompasses 3.6 acres and is confined to the current property tax parcels, which are found on Prince George's County Tax Map 0097 and also as seen in Prince George's County plat records WWW 16 page 72 and WWW 34 page 26.

References:

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---1947b. Advertisements. July 27, 1947, E-9.  
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---1955. "D.C. Lists Building Permits." May 14, 1955, B-5.  
---1956. "District Authorizes Homes, Other Buildings." September 22, 1956, B-13.  
---1959. "Prince George's County Projects." March 21, 1959, B-10.

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Prince George's County Plat Book (PGCPB). n.d. Prince George's County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed February 8, 2019. <http://www.mdlandrec.net/>.

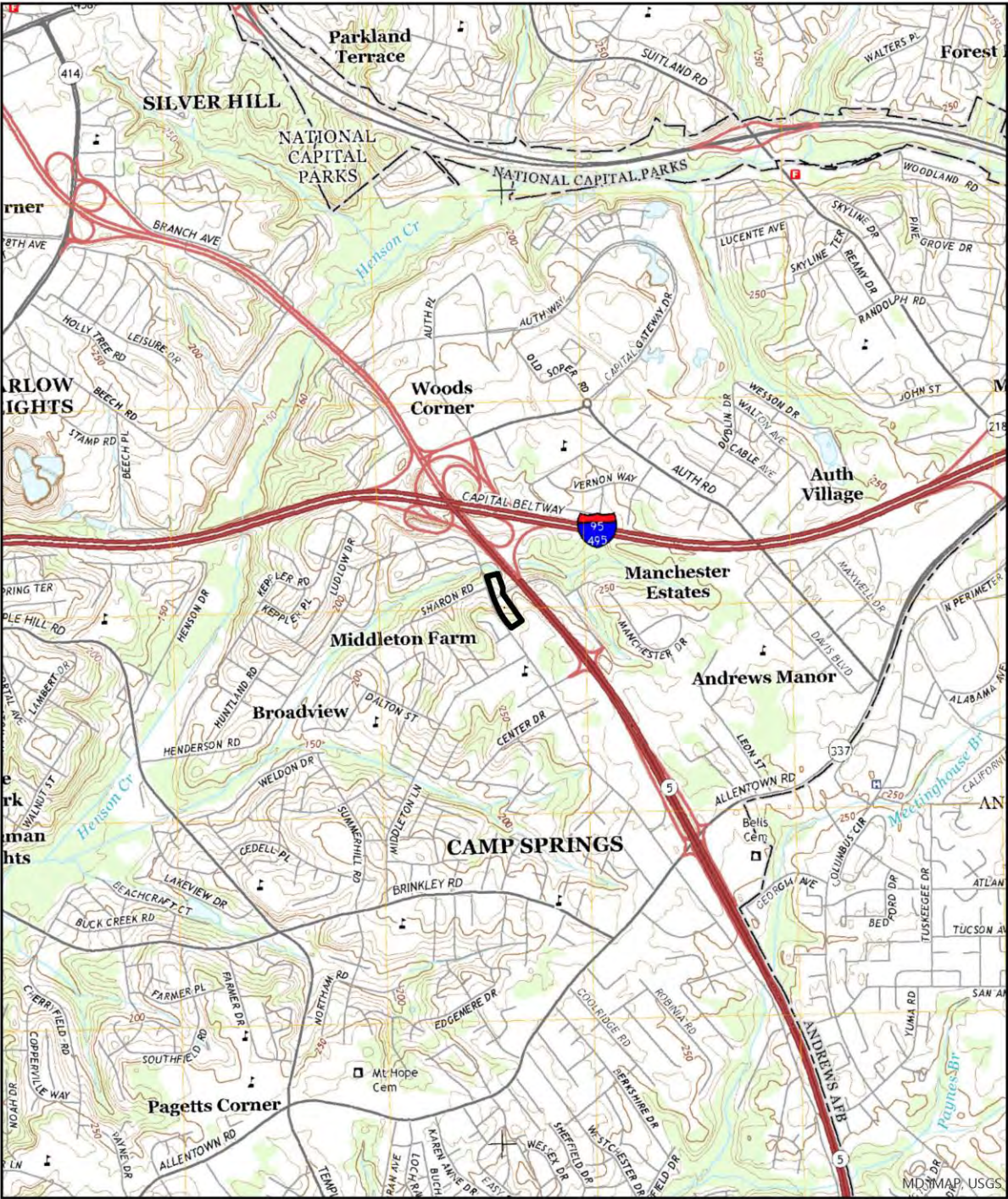


Old Branch Avenue Houses

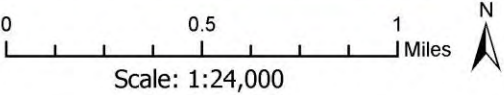
Prince George's County

Location: South of I-495, east of Old Branch Avenue

City: Temple Hills



USGS 7.5' Quadrangle - Anacostia



Scale: 1:24,000

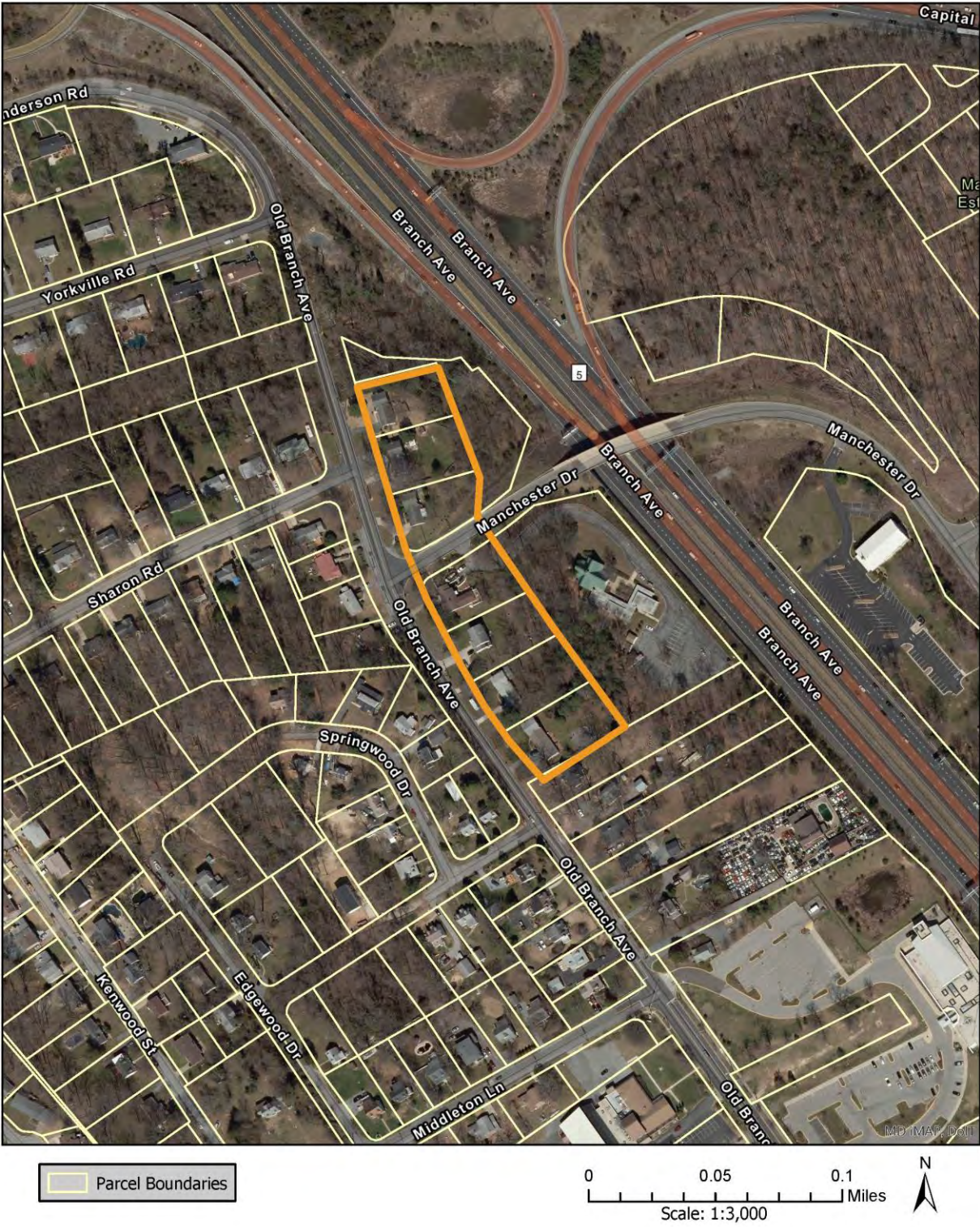


Old Branch Avenue Houses

Location: South of I-495, east of Old Branch Avenue

Prince George's County

City: Temple Hills







Overview of brick pillars at intersection of Manchester Drive and Old Branch Avenue, looking east.



5316 Old Branch Avenue, west elevation.





5318 Old Branch Avenue, west elevation.



5420 Old Branch Avenue, northwest oblique.





5400 Old Branch Avenue, west elevation.



5406 Old Branch Avenue, west elevation.





5410 Old Branch Avenue, southwest oblique.



5414 Old Branch Avenue, west elevation.



**PHOTO LOG**

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Number of Photos: **8**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-02-04**

Location of Original Digital File: **MD SHPO**

File Format: **PG:76B-80\_2019-02-04\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Overview of brick pillars at intersection of Manchester Drive and Old Branch Avenue, looking east.

02.tif

5316 Old Branch Avenue, west elevation.

03.tif

5318 Old Branch Avenue, west elevation.

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5420 Old Branch Avenue, northwest oblique.

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5400 Old Branch Avenue, west elevation.

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5406 Old Branch Avenue, west elevation.

07.tif

5410 Old Branch Avenue, southwest oblique.

08.tif

5414 Old Branch Avenue, west elevation.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Old Farm

Inventory Number: M: 30-54

Address: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

Historic District: Yes

City: Rockville

Zip Code: 20852

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: GQ31, GQ32, GQ41, GQ42

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 5, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Old Farm, a planned residential development, is bounded by the North Farm neighborhood to the north, I-270 to the west, Tuckerman Lane to the south, and the Tilden Woods neighborhood to the east. The 209-acre development includes 495 single-family dwellings on lots between 0.206 acres and 6.56 acres. In addition to single-family dwellings, the development includes a park, the Old Farm Nature Conservancy, Farmland Elementary School, the Old Farm Swim and Paddle Club, and Faith United Methodist Church of Montgomery County. The streets feature concrete curb and gutter, but sidewalks are present only along Old Stage Road, Magruder Lane, and Old Gate Road and Farmland Drive at Farmland Elementary School. Many lots have paved driveways and either a paved or bricked walkway that connects the street to the front of the houses. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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lamps are attached to utility poles. Some houses have split-rail, picket, or chain link fenced rear yards. Old Gate Court, Plantation Court, Split Rail Court, Tilden Lane, Rolling House Road, Old Club Court, Old Club Road, Hounds Way, Farmland Drive, Wolfree Lane, Oden Court, Old Bridge Road, Race Horse Lane, and Magruder Lane are cul-de-sacs with landscaped circular traffic islands. All streets are curvilinear, following the natural setting. Secondary resources include pools and sheds.

Description:

Old Farm is a planned residential development constructed between 1961 to 1970 during the Suburban Diversification Period (1961– 1980). The residential portion of the development contains single-family dwellings, primarily in the Colonial-Revival style in Two-Story Massed, Split-Level, and Split-Foyer forms. The houses range from three to six bays with one to two stories. Cladding includes brick veneer, vinyl siding, and stone veneer. Roofs include side gabled, side gambrel, and hipped examples, all of which are sheathed in asphalt shingles. Most houses feature exterior-end brick chimneys.

Primary entrances are set in the center of the façade and feature both single-leaf wood or fiberglass paneled or half glazed doors and double-leaf doors. Some doors feature transom lights or broken pediments. Front porches are not common.

A majority of the houses have vinyl, one-over-one double-hung-sash windows; original windows include eight-over-eight or twelve-over-twelve units. Many houses feature fixed shutters. Attached one and two car garages are common throughout the development. Additions to the side or rear elevations are common, although usually in scale with the original building (11705 Magruder Lane). Although rare, infill does exist in Old Farm (7013 Sulky Lane).

The Old Farm Nature Conservancy, an undeveloped wooded area with split-rail fencing, is at the western most end of Tilden Lane, screened from I-270 by a noise wall. The development also includes Farmland Local Park and Farmland Elementary School. The circa-1961 park is adjacent to the elementary school playground and has a main entrance off of Hilden Post Lane as demarcated by a concrete pathway (Montgomery County n.d.a.). The park is a large open green space with two baseball fields and a soccer overlay field. Farmland Elementary School is a two-story educational building constructed circa 1963 and primarily clad in a brick veneer and covered by a flat roof. The primary entrance faces northeast towards Old Gate Road. A majority of the windows are fixed; doors are either single-leaf unglazed or single-leaf glazed. Southwest of the school building is a parking lot, a playground, asphalt playing courts, and basketball courts. A dumpster and loading dock area are located to the west of the main entrance.

Old Farm Swim and Paddle Tennis Club, south of Montrose Road, is a Colonial-Revival style, two-story, five-bay, side-gabled clubhouse constructed circa 1964. Predominantly covered in brick veneer with wood siding in the gables, the east-facing building has a side-gabled roof sheathed in asphalt shingles and a central interior, brick chimney. Entrances included double-leaf, paneled doors with transom lights and a storm door and six-over-six, double-hung-sash, vinyl windows. A two-bay addition sits on the south side of the building; it features one single-leaf and one double-leaf wooden door. Two stairways and a ramp lead up to the east façade of the club house. There are two tennis courts to the west of the clubhouse. A pool, playground, volleyball court, and basketball court are located on the east side of the clubhouse.



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Faith United Methodist Church of Montgomery County, completed in 1966, is located in the northeastern-most section of Old Farm along Montrose Road, west of the swim club. The north-facing church has a cross-gabled nave and sanctuary with a gabled and hipped roof classroom wing to the west. The church façade features a small front-gabled projection that serves as the front entrance. It has a double-leaf, paneled door with an arch; the pediment over the projection has dentil molding. The cross-gabled roof has slate shingles, snow guards, and a two-story steeple with a cross at the top. A central interior brick chimney rises above the façade. Brick quoining outlines all corners of the church. Windows are wooden, twelve-over-twelve, double-hung-sash. A parking lot surrounds the south and east side of the church and a playground sits along the southern elevation.

An eighteenth-century smokehouse, listed in the Maryland Inventory of Historic Properties (M: 30-4), sits on private property at 7121 Wolfree Lane. The smokehouse is not visible from the right of way; as a result, no images or clear description of the structure could be obtained.

#### Historic Context:

On May 21, 1960, Old Farm Real Estate Corp. (which later became Kettler Brothers, Inc.) purchased land from Oscar B. Huffman and Ethel M. Huffman (Montgomery County Deed Book [MCDB] 2739, 581). That same year, they platted their first section of the development called Old Farm, followed soon thereafter by 18 sections completed between 1961 and 1966 (The Evening Star 1964a, B5; Montgomery County Plat [MCP] 6536, 7395, 8369, 24020). Construction began on the houses in 1961; they partnered with architects Patterson and Worland to design the houses in the community and interior designer Stephen D. Jeffery for the furnishings of the houses (The Evening Star 1964b).

Advertisements emphasized the quality of Kettler Brothers, Inc. developments; several included the term “kettlerized” to describe the firm’s attention to detail and process by which they ensured proximity to amenities and features that home buyers desired (The Washington Post 1979, E19). The Kettler Brothers included a community pool in Old Farm, and noted the convenience to the Capital Beltway (The Washington Post 1964a, C14; The Evening Star 1964a, B5). They also focused on the development’s landscape; a 1960 article notes that they planted weeping willows due to their rapid growth, maples because of their color, and white pine and spruce due to their year-round color (The Washington Post 1960). In working with landscape architect Gordon Kennedy, they established 495 building lots and set aside 13 acres for schools and parks, 20 acres for a park, 4.5 acres for a church, and 3 acres for a community pool (Willmann 1962, B1).

Nine different models were available at Old Farm with 54 exterior varieties from which to choose (The Washington Post 1964b, E9). Advertisements emphasized an association with American history, describing houses designed in a “Federalist idiom” to bring a sense of tradition to the community. There were also elements of modernity to the designs, such as different roof, shutter, trim, brick and siding color variations (The Evening Star 1964c, B2; The Washington Post 1964b, E9). Kettler Brothers, Inc., strove to create a development based on American traditions but with some diversity of styles that was appealing to buyers (The Washington Post 1964b, E9). Two Colonial Revival models were offered, the Talbot and the Oakfield (Poole 1964, C1; The Washington Post 1962a, B16). Each house featured a master suite with a dressing room and bathroom, a family room with a fireplace, and a walk-in pantry in the kitchen (Poole 1964, C1). Other features were a formal dining room, attic storage, one or two car garages, gas appliances,

dishwashers, and refrigerators (Poole 1964, C1; The Washington Post 1964c, E15). Prices for the houses ranged from the mid-\$30,000s to \$50,000.

By 1964, 287 houses had been sold within the development (The Washington Post 1964b, E9). Old Farm won awards, as noted in The Washington Post without further details, and was even visited by 80 women, wives of members of the International Congress of Glass, to see the interiors of the development (The Washington Post 1962b, D27; 1964b, E9).

Kettler Brothers, Inc., was founded by brothers Clarence, Charlie, and Milton, along with Clarence's brother-in-law Bill Forlines. They built their first house in 1952, but the company became famous for its mid-1960s developments in Montgomery County, particularly Montgomery Village (Kelly 2015, 188; The Washington Post 1978, D9). Architects Patterson and Worland first started in 1932 as Schreier and Patterson; when Edwin Schreier left the firm Michael Patterson and Wilfred Worland became its leaders (Kelly 2015, 192). Patterson and Worland were known for their Colonial Revival apartments and residential developments, like Old Farm, as well as some early modernist projects such as the Woodmoor Shopping Center (1939) (Kelly 2015, 192).

The Old Farm community pool opened in June 1964; originally the Kettler Brothers did not intend on building a pool but when residents called for one, they provided money for resident leaders to build it. Kettler Brothers, Inc., provided \$35,000 in land to the pool organizers. Nine residents of Old Farm lead the effort to build the \$150,000 pool (The Washington Post 1964d, E3). Historic aerials suggest that the tennis courts were not added until 2002 (Nationwide Environmental Title Research, LLC [NETR] 2002).

In 1963, the Faith United Methodist Church of Montgomery County purchased property from the Kettler Brothers in order to construct a church (McCullough 2004, 1). The Kettler Brothers also gave the church leaders a house at 12101 Old Bridge Road as a part of their parsonage (McCullough 2004, 1). In December of 1965, the cornerstone was laid for the church and construction was completed in March of 1966 (McCullough 2004, 3). Modeled after the Bruton Parish Church in Colonial Williamsburg, the church was constructed in three phases: the first section was built in 1966, an educational wing was added in 1967, and additional space for offices was added in 1972 (McCullough 2004, 3 and 6). Originally known as "Faith Church, the church changed its name to Faith United Methodist Church of Montgomery County in 1968 (McCullough 2004, 6). Today, the church still serves the Montgomery County community.

Additionally, a nineteenth century smokehouse (M: 30-4), located at 12012 Old Bridge Road, sits within the boundaries of the Old Farm development. Listed in the Maryland Inventory of Historic Properties in 1975, the smokehouse is also listed as a landmark on Montgomery County's historic preservation map (Montgomery County n.d.b.). The 1975 documentation form notes that the smokehouse was composed of log and modern siding and was being altered and restored by then owner, Edward Michaels. The smokehouse had been part of an "old farm complex" that remained until the Old Farm development was constructed. Edward Michaels remembered an older house that was adjacent to the smokehouse and that someone from the Smithsonian examined it to help determine its age (Dwyer 1975). The extant house at 12012 Old Bridge was constructed in 1967 as part of the Old Farm development.

Evaluation:

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Old Farm was evaluated as a planned residential development in the Suburban Diversification Period (1961-1980) in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places Criteria A, B, and C.

As a planned residential development, Old Farm is an example of the most common type of residential construction during the Suburban Diversification Period (1961-1980). One of many created by a prolific developer with a limited selection of traditionally styled house models, it is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments. Taken as a whole, this neighborhood has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

Kettler Brothers, Inc., worked throughout the Montgomery County area and metropolitan Washington, D.C., but Old Farm was not one of their most influential works. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Old Farm is a standard example of a planned residential development, created by a developer with a limited selection of house models. The subdivision demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development from this era. The development's Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses do not reflect the work of master architects nor do they exhibit outstanding materials and forms. Because Old Farm is not a good example of a planned residential development and does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 209 acres and is located east of I-270, south of North Farm neighborhood, and north of Tuckerman Lane. Tax maps, which can be found on Montgomery County Tax Maps, are as follows: GQ31, GQ32, GQ41, and GQ42. The development can also be seen in Montgomery County plat records 6067, 6232, 6417, 6419, 6793, 6804, 6896, 7011, 7342, 7393, 7394, 7395, 7522, 7645, 7649, 7650, 8368, and 24020.

#### References:

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---1964b. Advertisement. May 1, 1964, C7.

---1964c. Advertisement. February 8, 1964, B2.



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*The Washington Post*. 1960. "Trees – Old and New – at Old Farm." September 24, 1960, B15.

---1962a. "Something New Added in Model at Old Farm." September 8, 1962, B16.

---1962b. "Visitors Tour Old Farm." July 14, 1962, D27.

---1964a. "Two-Story Colonial at Old Farm." September 26, 1964, C14.

---1964b. "Kettler Showing 8 Furnished Models." September 12, 1964, E9.

---1964c. "Forecast Home Seen at Old Farm." April 4, 1964, E15.

---1964d. "How a Swim Club was Born This Year." September 5, 1964, E3.

---1978. "It Took 1,700 People – Years to Make Kettler the Household Word for Home in Metropolitan Washington." January 7, 1978, D9.

---1979. Display Ad 58. October 6, 1979, E19.

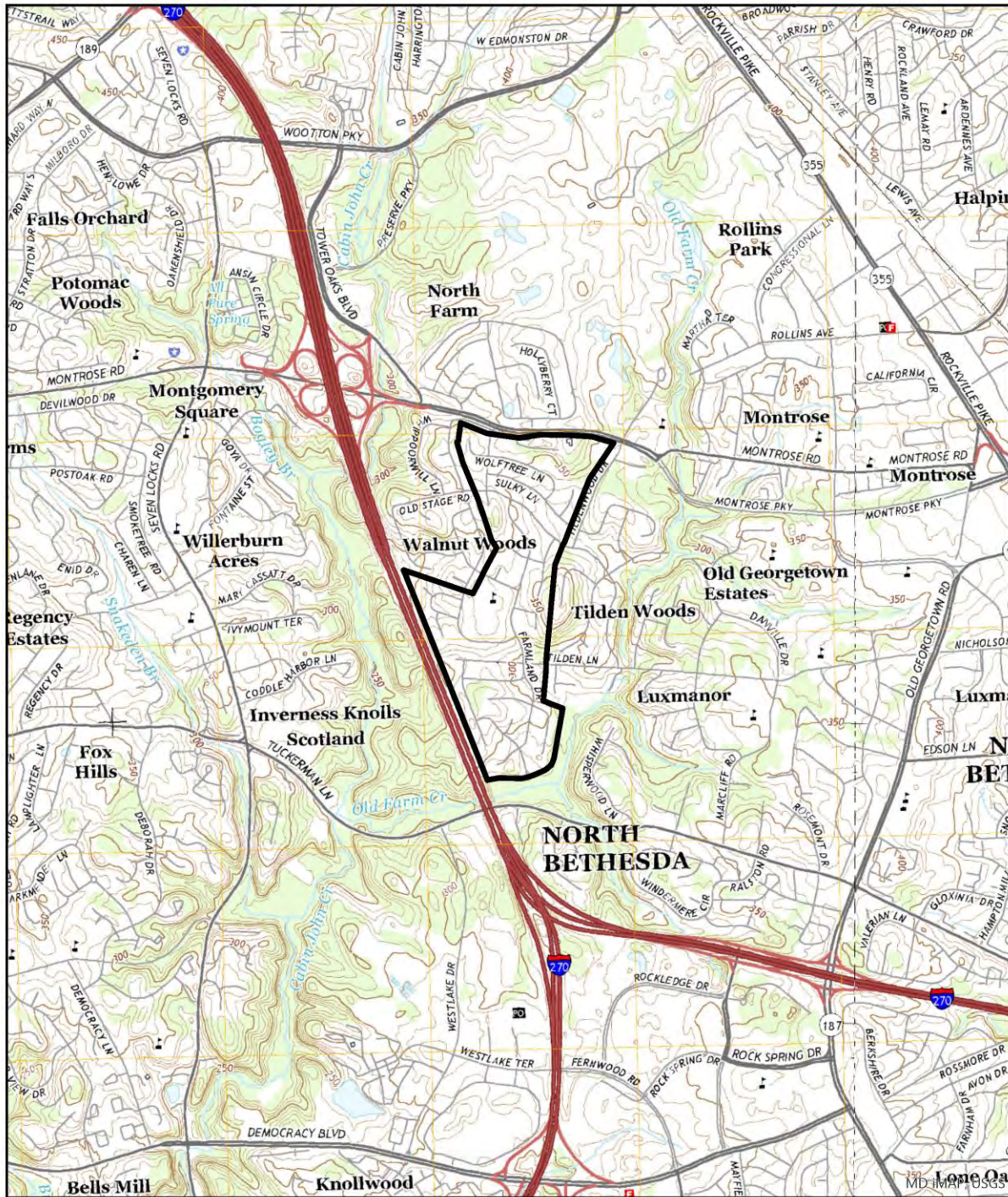
Willmann, John B. "Kettler Firm Sells Mood at Old Farm: Firm Selling Rural Mood at Old Farm." *The Washington Post*. August 4, 1962: B1.

**Old Farm**

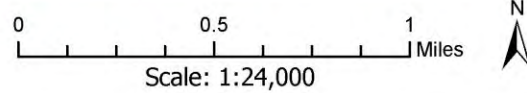
Montgomery County

Location: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

City: Rockville



USGS 7.5' Quadrangle - Rockville



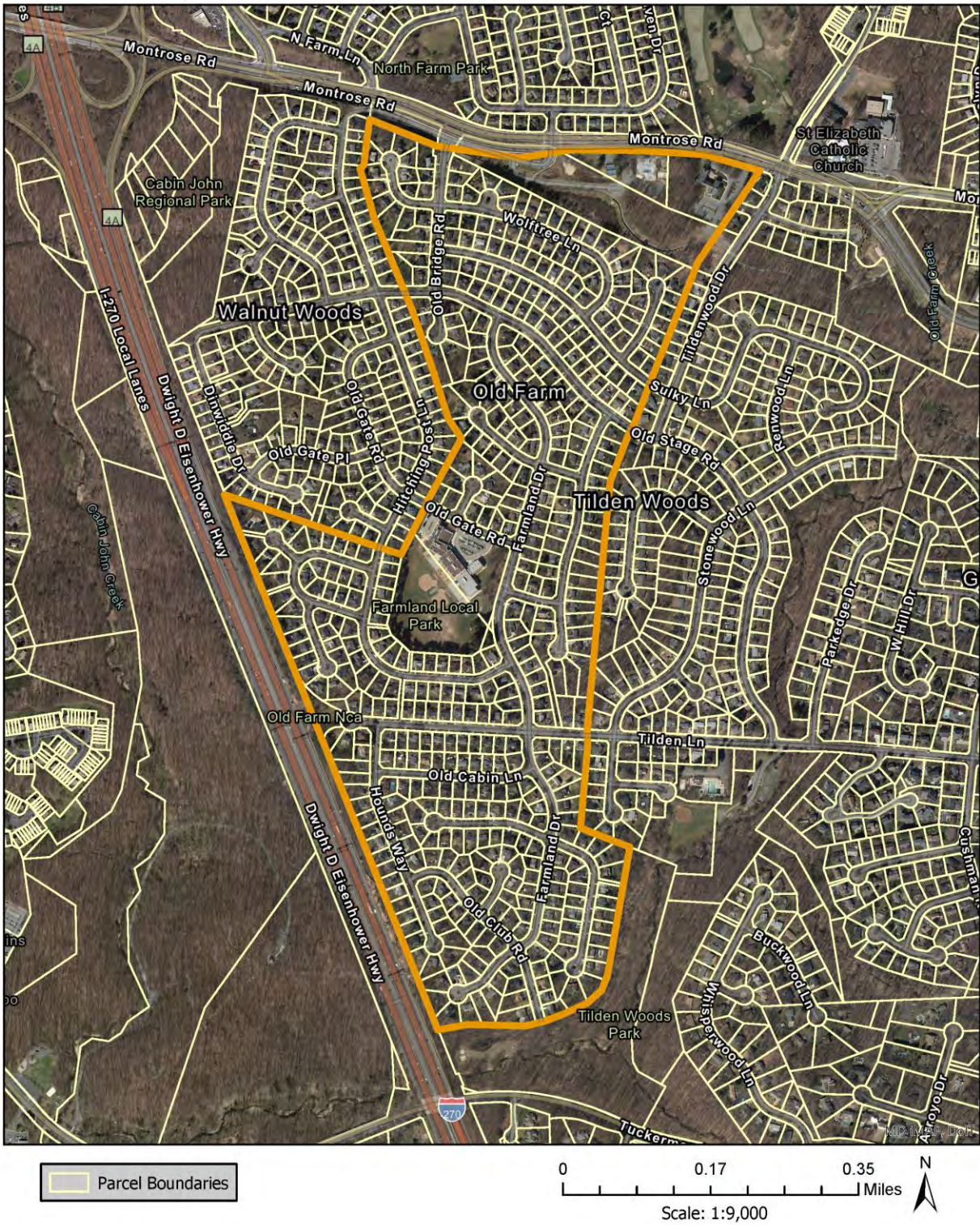


Old Farm

Montgomery County

Location: East of I-270, south of North Farm neighborhood, and north of Tuckerman Lane

City: Rockville







View of 1 Old Gate Court, looking west.



View of 6928 Old Stage Road, looking southwest.





View of 6903 Old Gate Lane, looking north.



View of 12012 Old Bridge Road, looking west.





View of 7013 Sulky Lane, looking northeast.



View of Farmland Elementary School (7000 Old Gate Road), looking southwest.





Rear view of school and local park, looking north.



View of cul-de-sac at Rolling House Road, looking southwest.





View of 11705 Magruder Lane, looking east.



View of 11702 Magruder Lane, looking west.





View of cul-de-sac and conservation area on Tilden Lane, looking west.



View of Old Farm Swim and Paddle Tennis Club, looking northeast.





View of Faith United Methodist Church of Montgomery County, looking southwest.

**PHOTO LOG**

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Number of Photos: **13**

Name of Photographer: **Mical Tawney**

Date of Photographs: **2018-12-05**

Location of Original Digital File: **MD SHPO**

File Format: **M: 30-54\_2018-12-05\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 1 Old Gate Court, looking west.

02.tif

View of 6928 Old Stage Road, looking southwest.

03.tif

View of 6903 Old Gate Lane, looking north.

04.tif

View of 12012 Old Bridge Road, looking west.

05.tif

View of 7013 Sulky Lane, looking northeast.

06.tif

View of Farmland Elementary School (7000 Old Gate Road), looking southwest.

07.tif

Rear view of school and local park, looking north.

08.tif

View of cul-de-sac at Rolling House Road, looking southwest.

09.tif

View of 11705 Magruder Lane, looking east.

10.tif

View of 11702 Magruder Lane, looking west.

11.tif

View of cul-de-sac and conservation area on Tilden Lane, looking west.

12.tif

View of Old Farm Swim and Paddle Tennis Club, looking northeast.

13.tif

View of Faith United Methodist Church of Montgomery County, looking southwest.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Old Georgetown Club

Inventory Number: M: 35-209

Address: 9600 Fernwood Road

Historic District: No

City: Bethesda

Zip Code: 20817

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Old Georgetown Club, Inc.

Tax Account ID: 00431491

Tax Map Parcel(s): 0000

Tax Map: GP52-0000

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Nicole A. Diehlmann

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A   B   C   D

Considerations: A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Location/Setting

The Old Georgetown Club is a privately owned community swim and tennis club that sits on a rectangular 4.91-acre property south of I-495 and west of Fernwood Road. The club is surrounded by single-family dwellings to the south and west. A wooden sign on two posts along Fernwood Road marks the asphalt entrance drive, which is protected by metal swing-arm gates. The asphalt and concrete drive leads to a gravel parking lot with grass islands surrounded by mature trees. West of the parking lot is a circa 2015 basketball half-court. A concrete walkway, marked by two circa 2008 curved stone walls, leads to two buildings—a circa 1956 pool house building oriented north-south and an early 1980s snack building oriented northeast-southwest. North of the buildings and west of the basketball court is a playground with modern plastic equipment. At the center of the parcel is a 1956 swimming pool surrounded by a concrete patio with areas of concrete pavers to the south. Surrounding the patio is a low coursed-stone wall with pillars. Northeast of the pool is a smaller 1956 wading pool enclosed by a metal fence. North of the wading pool is a grassy area with table games. West of the pool is a circa 1956 pumphouse and circa 2008 deck on a north-south axis. Two circa 1981 tennis courts with hard-court surfaces are west of the pool and enclosed by chain-link fencing. Wooden

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A   ____ B   ____ C   ____ D	Considerations: ____ A   ____ B   ____ C   ____ D   ____ E   ____ F   ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



steps lead to a concrete-paver walkway between the pool deck and the tennis courts. The east side of the walkway is bordered by a plant bed with a bench incorporated along its retaining wall. The western half of the lot, beginning at the playground and pool, is surrounded by a tall metal fence. The remainder of the lot is wooded.

#### Architectural Description

##### Pool House (1956)

The one-story 1956 pool house contains restrooms, an office, and storage space. The original rectangular concrete-block building has an asphalt-shingle gable roof with domed skylights on each slope. In the early 1960s, a horizontal cementitious siding-clad extension, sheltered by an extension of the original gable roof, was built to the north. In the same year, a small concrete-block addition was constructed at the southern end of the west elevation; the addition is sheltered by a shed roof extending from the gable roof's rafter end. The early 1980s additions are: a two-story, square tower with a pyramidal roof set at an angle on the southwest corner of the building and an irregular-shaped, shed-roof addition on the southeast corner. Both additions are clad with concrete block and horizontal cementitious siding. The cementitious siding on the building was likely installed circa 2008.

The west elevation has two solid doors leading to storage areas on its north end, and two recessed openings leading to the men's and women's restrooms at the center, topped by a series of rectangular windows. An early 1980s gable-front porch supported by wooden posts projects from the center of the elevation; a three-dimensional dolphin is within the gable end. The southern end addition has large window openings that are boarded up and a single solid door. The south elevation has horizontal cementitious siding in the gable end; three rectangular windows are placed high on the first story. Large window openings, now enclosed with siding, are on the first story of the tower and square fixed-pane windows are on all sides of the second story.

##### Pumphouse (ca. 1956)

The circa 1956 one-story, rectangular pumphouse for the pool is located directly west of the patio surrounding the pool, at a lower grade. The building is constructed of concrete block and has a shed roof. Paired metal doors are on the west elevation. A small concrete-block addition to the northwest has a shed roof, exposed rafter tails, and a metal door on the south elevation. A circa 2008 rectangular deck, with synthetic wood flooring and plastic balustrades, is over the pumphouse and pumphouse addition.

##### Pools (1956, ca. 1995, ca. 2014)

The six-lane swimming pool was originally constructed in 1956 with an L-shaped plan. The swimming lanes are oriented east-west. A diving well with two diving boards is located at the pool's southwest corner. Between 1993 and 1998, entry steps at the northeast corner were added, and between 2008 and 2012, a graduated entry at the southeast corner was constructed. A modern plastic pool slide of uncertain date is at the western edge. Between 2015 and 2019, a rectangular graduated entry was added to the north side of the 1956 circular wading pool.

##### Concession Building (early 1980s)

The early 1980s one-story concession building is set at an angle southwest of the pool house. The lower third of the walls are concrete block and the rest is clad in horizontal cementitious siding. The gable roof is asphalt shingle and has dome skylights on both slopes. The northwest elevation has two metal roll-up garage doors. A circa 2008 gable-roof addition to the east, constructed of concrete block and horizontal siding, contains wood counters with two vinyl-sash walk-up windows. The building, including the addition, also has paired and single door openings.

#### Historic Context

The Old Georgetown Club first applied for Montgomery County approval to construct a pool on the Fernwood Road site in August 1954. At that time, the property was remote and surrounded by woods, but new residential subdivisions, such as Alta

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Vista, were being constructed further away to the east. The organization faced several hurdles in construction, including a county requirement that a majority of a community swimming pool club's members must live within a half mile of the facility, a difficult goal to achieve in the pool's remote location, and the Washington Suburban Sanitary Commission's resistance to extend the water main to the proposed pool site. In addition, the local Bradley Boulevard Citizens Association opposed the proposal as a "nuisance," believing the pool would threaten the area's water supply, depreciate property values and create traffic congestion. Despite these hurdles, the club continued a membership drive for the pool throughout 1955. The organization finally won approval from the County Board of Appeals in November of that year, after obtaining a change in the zoning code regarding pool residency requirements. The pool opened in the summer of 1956 (Washington Post, October 8, 1954, 28; January 11, 1955, 31; January 23, 1955, D11; November 19, 1955, 26; November 27, 1955, D12).

The pool opened with a policy excluding African American members or guests; however, a petition proposed by pool members in 1966 sought to rescind the ban. According to a survey of other swimming clubs in Montgomery County by the petitioners, only one club had written racial restrictions, and four others followed restrictive practices, while 14 others were open to members of all races. The petition was approved in that same year, but the policy change did not immediately alter the racial makeup of the pool, because few African Americans lived in the area, and the waiting list to join the club was long. By then, the club had approximately 250 members (Washington Post, July 29, 1966, C7).

When the pool opened, the property consisted of an L-shaped pool, a round wading pool, and single rectangular pool house east of the pool. Since that time, there have been at least three phases of alterations to the property. In the early 1960s, the pool house was expanded to the north and a small concrete-block addition was constructed at the southwest corner; the latter appears to have been originally used as a concession stand. A larger building campaign was undertaken in the early 1980s when the tower, western porch, and eastern addition were added to the pool house. At that same time, a new concession building was built southwest of the pool house, and the tennis courts were constructed. The pool was expanded to the northeast with a set of stairs between 1993 and 1998, and to the southeast with a graduated entry between 2008 and 2012. Circa 2008, a deck was added over the pumphouse and along the western edge of the concrete pool patio. It is likely at this time that the concrete-paver patio was added south of the concrete pool patio, the stone walls along the patio and in the parking lot were constructed, and the addition to the snack building was built. A graduated entry was added to the original circular wading pool between 2013 and 2015.

#### Eligibility Determination

The Old Georgetown Club was evaluated for significance under the National Register of Historic Places (NRHP) Criteria A, B, and C. The resource was not evaluated for eligibility under Criterion D.

The Old Georgetown Club is one of many private swimming clubs constructed in the postwar period and has no significant association with historical trends such as demographic changes, or local and regional planning. While the club was desegregated in the 1960s, its role in local efforts to desegregate swimming pools is not significant. Therefore, the Old Georgetown Club is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, the Old Georgetown Club is not eligible under Criterion B.

The Old Georgetown Club is an altered example of a suburban swim club. Additions were constructed to the north, east, and southwest of the original pool house; a new concession building was built on the property; and the pools were modified from their original configurations. The Old Georgetown Club does not embody the distinctive characteristics of a type, period, or method of construction. Research has found no association with a master, nor does the resource have high artistic value. Therefore, the Old Georgetown Club is not eligible under Criterion C.

The property encompasses 4.91 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map GP52-0000 Parcel 0000 (2019). Tax account is 00431491.

References

"16-Month Battle Wins Pool Permit," The Washington Post, November 19, 1955, 26. ProQuest.

"Bethesda Pool Plan Fought by Residents," The Washington Post, October 8, 1954, 28. ProQuest.

"Club Pool Plan Faces New Barrier," The Washington Post, January 23, 1955, D11. ProQuest.

Douglas, Walter B., "Swim Club to Review Racial Ban," The Washington Post, July 29, 1966, C7. ProQuest.

Netronline, "Historic Aerials," <https://www.historicaerials.com/>, accessed June 3, 2019.

"Students Take Field Trip to Junior Village," The Washington Post, November 27, 1955, D12. ProQuest.

"Tax Raise Tied to New Public Pools," The Washington Post, January 11, 1955, 31. ProQuest.

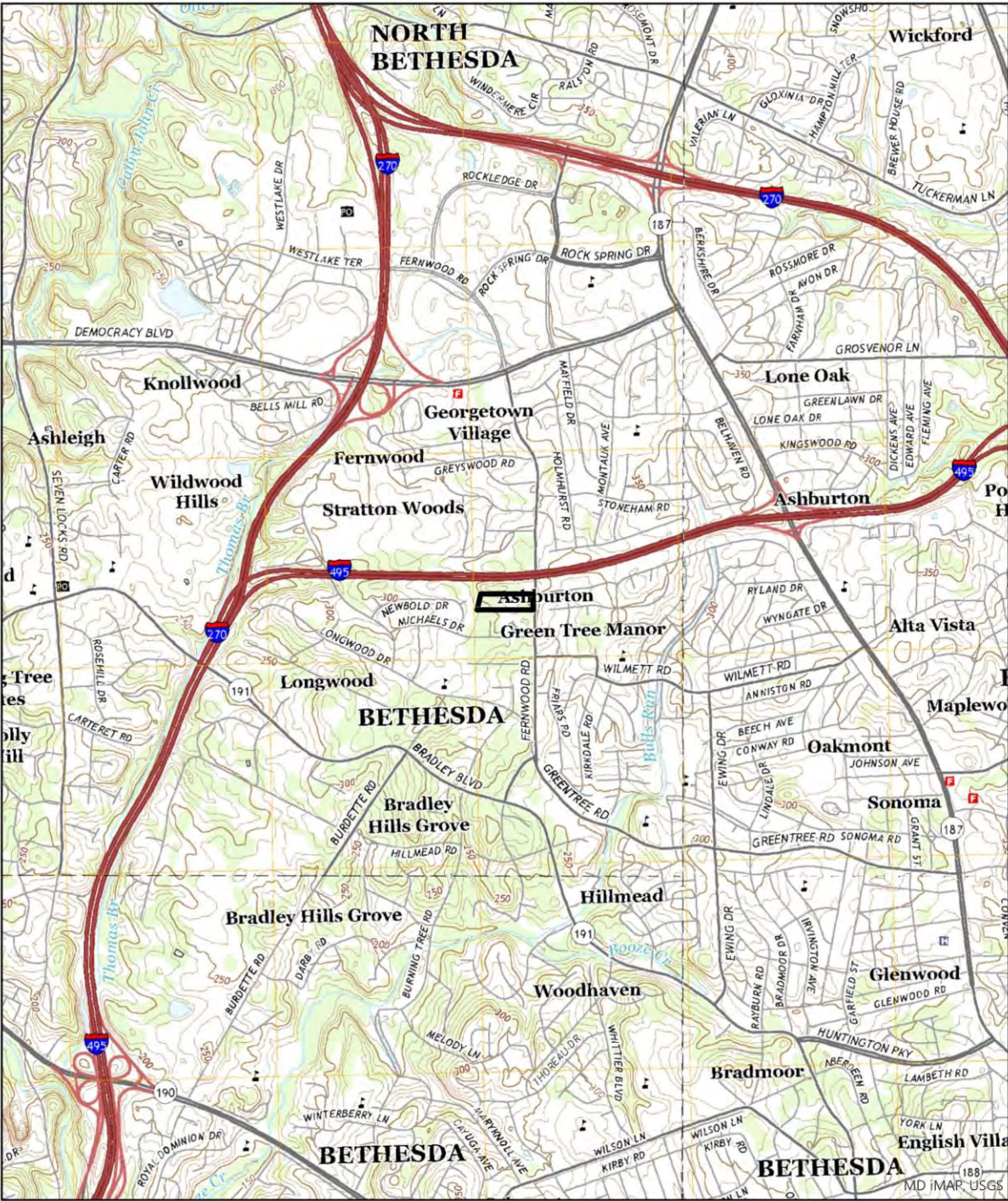


**Old Georgetown Club**

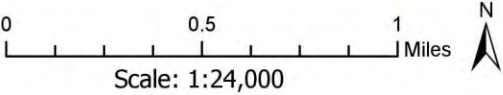
Location: 9600 Fernwood Road

Montgomery County

City: Bethesda



USGS 7.5' Quadrangle - Rockville



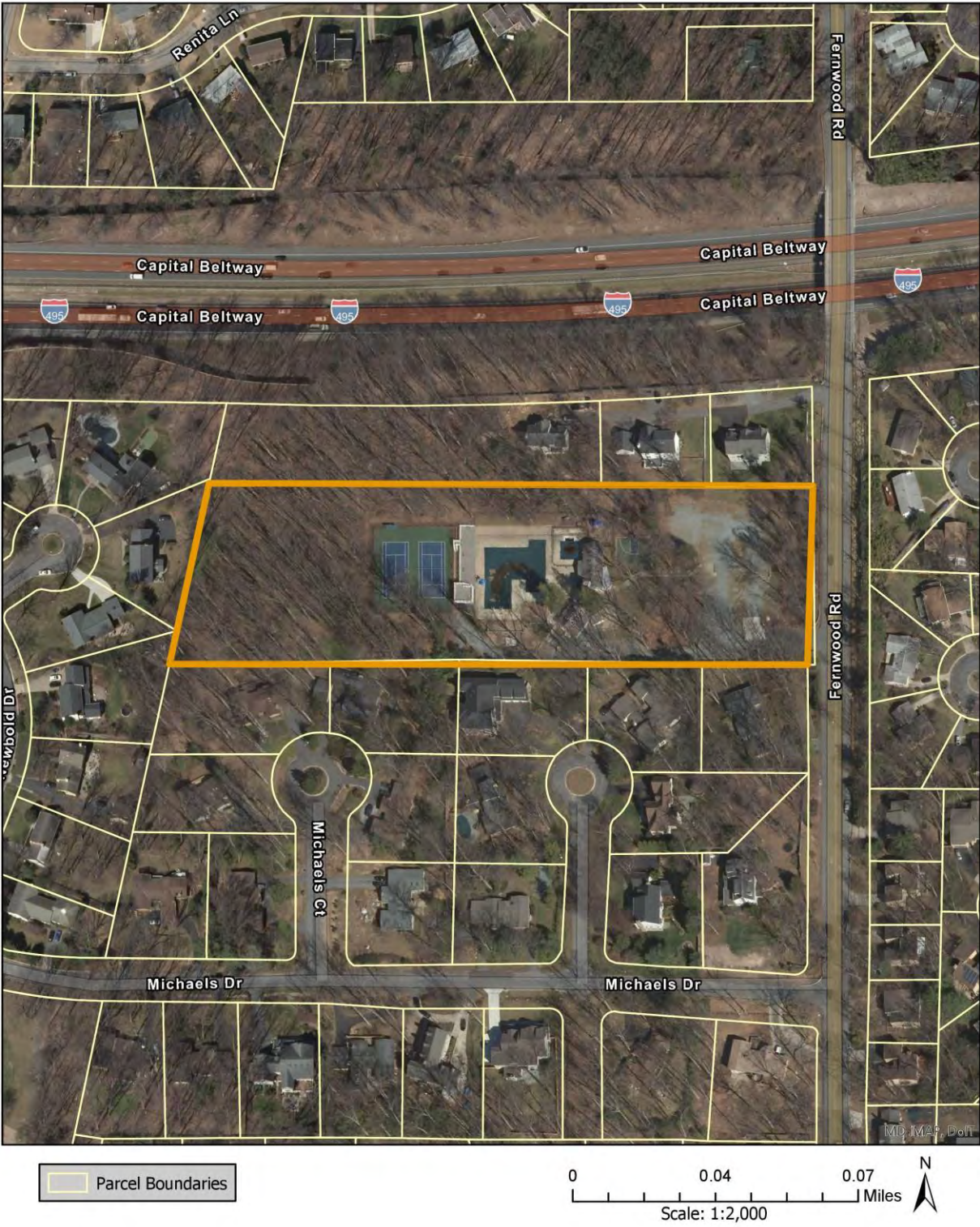


Old Georgetown Club

Location: 9600 Fernwood Road

Montgomery County

City: Bethesda







Pool house, west and south elevations, looking northeast.



Pool and pumphouse, looking west.





Parking lot and east elevation of pool house and snack building.



Patio, pool, and pumphouse, looking northwest.





Tennis courts and stairs, looking southwest.

**PHOTO LOG**

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Number of Photos: **5**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-209\_2019-01-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Pool house, west and south elevations, looking northeast.

02.tif

Pool and pumphouse, looking west.

03.tif

Parking lot and east elevation of pool house and snack building.

04.tif

Patio, pool, and pumphouse, looking northwest.

05.tif

Tennis courts and stairs, looking southwest.



**NR Eligible:** ☒ yes ☐ no

Description of Property and Justification: *(Please attach map and photo)*

Setting:

Olde Carderock is a planned residential development in Bethesda, Montgomery County, bounded on the east by Seven Locks Road and Cabin John Creek, on the south by the Capital Beltway (I-495), and on the west and north by the Carderock Springs Historic District (M: 29-59). Olde Carderock comprises four curvilinear streets and cul-de-sacs (Lilly Stone Drive, Edenwood Court, Thornley Court, and Seven Locks Road) lined with 59 residential lots averaging between 0.25 and 0.75 acre and containing single-family dwellings. The subdivision encompasses an estimated 26.88 acres. Streets are inconsistently lined with a concrete or asphalt curb. The individual lots are sloped and landscaped with heavy tree coverage, plant beds, and often have fenced-in rear yards. Secondary buildings include sheds.

Description:

Olde Carderock contains single-family dwellings constructed between 1967 and 1987, with one outlier built in 1999 (8022 Thornley Court). The streets demonstrate a curvilinear pattern, connecting with Seven Locks Road, a primary thoroughfare

Eligibility recommended				Eligibility not recommended								
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G
MHT Comments:												

Reviewer, Office of Preservation Services

Date \_\_\_\_\_

**Reviewer, National Register Program**

Date \_\_\_\_\_

throughout this area of Bethesda. Most of the single-family dwellings in were constructed in variations of the Colonial Revival style in the Two-Story Massed (including Garrison and Modern Colonial subforms), Split-Level, and Split-Foyer forms. A single Cape Cod dwelling is located at 7726 Seven Locks Road. Due to the topography, basement-level garages are common.

Dwellings in Olde Carderock are between three to five bays wide and clad in a brick veneer with a mix of vinyl siding. Rooflines are primarily side gabled (7613 Edenwood Court), with a moderate number of cross-gabled examples (800 Lilly Stone Drive) and a minimal amount of mansard or hipped (7621 Edenwood Court and 8014 Thornley Court). Roofs are primarily sheathed in asphalt shingles. Most dwellings feature a single brick chimney set along a side or rear elevation. Dormers are present on only a few dwellings; arched or front-gabled dormers are set in a series on all elevations or only on the façade (7620 and 7621 Edenwood Court).

Primary entrances are typically centered on the façade and comprise a single-leaf wood or metal door. Windows are single double-hung-sash, vinyl units, including faux muntins (8001 Lilly Stone Drive and 8015 Thornley Court). However, several houses feature tripartite casement windows or bay windows (7600 Edenwood Court and 8015 Thornley Court). Louvered and paneled shutters are common (7617 Edenwood Court). Basement-level garages are present depending on the slope of the lot (8001 Lilly Stone Drive and 7625 Edenwood Court). While additions are not common, when present, they typically are one story tall and extend from the rear elevation.

#### Historic Context:

Adjacent to the original Carderock Springs subdivision, an excellent example of “Situated Modernism,” Olde Carderock was developed several years later by a different builder, the Jerome F. Kinney Company, using more traditional housing styles and forms.

Following the early 1960s subdivision of Carderock Springs to the west, Jerome F. Kinney Company, a Maryland corporation and developer, purchased a 26.88-acre lot from Frederic W. and Margery S. Farrar in September 1964 (MCDB 3263, 127). The earliest plat dates to 1965 and contains one lot (8106 Lilly Stone Drive); however, the company platted most of the neighborhood in five multi-lot plats ranging from 1967 to 1976 (MCPB 8124). Referred to as “Carderock Springs (East Section)” in land records, later advertisements termed the development “Olde Carderock,” a likely allusion to its traditional Colonial Revival-style houses, a contrast to the Contemporary-style dwellings in the original Carderock Springs development.

With its small scale and proximity to a new elementary school and community center in Carderock Springs, Olde Carderock did not include community amenities. Olde Carderock was not widely promoted, but advertisements highlighted its beltway access, all-electric kitchens, and central air conditioning. Houses, starting in the upper \$50,000 to low \$60,000 range, offered 4 to 5 bedrooms, family rooms, and garages (Olde Carderock 1969) (Congressional Club Area 1970).

#### Significance Assessment:

Olde Carderock was evaluated in accordance with Maryland’s “Suburbanization Historic Context Addendum” and National Register of Historic Places (NRHP) Criteria A, B, and C.

Olde Carderock is typical of the ubiquitous planned residential developments in Maryland and the DC suburbs and is a basic example of the type commonly built in Montgomery County in the Suburban Diversification Period. The development is not an early example, nor did it introduce design innovations influential to later developments. Furthermore, the property is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, the

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

MHT Comments:

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Reviewer, Office of Preservation Services

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Date

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Reviewer, National Register Program

\_\_\_\_\_  
Date

property is not significant under Criterion A.

The professionals involved in the development of Olde Carderock had no significant influence on suburbanization in Maryland. Research has not shown that the property is associated with the lives of other persons significant in the past. Therefore, the property is not significant under Criterion B.

Olde Carderock is a modest and basic example of a planned residential development, created by a developer with a limited selection of house models. The subdivision is an addition to an existing development and demonstrates none of the innovations in residential developments that appeared in the Suburban Diversification Period. As such, it is not a good example of a planned residential development of the Suburban Diversification Period. Furthermore, the development's Two-Story Massed, Split-Level, and Split-Foyer forms include standard features typical of the period and demonstrate no distinctive stylistic details. The houses are not the work of master architects and exhibit common materials and forms. Because Olde Carderock is not a good example of a planned suburban development and does not convey any distinctive characteristics or artistic values, the property is not significant under Criterion C.

Olde Carderock was not evaluated for eligibility under Criterion D as part of this assessment. Based on the evaluated criteria, Olde Carderock is not eligible for listing in the NRHP.

The boundary for the resource encompasses 26.88 acres and is roughly defined by Lily Stone Drive to the north, Seven Locks Road to the east, I-495 to the south, and the Carderock Springs subdivision to the west. It includes multiple parcels found on Montgomery County Tax Map GN122 (2018).

#### References:

Manning, Matt, Danae Peckler, Kerri Barille, Christeen Taniguchi, and Matthew Bray. 2018. "Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980)." Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

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Montgomery County Plat Book (MCPB). N.d. Montgomery County Land Survey, Subdivision, and Condominium Plats, misc. years. Archives of Maryland Online. Accessed August 20, 2018. <http://www.msa.md.gov>.

State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed August 20, 2018. [http://sdatcert3.resiusa.org/rp\\_rewrite/index.aspx?county=16](http://sdatcert3.resiusa.org/rp_rewrite/index.aspx?county=16).

The Washington Post. 1970. "Congressional Club Area." Advertisement. July 25: D8.

The Washington Post. 1969. "Olde Carderock." Advertisement. January 25: D4.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:        A        B        C        D    Considerations:        A        B        C        D        E        F        G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

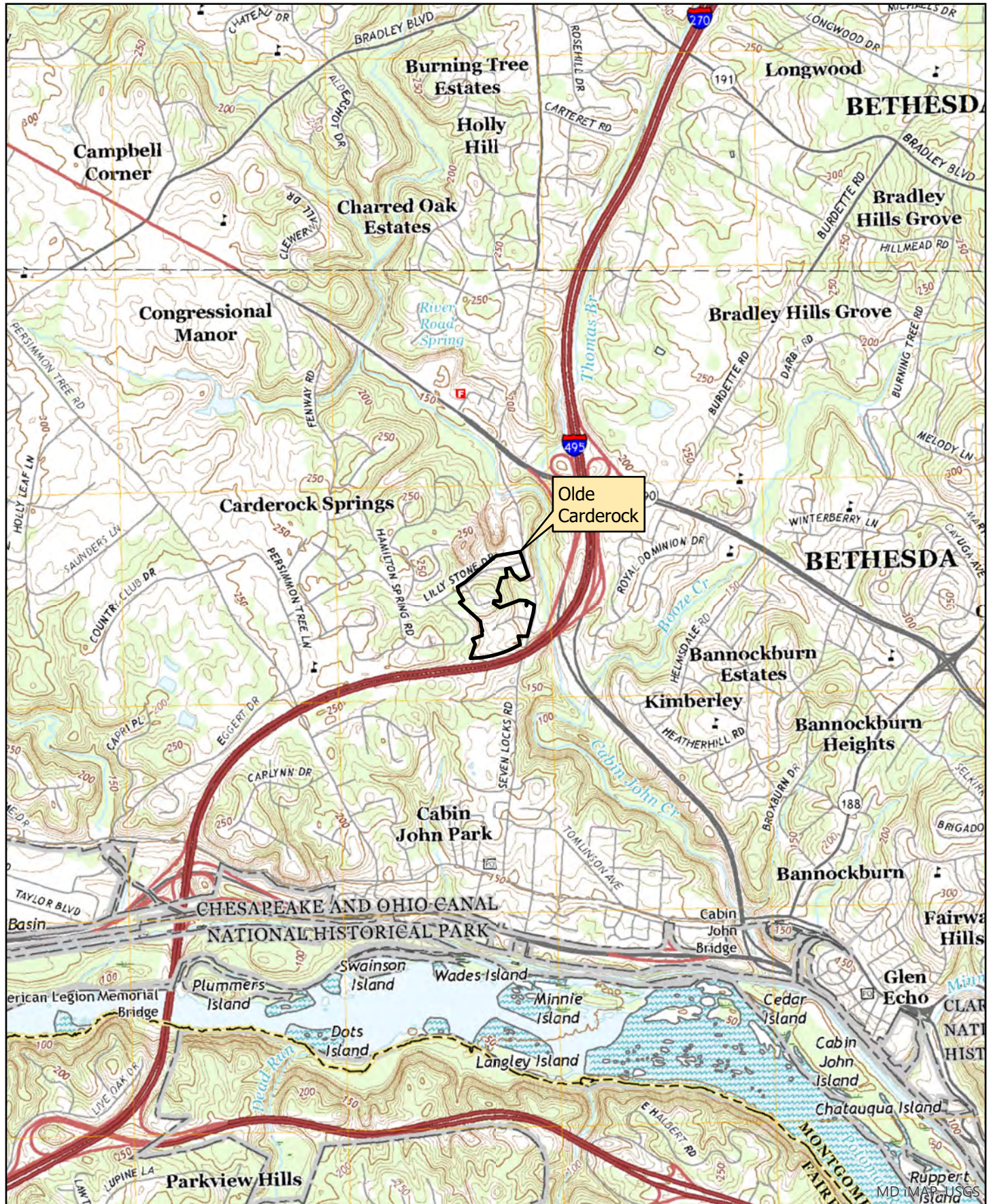
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Date



# Olde Carderock

Location: Seven Locks Rd; Thornley Ct; Edenwood Ct  
City: Bethesda

MIHP#: M: 29-69  
Montgomery County

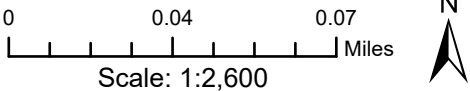


USGS 7.5' Quadrangle - Falls Church

0 0.3 0.6  
Miles  
Scale: 1:24,000









**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-69

Name: Olde Carderock  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 6: Northeast Oblique of 7604 Edenwood Court**



**Photo 2 of 6: Northwest Oblique of 7600 Edenwood Court**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-69

Name: Olde Carderock  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 6: Edenwood Court, Looking Northwest**



**Photo 4 of 6: Edenwood Court, Looking Northeast**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-69

Name: Olde Carderock  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 6: Edenwood Court, Looking Southeast**



**Photo 6 of 6: South Elevation 7617 Edenwood Court**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 29-69

Name: Olde Carderock  
**Continuation Sheet**

Number Photos Page 4

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**PHOTO LOG**

**Name of Property:** Olde Carderock  
**Name of Photographer:** Alison Cramer  
**Date of Photograph:** August 2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 6:**  
**Northeast Oblique of 7604 Edenwood Court**  
**M; 29-69\_2018-08-08\_01**

**Photo 2 of 6:**  
**Northwest Oblique of 7600 Edenwood Court**  
**M; 29-69\_2018-08-08\_02**

**Photo 3 of 6:**  
**Edenwood Court, Looking Northwest**  
**M; 29-69\_2018-08-08\_03**

**Photo 4 of 6:**  
**Edenwood Court, Looking Northeast**  
**M; 29-69\_2018-08-08\_04**

**Photo 5 of 6:**  
**Edenwood Court, Looking Southeast**  
**M; 29-69\_2018-08-08\_05**

**Photo 6 of 6:**  
**South Elevation 7617 Edenwood Court**  
**M; 29-69\_2018-08-08\_06**



**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Park View Estates

Inventory Number: M: 35-206

Address: South and east of I-495, west of Rock Creek Park

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: HP51

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Mical Tawney

Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Park View Estates is a planned residential neighborhood bounded by I-495 to the west and north, Rock Creek Park to the east, and Woodend Sanctuary to the south. The subdivision totals approximately 23.3 acres and includes 44 single-family dwellings on lots between 0.208 acre and 0.947 acre. All houses feature paved driveways and paved walkways that connect the street to the primary entrance. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street lamps are attached to utility poles. Some houses have fenced in back yards. Curvilinear streets, following the topography, feature concrete curb and gutter but lack sidewalks. Secondary resources include pools and sheds.

Description:

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
<b>Eligibility recommended:</b>	<b>Eligibility not recommended:</b>
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
<b>MHT Comments:</b>	
<b>Reviewer, Office of Preservation Services:</b>	<b>Date:</b>
<b>Reviewer, National Register Program:</b>	<b>Date:</b>

Park View Estates is a planned residential neighborhood primarily constructed between 1948 and 1969. Two resources were built in 1882, one in 1913, one in 1995, and one in 1983. The neighborhood contains single-family dwellings, primarily constructed in Ranch and Split-Level forms.

Dwellings are primarily three to six bays wide and one to two stories tall. Cladding includes vinyl siding, brick veneer, and stone veneer. Roofs are side-gabled, cross-gabled, gambrel, and flat cantilevered; all of which are covered in asphalt shingles. Houses have interior- or exterior-end brick chimneys, or metal flues.

Primary entrances are typically centered on the façade with a single-leaf, paneled or half-glazed, fiberglass door. Original windows vary, and many houses in the neighborhood have replacement vinyl windows. Attached garages are common. Carports are less common (9209 LeVelle Drive). Many dwellings have additions, which are often on the rear or side elevations and in-scale with the original core.

#### Historic Context:

In February 1944, Harry and Inez LeVelle purchased a portion of a tract called “Clean Drinking” from John H. Small III and others, on which all of Park View Estates sits (Montgomery County Deed Book [MCDB] 929; 351). The property included two existing houses; state tax data indicates one was constructed in 1882 and the other in 1913. The 1882 house (3220 LeVelle Drive), also known as the Gagarin Estate (M: 32-162), included an outbuilding that was later modified to become the house at 3220 Park View Road. The 1913 house (3231 Park View Road), also likely associated with the Gagarin Estate, has also been modified and appears similar to the other houses in the neighborhood. Both houses were incorporated into the Park View Estates design.

The LeVelles created the first plat for the neighborhood along LeVelle Drive and Park View Drive in July 1946, followed by a second plat in 1948 (Montgomery County Plats [MCP] 1788; 2270). Subsequent subdivisions in 1951 and 1954 were created by two different developers: I. Melvin and Lillian Kramer and William and Marianna Berry, respectively, on land that they each obtained from the LeVelles (MCDB 1546, 529; MCP 2928).

The multiple developers active in Park View Estates may account for the various forms and styles of houses in the neighborhood. Records indicate that most houses were built between 1948 and 1969 during the period when the LeVelle, Berry, and Kramer families were developing the neighborhood, with later infill dating to the 1980s, 1990s, and 2000s. Research suggests that these families were not further involved in land development or real estate in Montgomery County. Due to the neighborhood’s multiple developers, variety of house forms and styles, and sale of empty lots to individual homebuilders, it is considered a planned residential neighborhood.

A 1948 advertisement for the LeVelle section included “rambling-type, ultra-modern homes,” with large living rooms, fireplaces, dining rooms, 3 to 4 bedrooms, 2 to 3 baths, electric kitchens, breakfast nooks, and large recreation rooms. The ad emphasized the area’s natural beauty, history, and “carefully selected neighbors” (The Washington Post 1948, R7). Later builders included Murray Zawatsky of Frank-Murray Construction Co. (The Washington Post 1955, G2). In a 1955 article, Zawatsky discussed designing larger houses for Park View Estates and how homebuyers were moving away from the small house trend (The

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Washington Post 1955, G2). No further information was found on Frank-Murray Construction Co. but Murray Zawatsky (1925-1999) had a 50-year career as a building contractor in the Washington, D.C., area and went on to become the president of KMZ Development, Corp. (The Washington Post 1999, B6). Continental Construction Co. also advertised houses in Park View Estates, but no further information about the company was found.

Advertisements for individual houses in Park View included a 1955 ad for 3215 Park View Road, which noted the house's spacious lot, view of Rock Creek Park, and its center-hall entrance, large living room, dining room, breakfast room, master bedroom, three bedrooms, two bathrooms, and two-car garage (The Evening Star 1955, B17). The basement level also featured a recreation room and maid's room (The Evening Star 1955, B17). No sales price was listed. A 1956 advertisement for the same house (The Evening Star 1956, B5) lists the price at \$31,950.

In 1957, the house at 3208 Park View Road was listed at \$32,500; this house featured many of the same elements as 3215 Park View Road, with the exception of a fireplace in the living room and a screened-in porch (The Evening Star 1957, B8). In 1961, the house at 9211 LeVelle Drive was listed at \$42,500 (The Evening Star 1961, B3). All advertisements mentioned the larger features of the house, such as the spacious lots or living room areas, and the proximity to the Rock Creek Park.

#### Evaluation:

Park View Estates was evaluated in accordance with the Suburbanization Historic Context, the Suburban Historic Context Addendum, and National Register of Historic Places Criterion A, B, and C as a planned residential neighborhood.

Park View Estates is typical of planned residential neighborhoods in Maryland and the Washington, D.C., suburbs and is a basic example of the type commonly built in Montgomery County. It did not introduce design innovations influential to later developments and does not demonstrate significant associations with important suburban trends. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Park View Estates is not eligible under Criterion A.

The LeVelle, Kramer, and Berry families, as developers, and builders including Frank-Murray Construction Co. and Continental Construction Co., did not have a significant influence on suburban development in metropolitan Washington, D.C. Furthermore, research has not shown that Park View Estates is associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Park View Estates was created during the Modern Period (1930-1960) with the last houses completed during the Suburban Diversification Period (1961-1980) and is not an exemplary or unique example of a planned residential neighborhood of either era. The buildings include standard features typical of the period and demonstrate common stylistic details. Furthermore, modifications to original houses and infill have affected its overall integrity. Park View Estates does not convey any distinctive characteristics or artistic value, and the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.



This property encompasses 23.3 acres and is located south and east of I-495, west of Rock Creek Park, and north of Woodend Sanctuary, as defined in Montgomery County plats 1788, 2270, 2928, 3897, 22261, 22903, and 23266. It includes multiple parcels found on Montgomery County Tax Map HP51.

References:

The Evening Star. 1955. Advertisement. May 7, 1955, B17.

--- 1956. Advertisement. January 7, 1956, B5.

--- 1957. Advertisement. March 23, 1957, B8.

--- 1961. Advertisement. March 11, 1961, B3.

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Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 11, 2019. <http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1948. "Park View Estates." Advertisement. June 6, 1948, R7.

--- 1955. "Builder Sees Reversal of Small Home Trend." April 24, 1955, G2.

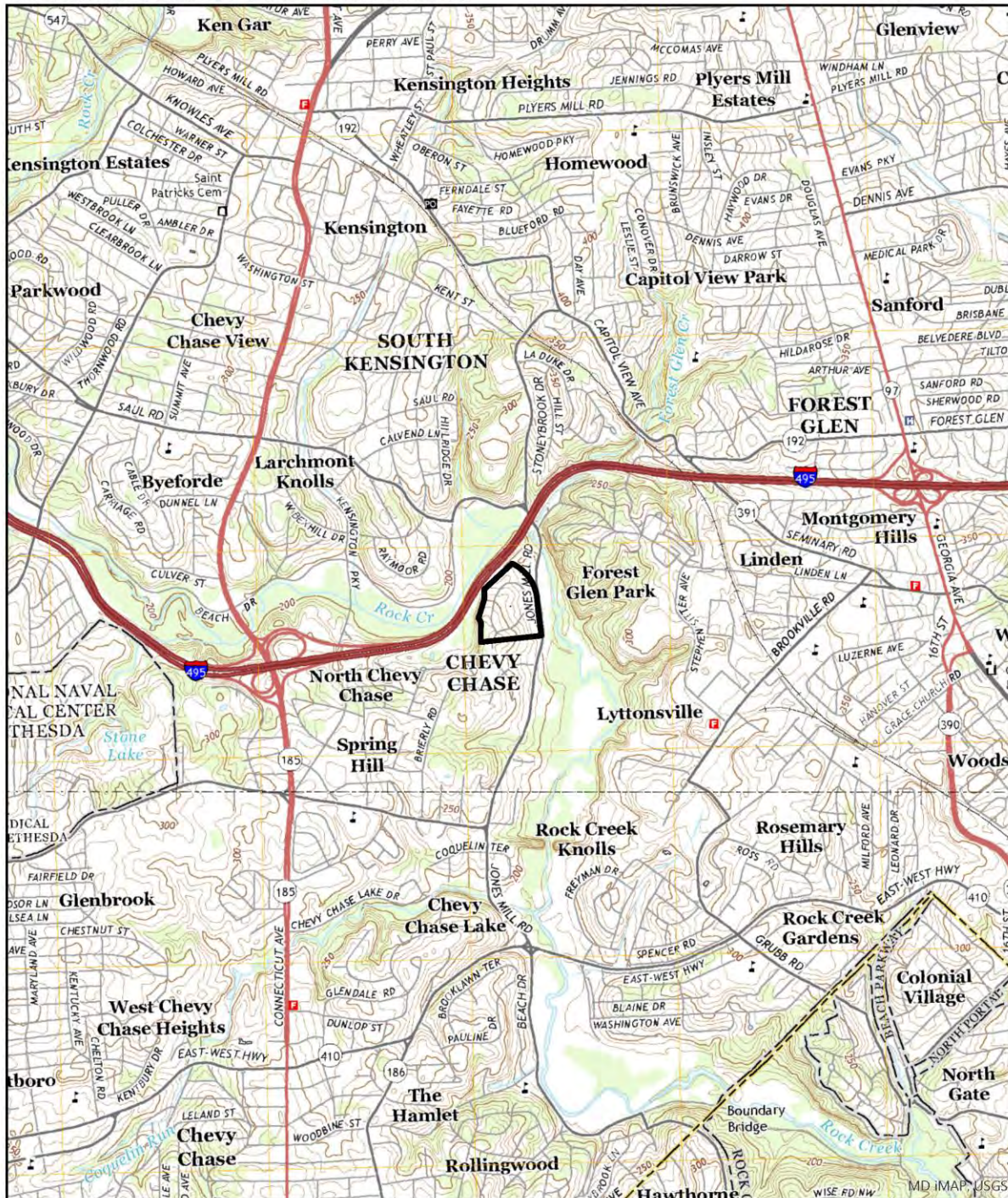
--- 1999. "Obituaries – Murray J. Zawatsky." February 5, 1999, B6.

**Park View Estates**

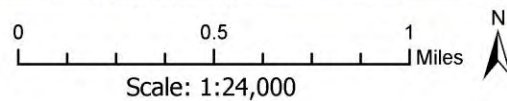
Montgomery County

Location: South and east of I-495, west of Rock Creek Park

City: Chevy Chase



USGS 7.5' Quadrangle - Kensington



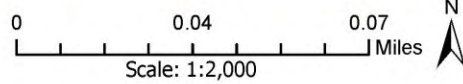
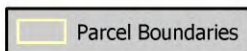


**Park View Estates**

Montgomery County

Location: South and east of I-495, west of Rock Creek Park

City: Chevy Chase







View of 3215 Park View Road, looking north.



View of 3223 Park View Road, looking northwest.





View of 3224 Park View Road, looking southeast.



View of 3238 Park View Road, looking northeast.





View of 3211 Park View Road, looking northeast.



View of 3227 Park View Road, looking west.



**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-11-14**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-206\_2018-11-14\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 3215 Park View Road, looking north.

02.tif

View of 3223 Park View Road, looking northwest.

03.tif

View of 3224 Park View Road, looking southeast.

04.tif

View of 3238 Park View Road, looking northeast.

05.tif

View of 3211 Park View Road, looking northeast.

06.tif

View of 3227 Park View Road, looking west.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Parkview Inventory Number: M: 35-205  
Address: South and west of I-495, east of Rockville Pike, and north of Taylor Road Historic District: Yes  
City: Bethesda Zip Code: 20814 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Multiple Tax Account ID: Multiple  
Tax Map Parcel(s): Multiple Tax Map: HP31  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Mical Tawney Date Prepared: Mar 28, 2019  
Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Setting:

Parkview is a planned residential development bounded by I-495 to the north and east, Rockville Pike (MD 355) to the west, and Taylor Road to the south. The residential area totals approximately 41.8 acres with 167 dwellings on individual lots between 0.36 acre and 1.42 acres. Each house includes a paved driveway and a paved walkway that connects to the street from the front of the houses. Individual lots have grassy lawns, moderate tree coverage, and some bushes. Street lamps are attached to utility poles. Some houses have wooden or metal fenced rear yards. The development's streets curvilinear streets, which follow the topography, feature concrete curb and gutter but lack sidewalks. E. Parkhill Drive ends in a cul-de-sac. Secondary resources include pools and sheds.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

**Description:**

Parkview is a planned residential development constructed between 1952 to 1956 during the Modern Period (1930-1960). The development contains single-family dwellings in variations of the Ranch, Minimal Traditional, and Split-Level forms. Houses, clad in brick or stone veneer and vinyl siding, are four bays wide, range from one to two-stories, and most have continuous foundations. Roofs include hipped, side-gable, and cross-gable examples, all of which are clad in asphalt shingles. Although rare, some dwellings feature a single exterior-end, brick chimney.

Primary entrances are typically centered on the façade with a single-leaf wood and fiberglass door and storm door. Original wooden doors feature cascading lights or paneled designs (9305 Parkhill Terrace). Although most houses do not have porches, there are a few examples of entry porches and awnings. Original windows are nine light, fixed wood windows and wooden tri-partite picture windows (4501 and 4505 Gretna Street), often with metal storm windows. A majority of the houses have vinyl, double-hung-sash windows. A few houses feature original shutters (9305 Parkhill Terrace). Attached one-car garages are common throughout the development. Carports are commonly found on houses along Gretna and Chanute streets.

**Historic Context:**

Between November 1951 and January 1952, B-Y Corporation obtained the land that would become Parkview through two different transactions from two different sellers: Alvin I. Brown of Aldon Management Corporation, a development company in metropolitan Washington, D.C., and Edson W. Briggs, Inc., another local development company (Montgomery County Deed Book [MCDB] 1593, 12; Montgomery County Plat Book [MCPB] 3039; The Washington Post 2010). Alvin I. Brown was also president of B-Y Corporation.

Housing construction in Parkview took place from 1952 to 1956. The architects are unknown and no advertisements from the construction period were identified during research; classified ads from later sales provide limited details about individual houses. A 1959 advertisement listed 9221 E. Parkhill Drive for sale for \$28,500 by Bethesda Realty Company (The Washington Post 1959, D11). The house was advertised as a four-bedroom, brick Split-Level with three bathrooms, a screened-in porch, a fireplace, and recreation room (The Washington Post 1959, D11). A 1963 advertisement for 9207 Chanute Drive listed the price as \$28,500; it noted a cathedral ceiling in the living room, a modern kitchen, and a carport (The Washington Post 1963a, D20). Similar advertisements for other Parkview houses were found throughout the 1960s, generally ranging from \$28,500 to \$33,500 (The Evening Star 1961, B2; The Washington Post 1963b, D20).

Besides the proximity to the I-495 and the Bethesda Naval hospital, no other local amenities were listed in the ads. No information was uncovered about B-Y Corporation and their involvement with the development of Parkview.

**Evaluation:**



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Parkview was evaluated as a planned residential development constructed during the Modern Period (1930-1960) in accordance with the Suburbanization Historic Context and National Register of Historic Places Criterion A, B, and C.

Parkview is a typical example of a planned residential development from the 1950s. It did not introduce design innovations influential to later developments. Furthermore, the resource is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, Parkview is not eligible under Criterion A.

Research did not produce information about B-Y Corporation and their influence on development in metropolitan Washington, D.C. Furthermore, research has not shown that the development and encompassing properties are associated with the lives of other people significant in the past. Therefore, the resource is not eligible under Criterion B.

Parkview is a basic example of a planned residential development. The buildings include standard features typical of the period and demonstrate common stylistic details. Due to the fact that Parkview does not convey any distinctive characteristics or artistic value, the resource is not eligible under Criterion C. This development was not evaluated under Criterion D.

This resource encompasses 41.8 acres and is located south and west of I-495, east of Rockville Pike (355), and north of Taylor Road. It includes multiple parcels found on Montgomery County Tax Map HP31. The development can also be seen in Montgomery County plat records 3039, 3270, 3271, 3820, 3977, 4016, and 4199.

#### References:

The Evening Star. 1961. Advertisement. May 28, 1961, B2.

KCI Technologies, Inc. (KCI). 1999. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland.  
<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

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Montgomery County Plats (MCP). Misc. years. Montgomery County Land Survey, Subdivision and Condominium Plats, Archives of Maryland Online. Accessed March 4, 2019.  
<http://www.msa.md.gov/megafile/msa/stagser/s1500/s1529/html/0000.html>.

The Washington Post. 1959. Advertisement. October 11, 1959, D11.

---1963a. Advertisement. July 28, 1963, D20.

---1963b. Advertisement. November 3, 1963, D20.

---2010. "Alvin I. Brown." March 3-7, 2010. Accessed online on March 8, 2019:

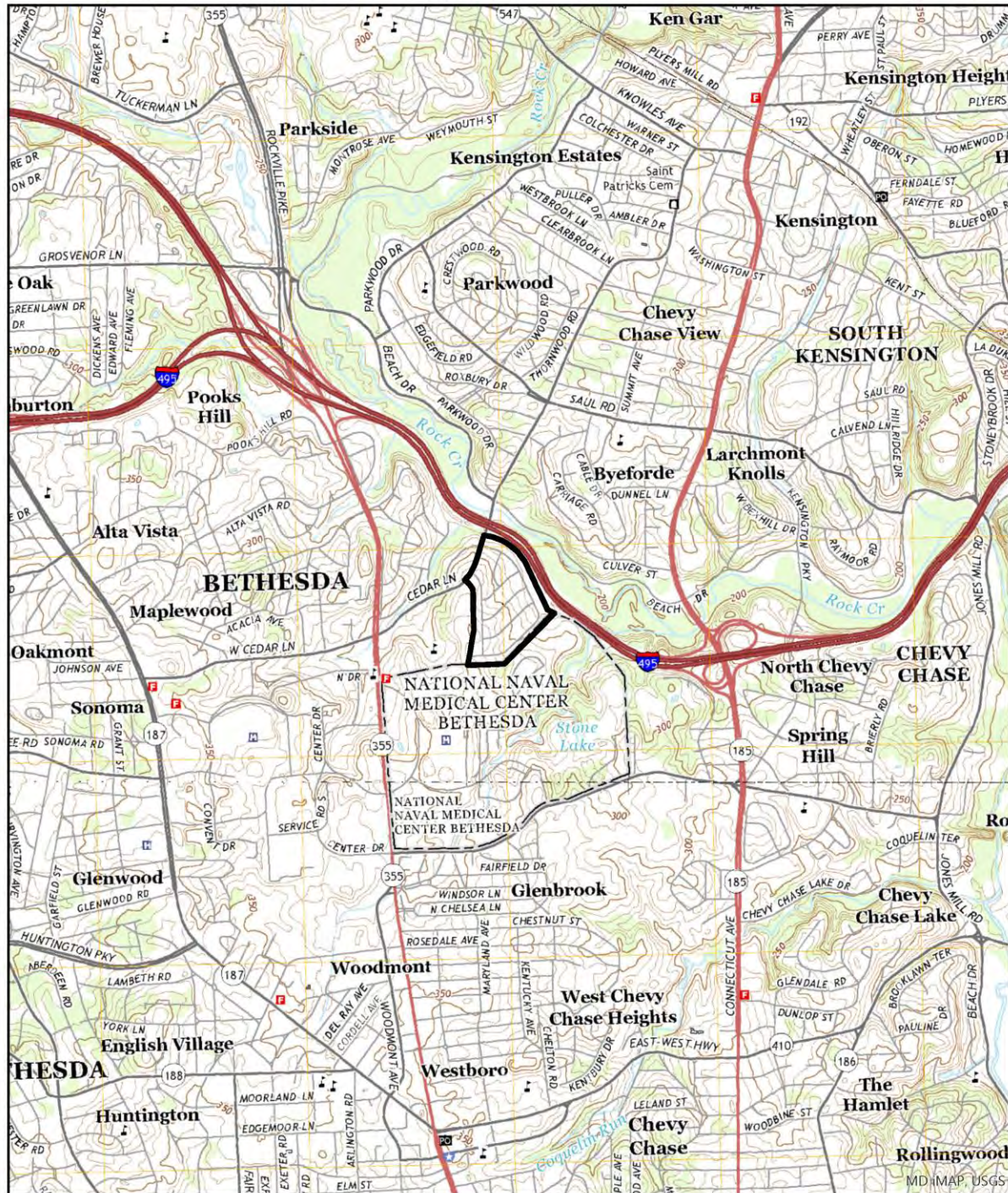
<https://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=alvin-i-brown&pid=140238472>.

**Parkview**

Montgomery County

Location: South and west of I-495, east of Rockville Pike, and north of Taylor Road

City: Bethesda



USGS 7.5' Quadrangle - Kensington

0 0.5 1 Miles  
Scale: 1:24,000

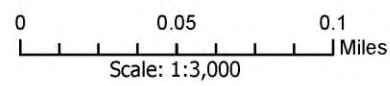
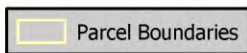


**Parkview**

Montgomery County

Location: South and west of I-495, east of Rockville Pike, and north of Taylor Road

City: Bethesda







View of 4501 Gretna Terrace, looking northwest.



View of 4505 Gretna Terrace, looking northwest.





View of 9306 Parkhill Terrace, looking west.



View of 4511 Gretna Street, looking northwest.





View of 9305 Parkhill Terrace, looking southeast.



Streetscape of E. Parkhill Drive looking from Traymore Street, looking northeast.



**PHOTO LOG**

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Number of Photos: **6**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2018-11-14**

Location of Original Digital File: **MD SHPO**

File Format: **M: 35-205\_2018-11-14\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of 4501 Gretna Terrace, looking northwest.

02.tif

View of 4505 Gretna Terrace, looking northwest.

03.tif

View of 9306 Parkhill Terrace, looking west.

04.tif

View of 4511 Gretna Street, looking northwest.

05.tif

View of 9305 Parkhill Terrace, looking southeast.

06.tif

Streetscape of E. Parkhill Drive looking from Traymore Street, looking northeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes ☐

No ☐

**Property Name:** Persimmon Tree

**Inventory Number:** M: 35-200

**Address:** Carlynn Drive at Persimmon Tree Road

**Historic District:** Yes

**City:** Bethesda

**Zip Code:** 20817

**County:** Montgomery

**USGS Quadrangle(s):** Falls Church

**Property Owner:** Multiple

**Tax Account ID:** Multiple

**Tax Map Parcel(s):** Multiple

**Tax Map:** GN12, GN11

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** Dovetail CRG

**Preparer's Name:** Danae Peckler

**Date Prepared:** Jan 4, 2019

**Documentation is presented in:** Project review and compliance files

**Preparer's Eligibility Recommendation:** Not Recommended

**Criteria:** A   B   C   D

**Considerations:** A   B   C   D   E   F   G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

Site visit by MHT Staff ☐ yes ☐ no

Name:

Date:

**Description of Property and Justification:**

Setting:

Persimmon Tree is a planned residential development located just south and west of Interstate-495 (I-495) in Bethesda. It is bounded by Persimmon Tree Road on the west, I-495 on the east and north sides, and MacArthur Boulevard and a small residential subdivision to the south. The resource contains approximately 80 acres including 104 single-family dwellings on lots between 0.25 and 1.2 acres, and four parcels of open woodland preserved as common space. Two signs,

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended:

Eligibility not recommended:

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Reviewer, Office of Preservation Services:

Date:

Reviewer, National Register Program:

Date:

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one located at the southwest corner of the intersection of Persimmon Tree Road and Carlynn Drive and the other at the southwest corner of River Trail Lane and Persimmon Tree Road, denote the neighborhood as "Persimmon Tree." The development has a wooded naturalistic setting void of public sidewalks while cul-de-sacs feature a central landscaped island. The natural topographic features of the development were retained along with mature trees. Individual lots are further landscaped with grassy lawns, shrubs, and other ornamental foliage. Interior paved streets are 60 feet wide with concrete curbing throughout. A paved shared-use path lines the west side of Persimmon Tree Road for the length of this subdivision.

Description:

Persimmon Tree contains 104 single-family dwellings constructed between 1959 and 1984, including 92 houses erected by a single builder from 1976 to 1979. Of the 92 dwellings constructed by the same builder (Berger-Berman Builders, Inc.), there are four Contemporary- or Shed-style models designed by architect Jack Kerxton of Cohen, Haft, Holtz, Kerxton, Karabekir, and Associates (CHHKK). These four models were identified briefly in advertisements as the Cedar (two-story with garage wing), Laurel (two-story with projecting upper level at one end and garage wing at the other), and two variations of Birch types (a split-level with a detached garage and a split-level with a garage wing) (The Washington Star 1977a, E-6; 1977b, D-10). A dozen dwellings pre-date Berger-Berman's acquisition of the property, including several ranch and split-level houses situated along the west side of Persimmon Tree Road.

Dwellings in the Persimmon Tree subdivision are two stories tall and predominantly four bays wide. Most houses are clad in a mix of brick and some type of siding, predominantly wood. This wood siding can be simple-drop weatherboard, board-and-batten, T1-11, or is covered by vinyl siding. Rooflines are primarily side gabled with some shed roofs projecting above the main entrance--all of which are sheathed in asphalt shingles. Most dwellings feature one brick chimney that is set along a side elevation, while some have metal flues projecting from the center of the house.

Primary entrances are centrally located on the façade and comprise a single-leaf wood or metal door. Secondary entrances largely consist of sliding, metal-framed, glass doors, located at the rear or side elevations, often leading to a deck or patio. Windows are commonly paired, sliding, metal-framed sashes over a lower fixed sash, although paired, replacement, metal-framed, casement units occur in many houses throughout the subdivision. Common to houses of this style, wood-picket railings line the lower half of windows at the upper level of the façade in some models as well as the upper-floor balconies. A dominant feature of the façade, two-car garages are marked by two overhead, aluminum doors or a single, wide, aluminum, overhead door. One variation of the Birch model includes a detached garage, commonly offset to one side of the façade (6901 Carlynn Court and 6705 River Trail Court).



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Modifications to the houses and lots are fairly common in Persimmon Tree. Frequent alterations include the introduction of replacement materials, such as new front doors, vinyl siding, windows, and the screened enclosure of wood decks at the side or rear (8512 River Rock Terrace and 6717 River Trail Court). Replacement windows in several houses have introduced new architectural features like arched transoms (8505 Carlynn Drive and 6716 River Trail Court) or tripartite windows (6620 River Trail Court). Modifications to main entries and garages of a few houses have created recessed porticos, arcades, and sizable additions that have substantially altered the original design (8416 and 8505 Carlynn Drive, 6716 River Rock Terrace, and 6911 Carlynn Court). One house features a random, cut-stone veneer added to a portion of the façade (6713 River Trail Court). None of the houses retain their original cedar-shake roofs. Over time, in-ground swimming pools, tennis courts, and sheds have been added to several backyards in the neighborhood.

The landscape of the subdivision retains a natural setting with paved streets, concrete curbing, and no sidewalks (though a paved shared-use path has been added to the west side of Persimmon Tree Road in recent decades). Small-scale streetlights, likely introduced in the 1980s, are modest in size and also can be found throughout other area neighborhoods. Four irregularly shaped, wooded parcels line much of the north, west, and southern sides of the development, providing a total of 19.63 acres of open space currently owned by the Persimmon Tree Community Association.

#### Historic Context:

Between 1958 and 1959, Congressional Estates, Inc. (a subsidiary of the Sixteenth Street Woods Development Corporation owned by J.B. and Maurice Shapiro), platted small groupings of 1-acre residential lots along Persimmon Tree Road and likely intended to develop the land within what is now the Persimmon Tree development. The firm established Lots 1 to 7 in Block B and 1 to 6 in Block F, selling many of them directly to individuals for building custom houses. Sales appear to have fallen short of Congressional Estates, Inc.'s plans and the company sold much of its property in the mid-1970s, including 68 acres on the south side of I-495 to the Richard Robins Land Corporation in March 1975 (Montgomery County Deed Book [MCDB] 4621, 703). Richard Robins Land Corporation subdivided the tract, creating the 92 residential lots and four parcels of open space that now comprise the bulk of Persimmon Tree.

One of the founders of the Richard Robins Land Corporation was Peter Berman, co-owner of homebuilding company Berger-Berman Builders, Inc., established in 1969. Soon after the subdivision of land within Persimmon Tree, Berger-Berman Builders hired the firm of CHHKK with architect Jack Kerxton designing four model houses, identified in advertisements as the Cedar, Laurel, and two variations of Birch types (The Washington Star 1977a, E-6; 1977b, D-10).

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In November 1975, Berger-Berman Builders spoke with Lew Sichelman of The Washington Star, detailing the company's focus on constructing customizable houses in prime locations at a time when the real estate markets was sluggish (Sichelman 1975, D-1). At that time, the firm was building between 160 and 200 houses a year, but also constructing townhouses, garden apartments, and vacation homes. While the bulk of their work had been in large subdivisions of traditionally styled single-family dwellings in the D.C. region, they reported a new collaboration with CHHKK to produce "contemporary-styled" houses priced between \$133,000 and \$165,000 with 2,600 square feet or more at Persimmon Tree (Sichelman 1975, D-19). Architects at CHHKK, known as Cohen, Haft, and Associates, prior to 1973, "had built a solid reputation as a firm that could deliver cost-effective developer housing. During the 1950s, '60s, and '70s it designed more than 200,000 homes in the Washington, D.C., suburbs" (Drueding 2004).

The first advertisements for houses within the subdivision marketed their unique design, noting "6 distinctive levels of space," with "conversation pits," private decks, two-story living rooms, "high ceiling volumes," "double garages," and cedar-shake roofs (The Washington Post 1977, 61; The Washington Star 1977a, E-6; 1977b, D-10). Real estate articles reported that advance sales were strong for houses in Persimmon Tree at the upper-end of the housing market and by May 1977, Berger-Berman Builders had introduced a second contemporary development known as Potomac Springs with 105 CHHKK-designed houses along Seven Locks Road south of Rockville (Sichelman 1977, D-22). Both developments appeared in a single full page ad in September 1977 with similar house designs (The Washington Star 1977c, 49). By the summer of 1978, most of the lots in Persimmon Tree had been developed and sold at prices significantly higher than early estimates, ranging from \$205,500 to \$258,000 (The Washington Post 1978a, C27; 1979a, A2).

In May 1978, one of Kerxton's designs for a Contemporary-style house in Persimmon Tree was given an "award of merit" by the Metropolitan Washington Builders Council, being judged on "basic design and construction, concern for the environment and energy conservation, and value comparison" (The Washington Post 1978b, E18). In 1979, Berger-Berman received another award of merit from the same organization for CHHKK's design of a single-family house valued over \$135,000 in Potomac Springs (The Washington Post 1979b, E25).

Situated in proximity to Edmund K. Bennett's award-winning Carderock Springs residential development that emerged in the early 1960s, where cluster development and landscape preservation techniques, buried power lines, communal facilities, and architectural covenants were used to create a naturalistic, environmentally sensitive area with Contemporary-style, single-family dwellings, Persimmon Tree was one of a several area neighborhoods that sought to imitate or build upon similar design trends. Developers at the Richard Robins Land Corporation and Berger-Berman Builders emphasized larger wooded lots, retained much of the natural topography and mature trees, established central landscaped islands in the cul-de-sacs,

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and set several parcels of land aside as common wooded parks for the benefit of Persimmon Tree's residents.

Evaluation:

Persimmon Tree was evaluated in accordance with Maryland's "Suburbanization Historic Context Addendum" and National Register of Historic Places (NRHP) Criteria A, B, and C.

As a planned residential development, Persimmon Tree is an example of the most common type of residential construction during the Suburban Diversification Period (Manning et al. 2018, B-1). One of many created by a developer with a limited selection of house models designed by a well-known architecture firm, it is not an early example of this type of residential subdivision, nor did it introduce design innovations influential to later developments. Furthermore, 11 lots within this subdivision contain earlier dwellings that do not share the same design characteristics of the 92 houses built between 1976 and 1979. Taken as a whole, this neighborhood has no significant association with residential development and planning or with demographic changes and is not known to be associated with any other events that have made a significant contribution to the broad patterns of history; therefore, it is not eligible under Criterion A.

The professionals involved in the development of Persimmon Tree had no significant influence on suburbanization in Maryland. Research has not shown that the neighborhood is associated with the lives of other persons significant in the past. Therefore, the property is not eligible under Criterion B.

The subdivision is not associated with Cohen, Haft, and Associates or CHHKK's legacy beyond the role this firm played in the design, and it is not known to be a principal work of architect, Jack Kerxton. The Contemporary- and Shed-style architecture of the 92 single-family dwellings built by Berger-Berman Builders, Inc., within the neighborhood is not rare in Montgomery County, as Cohen and Haft employed variations of popular elements in their residential designs, and the manner in which the development was planned copied many of the innovative features Edmund Bennett used in earlier subdivisions.

While the majority of houses within Persimmon Tree are controlled by a local architectural review committee, modifications to many dwellings over time, such as window and door replacement, have diminished its historic integrity of design, materials, and workmanship. Because Persimmon Tree is not an outstanding example of its type of planned residential development and, as an addition to an earlier planned residential neighborhood, does not convey any distinctive characteristics or artistic values as a singular development, it is not eligible under Criterion C.



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Persimmon Tree was not evaluated for eligibility under Criterion D as part of this assessment. Based on the evaluated criteria, Persimmon Tree is not eligible for listing in the NRHP.

The boundary for the resource encompasses approximately 80 acres and is defined by Persimmon Tree Road to the west, I-495 to the north and east, and MacArthur Boulevard to the south. It includes multiple parcels found on Montgomery County Tax Map GN12 and GN11 (2018).

## References

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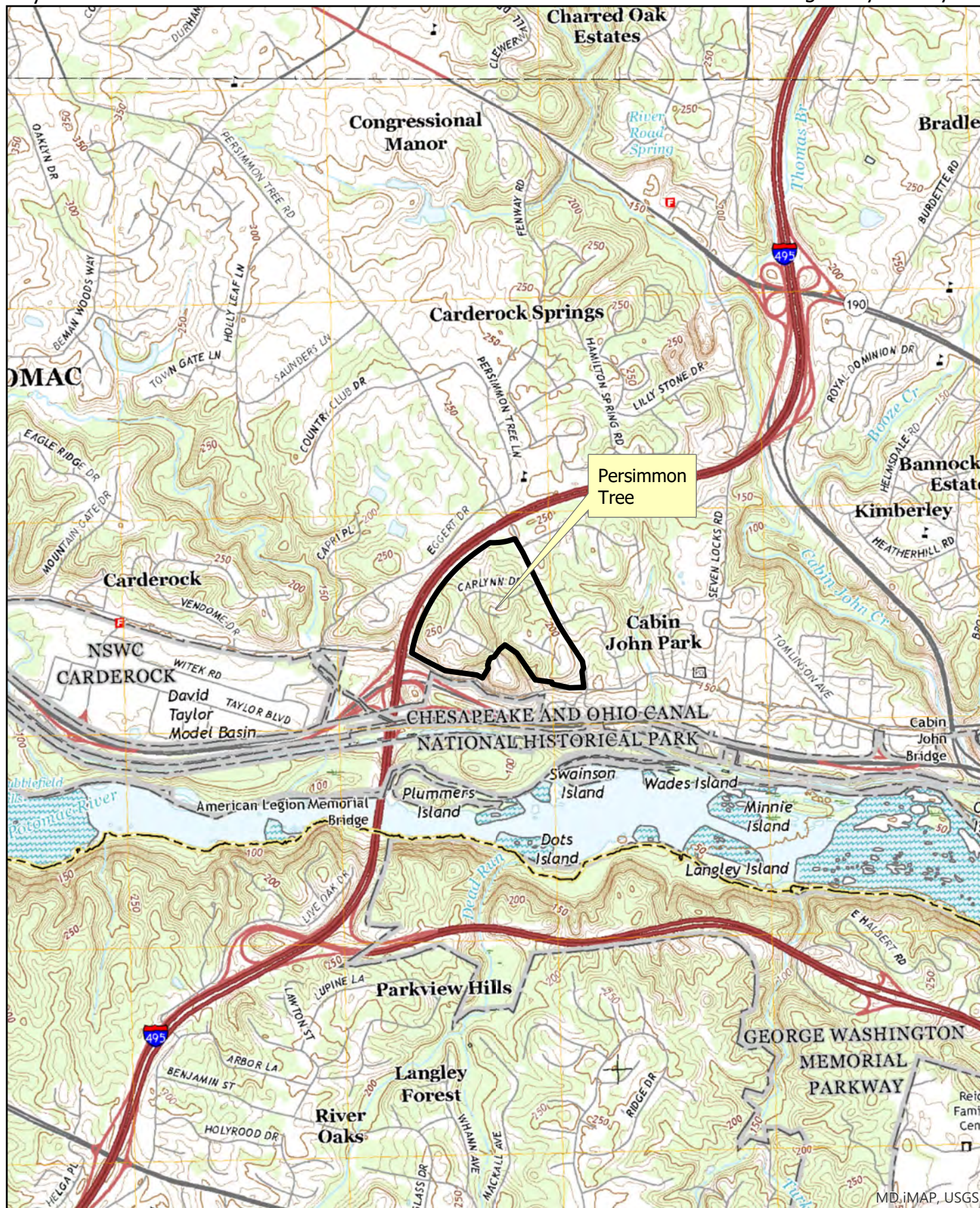
## Persimmon Tree

Location: Carlynn Drive at Persimmon Tree Road

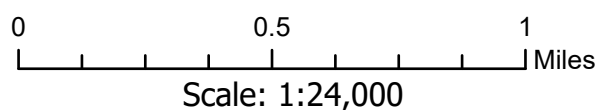
City: Bethesda

MIHP#: M: 35-200

Montgomery County



USGS 7.5' Quadrangle - Falls Church





# Persimmon Tree

Location: Carlynn Drive at Persimmon Tree Road

City: Bethesda

MIHP#: M: 35-200

Montgomery County



Parcel Boundaries

0 0.07 0.15 Miles

Scale: 1:5,000





Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct Bethesda, Montgomery County, Maryland

**FLAT No 5335**

APPROVED  
Sixteenth Street Woods Development Corp.  
*[Signature]* PRESIDENT  
*[Signature]* SECRETARY

**OWNERS DEDICATION**

We, Congressional Estates Incorporated, a Delaware Corporation, by Clifton Herschberg, President and Bernard Gordon, Secretary, owners of the property shown hereon and described in the Engineers Certificate, hereby adopt this plan of subdivision, establish the minimum building restriction line and dedicate the street to public use.

There are no suits of action, leases, liens or trusts on the property included in this plan of subdivision except a certain deed of trust and the parties in interest thereto have below indicated their assent.

August 4, 1958

*[Signature]* WITNESSES  
*[Signature]* WITNESSES  
*[Signature]* WITNESSES  
*[Signature]* WITNESSES

We hereby assent to this plan of subdivision

*[Signature]* WITNESSES  
*[Signature]* WITNESSES  
*[Signature]* WITNESSES  
*[Signature]* WITNESSES

**ENGINEERS CERTIFICATE**

I hereby certify that the plan shown hereon is correct, that it is a subdivision of part of the land conveyed by Rose Buck to Congressional Estates Incorporated by deed dated June 12, 1956 and recorded among the Land Records of Montgomery County, Maryland in Liber 2221 at Folio 83 and that iron pipes shown thus ~ and stone shown thus - are in place as indicated. The total area dedicated to public use is 14,704 sq.

August 8, 1958

*[Signature]*  
A. JAMES O'MARA  
Registered Professional Land Surveyor  
Maryland #7062

**FILED**  
AUG 14 1958

LOTS 1, 2 & 3, BLOCK F  
**CONGRESSIONAL  
COUNTRY CLUB ESTATES**  
MONTGOMERY COUNTY, MARYLAND  
SCALE - 1"=100'  
AUGUST, 1958

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION  
MONTGOMERY COUNTY PLANNING BOARD  
APPROVED August 6, 1958  
*[Signature]* CHAIRMAN  
*[Signature]* SECRETARY-TREASURER  
M.N.C.P. RECORD FILE No. 167-50

GREENHORNS, O'MARA, DEWISSEY & NEALON  
Civil Engineers Land Surveyors  
4610 Lee Hwy. Arlington Co., Va.

Congressional Estates, Inc. August 1958 plat of Congressional Country Club Estates lots 1, 2, & 3 of block F, in the development now known as Persimmon Tree (MCP 5335).

Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct  
Bethesda, Montgomery County, Maryland

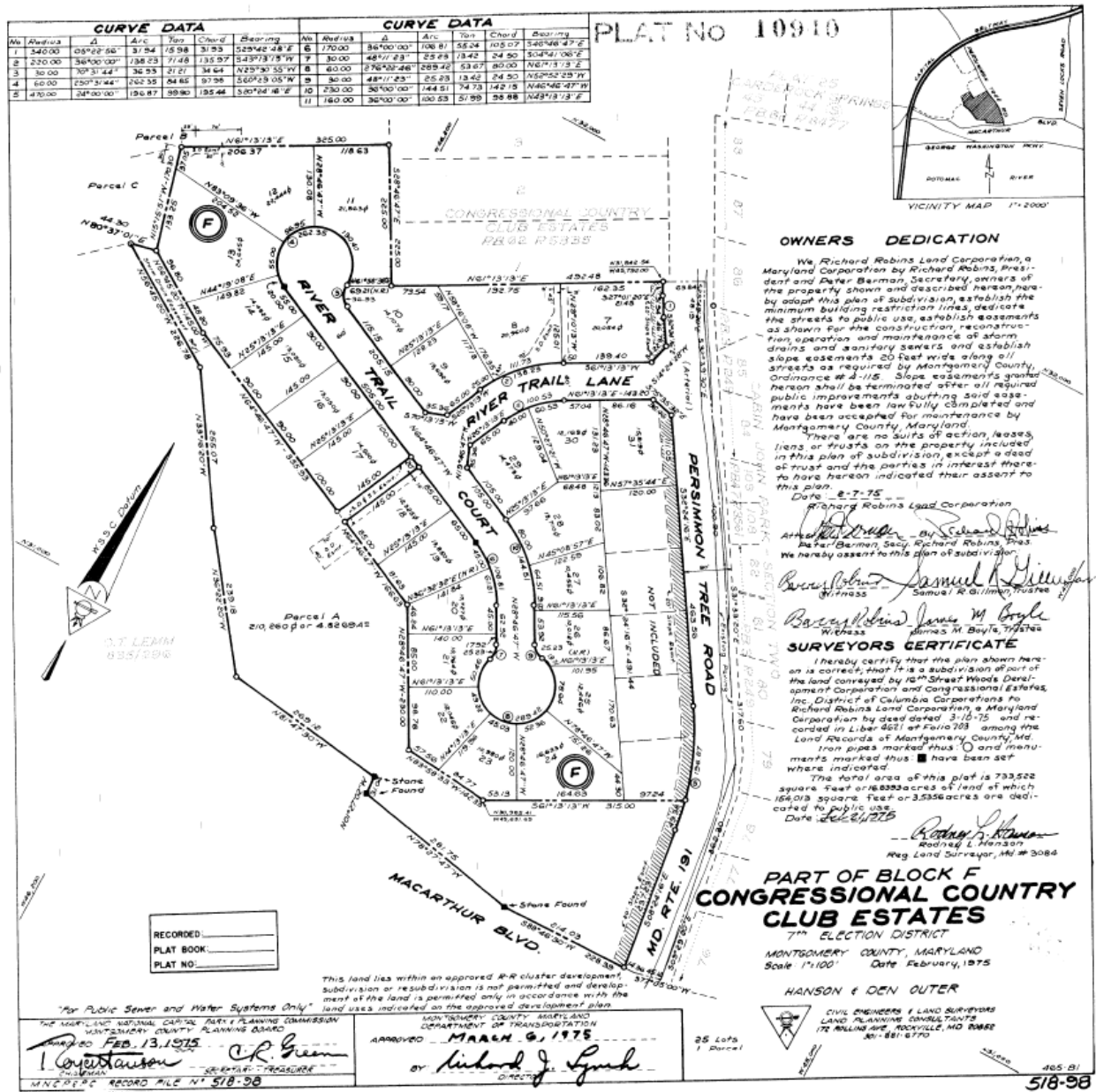


Congressional Estates, Inc. January 1959 plat of Congressional Country Club Estates lots 1-7 of block B and lots 4-6 of block F, in the development now known as Persimmon Tree (MCP 5449).



# Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct  
Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of block F in the development now known as Persimmon Tree (MCP 10940).

**Persimmon Tree (M: 35-200)**  
**6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct**  
**Bethesda, Montgomery County, Maryland**



Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of blocks B and D in the development now known as Persimmon Tree (MCP 10941).

**Persimmon Tree (M: 35-200)**  
**6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct Bethesda, Montgomery County, Maryland**

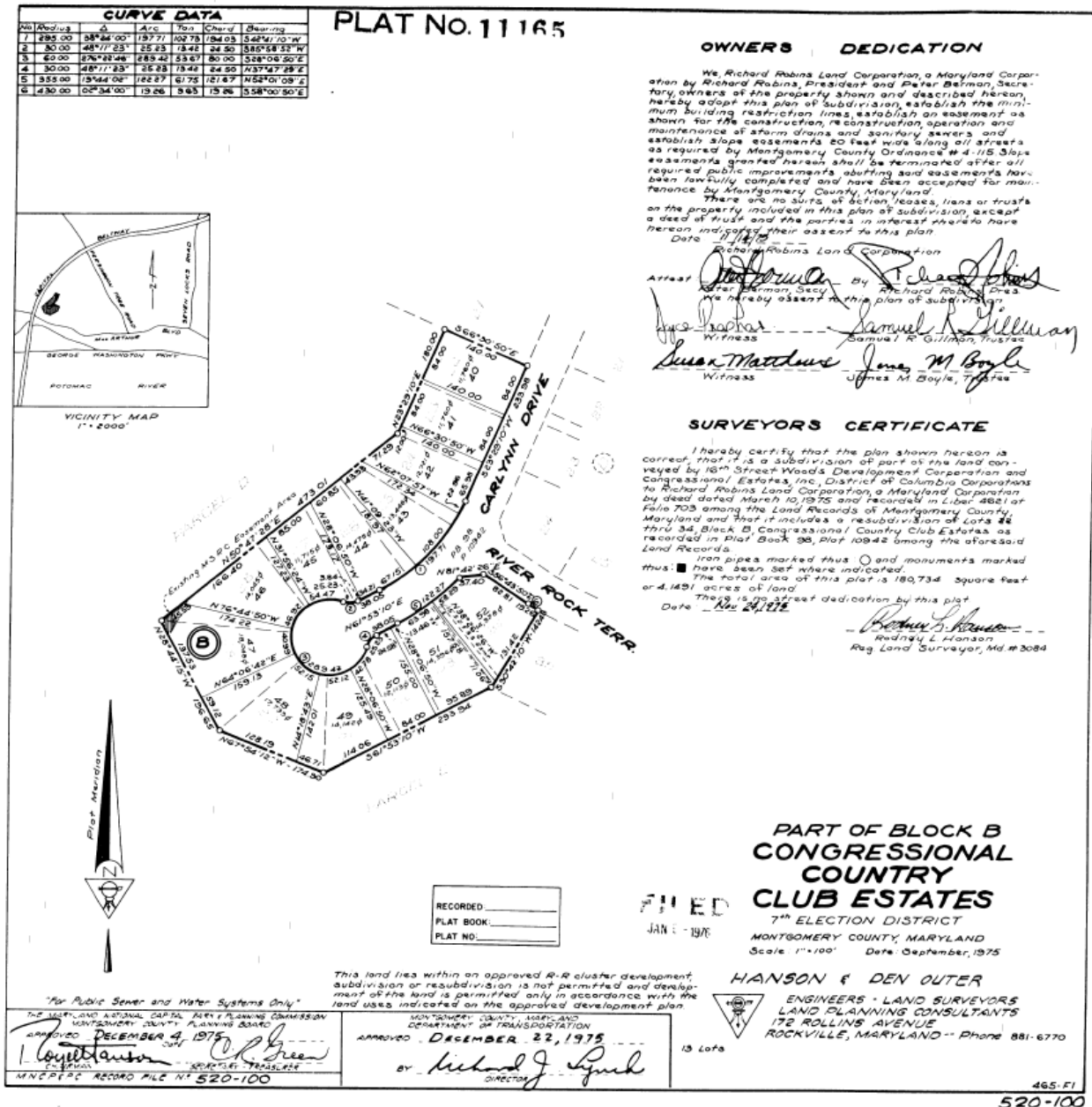


Richard Robbins Land Corporation February 1975 plat of Congressional Country Club Estates part of blocks B and D in the development now known as Persimmon Tree (MCP 10942).



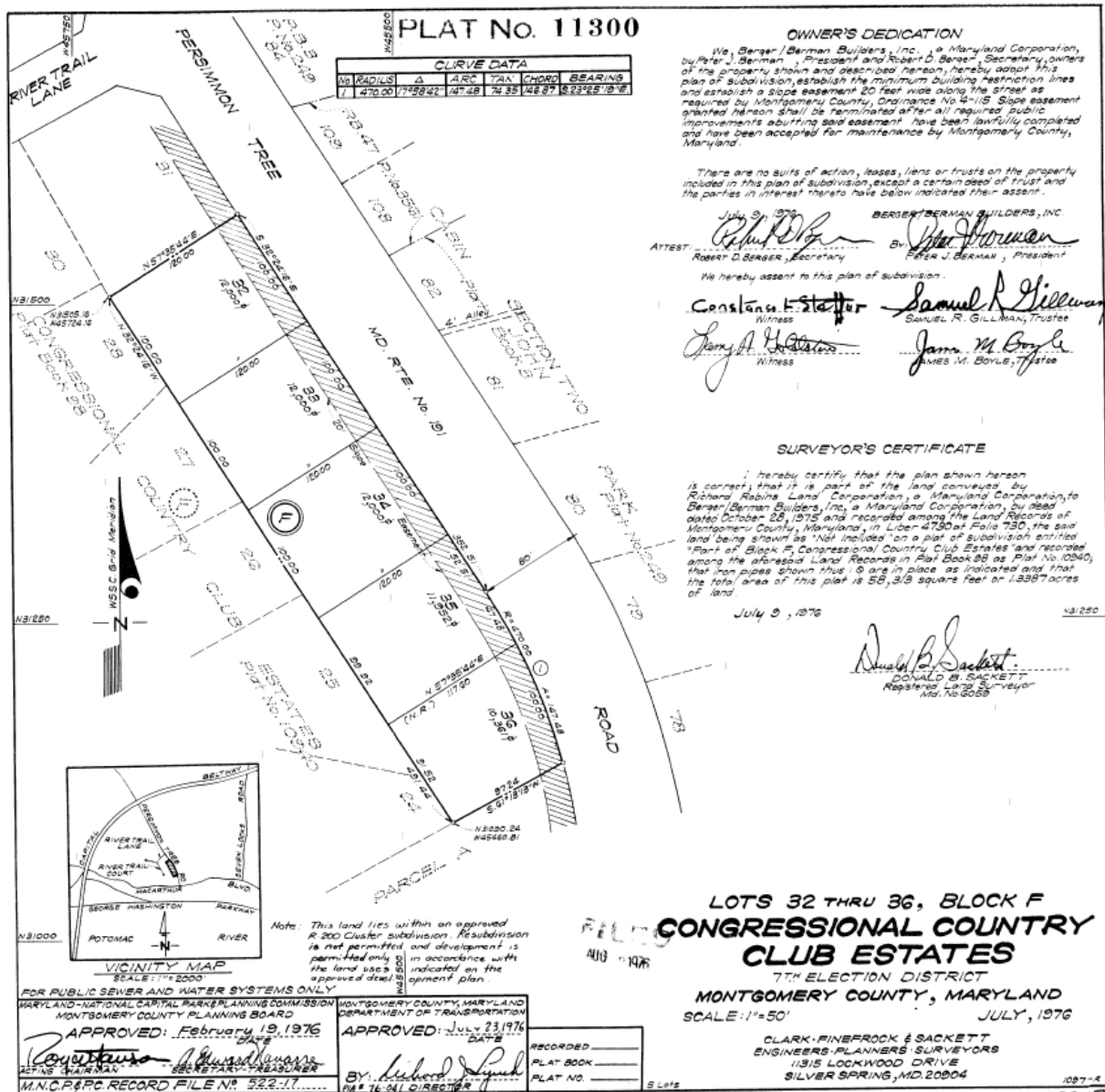
# Persimmon Tree (M: 35-200)

6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct Bethesda, Montgomery County, Maryland



Richard Robbins Land Corporation September 1975 plat of Congressional Country Club Estates part of block B in the development now known as Persimmon Tree (MCP 11165).

**Persimmon Tree (M: 35-200)**  
**6512-6912 Persimmon Tree Rd (even only), 8301-8309 River Trail Ln, 6600-6705 River Trail Ct, 8501-8521 River Rock Ter, 8400-8600 Carlynn Dr, 6800-6921 Carlynn Ct**  
**Bethesda, Montgomery County, Maryland**



Berger/Berman Builders, Inc. July 1978 plat of Congressional Country Club Estates lots 32 thru 36 of block F in the development now known as Persimmon Tree (MCP 11300).



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 11: Sign at southwest corner of Persimmon Tree Road and Carlynn Drive, looking south.**



**Photo 2 of 11: Streetscape along Carlynn Drive, looking east towards intersection with River Rock Terrace.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 2

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**Photo 3 of 11: View of 8609 and 8605 CarylInn Drive, looking northeast.**



**Photo 4 of 11: View of landscaped island and cul-de-sac at west end of Carlynn Drive, looking southwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 3

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**Photo 5 of 11: South elevation of 8517 River Rock Terrace, looking north.**



**Photo 6 of 11: Southeast oblique of 8517 River Rock Terrace, looking northwest.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 4

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**Photo 7 of 11: North elevation of 8512 River Rock Terrace, looking south.**



**Photo 8 of 11: Detail of entry behind detached garage at 8512 River Rock Terrace, looking southeast.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 5

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**Photo 9 of 11: Northeast oblique of 8504 River Rock Terrace, looking west.**



**Photo 10 of 11: Detail of second floor balcony, 8504 River Rock Terrace, looking west.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 6

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**Photo 11 of 11: South elevation of 8505 Carlynn Drive, looking north.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 7

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**PHOTO LOG**

**Name of Property:** Persimmon Tree  
**Name of Photographer:** Melissa Butler and Katherine Watts  
**Date of Photographs:** 10/01/2018  
**Location of Original Digital File:** MD SHPO

*Photographs inserted on continuation sheets.*

**Photo 1 of 11:**  
Sign at southwest corner of Persimmon Tree Road and Carlynn Drive, looking south.  
M; 35-200\_2018-10-01\_01.tif

**Photo 2 of 11:**  
Streetscape along Carlynn Drive, looking east towards intersection with River Rock Terrace.  
M; 35-200\_2018-10-01\_02.tif

**Photo 3 of 11:**  
View of 8609 and 8605 Carylnn Drive, looking northeast.  
M; 35-200\_2018-10-01\_03.tif

**Photo 4 of 11:**  
View of landscaped island and cul-de-sac at west end of Carlynn Drive, looking southwest.  
M; 35-200\_2018-10-01\_04.tif

**Photo 5 of 11:**  
South elevation of 8517 River Rock Terrace, looking north.  
M; 35-200\_2018-10-01\_05.tif

**Photo 6 of 11:**  
Southeast oblique of 8517 River Rock Terrace, looking northwest.  
M; 35-200\_2018-10-01\_06.tif

**Photo 7 of 11:**  
North elevation of 8512 River Rock Terrace, looking south.  
M; 35-200\_2018-10-01\_07.tif

**Photo 8 of 11:**  
Detail of entry behind detached garage at 8512 River Rock Terrace, looking southeast.  
M; 35-200\_2018-10-01\_08.tif



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 35-200

Name Persimmon Tree  
**Continuation Sheet**

Number Photos Page 8

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**Photo 9 of 11:**

**Northeast oblique of 8504 River Rock Terrace, looking west.**

**M; 35-200\_2018-10-01\_09.tif**

**Photo 10 of 11:**

**Detail of second floor balcony, 8504 River Rock Terrace, looking west.**

**M; 35-200\_2018-10-01\_10.tif**

**Photo 11 of 11:**

**South elevation of 8505 Carlynn Drive, looking north.**

**M; 35-200\_2018-10-01\_11.tif**

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

**Property Name:** Peterbilt

**Address:** 8300 Ardwick Ardmore Road

**City:** Hyattsville

**Zip Code:** 20785

**County:** Prince George's

**USGS Quadrangle(s):** Lanham

**Tax Map Parcel Number(s):** Part of Parcel 6

**Tax Map Number:** 0052

**Project:** I-495 & I-270 Managed Lanes Study

**Agency:** MDOT SHA

**Agency Prepared By:** MDOT SHA

**Preparer's Name:** Rebecca Crew

**Date Prepared:** Jun 6, 2019

**Preparer's Eligibility Recommendation:** Not Recommended

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible: No

Listed: No

**Description of Property and Justification:** (Please attach map and photo)

The Peterbilt sales and service facility, at 8300 Ardwick Ardmore Road in Landover, Maryland (Prince George's County), faces south to Ardwick Ardmore Road. It is east of Pennsy Drive, west of Whitetire Road, south of US 50 and opposite Ardwick Ardmore Road from Jefferson Avenue. The general character of the surrounding area is industrial. Pavement surrounds the entire building, and the lot is enclosed with fencing and motorized gates. The building was constructed ca. 1972

The Peterbilt sales and service facility is considered a full-service dealership for the Peterbilt line of trucks. The property consists of approximately 4.59 acres and contains an 18,0365 square foot, flat-roofed building that consists of a large rectangular footprint with a smaller rectangular section attached to the southeast corner of the building, facing Ardwick Ardmore Road as well as to the east. The larger rectangular section building is two stories in height, but much of it is not divided into two floors, as indicated by the two-story garage doors on multiple elevations.

The smaller rectangular section at the southeast is one-story in height and signals the more public, or customer entrance, marked by a cantilevered flat roof, a ribbon of plate glass windows that extends to parts

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
MHT Comments:	
Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date

Peterbilt

of the south and east elevations, and human-scaled metal-framed plate-glass doors on the south and east elevations. The entrances feature metal-framed sidelights and transoms. Rectangular tiles of two slightly different dimensions adorn the wall to the left of the south-facing entrance. The concrete masonry wall of the larger two-story section located behind the customer service section is adorned with the trademark Peterbilt logo and is devoid of openings, except for two windows on the east elevation, immediately north of the one-story projection. The two windows are aligned in width, with one on each story, but the first story window extends to the ground and is rectangular while the second story window is square. Each window has three lights.

The building was formerly a Ford truck dealership and an Elliott/Wilson Capitol Trucks dealership before becoming a Peterbilt dealership in 2014. Because this is a specialized dealership trading and servicing large vehicles, the building does not exhibit expansive showroom windows, as the trucks available for purchase are parked outside the building.

The Peterbilt dealership is not eligible for listing in the National Register of Historic Places. It is not associated with significant events or persons and not eligible under Criteria A or B. It does not retain its original branding and only minimally applies concepts of the International Style of architecture; therefore, it is not eligible for listing under Criterion C. The property was not evaluated under Criterion D as part of this assessment.

The survey boundary is the 4.59-acre parcel, consisting of part of Parcel 6 of Prince George's County Tax Map 0052.



NR-ELIGIBILITY REVIEW FORM

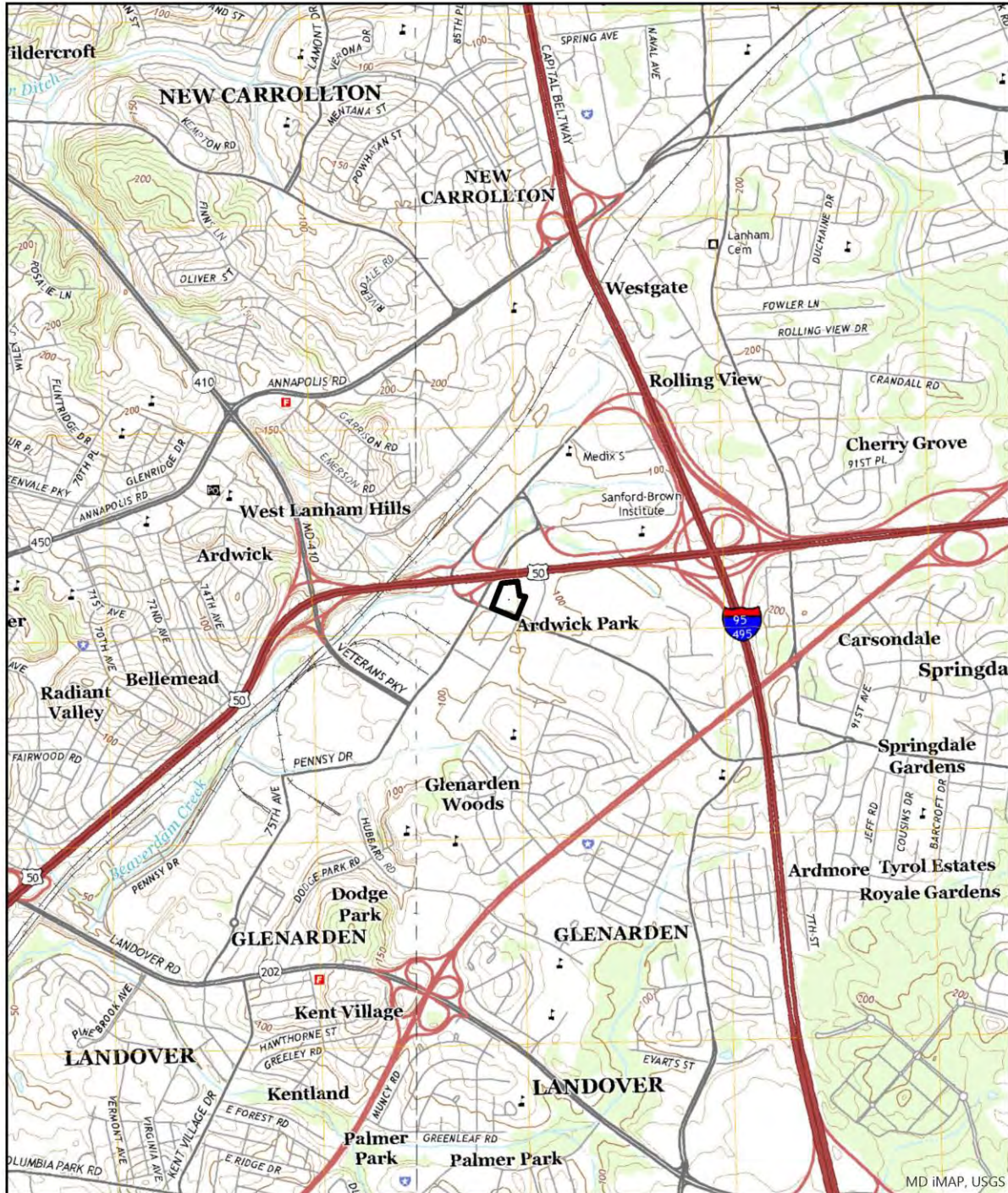
Peterbilt

**Peterbilt**

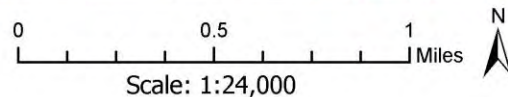
Location: 8300 Ardwick Ardmore Road

Prince George's County

City: Hyattsville



USGS 7.5' Quadrangle - Lanham





NR-ELIGIBILITY REVIEW FORM

Peterbilt



View facing northwest towards main entrance.



View facing northeast towards front facade.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Philip F. Gormley House/Gagarin Property

Inventory Number: M: 35-162

Address: 9220 LeVelle Drive

Historic District: No

City: Chevy Chase

Zip Code: 20815

County: Montgomery

USGS Quadrangle(s): Kensington

Property Owner: Ann Graves Gagarin

Tax Account ID: 07-00423126

Tax Map Parcel(s): P182

Tax Map: HP51

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG & MDOT SHA

Preparer's Name: Melissa Butler & Sarah Groesbeck

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Recommended

Criteria: A B ☒ C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

An easement was placed on the property in 2007 and is held by the Maryland Historical Trust (MHT); however, an eligibility assessment was not made at that time (MHT 2007).

Setting:

The Philip F. Gormley House/Gagarin Property, at 9220 LeVelle Drive, is located within the Park View Estates residential neighborhood in Chevy Chase. It is set on a 0.92-acre irregular-shaped parcel that is characterized by manicured lawn and scattered small shrubs and trees. The dwelling sits at the center of the parcel, facing east. A paved asphalt driveway extends north from LeVelle Drive toward the dwelling. The entrance to the property from LeVelle Drive is marked by a double metal gate with decorative scrolling Gs, dating to the late twentieth or early twenty-first century. The driveway curves around the north and west sides of the house and loops back to the entrance gate. In addition to the house, the only other building on the property is a one-story gable-front garage north of the dwelling.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:



## Description:

The Philip F. Gormley House/Gagarin Property is a two-and-one-half-story, three-bay, single-family dwelling with a two-story rear ell and one-story garage addition. The ell may be the oldest part of the house, constructed circa 1882 as part of an earlier dwelling. The two-and-one-half story main block was constructed circa 1912 in the Colonial Revival style, and the garage addition was built in the mid-twentieth century, prior to 1957 (NETR 1957).

The building rests on a continuous foundation; the foundation and exterior walls are clad in stucco. The main block is covered by an asphalt-shingle hipped roof with hipped-roof dormers on its east, west, and south slopes. This block has two brick chimneys: an exterior-end chimney located on the southeast elevation and an interior-slope chimney on the northwest elevation. The ell has an asphalt-shingle gable roof, and the garage addition has a built-up roof. Windows are primarily single or paired twelve-over-one double-hung wood sash with decorative shutters or six-over-six double-hung wood sash.

The main block's façade (east elevation) is symmetrical, with three regularly spaced bays on the first and second stories. A one-story full-width flat-roof porch supported by Tuscan-order columns shelters the first story and wraps around to the south elevation. It covers the central, single-leaf wood door with sidelights and a fanlight. The south and north elevations are each two bays wide. The main block's west elevation is mostly covered by the ell and garage addition.

The two-story ell's south elevation is two bays wide; its first story covered by a full-width shed-roof porch with replacement Tuscan column supports. The first story has double-leaf doors with multi-light sidelights and the second story has two windows. The ell's west elevation has two windows on the first story, one on the second, and a single-light window in the gable. Its window openings are smaller than those on the main block; the windows' casing on the ell's west elevation has a decorative molding distinct from windows on the main block and could be evidence that the ell pre-dates the main block.

The two-bay garage addition has a garage door and picture window with six-over-six sidelights on its west elevation and a single-leaf door with a nine-light window on the north elevation.

The detached garage north of the dwelling is one-story; its roll-up garage door south and is accessed from the paved driveway. The garage is not visible from the public right-of-way nor is it documented in the 2007 easement photographs, but it can be seen on current aerials.

## Historic Context:

The property is located on a 0.92-acre parcel that was once a part of a larger estate known as "Clean Drinking Manor." In 1872, 55 acres of that larger tract were conveyed from John C. Jones to his son, Copeland Parker Jones (Montgomery County Deed Book [MCDB] EPB 10:98, 1872). The 1879 Hopkins map shows the Clean Drinking Manor House (built ca. 1750, no longer extant, near the site of present-day Woodend [M: 35-12]), but no residences to its north on Copeland Jones's property. Tax assessment data gives a construction date circa 1882, during Copeland Jones' ownership. The rear ell of the current house may date to the Copeland Jones house; the ell's massing and size of its window openings are characteristic of a late nineteenth century house, and its roofline connection to the existing main block is slightly disjointed. The original core of 3220 Park View Road, listed in state tax data as being constructed in 1882, may also have been part of the earliest complex of buildings. Later sources describe the building as a former milk house, though no contemporary sources have been found to confirm its original use (Gagarin 1969; Washington Post 1986, RE6).

In 1912, Jones and his children conveyed the same 55 acres to Philip F. Gormley (MCDB JLB 230:210, 1912) who constructed the ca. 1912 Colonial Revival house and was listed in 1915 as living in Chevy Chase (Washington Post 1915, 25). Gormley was a building contractor and owner of the P.F. Gormley Company. A 1912 advertisement for the company states that it built the John Paul Jones tomb at the Naval Academy Chapel in Annapolis, Maryland (Washington Post, L82). The company also constructed Camp Humphries in Petersburg, Virginia, and other projects during World War I (Washington Post 1948, B2). Projects in the Washington, DC, area include NRHP-listed Tilden Hall, though financial difficulties on the project caused Gormley to declare bankruptcy during construction, and the unfinished building was auctioned in September 1923 (Washington Post 1923a, 13; Gentry 2015, 8-15). In a notice for the October 1923 auction of Gormley's real estate, the 55-acre parcel was described as including a "large modern dwelling house, barn, silo, dairy and other outbuildings" (Washington Post 1923b, 10).

The listing states that Gormley also owned an adjacent 48.46-acre parcel used as a dairy farm. The house at 3231 Park View Road, constructed ca. 1913, was most likely part of Gormley's property and could have functioned as a tenant house or guest house associated with the farm. The entire 55-acre estate was sold through trustees Julius I. Peysor and Albert M. Bouio to Austin C. Waller (MCDB 342, 398).

Austin C. Waller conveyed an 11.9-acre portion of this property to Myra L. Leary in 1924, who operated a dairy on the property (Gagarin 1969; MCDB PBR 354, 318). Myra Leary lived at the property with her husband, Harry B. Leary, Sr., a Washington businessman and one of the organizers of the General Baking Company. The Learys named their property Clean Drinking Manor after the older manor house to the south, which was in ruins by the early twentieth century (Baltimore Sun 1938, 14). The property was conveyed by Ms. Leary to John H. Small, III, and Clyde D. Small in 1941. A 1942 property advertisement described the property as 21 acres including the dwelling and the following outbuildings: "tool house, servant's cottage consisting of several rooms, complete kitchen and separate heating unit; dairy barn; modern 5-room guest cottage, complete in every detail" (Washington Post 1942, R2). The photograph accompanying the ad shows the house's south elevation; the current house is relatively unaltered from its former appearance. At that time, the main block's porch had a low balustrade without the extant steps, and the rear ell's porch had turned post supports with spindlework and decorative brackets. After several transactions and further subdivision, Harry S. LeVelle and Inez LeVelle, developers of the surrounding Park View Estates subdivision, conveyed the house and 2.5 acres of land to William L. Berry and Marianna Berry. The house was advertised in 1949 as "Clean Drinking Manor," at a cost of \$57,300 and included the house and "a large, attractive guest house" which is most likely now 3220 Park View Road. By 1949 the main block's porch balustrade had been removed and the stairs on south elevation added (Washington Post 1949, R9).

Over the course of several transactions in the 1950s, the land was further subdivided, and the land surrounding the house became a residential subdivision known as Park View Estates. Ultimately, Miles C. and Irene U. Trowbridge conveyed the current 0.92-acre parcel to Gregory G. Gagarin and Ann Graves Gagarin in July 1960 (MCDB 2767, 647). Gagarin, a descendent of a noble Russian family, was a local businessman and World War II veteran associated with Russian-American military operations. Ownership of the property remains with the Gagarin family through a deed of trust held by Gregory G. and Ann Graves Gagarin and their successors (MCDB 15076, 468). The 1969 history written by Kathy Gagarin indicates that during the 1960s the Gagarins "completely replaced the porch" and a few rotting columns. It also describes a formal boxwood garden "arranged in four squares, each having other gardens inside," estimated to be 70 years old but possibly installed in 1912 when the house was constructed, and a large fishpond that was in the garden near the house (Gagarin 1969). Aerial photographs indicate the garden still exists and has remained in roughly the same configuration since the 1950s.

#### Evaluation:

The Philip F. Gormley House/Gagarin Property was evaluated under the National Register of Historic Places Criteria A, B, and C, as a two-and-one-half-story, three-bay, single-family dwelling constructed circa 1912 with an earlier circa 1882 rear ell. The property was used as a farm and dairy from the late nineteenth century through the early twentieth century. Mid-twentieth century subdivision and development of the property has removed almost all association with this earlier use; the only surviving remnants of the larger complex are the house, milk house/guest house at 3220 Park View Road, and the dwelling at 3231 Park View Road. Therefore, the Philip F. Gormley House/Gagarin Property is not eligible under Criterion A.

No associations with persons of local, state or national significance were identified. Philip Gormley was a prominent Washington, DC, area builder and Gregory Gagarin was involved with important military operations, but this dwelling is not associated with their significant work and career legacies; therefore, the property is not eligible under Criterion B.

The Philip F. Gormley House/Gagarin Property is eligible under Criterion C as an early twentieth century example of Colonial Revival architecture. Although the property has changed through modifications such as the garage addition and alterations to the house's porches, the building retains sufficient integrity and character-defining features to be eligible as an example of its type.

As an architectural resource, the resource was not evaluated under Criterion D.

Period of Significance

The property's period of significance is ca. 1912, when the house was constructed by Philip Gormley.

#### Integrity

The Philip F. Gormley House/Gagarin Property retains integrity of location because it remains in its original location.

The house has integrity of design since its original massing, roofline, symmetrical fenestration, windows, chimney, and exterior stucco remain. Changes to the building include the garage addition, alterations to the ell's porch, and removal of the main block's porch balustrade, but there is sufficient original material to convey the original design. And though porch columns were replaced in the 1960s, they appear to match the original Tuscan columns. The house was originally part of a larger complex, with buildings that are no longer extant, have been altered (3220 Park View Road), or are separated from the house by intervening development (3231 Park View Road). The property does not have integrity of design to illustrate the larger farm complex that existed in the first half of the twentieth century.

Only the area within the property's boundary retains integrity of setting. The majority of the original 55-acre property was developed during the mid-twentieth century, and associated buildings have been demolished, altered, or separated from dwelling. Within the parcel, the property retains integrity of setting, though altered by the detached garage. The boxwood garden appears to date from the buildings original construction and contributes to the property's setting.

Philip F. Gormley House/Gagarin Property's integrity of workmanship is intact since the house's exterior retains many of its original finishes.

The house retains integrity of materials, with its original stucco exterior, windows, chimneys, and some of its porch columns that date from its construction.

The property retains integrity of feeling and association as an early twentieth century Colonial Revival dwelling. It continues to be used as a residence, and the landscape surrounding the building is sufficiently intact to convey its original character.

#### Boundary

The property encompasses 0.92 acre and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP51, Parcel 182.

#### References:

The Baltimore Sun. 1938. "Obituary. Harry B. Leary, Sr." May 15. 14.

Gagarin, Kathy. 1969. "Clean Drinking Manor." Document on file at the Chevy Chase Historical Society, Chevy Chase, Maryland. <https://chevychasehistory.pastperfectonline.com/archive/E306C9B4-CD1D-4074-AFAC-853237875134>.

Gentry, John. 2015. "Tilden Hall, 3945 Connecticut Avenue, NW." National Register of Historic Places Registration Form. Accessed online May 30, 2019. <https://www.nps.gov/nr/feature/places/pdfs/15000781.pdf>.

Maryland Historical Trust (MHT). 2007. Deed of Easement 9220 LeVelle Drive, Chevy Chase Maryland. Document on File at Maryland Historical Trust, Crownsville, Maryland.

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Nationwide Environmental Title Research, LLC [NETR]. Misc. years. Historic Aerial Mosaic Montgomery County, Maryland. Accessed April 20, 2019. <https://www.historicaerials.com/viewer>.



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The Washington Post. 1912. "P.F. Gormley Company Building Construction." June 12. L82

---1915. "Rockville Society." June 13. 25.

---1923a. "Bankruptcy Petition Lists \$714,807 Debts. August 7. 13.

---1923b. "Legal Notices." October 18. 10.

---1942. "To Settle An Estate." September 27. R2.

---1948. "P. F. Gormley Dies, Retired Contractor." January 9. B2.

---1949. "Clean Drinking Manor." May 1. R9.

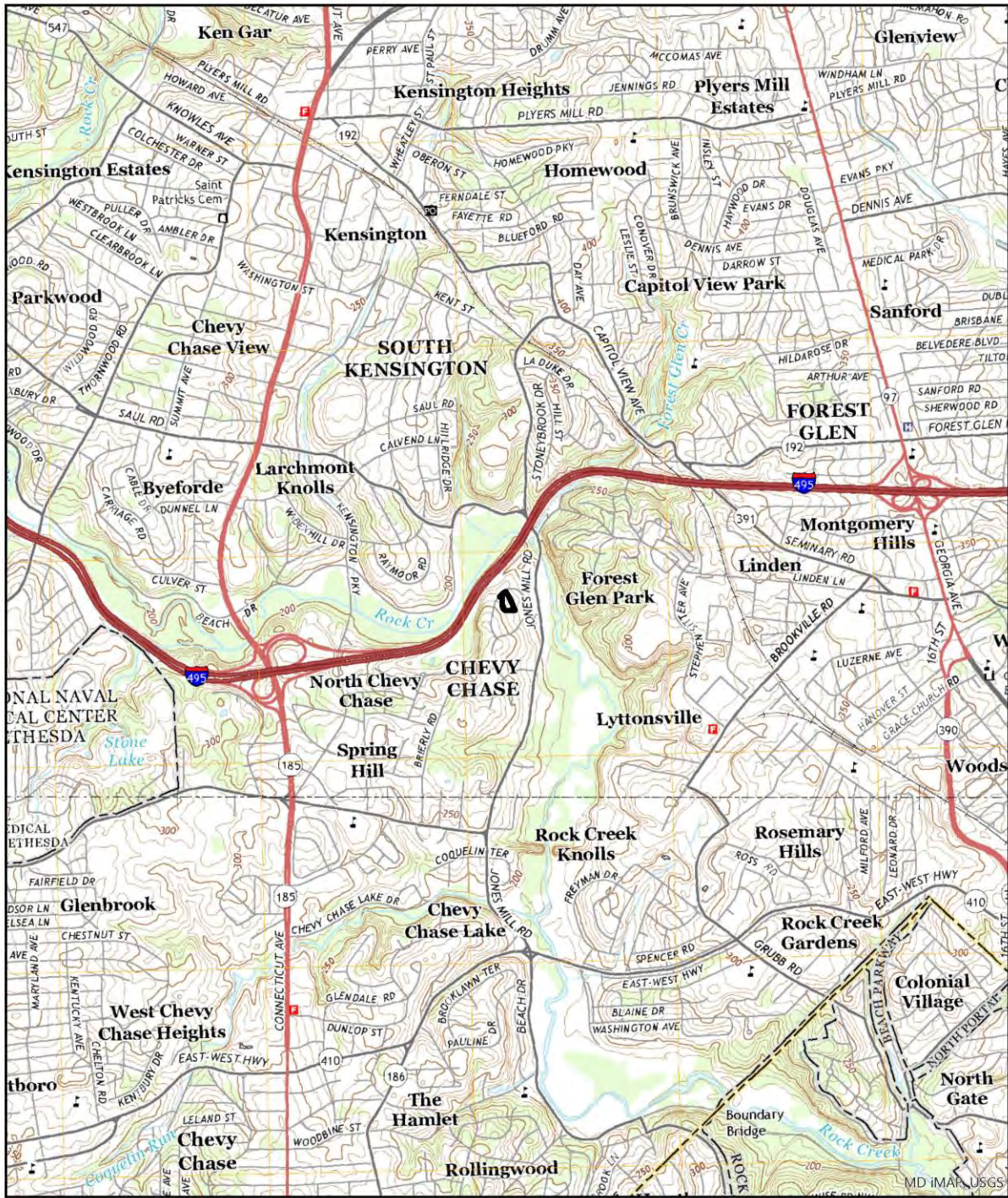
---1986. "Circa 1860 Milk House." November 1. RE6.

**Philip F. Gormley House/Gagarin Property**

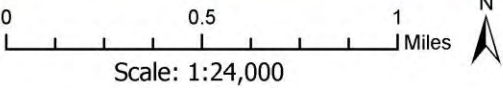
Location: 9220 Levelle Drive

Montgomery County

City: Chevy Chase



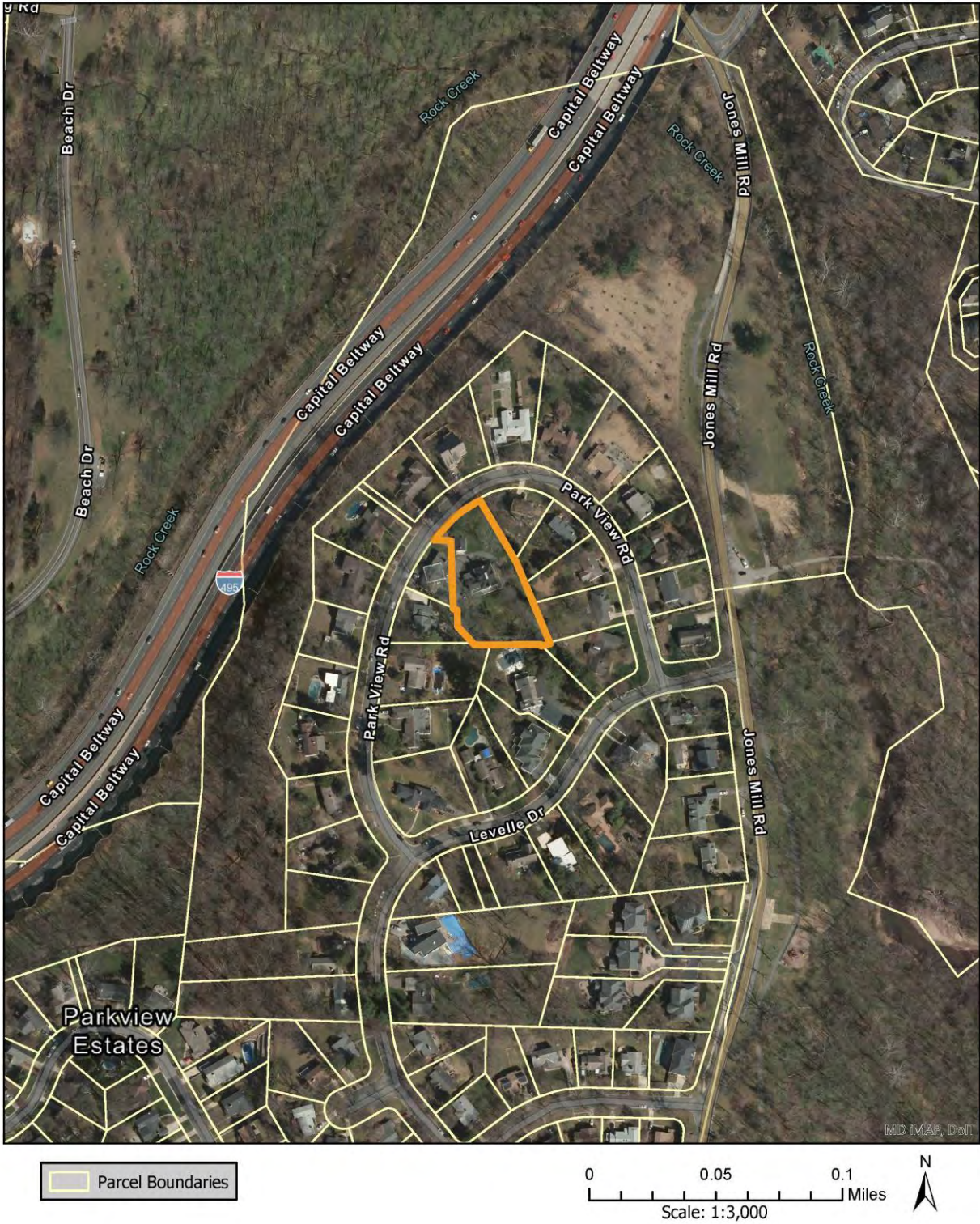
USGS 7.5' Quadrangle - Kensington





**Philip F. Gormley House/Gagarin Property**  
Location: 9220 Levelle Drive

Montgomery County  
City: Chevy Chase







View of 9220 Levelle Drive, facing north from Levelle Drive.



View of 9220 Levelle Drive, facing north from Levelle Drive.



**PHOTOGRAPHS**

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View of 9220 Levelle Drive, facing northeast from 3220 Park View Road.

**PHOTO LOG**

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Number of Photos: 3

Name of Photographer: Melissa Butler

Date of Photographs: 2019-04-23

Location of Original Digital File: MD SHPO

File Format: M: 35-162\_2019-04-23\_01.tif... etc.

Photographs inserted on continuation sheets:

01.tif

View of 9220 Levelle Drive, facing north from Levelle Drive.

02.tif

View of 9220 Levelle Drive, facing north from Levelle Drive.

03.tif

View of 9220 Levelle Drive, facing northeast from 3220 Park View Road.



**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☒

Property Name: Phillips House Inventory Number: M: 31-73  
Address: 3526 Raymoor Road Historic district: ☐ yes ☒ no  
City: Kensington Zip Code: 20895 County: Montgomery  
USGS Quadrangle(s): Kensington  
Property Owner: Ronald D. Eastman Non-Marital Deduction Trust Tax Account ID Number: 13-01154266  
Tax Map Parcel Number(s): 0000 Tax Map Number: HP41  
Project: I-495 & I-270 Managed Lanes Study Agency: MDOT SHA  
Agency Prepared By: Dovetail CRG  
Preparer's Name: Melissa Butler Date Prepared: 12/2018  
Documentation is presented in: Project review and compliance files  
Preparer's Eligibility Recommendation: ☐ Eligibility recommended ☒ Eligibility not recommended  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: ☐ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Setting:

The Phillips House at 3526 Raymoor Road is located within the Rock Creek Hills residential neighborhood in Kensington. The property is set on a 1.04-acre trapezoidal-shaped parcel that is covered by a manicured grass lawn with scattered small shrubs and trees. The resource is bordered to the south by Interstate 495 (I-495) and the primary dwelling faces north towards Raymoor Road. An embankment which parallels Raymoor Road partially obscures the primary elevation of the house from Raymoor Road. An asphalt driveway extends southeast from Raymoor Road on the northeast portion of the property, and turns southwest, creating a courtyard entryway.

Description:

The Phillips House is a modified one-story, multi-bay, single-family dwelling originally constructed circa 1950 in the International Style. The foundation and structural system are clad in narrow, vertical wood siding and are covered by a mostly flat roof with pyramidal component clad in asphalt shingles to the north of the primary entrance.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☐ Eligibility not recommended ☐  
Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

The primary entrance protrudes from the northwest elevation and is filled by double-leaf, paneled decorative wood doors with sculptural metal kick plates and rectangular escutcheons. Sidelights and a transom surround the paired entry doors. Two stone pillars frame the sidelights on either side of the entry. Slate pavers line the walkway from Raymoor Road to the main entrance. Other fenestration includes fixed and casement vinyl or aluminum windows.

A one-story, two-bay, flat-roof garage protrudes from the northwest elevation of the dwelling. Situated just north of the primary entry, the garage faces Raymoor Road and is accessed from the paved driveway. The garage's continuous concrete foundation supports a structural system clad in vertical wood siding. Access is via two metal garage doors on the northwest elevation.

A tennis court, added between 1957 and 1963, is located southeast of the dwelling (Nationwide Environmental Title Research, LLC [NETR] 1957, 1963).

#### Historic Context:

The Rock Creek Hills subdivision was initially platted on land acquired by the Continental Life Insurance Company, Inc., in 1938 (KCI 1999b). Additions to the subdivision were completed through the 1940s, and the subject lot was created as part of the subdivision of Block 9, which was platted in 1945 by H. A. Bartholomew and R. E. Ankers of the Continental Life Insurance Company, Inc. (Montgomery County Plat [MCPB] 1644). Although the Continental Life Insurance Company, Inc., was the primary developer of the Rock Creek Hills, other builders were also engaged in construction in this neighborhood, including Lawrence V. Lutes, Burton Builders, and Wolfarth Development Corporation (Rock Creek Hills Citizens Association 2018, The Washington Post 1959, C1; 1939, R4;). Advertisements suggest that homes were custom built, and as a result, houses vary in style, form, height, and materials. Typical dwellings in Rock Creek Hills are between one- and two-and-one-half stories tall and are constructed in Colonial Revival or Modern styles.

In 1949, Roy F. Thurston and Martha B. Thurston conveyed 3526 Raymoor Road to Ulric B. Phillips and Eleanor Adams Phillips, and it is likely that they had the one-story house constructed circa 1952 (Montgomery County Deed Book [MCDB] 1307, 46; MCPB 1644; United States Geological Survey [USGS] 1951).). Ulrich B. Phillips, a Yale-educated attorney in the U.S. Department of Justice, died in 1957, and Eleanor remarried several years later (The Washington Post 1957, B2). Eleanor continued to live at 3526 Raymoor Road until she conveyed the property, as Eleanor Trowbridge Adams, in 1978 to Ronald D. and Hope B. Eastman (MCDB 2847, 469; 2847, 471; 4294, 527). Ronald Eastman served as a lawyer in Washington and was the General Counsel to the Democratic National Committee from 1976 until 1981. Ronald Eastman died in 2012, and in 2013 the property was transferred to the Ronald D. Eastman Family Trust, who held it for two years before amending the property holding into the Ronald D. Eastman Non-Marital Deduction Trust (MCDB 47519, 147; 49766, 199). The property remains in the Eastman family (MCDB 49766, 199).

#### Evaluation:

The Phillips House is a one-story, multi-bay, single-family dwelling constructed circa-1950 in the International Style. The resource has been altered from its original International Style design with replacement windows and doors, new exterior siding, and no longer exhibits integrity of design, material, workmanship, or feeling. The house has never been moved and the immediate area remains residential in nature. As a result, the resource retains integrity of location, association, and setting.

Based on National Register Bulletin 15 and on the research conducted for this project, no associations with events or persons of local, state or national significance were identified. Though Phillips and Eastman held substantial government positions, this dwelling is not associated with their significant work and career legacies, therefore, the Phillips House is not eligible for the NRHP under Criterion A or Criterion B.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

The Phillips House is not a unique or excellent example of its style or form as many Modern Period (1930-1960) dwellings exist throughout Montgomery County. Dwellings in the Rock Creek Hills neighborhood reflect Colonial Revival and Contemporary styles and, on a whole, retain high levels of historic integrity; however, none have been determined individually eligible for the NRHP. The Phillips House is also just one of several non-Colonial Revival-style dwellings within Rock Creek Hills; another example in this neighborhood is 3538 Raymoor Road, a Ranch-style house with elements of the Contemporary style designed in 1958 (Kelly 2015).

Because the Phillips House is not an exceptional example of this property type and style, lacks integrity, and there are better and more intact examples that exist, the resource is not eligible under Criterion C. As an architectural resource, the resource was not evaluated under Criterion D. Based on the evaluated Criteria, the Phillips House is not eligible for the NRHP.

The property encompasses 1.04 acres and is confined to the current property tax parcel, which is found on Montgomery County Tax Map HP41, Parcel 0000.

#### References:

KCI Technologies, Inc. (KCI). 1999a. Suburbanization Historic Context and Survey Methodology, I-495/I-95 Capital Beltway Corridor Transportation Study, Montgomery and Prince George's Counties, Maryland. KCI Technologies, Inc., Hunt Valley, Maryland. Accessed October 20, 2018. <http://www.marylandroads.com/Index.aspx?PageId=214>.

KCI Technologies, Inc. (KCI) 1999b. "Rock Creek Hills Community Summary Sheet." Form on file at the Maryland Historical Trust, Crownsville, Maryland.

Kelly, Clare Lise. 2015. Montgomery Modern: Modern Architecture in Montgomery County, Maryland, 1930-1979. Silver Spring, Maryland: Maryland-National Capitol Park and Planning Commission.

Manning, Matt, Danae Peckler, Kerri Barile, Christeen Taniguchi, and Matthew Bray. 2018. Suburbanization Historic Context Addendum I-495/I-270 Managed Lane Study, Montgomery & Prince George's Counties, Maryland, Suburban Diversification Period (1961-1980). Draft. Prepared for the Maryland Department of Transportation State Highway Administration.

Montgomery County Deed Book (MCDB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed October 18, 2018. <http://www.mdlandrec.net/>.

Montgomery County Plat Book (MCPB). N.d. Montgomery County Land Records, misc. years. Archives of Maryland Online. Accessed October 18, 2018. <http://www.plats.net/>.

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Rock Creek Hills Citizens Association. 2018. "History of Rock Creek Hills." Accessed October 22, 2018. <http://rchca.org/>.

#### MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



State Department of Assessments and Taxation (SDAT). 2018. Assorted Montgomery County Tax Records. Accessed October 22, 2018. <http://sdat.com>.

United States Geological Survey (USGS). 1951 Kensington, Maryland. 7.5-Minute Topographic Quadrangle. Montgomery County, Maryland. Accessed October 2018. <http://historicalmaps.arcgis.com/usgs/index.html>.

The Washington Post. 1939. "Recent Home Sales in Rock Creek Hills." March 26, 1939. R4. Accessed October 22, 2018.

--- 1957. "Ulric B. Phillips, Attorney for Justice Dept." August 1, 1957. B2. Accessed October 22, 2018.

--- 1959. "Custom Built in Rock Creek Hills." June 13, 1959. C1. Accessed October 22, 2018.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    A    B    C    D    Considerations:    A    B    C    D    E    F    G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



**Phillips House**

Location: 3526 Raymoor Road  
City: Kensington

MHP#: M:31-73  
Montgomery County



USGS 7.5' Quadrangle - Kensington

0 0.3 0.6  
Miles  
Scale: 1:24,000





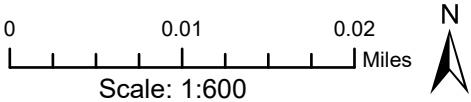
Phillips House

Location: 3526 Raymoor Road  
City: Kensington

MIHP#: M:31-73  
Montgomery County



Parcel Boundaries





**Maryland Historical Trust**  
**Maryland Inventory of**  
**Historic Properties Form**

Inventory No M: 31-73

Name Phillips House  
**Continuation Sheet**

Number Photos Page 1

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**Photo 1 of 4: Phillips House, 3526 Raymoor Road, northwest entry detail.**



**Photo 2 of 4: Phillips House, 3526 Raymoor Road, facing south.**



**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 31-73

Name Phillips House  
**Continuation Sheet**

Number Photos Page 2

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**Photo 2 of 4: Phillips House, 3526 Raymoor Road, Garage on Northwest Elevation.**



**Photo 3 of 4: Phillips House, 3526 Raymoor Road, northwest elevation.**

**Maryland Historical Trust  
Maryland Inventory of  
Historic Properties Form**

Inventory No M: 31-73

Name Phillips House  
**Continuation Sheet**

Number Photos Page 3

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**PHOTO LOG**

**Name of Property: 3526 Raymoor Road  
Name of Photographer: Melissa Butler  
Date of Photograph: October 2018  
Location of Original Digital File: MD SHPO**

*Photographs inserted on continuation sheets.*

**Photo 1 of 4:  
3526 Raymoor Road, northwest entry detail.  
M; 31-73\_2018-10-01\_01**

**Photo 2 of 4:  
3526 Raymoor Road, facing south.  
M; 31-73\_2018-10-01\_02**

**Photo 3 of 4:  
3526 Raymoor Road, garage on northwest elevation.  
M; 31-73\_2018-10-01\_03**

**Photo 4 of 4:  
3526 Raymoor Road, northwest elevation.  
M; 31-73\_2018-10-01\_04**



# **Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form**

Inventory No. M: 26-6

Page 1 of 1

**Name of Property:** Poor Farm, Site and Cemetery

**Location:** Approximately 1307 Seven Locks Road, Rockville, MD 20854

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The 1975 inventory form notes that the ruins of a spring house were extant at that time and small markers from the burial ground visible. Aerial photography from the 1980s show that the ruins were removed; a site visit confirmed that the ruins and burial markers are no longer extant. There are no remaining above-ground resources related to the Poor Farm at this site.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center) Inventory Number: M: 26-86

Address: 1235 Potomac Valley Road

Historic District: No

City: Rockville

Zip Code: 20850

County: Montgomery

USGS Quadrangle(s): Rockville

Property Owner: Potomac Valley Limited Partnership

Tax Account ID: 00157195

Tax Map Parcel(s): 0000

Tax Map: GR21

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019). Due to privacy concerns, areas with residents were not accessible during survey, including the façade and main entrance.

Location/Setting

The Potomac Valley Nursing Home (1964), now known as the Potomac Valley Nursing and Wellness Center, is located in Rockville, Montgomery County, northeast of the Washington National Pike/Dwight D. Eisenhower Memorial Highway (I-270) and Falls Road (MD 189) interchange. The 4.44-acre property is in a densely developed suburban area surrounded by residential single-family dwelling and townhome developments. The property is bordered to the north by Potomac Valley Road, to the west and south by dense trees along I-270, and to the east by single family dwellings along Don Mills Court.

The nursing home is accessed by an asphalt and concrete driveway from Potomac Valley Road, leading to an asphalt parking lot

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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that is sited on the highest portion of the property. The L-shaped building wraps around the south and east sides of the parking lot, and the northeast wing is set downhill from the parking lot. The drive curves around the southwest wing, leading to a parking lot and service area south of the building. A plastic-and-metal business sign with stone-clad posts, constructed between 2014 and 2019, is located just east of the driveway. Concrete pedestrian walkways connect the main entrance to the parking lot, the parking lot to the sidewalk along Potomac Valley Road, and run along the northwest elevation of the southwest wing; a gravel pedestrian walkway with wood borders connects a secondary entrance on the northeast wing to Potomac Valley Road. A tall privacy fence, installed between 2014 and 2018, encloses the east side of the property.

Modular sheds and mechanical equipment are located on a concrete pad at the building's southeast elevation. Lawns, trees, shrubs, planting beds, and metal light standards are also located on the property.

#### Architectural Description

The Potomac Valley Nursing Home is a two-story, Contemporary Style, L-shaped nursing home. The nursing home sits on a concrete foundation, and the property is sloped so that the main entrance, located on the second story of the southwest wing, is at ground level. The building is clad in uncoursed stone and has a shallow-pitched cross-gable roof with deep eaves.

The main entrance is located on the northwest façade, near the corner of the "L," and opens onto the concrete pedestrian walkway. The entrance consists of a front gable projection, supported by stone slab walls, with a recessed metal-sash window wall. A metal-and-glass vestibule with an automatic sliding door with transom projects from the center of the window wall. A second automatic sliding door is located within the vestibule, leading to the lobby. A single metal-and-glass door is northeast of the vestibule. The entry is at ground level to facilitate easy access to the facility. Secondary entrances at the other elevations consist of single metal doors.

Fenestration on all elevations consists of window walls divided by areas of uncoursed stone. Most window walls are two-bay with a large metal, fixed-pane window, a hopper window, and a spandrel panel at each story. A few bays have ribbon windows. Porches, which were originally open, are located at the ends of the wings at the southwest and northwest elevations and are now enclosed by metal-sash window walls with spandrel panels and metal-sash hopper units. The northwest gable-front elevation features a trapezoidal stone area on the first story.

#### Historic Context

Development of the Potomac Valley Nursing Home began in December 1961 with zoning approval for the project. Construction of the facility was underway two years later. The building was planned to include 160 beds in two wings, with a third 60-bed wing to be added later, but the third wing was never constructed (Washington Post 1962, D5; Historic Aerials, 2019). The facility was designed by Chicago architect Ernest M. Mandel AIA, who was also the vice president of Potomac Valley Nursing Home Inc. (Washington Post 1963, C14; 1964, C8). In 1964, Mandel also designed a Colonial Revival-influenced nursing home, the Woodbine Nursing and Convalescent Center, in Alexandria, Virginia (Washington Post 1964, E15; 1965, F11). As America's population grew and healthcare improved in the mid-twentieth century, nursing homes and similar care facilities became popular. Several nursing homes were constructed around the Beltway, such as the Wheaton Nursing Home (1962), which was developed by Stewart Bainum and became the first facility in Bainum's national Manor Care nursing home chain in 1968 (Kelly 2015, 148).

The Potomac Valley Nursing Home opened in 1964, advertising "not only professional nursing care and the latest facilities, but a continuing concern for the resident's individual requirements." At opening, the nursing home featured individually decorated patient rooms, four dining rooms and recreation areas, a chapel, resident lounges, barber/beauty and dental suites, a greenhouse, and individual resident gardens. The building was advertised as "fireproof" (Washington Post 1964, A32). The following year, three additional nursing homes were built in Montgomery County, the Bethesda-Silver Spring Nursing Home, Fairland Nursing Home, and Westwood Nursing Home (Kelly 2015, 211).

The Potomac Valley Nursing Home building has been altered since its completion in 1964. Changes include the enclosure of the northeast wing's porch sometime between 1988 and 2002, enclosure of the southwest wing's porch sometime between 2002 and 2009, and the replacement of the doors at the main entrance (Historic Aerials). As of 2019, the nursing home remains in



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operation as the Potomac Valley Nursing and Wellness Center.

#### Eligibility Determination

The Potomac Valley Nursing Home was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

The Potomac Valley Nursing Home does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The facility was one of several built during the 1960s in response to the region's continued suburban growth. Therefore, Potomac Valley Nursing Home is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. Therefore, Potomac Valley Nursing Home is not eligible under Criterion B.

The Potomac Valley Nursing Home is not a notable early example or one of the last intact examples of a nursing facility in the Washington, DC, region. The Wheaton Nursing Home (1962), now operating as Manor Care Health Services-Wheaton, Fairland Nursing Home (1965), and Westwood Nursing Home (1965) are still standing. In addition, the infill of the building's prominent porches has diminished its integrity. Research has not found architect Ernest M. Mandel, AIA, to be a master nor does the resource have high artistic value. Therefore, Potomac Valley Nursing Home is not eligible under Criterion C.

The property encompasses 4.44 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map GR21, Parcel 0000 (2019). Tax account is 00157195.

#### References

"\$1-Million Nursing Home Planned for Alexandria." The Washington Post, February 15, 1964, E15. ProQuest.

"Construction Scheduled to Begin." The Washington Post, January 13, 1962, D5. ProQuest.

Kelly, Clare Lise. Montgomery Modern. Silver Spring, Maryland: M-NCPPC, 2015.

MDOT SHA, Dovetail Cultural Resource Group, and RK&K. Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland. Baltimore, Maryland: MDOT SHA, 2019.

NETROnline. 2019. "Historic Aerials." Accessed January 9, 2019. [www.historicaerials.com](http://www.historicaerials.com).

"New Nursing Home for Rockville." The Washington Post, May 25, 1963, C14. ProQuest.

"Nursing Home Features Williamsburg Look." The Washington Post, May 22, 1965, F11. ProQuest.

"Potomac Valley Nursing Home." Advertisement. The Washington Post, September 17, 1964, A32. ProQuest.

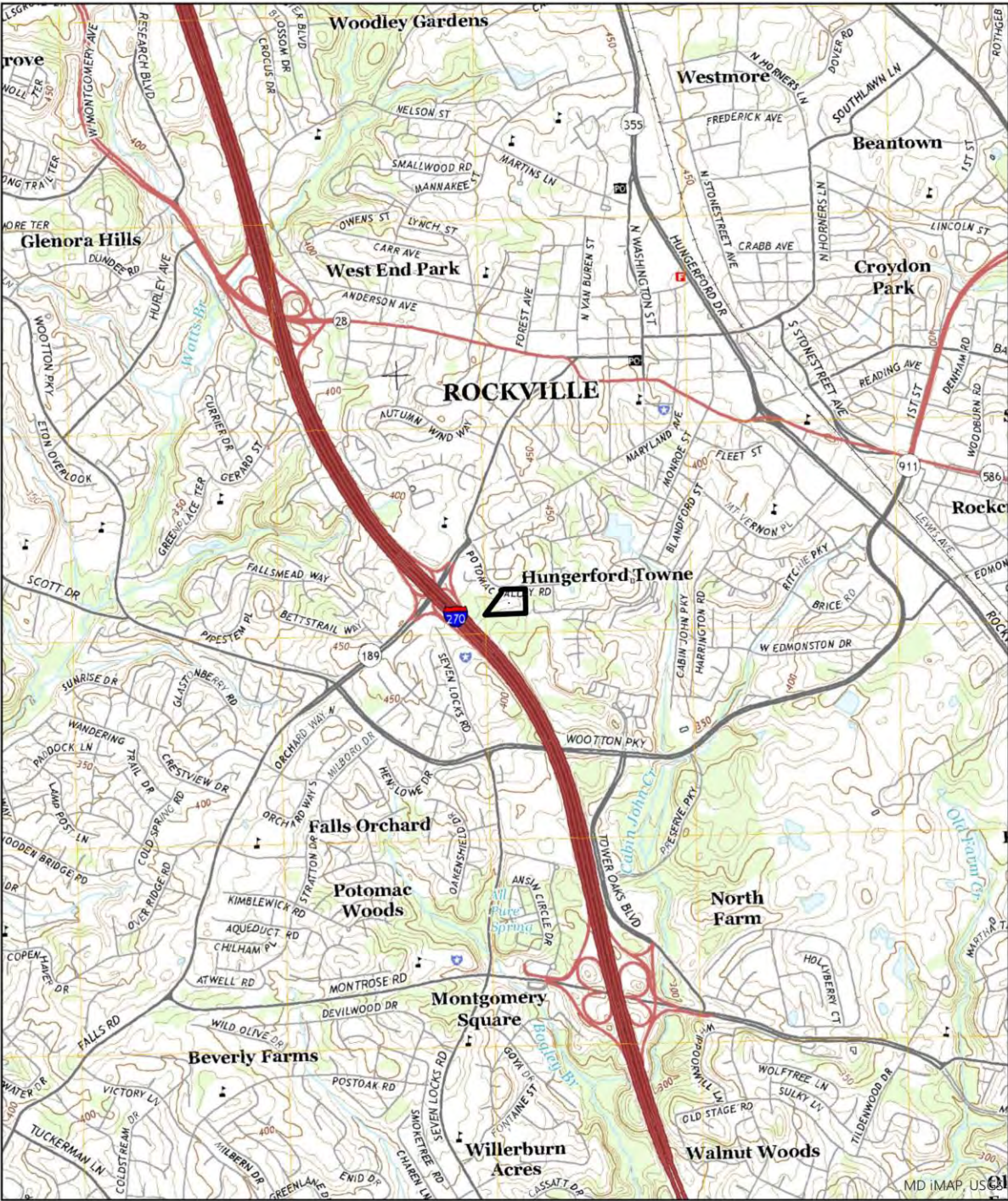
"Potomac Valley Nursing Home in Rockville." The Washington Post, October 31, 1964, C8. ProQuest.

Potomac Valley. 2016. "Potomac Valley Nursing Virtual Tour." YouTube Video, uploaded by Potomac Valley, August 3, 2016. <https://www.youtube.com/watch?v=m8R7-OuGtQU&feature=youtu.be>.

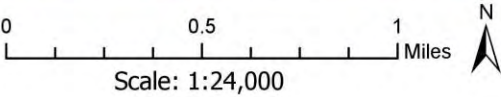
"Realty and Building News." The Washington Post, September 26, 1964, C21. ProQuest.

**Potomac Valley Nursing Home**  
Location: 1235 Potomac Valley Road

Montgomery County  
City: Rockville



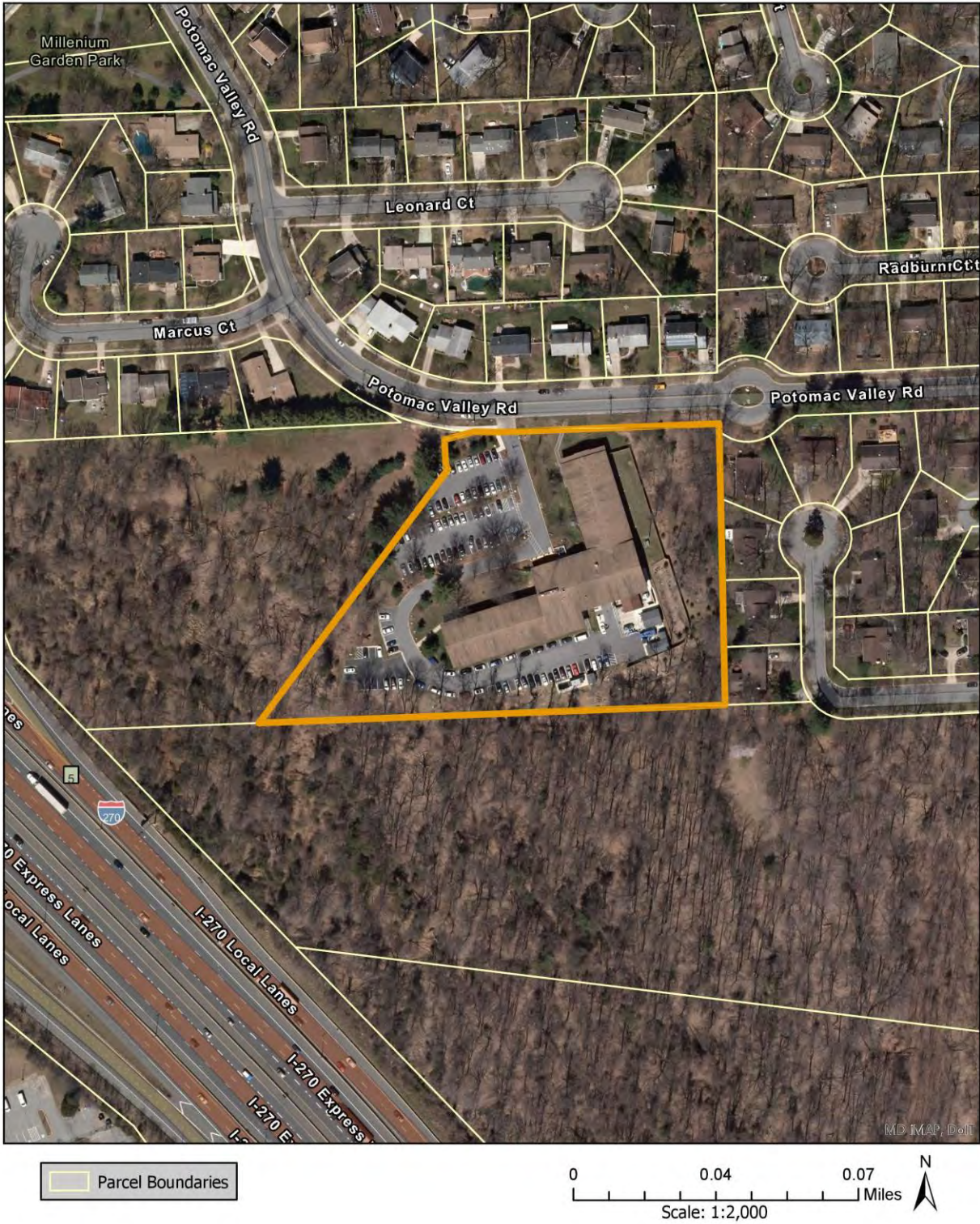
USGS 7.5' Quadrangle - Rockville





**Potomac Valley Nursing Home**  
Location: 1235 Potomac Valley Road

Montgomery County  
City: Rockville



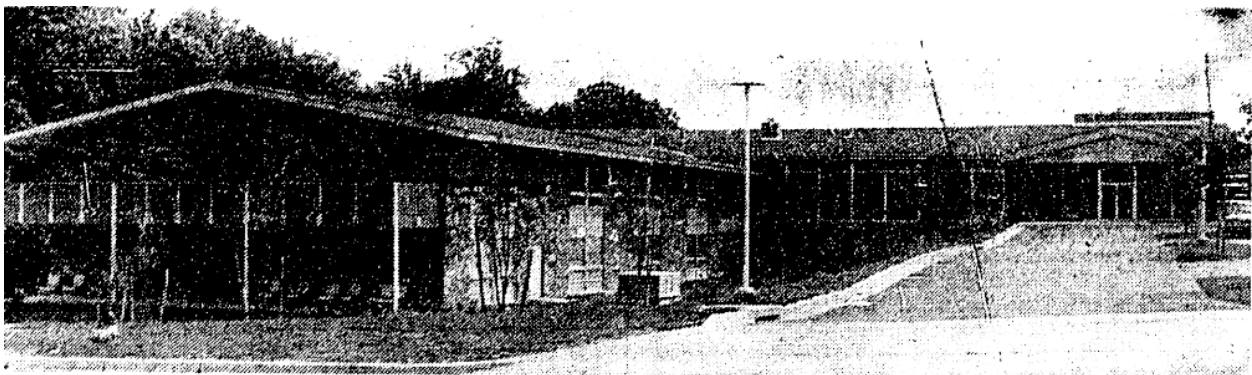


Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)

1235 Potomac Valley Road  
Rockville, Maryland



Architect's Drawing of Potomac Valley Nursing Home, 1963.  
Photo from *The Washington Post*, May 25, 1963, C14.



Potomac Valley Nursing Home, 1964.  
Photo from *The Washington Post*, October 31, 1964, C8.

An advertisement for Potomac Valley Nursing Home. It features a drawing of the building at the top. Below the drawing is a circular frame containing a drawing of a person sitting in a chair. To the right of the circle is a list of services. At the bottom right is the name 'Potomac Valley NURSING HOME' and the address and phone number.

Cared-for, care-free living means not only professional nursing care and the latest facilities, but a continuing concern for the resident's individual requirements. At Potomac Valley Nursing Home, residents enjoy individually decorated rooms, four dining rooms and recreation areas, barber, beauty, and dental suites, spacious lounges, all-faiths chapel, enclosed greenhouse and individual, waist-high gardens, and social and recreational activities. Relatives and friends are welcome for lunch and dinner. Your personal inspection is invited.

- 24-HOUR REGISTERED NURSING CARE
- PHYSICIAN OF YOUR CHOICE
- PHYSICAL & OCCUPATIONAL THERAPY
- DELICIOUS MEALS—SPECIALLY PLANNED DIETS
- NEW FIREPROOF BUILDING
- ELECTRONIC BED-TO-NURSING STATION COMMUNICATION

**Potomac Valley**  
**NURSING HOME**  
Potomac Valley Road at Great Falls Road  
Rockville, Maryland  
Phone: 762-0700

Potomac Valley Nursing Home Advertisement, 1964.  
Photo from *The Washington Post*, September 17, 1964, A32.

**M: 26-86**

**Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)**

1235 Potomac Valley Road  
Rockville, Maryland



Main Entrance, 2014. Screen capture from video "Potomac Valley Virtual Tour."  
YouTube Video, uploaded by Potomac Valley, August 3, 2016.



**PHOTOGRAPHS**

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Northwest elevation, showing enclosed former porch, looking southwest.



Northwest elevation, looking southeast.



M: 26-86

Potomac Valley Nursing Home (Potomac Valley Nursing and Wellness Center)

**PHOTO LOG**

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Number of Photos: **2**

Name of Photographer: **Melissa Butler**

Date of Photographs: **2018-09-10**

Location of Original Digital File: **MD SHPO**

File Format: **M: 26-86\_2018-09-10\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Northwest elevation, showing enclosed former porch, looking southwest.

02.tif

Northwest elevation, looking southeast.

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: **Powder Mill Elementary School (Frances Fuchs Early Childhood Center)**

Inventory Number: **PG:61-86**

Address: 11011 Cherry Hill Road

Historic District: No

City: Beltsville

Zip Code: 20705

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Board of Education of Prince George's County

Tax Account ID: 00005074

Tax Map Parcel(s): 0000

Tax Map: 0018

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: RK&K, LLP

Preparer's Name: Jacob Bensen

Date Prepared: Jun 10, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property:

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

The following evaluation refers to the Suburbanization Historic Context Addendum (1961-1980), Montgomery and Prince George's Counties, Maryland (May 2019).

Location/Setting

Powder Mill Elementary School (Frances Fuchs Early Childhood Center), constructed circa 1970, is a public school located in Beltsville, Prince George's County. The 8.84-acre property is bordered to the west by Cherry Hill Road, to the south and southeast by I-95, and to the north and northeast by residential developments. The property is in a developed suburban area surrounded by single-family dwellings. Trees buffer the property from the neighboring residential developments and from I-95.

The school is accessed by three asphalt driveways from Cherry Hill Road and separated from the road by tree, shrub, and grass-landscaped islands. The driveways lead to asphalt parking lots and a looping drive northwest of the main entrance. The north parking lot has an island with trees, grass, and a metal-frame gazebo. Playgrounds with metal and plastic equipment are located

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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to the northeast, and a large field with a chain-link backstop is located to the south. Fourteen portable classroom buildings are located on the property in two distinct clusters—eight at the northeast corner of the school building and six at the southeast. A chain-link fence encloses the east and southeast sides of the property, including the playgrounds, portable classrooms, and large field. Concrete and asphalt pedestrian walkways are located around the property, connecting the building to the playgrounds, parking lots, portable classrooms, and the sidewalk along Cherry Hill Road. A chain-link-fence-enclosed generator, metal light standards, and four modern modular sheds are also located on the property. A metal flagpole is located northwest of the main entrance, and a metal gazebo is located near the northeast cluster of portable classrooms.

#### Architectural Description

Powder Mill Elementary School is a one-story, Modernist-influenced, irregular-plan school. The building consists of two rectangular-plan classroom wings, oriented northwest to southeast, connected by a hyphen. An L-shaped administrative wing projects to the southwest. The school building sits on a concrete foundation and is clad in red brick in a running bond pattern. A narrow standing-seam metal cornice runs along the edges of the flat roof.

The building's main entrance is located at the northwest façade, opening onto the concrete pedestrian walkway surrounding the looping driveway. The entrance consists of two sets of paired metal doors with rectangular lights, surrounded by a metal window wall. An identical secondary entrance is located on the southeast elevation. The southwest portion of the administrative wing, which houses a multipurpose room, faces Cherry Hill Road. This southwest elevation has a gently sloping shed roof that runs northwest-southeast and features a central band of metal windows above a brick spandrel flanked by single doors and topped with standing-seam metal wall panels. To the north of the windows, flat metal letters read "FRANCES R. FUCHS SPECIAL CENTER" and three-dimensional plastic numbers read "11011."

Other entrances consist of single and paired metal doors with rectangular lights, vents, or solid panels. Most paired doors have metal sidelights and transoms, including those in the brick hyphen. Some secondary entrances are recessed and sheltered by the main roof. The entrance at the northwest elevation of the western classroom wing is sheltered by a rectangular metal canopy supported by round metal posts. Entrances are accessed by single concrete steps and concrete ramps with metal railings. A bricked-in single doorway is located on the southeast elevation.

The classroom wings feature large openings with ribbons of two-light, metal awning windows topped by large standing-seam metal panels. The northeast portion of the administrative wing has ribbons of multi-light, metal windows with awning openings in the center, topped by a thin band of standing-seam metal wall cladding. Other windows include multi-light metal windows with awning and hopper openings.

#### Historic Context

In 1964, the Board of Education of Prince George's County purchased the property at 11011 Cherry Hill Road from the Park Construction Corporation. The land had previously been platted for residential construction as a part of the adjacent Cherryvale residential development but was re-platted by the Board of Education in 1965 (Washington Post 1964, B12; Prince George's County Circuit Court, 1965). Historic aerial photographs show that Powder Mill Elementary School was built on the property by 1970.

Neighborhoods in Prince George's County were generally segregated due to a variety of factors, including the use of racially restrictive covenants in many of the county's residential developments in the early twentieth century, the migration of African Americans from Washington, DC, to the suburbs, and movement of white residents to suburbs even further from Washington, DC. These segregated neighborhoods resulted in segregated neighborhood schools (Barnes 1973, A1). In 1954, the US Supreme Court ruled segregated public schools were unconstitutional in *Brown v. The Board of Education of Topeka, Kansas*; however, Prince George's County schools remained segregated by race into the 1970s. In July 1972, US District Judge Frank A. Kaufman settled a lawsuit by eight African-American parents against the Board of Education of Prince George's County by issuing a "sweeping desegregation order" that forbid any Prince George's County public school from having a majority African-American student population (Barnes 1973, A1).



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To comply with Judge Kaufman's order, the Board of Education developed a plan to bus students to different schools throughout the county to ensure that the African-American student population within each individual school was at least ten percent and at most 50 percent of the school's population (Matthews 2017, 143). To obtain this ratio at Powder Mill Elementary, students from the Gunpowder Road and Highpoint Homes neighborhoods were transferred from Calverton Elementary to Powder Mill; students from the Trailer Park-Sunnyside neighborhood were transferred from Powder Mill to Chestnut Hills Elementary; and students from the Knollwood-Pleasant Acres neighborhood were transferred from Powder Mill to Cherokee Lane Elementary (Washington Post 1972, A8). Altogether, 130 elementary schools were integrated through the busing plan (Washington Post 1972, A8).

In 1979, Powder Mill Elementary was recommended for closure due to declining enrollment county-wide; however, community opposition led the Board of Education to keep the school open (Collins and Diehl 1979, C1). Two years later, Powder Mill Elementary was again recommended for closure (Washington Post 1981, MD2). Despite community opposition, the Board of Education approved the plan to close Powder Mill and 30 other elementary schools. Powder Mill Elementary closed in September of 1981 and students were transferred to Calverton Elementary for the 1982-1983 school year (Washington Post 1981, B3). In March 1984 the building was re-opened as a special education school and re-named Frances R. Fuchs Special Center (Sauve 1984, MDA12). Frances R. Fuchs was the Supervisor of Special Education for Prince George's County from 1965 until her retirement in 1977, and she was involved in the initiation of early childhood center programs in county schools in the 1950s (Frances Fuchs Early Childhood Center, 2019). The metal canopy on the northwest side of the building was constructed between 1981 and 1988, and portable classrooms were placed on the property in three phases between 1988 and 2008 (Historic Aerials, 2019).

As of 2019, the school is known as Frances Fuchs Early Childhood Center, and provides pre-kindergarten, preschool opportunity, and preschool autism programs (Frances Fuchs Early Childhood Center, 2019).

#### Eligibility Determination

Powder Mill Elementary School was evaluated in accordance with the Suburbanization Historic Context Addendum and National Register of Historic Places (NRHP) Criteria A, B, and C. The property was not evaluated for eligibility under Criterion D.

Powder Mill Elementary School does not have a significant association with historical trends such as social and demographic changes, transportation, and local and regional planning. The school was one of many public elementary schools built in response to the county's continued suburban growth. The school was one of 130 elementary schools affected by the county's busing program in the early 1970s and does not have a significant association with the desegregation of Prince George's County schools. The building does not have significant associations with other historical events. Therefore, Powder Mill Elementary School is not eligible under Criterion A.

Research has revealed no association with persons who have made specific contributions to history. The building's namesake, Frances R. Fuchs, had no direct connection to the building. Therefore, Powder Mill Elementary School is not eligible under Criterion B.

Powder Mill Elementary School is not a notable early example or one of the last intact examples of a mid-century elementary school building in Prince George's County. Research has found no association with a master, nor does the resource have high artistic value. Therefore, Powder Mill Elementary School is not eligible under Criterion C.

The property encompasses 8.84 acres and is confined to the current property tax parcel, which is found on Prince George's County Tax Map 0018, Parcel 00B2 (2018). Tax account is 0005074.

#### References

"31 P.G. Elementary Schools Would Close Under New Plan." The Washington Post, February 12, 1981, MD2.

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Collins, Dennis and Jackson Diehl "Prince George's Will Close 10 Schools, 9 Elementaries Saved by Backing of Communities." The Washington Post, April 19, 1979, C1. ProQuest.

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Matthews, Avis D. "For the Benefit of these Children: Affirming Racial Identity in the Era of School Desegregation, Prince George's County, Maryland, 1954-1974." Master's thesis. University of Maryland, College Park, 2017.

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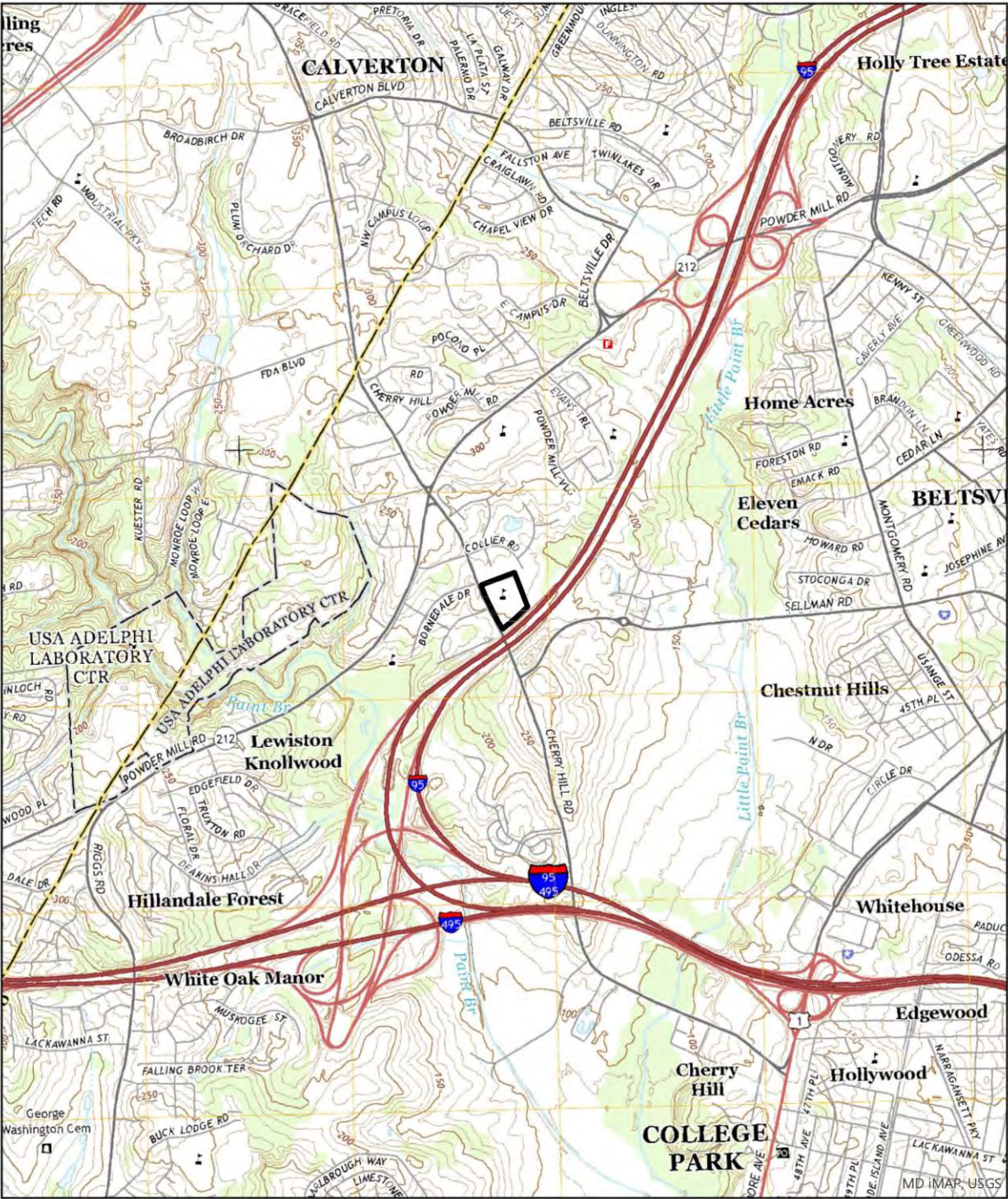
Sauve, Frances. "People." The Washington Post, March 15, 1984, MDA12. ProQuest.

**Powder Mill Elementary School (Frances Fuchs Early Childhood Center)**

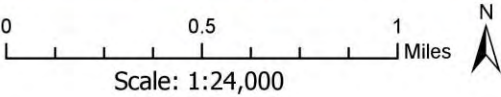
Prince George's County

Location: 11011 Cherry Hill Road

City: Beltsville



USGS 7.5' Quadrangle - Beltsville



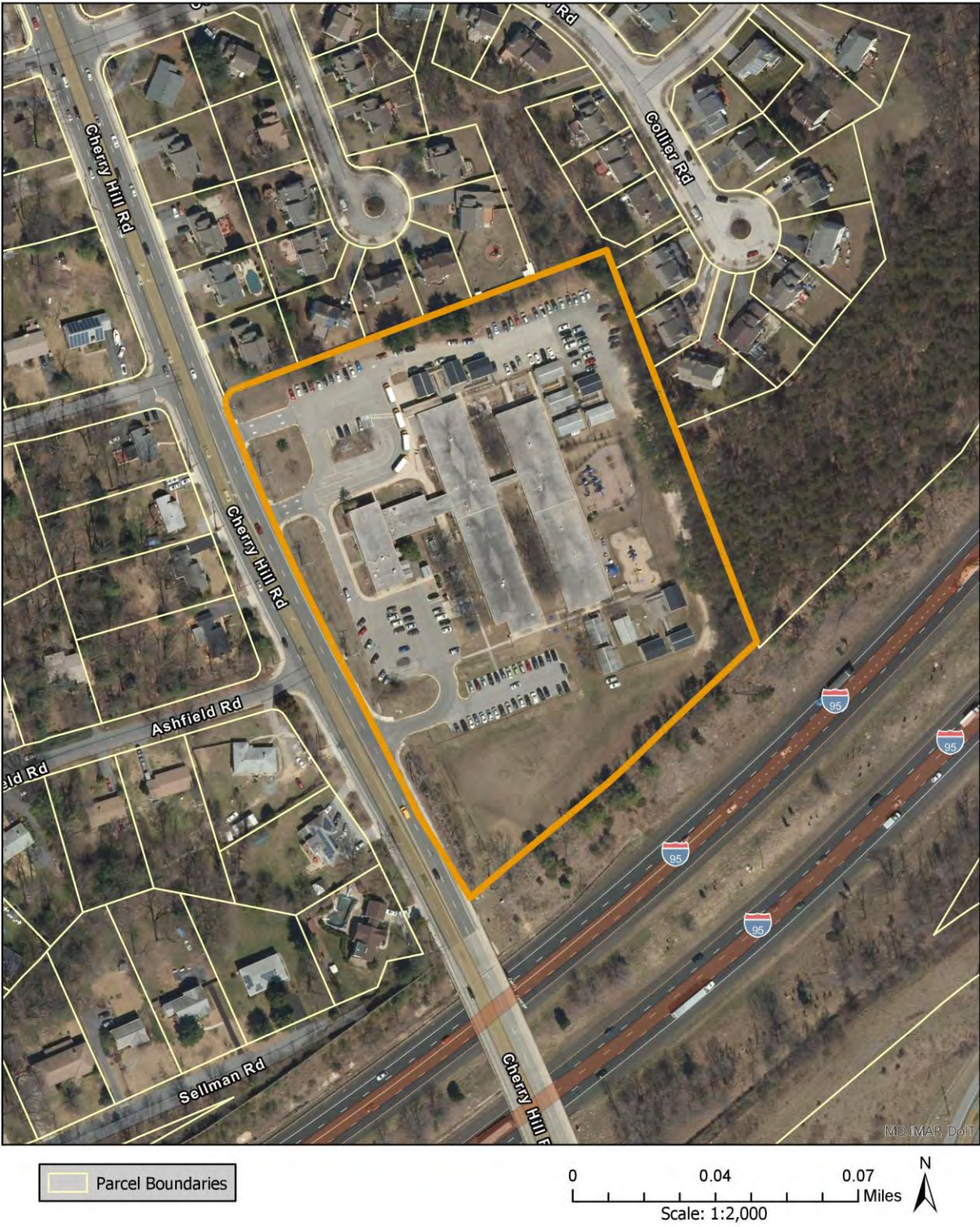


**Powder Mill Elementary School (Frances Fuchs Early Childhood Center)**

Location: 11011 Cherry Hill Road

Prince George's County

City: Beltsville







Main entrance, northwest facade and southwest elevation, looking southeast.



Southwest elevation, looking southeast.

**PHOTOGRAPHS**

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Metal canopy at southwest elevation, looking northeast.



**PHOTO LOG**

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Number of Photos: **3**

Name of Photographer: **Katherine Watts**

Date of Photographs: **2019-01-09**

Location of Original Digital File: **MD SHPO**

File Format: **PG:61-86\_2019-01-09\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

Main entrance, northwest facade and southwest elevation, looking southeast.

02.tif

Southwest elevation, looking southeast.

03.tif

Metal canopy at southwest elevation, looking northeast.

**MARYLAND HISTORICAL TRUST**  
**DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: Yes \_\_\_\_

No \_\_\_\_

Property Name: Powder Mill Estates

Inventory Number: PG:61-43

Address: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road Historic District: Yes

City: Hyattsville

Zip Code: 20783

County: Prince George's

USGS Quadrangle(s): Beltsville

Property Owner: Multiple

Tax Account ID: Multiple

Tax Map Parcel(s): Multiple

Tax Map: 0018

Project: I-495 & I-270 Managed Lanes Study

Agency: MDOT SHA

Agency Prepared By: Dovetail CRG

Preparer's Name: Danae Peckler

Date Prepared: Mar 28, 2019

Documentation is presented in: Project review and compliance files

Preparer's Eligibility Recommendation: Not Recommended

Criteria: A B C D

Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: Powder Mill Estates

Inventory Number:

Eligible:

Listed:

Site visit by MHT Staff \_\_\_\_ yes \_\_\_\_ no

Name:

Date:

Description of Property and Justification:

Powder Mill Estates was recorded in the Maryland Inventory of Historic Properties by P.A.C. Spero & Company in 1998. Documentation on file for this resource focused on the earliest plats of the subdivision, detailing 21 residential lots and recommending it as not eligible for listing in the National Register of Historic Places (NRHP) under any criteria (Taylor 1998, 8.2). At that time, the Maryland Historical Trust did not make an eligibility determination.

Setting:

Powder Mill Estates is a planned residential neighborhood located north of the intersection of I-95 and I-495, between Cherry Hill Road and Powder Mill Road in Hyattsville. It is roughly triangular in shape and bounded by Cherry Hill Road on the north and east, Powder Mill Road on the northwest, Paint Branch

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended:	Eligibility not recommended:
Criteria: ____ A ____ B ____ C ____ D	Considerations: ____ A ____ B ____ C ____ D ____ E ____ F ____ G
MHT Comments:	
Reviewer, Office of Preservation Services:	Date:
Reviewer, National Register Program:	Date:

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Unitarian Universalist Church and Paint Branch Park on the southwest, and I-95 on the south. This resource contains 52 acres including 82 single-family dwellings on lots ranging between 0.3 and 1.0 acre. Streets within the subdivision are curvilinear and 50 feet wide with no curbing and include a service road running parallel to Powder Mill Road. Powder Mill Estates is largely devoid of streetlights and public sidewalks; however, poured-concrete sidewalks and curbs were added in recent decades along the south side of Powder Mill Road from its intersection with Collier Road and around to the west side of Cherry Hill Road. Individual lots are landscaped with grassy lawns, shrubs, ornamental foliage, fences, and some mature trees.

#### Description:

Powder Mill Estates contains 82 single-family dwellings largely constructed between 1948 and 1962. One house constructed circa 1940 (3216 Sellman Road) predates the subdivision while three others were built after 1977, infilling open lots. Dwellings are predominantly Minimal Traditional, Transitional Ranch, Ranch, and Split-Level forms. Many houses in the subdivision lack applied ornamentation, but some feature elements of the Colonial Revival, Tudor Revival, and Contemporary styles. One outlier is the circa-1996, Two-Story Massed dwelling at 11102 Cherry Hill Road with elements of the New Traditional style.

Houses in Powder Mill Estates are one to two stories tall and three to seven bays wide. Depending on the slope of the terrain, dwellings may include partial basements with foundations commonly clad in a brick veneer. Exterior cladding includes stretcher-bond, American-bond, textured or painted brick veneer; stone or simulated-stone veneer; aluminum, T1-11, or vinyl siding; or some combination of these materials. Roofs are predominantly side-gabled or hipped and often feature projecting front-gabled or hipped bays at one or both ends of the façade. Most are sheathed in asphalt shingles and feature a single brick chimney at the interior of the house, near the center of the façade, or set along a side elevation.

Primary entrances are centrally located on the façade, often set below wide overhanging eaves or a recessed entry porch, with a single-leaf wood door. Many of these doors appear to be original, while window types in the neighborhood vary greatly with an abundance of replacement units. Original units include double-hung, two-over-two (horizontal muntins), six-over-six, or eight-over-eight, wood-framed sashes; wood-framed picture or bay windows; or paired, sliding, metal-framed sashes. At the façade, some windows are flanked by fixed, louvered or paneled, aluminum shutters. Most dwellings originally included a one-car garage or carport at one end of the façade, either incorporated into the main massing or connected to the house by a breezeway.

Additions and modifications to houses are common. When present, additions are typically at side or rear elevations and often keep with the scale and materials of the original houses. Some are incompatible with the design and character of the older building, including a second-story addition to the house at 10803 Ashfield Road where three front-gabled bays with paired sliding-glass doors and wood balconettes dominate the façade. Another example features a large garage addition and contemporary privacy wall along the façade at 11104 Chery Hill Road. Other common modifications, like the conversion of a one-bay garage into living space, enlarged carport or garage additions, also detract from the original character of the neighborhood.

#### Historic Context:



Most of the land within Powder Mill Estates was part of a larger agricultural property owned by Aaron Wise Martin and his wife, Cora. The couple sold roughly 174 acres in 1948 and 1949 to the Powder Mill Development Company, Inc., led by James W. and Mary E. Campbell (Prince George's County Deed Book [PGCDB] 911, 243 and 1180, 404). The creation and growth of two federal facilities in the vicinity of the property greatly increased the value of land in the area. To the southeast of this subdivision on the other side of what is now I-95, the U.S. Department of Agriculture (USDA) expanded the Beltsville Agricultural Research Center (BARC) (PG:62-14) between 1933 and 1940 to include the Bureau of Plant Industry facility. In 1944, the U.S. Navy purchased a large tract of land straddling Montgomery and Prince George's County, located immediately west of what would become Powder Mill Estates for the Naval Ordnance Laboratory (NOL) at White Oak (M: 33-25). These facilities encouraged suburban residential development in the area and by August 1952, the federal government pledged \$1.9 million for the construction of a new junior-senior high school near Powder Mill and Cherry Hill Roads to mitigate the strain new federal workers had placed on public services (Fishbein 1952, 21).

Constructed for Mayo L. and Ovenia Smith around 1940, the single-family dwelling at 3216 Sellman Road and the road by which it was accessed pre-date the subdivision of Powder Mill Estates, but were later incorporated into its general design (PGCDB 514, 351-354; United States Geological Survey 1945). The driveway became the west end of Sellman Road and followed a boundary line between the Martin's property and land purchased by the federal government in a 1940 expansion of BARC. Following the construction of I-95 around 1970, the intersection of Sellman Road with the west side of Cherry Hill Road was removed, creating a dead-end street.

Platted in sections between August 1949 and April 1953, residential lots in Powder Mill Estates were largely sold to individual homeowners who later arranged for the construction of their own houses (Prince George's County Plat Book [PGCPB] WWW 17, 12-13; 19, 62; 20, 59 and 92; 23, 7). Less often, two or three lots were sold to individuals; no lots were sold directly by the Powder Mill Development Company to homebuilding companies, and no firm promoted houses for sale in the subdivision. However, some of the earliest residents in the neighborhood facilitated its development by purchasing additional lots and building new houses to sell.

In the mid-1950s, brief classified advertisements frequently marketed Ranch-type houses on spacious lots in Powder Mill Estates. These routinely promoted the property's location near NOL or the Plant Industry at BARC and sometimes provided an idea of the house size, yet few ads included prices (The Washington Post 1955, 30; 1959, 25). One classified ad from 1953 valued a house on Powder Mill Road at \$20,500 while a 1954 ad stipulated a \$5,000 down payment (The Sunday Star 1953, 46; 1954, 40). In 1962, a house constructed on a lot developed by Edward and Anna Boswell at 3303 Powder Mill Road was noted as priced to sell in the mid-\$20,000s (The Sunday Star 1962a, 51). Although no architects or other design professionals were marketed in association with Powder Mill Estates, clusters of the same house type appear throughout the neighborhood, like the two variations of Minimal Traditional dwellings at 11008 to 11014 Cherry Hill Road. Typical of residential subdivisions from the Modern Period, restrictive covenants placed on the property by the Powder Mill Development Corporation limited its development to single-family dwellings no greater than two-and-a-half-stories tall and required that all new construction go through a design review, subject to the approval of an architectural committee for a period of ten years.

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Common for the time period, these restrictions also limited property ownership and occupation to Caucasians with the exception of domestic servants (PGCDB 1482, 330; 1503, 464; 1667, 493).

Founders of the Powder Mill Development Company, James W. and his wife Mary E. Campbell lived on a portion of the Martin's farm located northeast of the subdivision on the north side of Cherry Hill Road throughout the 1950s (The Sunday Star 1957, 23). James Campbell began working in the area around the turn of the twentieth century as a sand and gravel contractor, operating the Campbell Sand Company until 1956 (The Washington Times 1914, 4; The Sunday Star 1962b, 67). Prior to World War II, he often bought property in the D.C. area to extract gravel and sand, before selling it to others for development (The Washington Post 1921, 46). During the postwar building boom, Campbell worked with local building associations, sometimes serving on their board of directors and in conjunction with their affiliated construction companies in support of suburban residential construction (The Sunday Star 1957, 23; 1962a, 67). Powder Mill Estates is the only residential neighborhood created by James W. and Mary E. Campbell, but the couple formed other companies to subdivide smaller tracts of land and purchased several lots in other Prince George's County subdivisions, including Riverdale Heights and Forest Knolls, where the Campbell Sand Company supplied materials for contractors working in the development (PGCDB 631, 20; The Washington Post 1952, R7; 1962, B18).

#### Evaluation:

Powder Mill Estates was evaluated in accordance with the Suburban Historic Context, Suburbanization Historic Context Addendum, and NRHP Criteria A, B, and C.

Powder Mill Estates is a planned residential neighborhood created in the Modern Period (1930-1960) with house construction extending into the Suburban Diversification Period (1961-1980). It is typical of planned residential neighborhoods in Maryland and is a common example of its type in Prince George's County. Its design was not innovative or influential, and does not demonstrate significant associations with exurban residential development. Furthermore, the neighborhood is not known to be associated with any other events that have made a significant contribution to the broad patterns of history. Therefore, it is not eligible under Criterion A.

The individuals involved in its development are not known to have made significant contributions to suburbanization or the homebuilding industry in Prince George's County. Research has not shown the neighborhood to be associated with the lives of other persons significant in the past. Therefore, this resource is not eligible under Criterion B.

Powder Mill Estates represents a ubiquitous property type in Prince George's County and retains many of the character-defining elements of planned residential neighborhoods from the Modern and Suburban Diversification periods. However, most houses have been modified through the introduction of replacement materials and additions that have diminished the neighborhood's historic integrity of design, materials, workmanship, feeling, and association. Though few in number, three recently constructed dwellings have introduced new forms and styles, and one circa-1949 house has been converted to commercial use as a dentist's office (11108 Cherry Hill Road). Because it is not an outstanding example of its type and does not convey high artistic value as the work of a master, this resource is not eligible under Criterion C. This resource was not evaluated under Criterion D.

The boundary for Powder Mill Estates encompasses 52 acres and is defined by Cherry Hill Road to the east and north, Powder Mill Road to the northwest, Paint Branch Unitarian Universalist Church and Paint Branch Park to the southwest, and I-95 to the south. It includes multiple parcels found on Prince George's County Tax Map 18 (2019).

References:

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<https://www.roads.maryland.gov/OPPEN/The%20Suburbanization%20Historic%20Context%20and%20Survey%20Methodology.pdf>.

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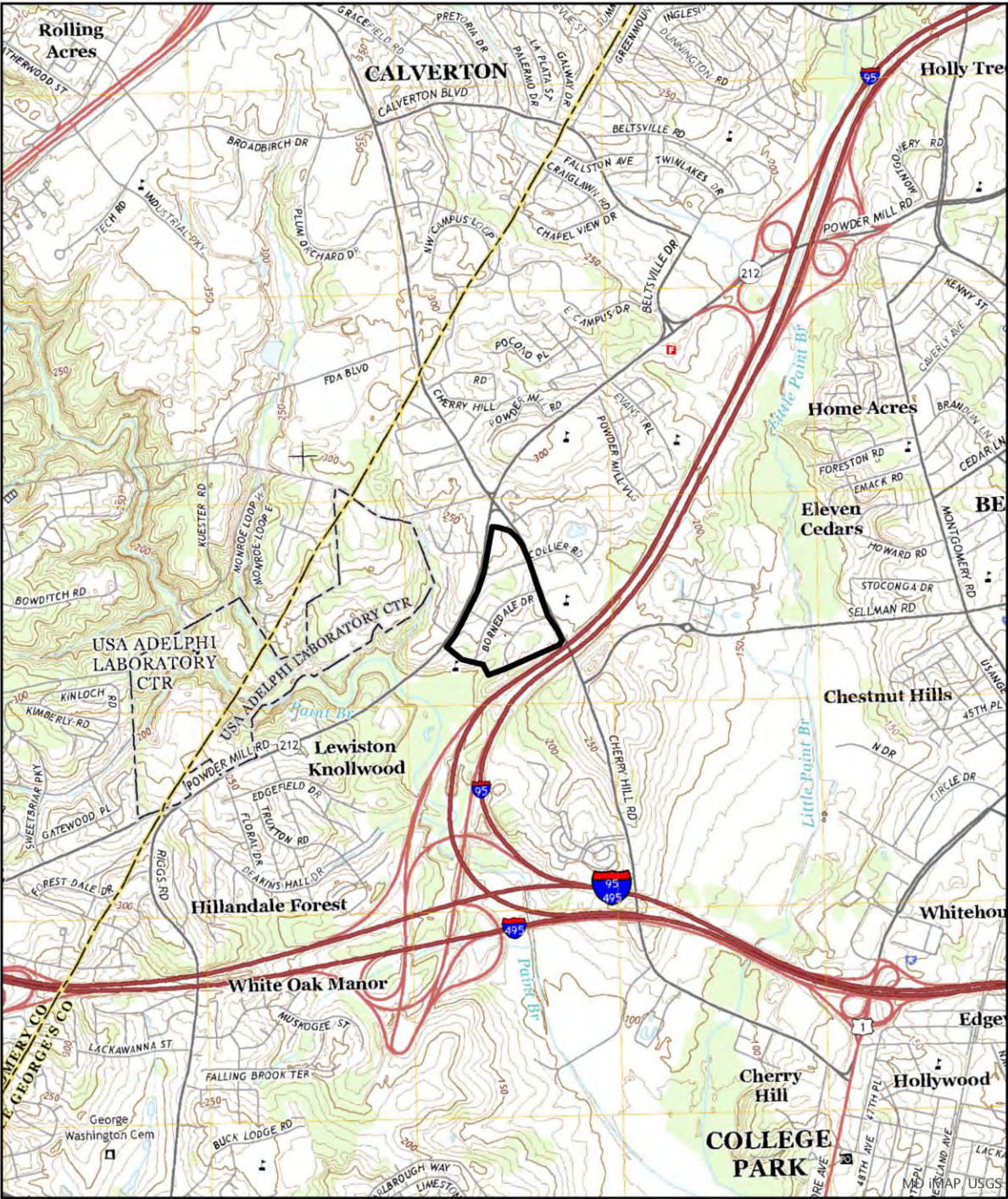
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**Powder Mill Estates**

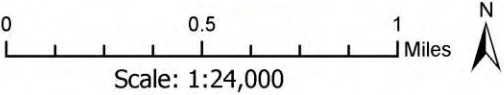
Prince George's County

Location: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road

City: Hyattsville



USGS 7.5' Quadrangle - Beltsville



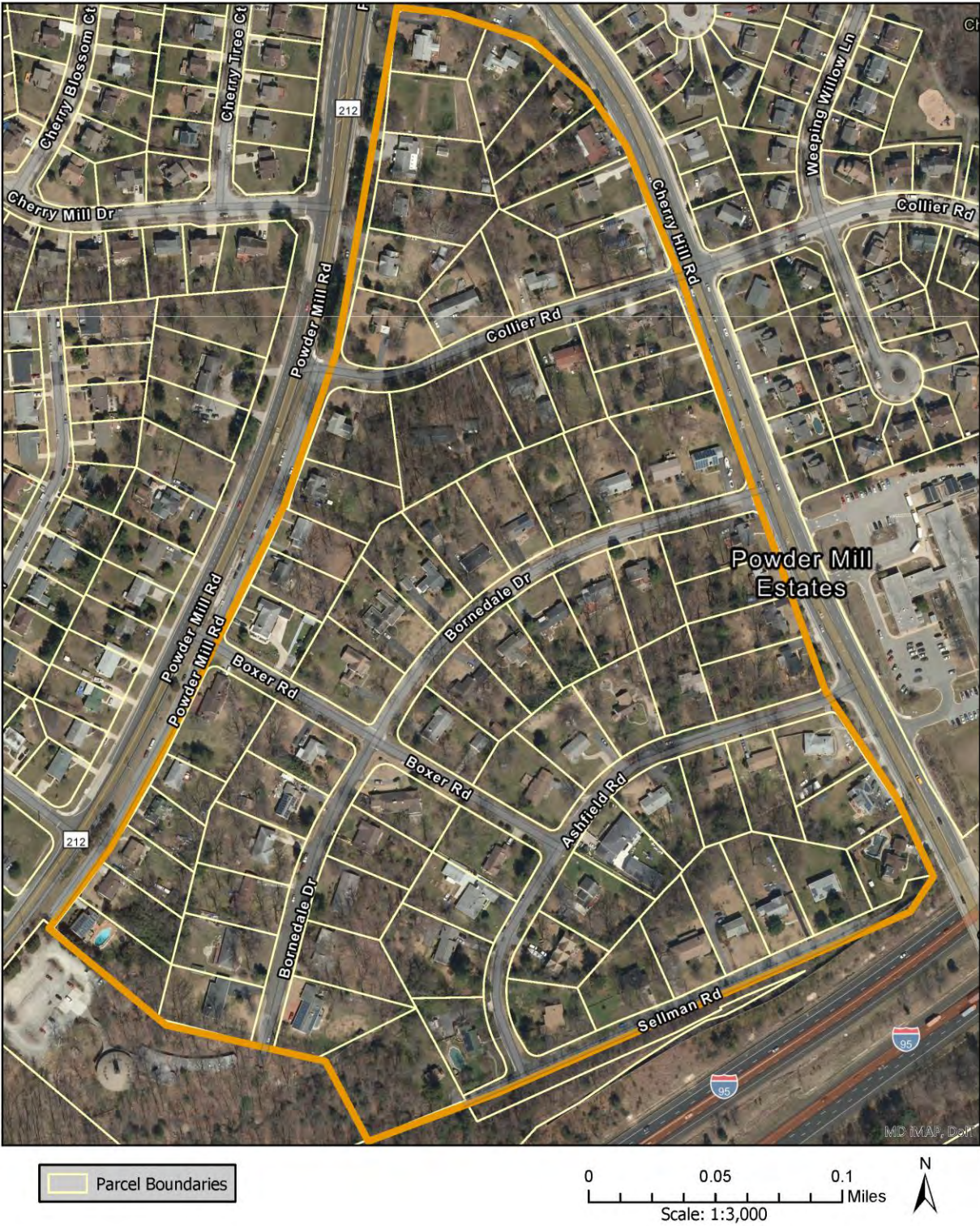


**Powder Mill Estates**

Prince George's County

Location: North of the I-95/I-495 intersection, between Powder Mill Road and Cherry Hill Road

City: Hyattsville







View of houses at 3306 and 3308 Sellman Road, looking northeast.



South elevation of 10904 Ashfield Road.





Northwest elevation of 10805 Ashfield Road.



Southeast elevation of 10902 Boredale Drive.





North elevation of 10911 Boredale Drive.



North elevation of 10809 Boredale Drive.





View of 3302 Sellman Road, looking northwest.



Northwest elevation of 10901 Ashfield Road.



**PHOTOGRAPHS**

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West oblique of 10803 Boredale Drive.

**PHOTO LOG**

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Number of Photos: **9**

Name of Photographer: **Adriana Moss**

Date of Photographs: **2019-01-21**

Location of Original Digital File: **MD SHPO**

File Format: **PG:61-43\_2019-01-21\_01.tif... etc.**

*Photographs inserted on continuation sheets:*

01.tif

View of houses at 3306 and 3308 Sellman Road, looking northeast.

02.tif

South elevation of 10904 Ashfield Road.

03.tif

Northwest elevation of 10805 Ashfield Road.

04.tif

Southeast elevation of 10902 Boredale Drive.

05.tif

North elevation of 10911 Boredale Drive.

06.tif

North elevation of 10809 Boredale Drive.

07.tif

View of 3302 Sellman Road, looking northwest.

08.tif

Northwest elevation of 10901 Ashfield Road.

09.tif

West oblique of 10803 Boredale Drive.